

**ERIE RAILROAD COMPANY**  
**WESTERN DISTRICT**

**Allegheny - Meadville**  
**Division**

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**Time Table No. 55**

**Effective 12:01 A. M.**

**SUNDAY, OCT. 30, 1955**  
**FOR EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**

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**55**  
**THINK!**  
**THEN**  
**ACT**  
**SAFELY**

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**D. A. LOGAN,**  
Superintendent  
**T. E. McGINNIS,**  
Assistant General Manager  
**J. P. ALLISON,**  
General Manager

**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	1189	45 Genesee	1189
Hornell, N. Y.	Dr. J. R. Kelly	27 Elm	196	27 Elm	196
Hornell, N. Y.	Dr. G. E. Taylor	37 Church	103	37 Church	103
Hornell, N. Y.	Dr. B. A. Barney (Oculist)	5 Center St.	339	5 Center	339
Hornell, N. Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	715	206 Main St.	715
Hornell, N. Y.	Dr. Arthur J. Karl	66 Maple St.	650	68 Maple St.	650
Wellsville, N. Y.	Dr. Roger W. Blaisdell	238 No. Main	313	393 No. Main St.	364
Fillmore, N. Y.	Dr. Robert H. Lyman	Genesee St.	101	Fillmore, N. Y.	70
Cuba, N. Y.	Dr. L. P. Bly	43 E. Main	77	43 E. Main	77
Olean, N. Y.	Dr. N. P. Johnson	201 S. Union	3143	Windfall Road	4969
Salamanca, N. Y.	Dr. J. S. Fleming	62 Main St.	1015	72 Division	1707
Salamanca, N. Y.	Dr. Leland R. Stoll	107 Main St.	1133	50 So. Main St.	1134
Randolph, N. Y.	Dr. M. O. Houghton	38 Jamestown St.	23531	38 Jamestown St.	23531
Jamestown, N. Y.	Dr. M. G. Bourne (Oculist)	Hotel Jamestown	5059	1 Stoneman Ave. Lakewood	3375
Jamestown, N. Y.	Dr. C. L. Wilson	7 Physicians Bldg.	5018	16 Mt. Alto Drive	5964
Corry, Pa.	Dr. A. E. Tate	49 W. Smith	38004	49 W. Smith	38004
Union City, Pa.	Dr. C. H. Ledger	5 South St.	86	5 South St.	460R
Camb. Spgs., Pa.	Dr. C. E. Mullin	155 S. Main St.	Mutual 2582	450 So. Main St.	Mutual 4751
Meadville, Pa.	Dr. J. F. Connor	959 Park Ave.	28351	442 Allegheny St.	37931
Meadville, Pa.	Dr. H. C. Winslow	837 Market St.	21531	387 Sherman St.	51533
Meadville, Pa.	Dr. S. F. Hazen (Oculist)	Trust Co. Bldg.	27961	208 DeVore Dr.	37964
Meadville, Pa.	Dr. W. C. Ferer (Oculist)	Trust Co. Bldg.	27961	291 DeVore Dr.	20313
Meadville, Pa.	Dr. R. T. Hendricks	837 Market St.	21531	380 No. Main St.	48561
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)	147 Linwood Ave.	Grant 0617	147 Linwood Ave.	Grant 0617
Buffalo, N. Y.	Dr. M. J. Downey	740 Seneca St.	Washington 8236	2142 Main St.	Parkside 5331
Buffalo, N. Y.	Dr. Paul V. Downey	119 Crosby Ave.	Victoria 0242	119 Crosby Ave.	Victoria 0242
Buffalo, N. Y.	Dr. Samuel Militello	1003 Genesee St.	Taylor 2826	988 Humbolt Pky.	Bailey 5365
Gowanda, N. Y.	Dr. Ward J. White	90 N. Chapel	606	90 N. Chapel	606
Dunkirk, N. Y.	Dr. John F. Foss	77 E. 4th St.	2478	427 Dove St.	2678
Bradford, Pa.	Dr. R. D. McCreary	I.O.O.F. Bldg.	3948	18 Calvin Court	22205
Bradford, Pa.	Dr. Harold Shapiro (Oculist)	408 I.O.O.F. Bldg.	8662	59 Stone Ave.	7022
Brockway, Pa.	Dr. N. F. Lorenzo	1st Natl. Bank	4843	981 Fifth Ave.	4841

# SPECIAL INSTRUCTIONS

## RULES OF THE OPERATING DEPARTMENT

EFFECTIVE NOV. 30, 1952

### STANDARD CLOCKS

Hornell	{ Telegraph Office Engine Dispatchers Office
Salamanca	{ Telegraph Office Yard Office Dormitory
Jamestown	Yard Office
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	{ 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 white flag by day and white light by night.

At Salamanca, N. Y., Erie Railroad westward trains will be governed by Signal 412-1 equipped with grade signal, and trains will operate in accordance with Operating Department Rule 509 (c), and, in addition to proper signal indication and before passing Signal 412-1, trains will require hand signal to proceed from Switchtender displaying yellow flag by day and yellow light by night.

Eastward trains when leaving east end of Yard will be governed by hand signal from Switchtender displaying yellow flag by day and yellow light by night.

### LETTERS—Additional to Rule 6.

- C. No. 1 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- G. 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.

- H. No. 2 will stop at Cambridge Springs and Union City to discharge from Youngstown and West and to receive passengers for Binghamton and East.
- J. No. 2 will stop at Cuba to let off passengers from Jamestown and West and to pick up passengers for Elmira and East.
- K. No. 5 each Monday will reduce speed to 15 miles per hour to discharge U. S. Mail at Belmont.
- M. No. 5 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- P. No. 6 will stop at Cambridge Springs to pick up and let off passengers.
- Q. No. 6 will stop at Union City to discharge from Youngstown and west and receive passengers for Binghamton and East.
- R. 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.

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.

### SPEED RESTRICTIONS

	Miles per hour
Passenger trains between Hornell and Salamanca on single and Eastward and Westward unrestricted tracks	70
Passenger trains between Salamanca and Meadville on single and Eastward and Westward unrestricted tracks	70
Express and Equipment Trains with freight cars	50
Freight trains	50
Trains hauling wrecking derrick	30
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains, not more than 15 cars from caboose.	
Trains handling spreader cars	30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	
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 on B. & S. W. Sub-Division except between D M Junction and Gowanda	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 .....

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All trains or engines leaving siding at west end of River Junction, both ends of siding at Fillmore and Belfast, east end of siding at CB Junction, both ends of siding at NE Junction, and CM Junction, and east end of JO eastward siding under signal indication as per Rule 287-B, rules of the operating department may operate at a speed not to exceed 30 miles per hour through 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
Air Preheater	Wellsville	M.P. 355.00
Coal Track	Friendship	M.P. 373.55
Daystrom Siding	Friendship	M.P. 374.08
Station Track	Allegheny	M.P. 397.90
Blackstone Track	Jamestown	M.P. 32.30
Nat'l. Bearing Co.	Saegertown	M.P. 99.03
Riefler's Switch	Hamburg	M.P. 12.39
Town Track	Eden Valley	M.P. 16.60

### ALLEGANY DIVISION

Interlocking switches, Cass Street, Hornell to Hornell station, Eastward trains ..	15
Curve at M.P. 331.17 - 332.21 .....	30
West of Hornell, M.P. 332.21 to M.P. 335.00 .....	60
Curves 15 and 16, Alfred, M.P. 339.87 to M.P. 340.40 .....	50
Curves 17, 18, 19 and 20, Alfred, M.P. 340.40 to M.P. 341.81 .....	60
Curves 24, 25 and 26, M.P. 343.86 to M.P. 344.75 .....	60
Curves 31 and 32, east of Andover, M.P. 348.08 to M.P. 348.78 .....	60
Curve 36, east of Wellsville, M.P. 356.54 to M.P. 356.79, Westward trains .....	40
Curve 36, east of Wellsville, M.P. 357.06 to M.P. 356.54, eastward trains .....	40
Wellsville—M.P. 356.79 East of State St. to Coates St. M.P. 358.11, Westward trains .....	25
Wellsville—M.P. 357.92 west of Farnum St. to State St. M.P. 357.06 Eastward trains .....	25
Curves 39, 40, 41, 42 and 43, east of Belmont to Belvidere, M.P. 365.50 to M.P. 368.78 .....	60

Curves 52, 53 and 54, at and west of Friendship, M.P. 373.16 to M.P. 374.70 .....	60
Curves 55, 56 and 57, west of Friendship, M.P. 374.70 to M.P. 375.67 .....	65
Curves 63 and 64 between Summit and Cuba, M.P. 379.97 to M.P. 380.80 .....	60
Curves 65, 66 and 67 at and east of Cuba, M.P. 380.80 to M.P. 382.27 .....	50
C B Junction—To and From Eastward Track and Old Line .....	60
C B Junction—To and From Westward Track and Old Line .....	30
Olean—M.P. 395.60 to M.P. 394.42, Eastward trains .....	50
Olean—M.P. 393.82 to M.P. 394.70, Westward trains .....	50
M.P. 400.57 to M.P. 408.80 between Allegheny and Salamanca .....	60
Curve No. 99, West of Carrollton, M.P. 408.80 to M.P. 409.11 .....	55
M.P. 409.11 to M.P. 412.50 East of Salamanca .....	60
W C Junction to M.P. 412.77, Eastward Track .....	40
Salamanca M.P. 412.77 to M.P. 412.50 Eastward Track .....	30
Salamanca M.P. 412.50 to M.P. 413.41 Westward Track .....	30
Salamanca M.P. 413.41 to WC Junction Westward Track .....	40

### RIVER LINE

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
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
From east and west end Passing Siding, Fillmore .....	30
Rush Creek Viaduct .....	30
Genesee Viaduct .....	30
From east and west end Passing Siding, Belfast .....	30
From east end Passing Siding, C B Junction, River Line .....	30
C B Junction To and From River Line and Westward Track .....	50
C B Junction To and From Eastward Track and River Line .....	30

### DUNKIRK BRANCH

Between W C Junction and Dunkirk .....	30
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Between home signals N.Y.C. St. L.R.R. and P.R.R. Crossing east of Dunkirk M.P. 458.50 .....	20
Passenger trains between Dayton and Dunkirk .....	20
Between Dayton and Dunkirk, class F (Diesel), .....	20
All Diesel Engines over Bridges 455.19 and 455.41 .....	15

MEADVILLE DIVISION

W C Junction to M.P. 412.77 Eastward Track .....	40
Salamanca M.P. 412.77 to M.P. 412.50 Eastward Track .....	30
Salamanca M.P. 412.50 to M.P. 413.41 Westward Track .....	30
Salamanca M.P. 413.41 to WC Junction Westward Track .....	40
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
Steamburg—Through Crossovers .....	30
R H—To and from westward track and single track .....	30
Curves 17, 18, 19, 20, 21, 22, 23, and 24 M.P. 13.29 to M.P. 17.09 .....	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
Curves between Waterboro and west of Kennedy, M.P. 23.10 to M.P. 25.47, Eastward and Westward tracks .....	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 .....	50
Diesel switch engines only are allowed to operate on JW&NW main track from JW&NW terminal to Jamestown City Line.	
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
Jamestown—Curve between M.P. 34.18 and M.P. 34.50, Eastward and Westward tracks .....	30
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—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—From East End Eastward siding .....	30
C M Junction—Through East main track crossover .....	30
C M Junction—Through West main track crossover .....	40
C M Junction — Eastward trains entering Eastward siding .....	30
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. 61.82 west of E Y Tower, Eastward and Westward tracks .....	40
J O Sidings Eastward trains leaving Eastward siding .....	30
Union City, M.P. 73.04 to M.P. 71.89 Eastward track .....	50
Union City, M.P. 71.60 to M.P. 72.60 Westward track .....	50
Curve 91, West of Union City, M.P. 74.05 to M.P. 74.39 Westward track .....	60
Curves 93, 94, 95, 96 and 98 between Union City and Mill Village, M.P. 75.51 to M.P. 77.72, 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 .....	65
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
Curve 139, East of Meadville, M.P. 101.04 to M.P. 101.15, Eastward and Westward tracks .....	60
Curve 140, East of Meadville, M.P. 101.15 to M.P. 101.28, Eastward Track .....	45
Curve 140, East of Meadville, M.P. 101.15 to M.P. 101.28, Westward Track .....	50
Curve 141, East of Meadville, M.P. 101.28 to M.P. 101.45, Eastward track .....	40
Curve 141, East of Meadville, M.P. 101.28 to M.P. 101.45, Westward track .....	45
Curves 1 and 2, East of Meadville, M.P. 101.45 to M.P. 102.16, Eastward and Westward tracks .....	50
Curves 3, 3A and 4, West of Meadville, (Mahoning Division) M.P. 103.25 to M.P. 102.65, Eastward track .....	40
Curves 3, 3A and 4, West of Meadville, (Mahoning Division) M.P. 102.65 to M.P. 103.25, Westward track .....	35

## B. & S. W. SUB-DIVISION

All trains .....	45
Tift Street Junction—From Westward track to single track .....	20
Tift Street Junction—Eastward trains over spring switch M.P. 3.51 .....	25
Tift Street Junction—Westward trains running on Eastward track over spring switch M.P. 3.51 .....	30
Between Collins and Gowanda .....	35
Gowanda—M.P. 32.76 to M.P. 33.32, Westward trains .....	35
Gowanda—M.P. 33.32 to M.P. 32.76, Eastward trains .....	15
D M Junction to Gowanda .....	15

## BRADFORD SUB-DIVISION

All trains .....	30
Riverside—Trestle 2.06 .....	15
Between Crawford and Lewis Run—Eastward freight trains and light engines .....	15
Bridge 27.66 Kinzua Viaduct .....	15
All Diesel engines over Bridge 0.15 West Clarion Branch .....	10

## SUPERIORITY OF TRAINS

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

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

## CLEARING OF TRAINS

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

Extra trains will not leave Hornell, Salamanca (Allegheny Division), 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 Meadville, Jamestown and Dunkirk will not leave without permission from Train Dispatcher.

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

## MOVEMENTS NOT PROVIDED BY TIME TABLE

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

## TRAIN REGISTERS

Hornell ..... Telegraph Office First Class Trains  
Meadville ..... 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 .....	{ West Yard Office Telegraph Office Engine Dispatchers Office
Salamanca .....	{ Telegraph Office Yard Office Dormitory
Jamestown .....	Yard Office
Meadville .....	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo .....	{ Engine Dispatchers Office QX Yard Office Callers Office—E. Buffalo
Gowanda .....	Telegraph Office
Bradford .....	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 authorized, to make entries of any nature in Special Order Books.

## MOVEMENT OF TRAINS

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

Engines must not be operated backwards beyond a point where a turntable or wye is located without special authority from Superintendent.

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

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

Diesel engines, Motor Cars and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

### SIDINGS

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

EASTWARD WESTWARD

Almond .....	55	
Alfred .....	54	
Andover .....	56	
Wellsville .....	36	79
Belmont .....	71	
Friendship .....	30	
Summit .....	72	
River Junction .....	131	
Fillmore .....	165	
Belfast .....	165	
C B Junction .....	165	
Little Valley .....	35	
Falconer .....	151	140
N E Junction .....	138	
C M Junction .....	146	
J O Sidings .....	128	131
Mill Village .....	134	
Hamburg .....	60	
Eden Center .....	100	
North Collins .....	46	
Collins .....	85	
Gowanda .....	55	
D M Junction .....	100	
Cherry Creek .....	101	
Bradford .....	45	
West Bradford .....	84	
J. & B. Junction .....	89	

### GRADE CROSSINGS

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

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

#### Dunkirk

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

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

#### 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.

### 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 within interlocking limits 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  
Toby Branch—Brockway to  
Kyler Mines.

### 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 and  
West of W C Junction  
Meadville—East of Race Street

### SPRING SWITCHES

Spring switch at west end of double track Tiftt 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.

#### Tiftt Street Junction

Spring switch at Tiftt 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. 1 of Traffic Control System 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.

#### J O Siding

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

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

The indications of the distant switch signal are:

Green—Proceed.

Yellow—Approach switch signal prepared to stop.

The indications for the switch signal are:

Green—Switch points properly lined for Eastward main track.

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

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

Rule 292-D

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 either in telephone booth or on outside of instrument housing.

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

4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.

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

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

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

#### ELECTRIC SWITCH LOCKS

CARROLLTON—Main track crossover.

Bradord Sub-Division Main track switch.

STEAMBURG—Team Track.

RANDOLPH—East end Passing Siding,  
Town Track,  
South Local,  
Bordens Switch.

KENNEDY—Main Track Crossover.

To operate these switches see special instructions posted at above locations.

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

Between Hornell (Cass Street) and Meadville and between River Junction and 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 Signal System Rules will govern.

#### POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED

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

Wellsville  
Friendship  
Cuba



R H, single track between R H and Waterboro. Controlled by Train Dispatcher.

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

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

### TRAFFIC CONTROL SYSTEMS—OPERATING INSTRUCTIONS

1. Controlled signals govern movement over the spring switches at the east end of "CB" Junction siding, 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 engineer must be notified by the conductor or trainman that permission has been given by the Dispatcher so that he will be governed by hand signals and must also be notified when the work is completed, track clear and so reported to the Dispatcher so that he will then be governed by the signal indications.

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

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

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

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

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

### 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.

- 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

#### ALFRED, N. Y.

- 340.75 Overhead unloading bin of Alfred-Atlas Sand Company

#### WELLSVILLE, N. Y.

- 356.70 Doorways on two southerly tracks of Air Preheater Company
- 356.70 Doorway new building of Air Preheater Company
- 356.70 Overhead Crane of Air Preheater Company
- 356.70 Overhead Crane wires of Air Preheater Company
- 357.33 Madison Street Overhead Bridge Main Track and Siding
- 358.20 Doorways to shop two tracks Worthington Pump Company

#### CUBA, N. Y.

- 382.01 Doorway—Phelps & Sibley Mill
- 382.01 Overhead Highway Bridge

#### RIVER JUNCTION, N. Y.

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

#### RUSH CREEK, N. Y.

- 368.27 Overhead Highway Bridge

#### HINSDALE, N. Y.

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

OLEAN, N. Y.

395.20 Doorway to Vanderhorst

CARROLLTON, N. Y.

407.10 Bridge (B. & O. R. R.) Eastward Track

407.10 Bridge (B. & O. R. R.) Westward Track

SALAMANCA, N. Y.

Roundhouse Doors on Radial Track

DUNKIRK BRANCH

SMITHS MILLS, N. Y.

H 445.08 Overhead Bridge

FORESTVILLE, N. Y.

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

H 452.03 Overhead Bridge

SHERIDAN, N. Y.

H 453 62 Overhead Bridge

DUNKIRK, N. Y.

Overhead pipe, Dock Track

MEADVILLE DIVISION

R H

13.06 Overhead Highway Bridge Eastward and Westward Tracks

KENNEDY, N. Y.

Overhead chute, Kellogg Amic Wood Chip Plant

JAMESTOWN, N. Y.

Doorway Diesel Shop.

East doorway Blackstone Building at Tiffany Ave.

West doorway Blackstone Building at Tiffany Ave.

Crane Boom over sidetrack—Crescent Tool Company

Inside Arch, City of Jamestown Siding

Trestle over Chadakoin River near Second St., on lead to former J. C. & L. E. freight house—Br. No. 0.27

Overhead pipes and passages—Dahlstrom Metallic Door — From Blackstone Ave. to end of both tracks

Doorway to Building of Jamestown Metal Equipment

J. W. & N. W. Doorway to shed Lyons Lumber Company

J. W. & N. W. Building at Clinton St. Pennsylvania Gas Company

CELORON, N. Y.

36.32 Overhead Highway Bridge, Eastward Track

36.32 Overhead Highway Bridge, Westward Track

LAKEWOOD, N. Y.

39.92 Overhead Highway Bridge, Westward Track

39.92 Overhead Highway Bridge, Eastward Track

WATTS FLATS, N. Y.

44.62 Overhead Highway Bridge, Eastward Track

B. & S. W. SUB-DIVISION

GOWANDA, N. Y.

Doorway to Shed Glue Works

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

Mile BRADFORD SUB-DIVISION  
Post BRADFORD, PA.

Overhead electric service line just west of Kennedy Street ...

Overhead drop service telephone line just west of Washington Street .....

Overhead drop service telephone line just east of Pearl Street ..

Entrance to Bovaird & Seyfang building east of Main Street ...

Overhead electric conduit Bovaird & Seyfang track east of Main Street .....

LEWIS RUN, PA.

Overhead electric service line Hanley No. 2 loading track ....

MIDMONT, PA.

Overhead clearance, loading track No. 1 .....

Overhead clearance, loading track No. 2 .....

Overhead clearance, loading track No. 3 .....

HOWARD HILL MINE

Overhead loading conveyor platform .....

CRAMER MINE

Overhead loading chute, loading track No. 1 .....

Overhead loading chute, loading track No. 2 .....

Overhead loading chute, loading track No. 3 .....

MEADVILLE DIVISION

BEAR LAKE, PA.

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

LOTTSVILLE, PA.

3.50 (C&E) Overhead Bridge .....

8.90 (C&E) Overhead Bridge .....

CORRY, PA.

65.32 Overhead Bridge, eastward track  
Overhead Bridge, westward track

JO SIDINGS

69.55 Overhead Bridge, westward track

UNION CITY, PA.

Entrance to building Union Coal and Supply Co. ....

74.37 Overhead Bridge, eastward track

MILL VILLAGE, Pa.

79.60 Overhead Bridge, eastward track

81.93 Overhead Bridge, eastward track

MILLERS, PA.

85.57 Overhead Bridge, westward track

VENANGO, PA.

91.86 Overhead Bridge, eastward track

91.86 Overhead Bridge, westward track

SAEGERTOWN, PA.

95.46 Overhead Bridge, eastward track

95.46 Overhead Bridge, westward track

98.35 Overhead Bridge, eastward track

98.35 Overhead Bridge, westward track

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:

Little Valley Town Track

Location	Mile Post
ALLEGANY DIVISION	
Phelps and Sibley Track, Cuba, N. Y. ....	381.92

**POINTS AT WHICH DRAGGING EQUIPMENT DETECTORS ARE LOCATED.**

Allegany Division—River Line

For Eastward Trains:

1. At signal 381-2R, M.P. 381.11. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to eastward home signal west end Belfast Siding, M. P. 379.02.

2. At signal 372-2R, M. P. 372.85. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signal 370-2R, M. P. 370.82.

For Westward Trains:

1. At signal 363-1R, M. P. 363.15. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to westward home signal, east end Fillmore Siding, M. P. 365.30.

2. At signal 370-1R, M. P. 370.61. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signal 372-1R, M. P. 372.88.

When letter "E" is illuminated at the above locations, train must be stopped and inspected to locate dragging equipment and dispatcher notified. The illumination of the letter "E" prevents the next signal in advance from clearing. When train reaches next signal in advance, dispatcher must be notified of delay. To permit signal to clear, break seal on switch-key controller marked "E" located adjacent to the signal. Insert switch-key, turn clock-wise and hold ten (10) seconds. Remove key and signal should clear. If signal fails to clear, confer with dispatcher for further instructions.

**SPECIAL INSTRUCTIONS COVERING AUTOMATIC ELECTRIC CROSSING GATES—**

Meadville Division;

Main Street and Concord Street, Union City.

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

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

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

First Avenue, Center St., Fifth Avenue, Corry

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

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

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

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

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

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

Main and Center Streets Randolph, N. Y.

The normal starting circuit for westward trains is located at M.P. 16.90.

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

The normal starting circuit for eastward trains is located at M.P. 19.53.

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

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

## B & S W Sub-Division

Commercial Street, Gowanda

Westward trains approaching a white disc located on north side of Main track M.P. 32.50 six-tenths (.6) miles east of Gowanda Station must not exceed a speed of twenty (20) miles per hour until crossing is reached. Trains operating ten (10) miles per hour or less at Cattaraugus Creek bridge M.P. 32.92 located about two-tenths (.2) mile east of Gowanda Station (where a white disc located on north side of Main track indicates starting point) must not exceed ten (10) miles per hour until crossing is reached.

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

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

Normal eastward start for fifteen (15) miles per hour is located M.P. 33.22 twenty-two hundredths (.22) miles west of Gowanda Station.

All westward trains having work to do at Gowanda will not exceed a speed of ten (10) miles per hour between Main Street, M.P. 32.50 and Cattaraugus Creek bridge, M.P. 32.92.

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

A short track circuit extending approximately forty (40) feet each side of crossing has been installed.

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

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

Westward trains using Main track switches M.P. 32.93 east of Gowanda Station, when switches are reversed will have automatic Cut-out for electric gates and gates will raise.

After switching is completed, train must not proceed more than ten (10) miles per hour to Commercial St. and must not proceed over crossing unless gates are lowered or flag protection is afforded. Westward trains for normal speed operation must not exceed speed of thirty-five (35) miles per hour and eastward trains fifteen (15) miles per hour between M.P. 32.76 to M.P. 33.32

## Allegany Division

North Union Street, Olean

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

Operating circuits are arranged for fast and slow speeds. Trains or engines operating on main tracks passing starting circuits at a speed of twenty (20) miles per hour or less will not exceed twenty (20) miles per hour until crossing is reached.

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

### MISCELLANEOUS

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

#### HOT JOURNALS

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

By night — Swing lantern in small verticle circle.

#### CONNECTIONS DRAGGING

By day or night — Give stop signal.

#### CAR DOOR SWINGING OR ABOUT TO FALL

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

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

#### BRAKES STICKING

By day — Shove hand in sliding movement from body.

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

#### FLAT WHEELS

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

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

#### ALL CLEAR

By day or night — Proceed signal.

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

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

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

### INSTRUCTIONS FOR ENGINEMEN WITH LOCOMOTIVES EQUIPPED WITH AUTOMATIC TRAIN STOP

See Rules 520 to 520-B inclusive Rules of the Operating Department Nov. 30, 1952.

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

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

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

#### TO PLACE EQUIPMENT IN OPERATION

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, 700 to 705 inclusive.

#### OPERATION

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, 700 to 705 inclusive.

#### 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 CUTOFF COCK

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

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

Speed warning whistle will sound at approximately 80 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 83 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, 700 to 705 inclusive, before throttle is opened.

#### GOVERNOR CHECK LIGHT

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)

Each Engineers Station in the Operating Cab of E-8, PA 20 and PA 22 Class Locomotives is equipped with a Foot Pedal Operated Safety Control. This feature is connected 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, 700 to 705 inclusive, 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. G. Ainey, Trainmaster

J. W. Connor, Trainmaster

C. D. Cull, Road Foreman of Engines

J. J. Fitzgerald, Chief Train Dispatcher

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

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

W. J. Freaney, Ass't. Chief Train Dispatcher

# Allegany-Meadville Division

EASTWARD TRAINS				Mile Post Location	STATIONS AND SIDINGS	WESTWARD TRAINS			
FIRST CLASS						FIRST CLASS			
2	8	80	6			5	7	1	
Daily	Daily Except Sunday	Sunday Only	Daily			Daily	Daily	Daily	
P M 7.09	P M 10.24	P M 10.54	A M 8.37	Eastern Standard Time			P M 7.55	A M 12.30	A M 9.15
				A ..... NEW YORK ..... D					
A M 10.54	P M 1.57	P M 2.29	A M 12.51	331.3	{ ..... HORNELL ..... N	A M 4.15	A M 10.05	P M 5.46	
10.47	1.49	2.21	12.43	336.3	5.0 ..... ALMOND .....	4.22	10.12	5.53	
10.42	1.43	2.15	12.37	340.5	4.2 ..... ALFRED .....	4.27	10.17	5.59	
10.32	1.32	2.04	12.27	348.8	8.3 ..... ANDOVER .....	4.37	R10.32	6.09	
s 10.20	s 1.20	s 1.52	s 12.16	357.4	B. & O. 8.6 ..... WELLSVILLE ..... D	s 4.53	s 10.53	s 6.24	
10.09	1.00	1.32	12.04	365.8	8.4 ..... BELMONT .....	K 5.02	R11.03	6.33	
10.01	12.52	1.23	11.56	373.5	7.7 ..... FRIENDSHIP ..... D	5.12	R11.11	6.42	
9.57	12.48	1.19	11.50	377.5	4.0 ..... SUMMIT .....	5.17	11.16	6.47	
J 9.51	s 12.41	1.13	11.44	382.2	4.7 ..... CUBA .....	M 5.23	s 11.24	C 6.53	
9.49	12.39	1.11	11.42	383.9	1.7 ..... C B JUNCTION .....	5.25	11.26	6.55	
				389.1	5.2 ..... HINSDALE .....				
s 9.37	s 12.27	s 12.59	s 11.31	394.7	5.6 ..... OLEAN ..... N	s 5.43	s 11.49	s 7.13	
				398.1	P. R. R. 3.4 ..... ALLEGANY .....				
9.19	12.07	12.40	11.12	407.2	9.1 ..... CARROLLTON .....	5.58	12.03	7.27	
9.13	12.01	12.34	11.05	412.6	B. & O. 5.4 ..... SALAMANCA ... N	6.06	12.12	7.35	
9.03	11.51	12.24	10.55			6.16	12.22	7.45	
9.01	11.49	12.22	10.53	1.3	1.3 ..... W C JUNCTION .....	6.18	12.24	7.47	
8.50	T 11.37	12.06	10.42	12.0	10.7 ..... STEAMBURG .....	6.28	12.35	7.57	
8.48	11.24	11.51	10.40	14.0	2.0 ..... B H .....	6.30	12.37	7.59	
8.43	s 11.19	s 11.46	10.36	17.6	3.6 ..... RANDOLPH .....	s 6.36	s 12.43	8.05	
8.36	11.12	11.38	10.30	23.2	5.6 ..... WATERBORO .....	6.43	12.50	8.11	
				24.8	1.6 ..... KENNEDY .....				
8.29	11.05	11.31	10.23	30.3	N.Y.C.R.R. 5.5 ..... FALCONER ... N	6.50	12.57	8.18	
s 8.24	s 11.00	s 11.26	s 10.18	34.0	3.7 ..... JAMESTOWN ... D	s 7.02	s 1.09	s 8.32	
8.11	10.47	11.15	10.02	38.7	4.7 ..... LAKEWOOD ...	7.08	1.14	8.38	
				41.4	2.7 ..... ASHVILLE ...				
8.02	10.39	11.07	9.53	47.0	5.6 ..... N E JUNCTION ... N	7.17	1.23	8.47	
				51.2	4.2 ..... BEAR LAKE .....				
7.50	10.27	10.55	9.41	56.2	5.0 ..... C M JUNCTION .....	7.27	1.33	8.57	
s 7.45	s 10.22	s 10.50	s 9.36	60.9	4.7 P. R. R. Renovo Div. ..... CORRY ..... N	s 7.37	s 1.45	s 9.09	
7.28	10.06	10.37	9.19	70.8	9.9 P. R. R. Buffalo Div. ..... J O SIDINGS .....	7.47	1.55	9.19	
H 7.26	s 10.04	s 10.35	Q 9.17	72.3	1.5 ..... UNION CITY .....	f 7.49	s 1.58	G 9.21	
7.18	9.55	10.27	9.10	79.6	7.3 ..... MILL VILLAGE .....	7.58	2.05	9.29	
H 7.09	s 9.46	s 10.19	P 9.03	87.9	8.3 ..... CAMBRIDGE SP'GS ... D	s 8.08	s 2.16	G 9.39	
				91.8	3.9 ..... VENANGO .....				
7.00	9.36	10.09	8.53	96.4	4.6 ..... SAEGERTOWN .....	8.17	2.25	9.48	
6.53	9.29	10.02	8.46	102.5	6.1 ..... MEADVILLE ... N	8.25	2.32	9.56	
6.45	9.24	9.57	8.39			8.30	2.42	10.06	
6.40	9.19	9.52	8.35	105.4	2.9 ..... BUCHANAN ... N	8.35	2.47	10.11	
A M 6.05	A M 10.00	A M 10.00	P M 10.30		D ..... CHICAGO ..... A	A M 4.40	P M 1.15	A M 7.55	
P M	P M	P M	A M		Central Standard Time	P M	A M	A M	

**BUFFALO & SOUTHWESTERN SUB-DIVISION**

**BRADFORD SUB-DIVISION**

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

**TOBY BRANCH**

Distance from Kyler's Mines	STATIONS AND SIDINGS	Distance from Brockway
11.4	... BROCKWAY ...	0.0
10.7	P. & S. 0.70 ... ERIE JUNCTION ...	0.7
9.6	1.10 ... CRENSHAW ...	1.8
8.0	1.60 ... BROCKPORT ...	3.4
5.2	2.80 ... HYDES ...	6.2
1.0	4.20 ... KYLER'S CORNERS ...	10.4
0.0	1.00 ... KYLER'S MINES ..	11.4

**DUNKIRK BRANCH**

Distance from Dunkirk	STATIONS AND SIDINGS	Mile Post
45.5	... W C JUNCTION ...	413.9
38.6	6.9 ... LITTLE VALLEY ... D	420.8
31.3	7.3 ... CATTARAUGUS ... D	428.1
22.0	9.3 ... DAYTON ...	437.4
19.0	3.0 ... PERRYSBURG ... D	440.4
12.0	7.0 ... SMITH'S MILLS ...	447.4
8.2	3.8 ... FORESTVILLE ... L	451.2
4.4	3.8 ... SHERIDAN ...	455.0
0.0	N.Y.C.&St.L. 4.4 N.Y.C. P.R.R. DUNKIRK ...	459.4

Distance from Brockway	STATIONS AND SIDINGS	Distance from Carrollton
SALAMANCA		
79.1	5.40 CARROLLTON	0.0
76.8	P. R. R. 2.30 ... RIVERSIDE ...	2.3
72.8	B. & O. 3.99 ... LIMESTONE ...	6.3
68.9	3.94 ... EAST BRADFORD ...	10.2
67.6	1.23 BRADFORD .. D	11.5
66.8	0.80 ... WEST BRADFORD ...	12.3
64.1	2.74 ... CUSTER CITY ...	15.0
62.8	B. & O. 1.35 ... HOWARD ...	16.3
61.9	0.83 ... LEWIS RUN ...	17.2
56.6	5.32 ... TAINTORS ...	22.5
55.4	1.16 ... CRAWFORD ...	23.7
54.0	1.45 ... RIDERVILLE ...	25.1
51.4	2.56 KINZUA VIADUCT ...	27.7
47.3	4.12 B. & O. J & B JUNCTION ... N	31.8
46.9	B. & O. 0.41 ... MT JEWETT ...	32.2
43.8	3.11 ... FREEMAN ...	35.3
41.4	2.42 ... HUTCHINS ...	37.7
37.6	3.85 ... MIDMONT ...	41.5
35.9	1.72 ... RASSELAS ...	43.2
30.8	5.09 ... KETNER ...	48.3
26.9	B. & O. 3.87 ... CLARION JUNCTION . N	52.2
1.4	B. & O. 25.5 ... W I TOWER ... N	77.7
0.0	P. R. R. 1.37 ... BROCKWAY ...	79.1
Distance from Johnsonburg		Distance from Clarion Junction
0.9	... CLARION JUNCTION ..	0.0
0.0	B. & O. 0.92 ... JOHNSONBURG ...	0.9

**RIVER LINE**

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

**COLUMBUS & ERIE R. R.**

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

## STATION LIST

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

<b>ALLEGANY DIVISION</b>		Crawford .....	2431	Dexterville .....	444
Hornell .....	331	Riderville .....	2433	Jamestown .....	446
Almond .....	336	J & B Junction .....	2439	Plywood .....	448
Alfred .....	340	Mt. Jewett .....	2440	Lakewood .....	451
Andover .....	349	Freeman .....	2442	Ashville .....	454
Wellsville .....	357	Hutchins .....	2446	Watts Flats .....	458
Scio .....	361	Rasselas .....	2451	Niobe "NE" Junction .....	459
Belmont .....	366	Ketner .....	2456	Niobe .....	460
Belvidere .....	369	Clarion Junction .....	2460	Bear Lake, Pa. ....	464
Friendship .....	373	Johnsonburg .....	2461	"CM" Junction .....	469
Summit .....	377	Whistletown .....	2465	Columbus .....	470
Cuba .....	382	Ridgway .....	2468	Corry .....	473
Cuba "CB" Junction .....	384	Thayers .....	2471	"JO" Sidings .....	484
Hinsdale .....	389	Mill Creek .....	2476	Union City .....	485
Olean .....	395	Carman .....	9897	Mill Village .....	492
Alleghany .....	398	"WI" Tower .....	2486	Millers .....	497
Vandalia .....	403	Brockway (B & O R. R. ..	2487	Cambridge Springs .....	501
Carrollton .....	407	Crenshaw .....	2489	Venango .....	504
Salamanca .....	413	Brockport .....	2491	Saegertown .....	509
West Salamanca .....	1414	Hellen Mills .....	2493	Meadville .....	515
Little Valley .....	1421	Hydes .....	2494		
Cattaraugus .....	1423	Bundy Jct. or Toby No. 3 ..	2496	<b>C &amp; E RAILROAD</b>	
Dayton .....	1438	Kyler Mine .....	2498	"NE" Junction .....	459
Perrysburg .....	1440			Lottsville, Pa. ....	6465
Smiths Mills .....	1447	<b>CLARION BRANCH</b>		"CM" Tower .....	469
Forestville .....	1451	"WI" Tower .....	2486		
Sheridan .....	1455	Brockway (Erie R. R.) ....	3487		
Dunkirk .....	1459				
<b>RIVER LINE</b>		<b>B. &amp; O. R. R.</b>		<b>B &amp; S W SUB-DIVISION</b>	
River Junction .....	3358	Brockway .....	2487	Buffalo (Louisiana St.) ...	3424
All River Line switches at		Lanes Mills Junction .....	4490	Buffalo Creek Jct. ....	7427
River Jct. ....	2359	Falls Creek .....	4496	Tiftt Street .....	7428
Fillmore Cripple Track ....	2366	Du Bois .....	4498	West Seneca .....	7429
Belfast Cripple Track ....	2378	C & M Junction .....	4501	Blasdell .....	7431
"CB" River Line Cripple		Stanley .....	4504	Hamburg .....	7437
Track .....	2390	Sykes .....	4507	Eden Valley .....	7440
"CB" Junction .....	2391	Cramer .....	4510	Eden Center .....	7443
<b>BRADFORD SUB DIVISION</b>		<b>MEADVILLE DIVISION</b>		North Collins .....	7447
Carrollton, N. Y. ....	407	Salamanca .....	413	Lawtons .....	7451
Riverside .....	2409	Bucktooth .....	414	Collins .....	7454
Irvine Mills .....	2410	Red House .....	420	Gowanda .....	7457
Limestone .....	2414	Steamburg .....	425	Dayton .....	1438
East Bradford, Pa. ....	2418	"RH" .....	427	South Dayton .....	7467
Bradford .....	2419	Randolph .....	430	Cherry Creek .....	7472
Custer City .....	2422	Waterboro .....	436	Conewango .....	7476
Howard Junction .....	2423	Kennedy .....	437	Waterboro .....	436
Lewis Run .....	2424	Falconer .....	443	Kennedy .....	437
Taintors .....	2430			Falconer .....	443
				Jamestown .....	446



