ERIE RAILROAD COMPANY

WESTERN DISTRICT

Allegany, Meadville, Bradford and Buffalo and Southwestern Divisions

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Time Table 43

Effective 12:01 A. M.

SUNDAY, SEPT. 25, 1949

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

43

THINK ! THEN ACT SAFELY

J. P. ALLISON,
Superintendent

H. V. BORDWELL,
Assistant General Manager

A. E. KRIESIEN,
General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930

STANDARD CLOCKS

Hornell	Telegraph Office Engine Dispatchers Office
Olean	Freight House
Salamanca	Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	Telegraph Office Round House
Meadville	Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	Telegraph Office, L. V.Sta. Engine Dispatchers Office QX Yard Office 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 automatic 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 Isabella 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 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 single and 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 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	30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	
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 M. P. 13.29 and Waterboro, and westward between Union City and Cambridge Springs	30
B. & S. W. Division:	
Between Waterboro and D M Junction	40
Between Gowanda 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
Riefler'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
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, Tip Top, 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
M.P. 400.57 to M.P. 408.80 between Allegany 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
Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward Tracks	40
Curve 109, Salamanca, west of Signal 413-1, M.P. 413.24 to M.P. 413.41, Westward Track	30

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
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), N, R and S engines	20
Class N and R-3 Small Tender Engines over Bridges 414.04, 414.86, 415.69, 416.51	20
Class R-1, R-2 and S Engines over Bridges 414.04, 414.86, 415.69, 416.51, 417.12, 420.67 between Salamanca and Dayton for occasional emergency service only	15
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
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

MEADVILLE DIVISION

Between Salamanca M.P. 412.50 and W C Junction, Eastward and Westward tracks	40
Curve 109, Salamanca, west of Signal 413-1, M.P. 413.24 to M.P. 413.41 Westward track	30
Curve 3, West of Salamanca, M.P. 2.85 to M.P. 3.19, Eastward and Westward tracks	65
Curve 4, West of Salamanca, M.P. 4.35 to M.P. 4.66, Eastward and Westward tracks	65
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
Waterboro—To and from Eastward track and B. & S. W.	10
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
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
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.	
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
Class N-3, R and S engines are not permitted to use Bridge 0.27 JW&NW, Jamestown.	
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. 61.75 west of E Y Tower, Eastward and Westward tracks	40
J O Sidings Eastward trains leaving Eastward siding	30
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. 75.71 toM.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
Curves 139 and 140, East of Meadville, M.P. 101.05 to M.P. 101.28, Eastward track	60
Curve 140, East of Meadville, M.P. 101.14 to M.P. 101.28, Westward track	50
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
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

B. & S. W. DIVISION

Passenger trains	55
Freight trains	45
Buffalo—J U west leg of wye	10
Tifft Street Junction — From Westward track to single track	20
Tifft Street Junction—Eastward trains over spring switch M.P. 3.51	25
Tifft Street Junction — Westward trains running on Eastward track over spring switch M.P. 3.51	30
Between Collins and Gowanda	35
D M Junction to Gowanda—Freight trains and light engines	15
Waterboro—To and from B. & S. W. and Eastward track	10
Passenger trains are also restricted as follows:	
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
Between Spencer Lens switch Hamburg, M.P. 12.94 to west end passing siding, Hamburg, M.P. 13.75	30
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
Between switch at east end passing siding North Collins, M.P. 22.70 and G.L.F. switch, M.P. 23.50	30
Between switch east end passing siding Collins, M.P. 29.45 and switch at west end new siding Dayton, M.P. 38.66	30
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
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—Eastward 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 Viaduct.

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 engines 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 Tender 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 permitted 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, Salamanca, Meadville, Buffalo or Bradford without clearance form (A).

Second Class and extra trains will not leave Hornell, Salamanca (Allegany 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 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).

TRAIN REGISTERS

Hornell	Telegraph Office	First Class Trains
Salamanca	Telegraph Office	First Class Trains Originating and Terminating at Salamanca
Meadville	Telegraph Office	First Class Trains
Buffalo	Telegraph Office	First Class Trains
Jamestown	Telegraph Office	B&SW First Class Trains
Bradford	Telegraph Office	First Class Trains

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

When registering trains, write out in full the color of signals displayed.

When not displaying signals write out in full "no signals", sign name and initials and do not use ditto marks.

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

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Hornell	Telegraph Office Engine Dispatchers Office
Olean	Freight House
Salamanca	Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	Telegraph Office
Meadville	Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office Coal Station
Buffalo	Telegraph Office, L. V. Sta. Engine Dispatchers Office QX Yard Office 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 authorized, to make entries of any nature in Special Order Books.

SIDINGS

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

Wellsville		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
N E 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 and West of W C Junction
Meadville—East of Race Street

SPRING SWITCHES

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

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

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.

Tifft Street Junction

Spring switch at Tifft Street Junction is protected by two position signal located 2000 ft. West of switch. Clear indication, proceed over spring switch. Approach indication, proceed to point of spring switch, then stop, examine points

of switch, and make sure points are properly set before proceeding. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent.

C B Junction and River Junction

Controlled signals govern movement over the spring switches at the east end of C B Junction siding, at the 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 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. 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.

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 any of these

switches 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.

Meadville Division

Steamburg, N. Y., Team Track

Trains desiring to use this switch must first secure permission from the Train Dispatcher. No attempt shall be made to open switch until indicator displays "clear".

When indicator shows "clear" switch padlock may be removed from latch and switch operated in usual manner.

Train movements to and from switch must be made on proper signal only. Such signal indication can be displayed only when switch padlock is in the latch.

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.

The indication displayed on indicator at electric lock switches does not relieve enginemen and trainmen from protectng their train as required by the rules.

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
Waterboro
Falconer
N E Junction
M S Tower

TELEPHONE TRAIN ORDER SIGNALS

Westward

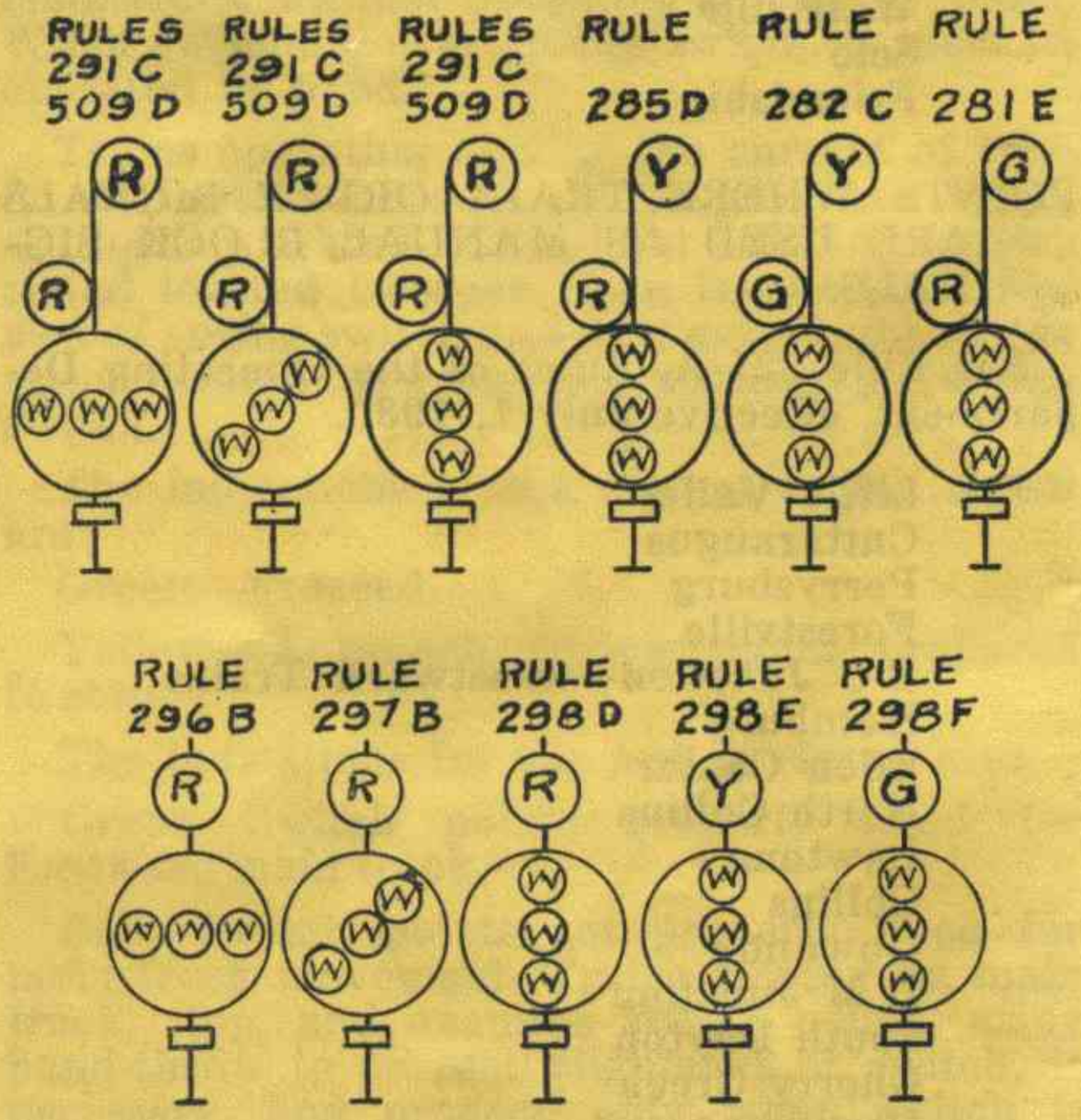
Auto. Sig. 446-1 Jamestown
" " 451-1 Lakewood
" " 483-1 J O Sidings
" " 490-1 Mill Village
" " 501-1 C G Sidings
" " 508-1 Saegertown
" " 514-1 Race Street

Eastward

Auto. Sig. 509-2 Saegertown
" " 502-2 C G Sidings
" " 491-2 Mill Village
" " 451-2 Lakewood
" " 444-2 Falconer
" " 396-2 College Crossover
" " 390-2 H R

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	8:30 A. M. to 12:00 Noon
	1:00 P. M. to 5:30 P. M.
Saturday, Sunday and Holidays	Closed
Wellsville	8:30 A. M. to 12:30 A. M.
Sunday	8:30 A. M. to 4:30 P. M.
Scio	8:30 A. M. to 4:30 P. M.
Saturday, Sunday and Holidays	Closed
Friendship	8:00 A. M. to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Little Valley	7:00 A. M. to 12:00 Noon
	2:00 P. M. to 5:00 P. M.
Saturday, Sunday and Holidays	Closed
Cattaraugus	8:00 A. M. to 12:00 Noon
	1:00 P. M. to 5:00 P. M.
Saturday, Sunday and Holidays	Closed
Perrysburg	8:00 A. M. to 11:00 A. M.
Saturday, Sunday and Holidays	Closed
Forestville	11:30 A. M. to 12:00 Noon
	1:00 P. M. to 5:00 P. M.
Saturday, Sunday and Holidays	Closed
Jamestown	6:30 A. M. to 10:30 P. M.
Cambridge Springs	7:00 A. M. to 10:00 P. M.
Sunday	7:00 A. M. to 3:00 P. M.
Hamburg	8:00 A. M. to 11:00 A. M.
Saturday, Sunday and Holidays	Closed
Eden Center	9:15 A. M. to 12:00 Noon
	1:00 P. M. to 6:15 P. M.
Saturday and Sunday	Closed
North Collins	9:30 A. M. to 12:30 P. M.
	1:30 P. M. to 6:30 P. M.
Saturday, Sunday and Holidays	Closed
Lawtons	9:30 A. M. to 12:30 P. M.
	1:30 P. M. to 6:30 P. M.
Saturday, Sunday and Holidays	Closed
Collins	10:30 P. M. to 6:30 A. M.
	8:30 A. M. to 11:30 A. M.
	1:30 P. M. to 6:30 P. M.
Gowanda	6:15 P. M. to 10:15 A. M.
D M Junction	10:00 P. M. to 6:00 A. M.
South Dayton	7:30 A. M. to 7:30 P. M.
Monday and Saturday	7:30 A. M. to 4:30 P. M.
Sunday and Holidays	Closed
Cherry Creek	1:00 P. M. to 5:00 P. M.
Saturday, Sunday and Holidays	Closed
Conewango	8:00 A. M. to 12:00 Noon
Saturday, Sunday and Holidays	Closed
Bradford	6:45 A. M. to 10:45 P. M.
Crawford	1:30 P. M. to 9:30 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 W C Junction and Steamburg on westward track only. Controlled by Train Dispatcher.

Territory between Steamburg and Randolph. Controlled by Train Dispatcher.

Territory between Randolph and Waterboro. Controlled by Operator, 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. Hand operated switches equipped with an electric lock 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 "Maintainers 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 C B Junction siding, at eastward and westward home signals at W C Junction, just west of Bridge 1.49, at eastward and westward home signals at Steamburg, at Steamburg station, at eastward and westward home signals at R H, at east end of Randolph, at east end of C M Junction siding and 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

Employes 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
	ALFRED, N. Y.	
340.75	Overhead unloading bin of Alfred-Atlas Sand Company	17 ft. 4 in.
	WELLSVILLE, N. Y.	
356.70	Doorways on two southerly tracks of Air Preheater Company	20 ft. 0 in.
356.70	Doorway new building of Air Preheater Company	20 ft. 0 in.
356.70	Overhead Crane of Air Preheater Company	17 ft. 0 in.
356.70	Overhead Crane wires of Air Preheater Company	16 ft. 4 in.
357.33	Madison Street Overhead Bridge Main Track and Siding	20 ft. 8 in.
358.20	Doorways to shop two tracks Worthington Pump Company	17 ft. 6 in.
	CUBA, N. Y.	
382.01	Doorway—Phelps & Sibley Mill	15 ft. 10 in.
382.01	Overhead Highway Bridge	18 ft. 8 in.
	RIVER JUNCTION, N. Y.	
359.23	Overhead Highway Bridge Main Track	19 ft. 8 in.
359.23	Overhead Highway Bridge—Siding	20 ft. 3 in.
360.82	Overhead Highway Bridge	19 ft. 1 in.
	RUSH CREEK, N. Y.	
367.20	Overhead Highway Bridge	21 ft. 3 in.
368.27	Overhead Highway Bridge	19 ft. 2 in.
	HINSDALE, N. Y.	
388.99	Overhead Highway Bridge Eastward Track	20 ft. 10 in.
388.99	Overhead Highway Bridge Westward Track	20 ft. 8 in.
390.19	Overhead Highway Bridge Westward Track	21 ft. 0 in.

	OLEAN, N. Y.	
394.38	Bridge over Oil Creek Eastward and Westward Tracks	21 ft. 0 in.
394.50	Shed at Acme Mill	16 ft. 0 in.
	CARROLLTON, N. Y.	
407.10	Bridge (B. & O. R. R.) Eastward Track	19 ft. 5 in.
407.10	Bridge (B. & O. R. R.) Westward Track	19 ft. 6 in.
407.10	Bridge (B. & O. R. R.) Siding	20 ft. 6 in.
	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	
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.
	Overhead pipes and passages—Dahlstrom Metallic Door — From Blackstone Ave. to end of both tracks	15 ft. 2 in.
	Doorway to Building of Jamestown Metal Equipment	18 ft. 2 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.
	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
MEADVILLE DIVISION	
South leg of wye track, Falconer, N. Y.	30.57
Freight house lead track, Jamestown, N. Y. ..	32.65
BUFFALO AND SOUTHWESTERN DIVISION	
Single Main Track, Waterboro, N. Y.	58.47

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 sigmals 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

EASTWARD TRAINS

Distance from Dunkirk	STATIONS AND SIDINGS		FIRST CLASS 530 Daily	2 Daily		8 Daily Except Sunday	80 Sunday Only	6 Daily			SECOND CLASS
	..... NEW YORK	....A		P M 7.27		P M 11.24	P M 11.24	A M 8.04			
			A M	A M		P M	P M	A M			
128.1	.... HORNELL 5.0	....A N	.....	11.04	.....	3.09	3.09	12.24	.....	.....	
123.1	..... ALMOND 4.2	.....	.....	10.58	.....	3.01	3.02	12.19	.....	.....	
118.9	..... ALFRED 3.7	.....	.....	10.53	.....	2.56	2.57	12.14	.....	.....	
115.2	..... TIP TOP 4.6	.....	.....	10.49	.....	2.51	2.52	12.09	.....	....	
110.6	..... ANDOVER	.....D	.....	10.41	.....	2.44	2.46	12.03	.....	....	
102.0	B. & O. 8.6 ... WELLSVILLE	.....D	.....	s 10.29	.....	s 2.32	s 2.35	s 11.50	.....	.....	
98.1	3.9 ..... SCIO	.....D	.....	10.21	.....	2.16	2.27	11.44	.....	.....	
94.2	3.9 ..... BELMONT	.....	.....	10.17	.....	2.12	2.24	11.40	.....	.....	
90.4	3.8 .... BELVIDERE	.....	.....	10.13	.....	2.08	2.18	11.36	.....	.....	
85.9	4.5 .... FRIENDSHIP	.....D	.....	10.09	.....	2.03	2.14	11.32	.....	.....	
81.9	4.0 ..... SUMMIT	.....	.....	10.05	.....	1.58	2.09	11.28	.....	.....	
77.2	4.7 ..... CUBA	.....	.....	H 9.59	.....	s 1.51	2.03	11.22	.....	.....	
75.5	1.7 ... C B JUNCTION	....N	.....	9.57	.....	1.48	2.01	11.20	.....	.....	
70.3	5.2 ..... HINSDALE	.....	.....	.....	.....	.....	.....	.....	.....	.....	
64.7	5.6 ..... OLEAN	.....N	.....	s 9.45	.....	s 1.36	s 1.49	s 11.09	.....	.....	
61.3	P. R. R. 3.4 ..... ALLEGANY	.....	.....	.....	.....	.....	.....	.....	.....	.....	
52.2	9.1 ..... CARROLLTON	.....	6.55	9.27	.....	1.17	1.30	10.48	.....	.....	
46.8	B. & O. 5.4 ..... SALAMANCA	...L N	6.42	9.21	.....	1.11	1.24	10.41	.....	.....	
			.....	.....	.....	.....	.....	.....	.....	.....	
45.5	1.3 ... W C JUNCTION	. .	.....	.....	.....	.....	.....	.....	.....	.....	
38.6	6.9 .. LITTLE VALLEY	...D	.....	.....	.....	.....	.....	.....	.....	.....	
31.3	7.3 .. CATTARAUGUS	...D	.....	.....	.....	.....	.....	.....	.....	.....	
22.0	9.3 ..... DAYTON	.....	.....	.....	.....	.....	.....	.....	.....	.....	
19.0	3.0 ... PERRYSBURG	....D	.....	.....	.....	.....	.....	.....	.....	.....	
12.0	7.0 ... SMITH'S MILLS	.....	.....	.....	.....	.....	.....	.....	.....	.....	
8.2	3.8 ... FORESTVILLE	....D	.....	.....	.....	.....	.....	.....	.....	.....	
4.4	3.8 ..... SHERIDAN	.....	.....	.....	.....	.....	.....	.....	.....	.....	
0.0	N.Y.C.&St.L. 4.4 P.R.R. DUNKIRK	N.Y.C	.....	.....	.....	.....	.....	.....	.....	.....	
			A M	A M		P M	P M	P M			

Single Track

ALLEGANY DIVISION

Distance from Jersey City	STATIONS AND SIDINGS		WESTWARD TRAINS								
			FIRST CLASS								SECOND CLASS
			5	7		1			537		
			Daily	Daily		Daily			Daily		
	..... NEW YORK L		P M 8.00	A M 12.05		A M					
			A M	A M		P M			P M		
331.3	.... HORNELL ....L N		4.18	10.15	.....	5.36	.....	.....	.....	.....	
	5.0										
336.3	.... ALMOND		4.25	10.22	.....	5.43	.....	.....	.....	.....	
	4.2										
340.5	.... ALFRED		4:30	10.28	.....	5.49	.....	.....	.....	.....	
	3.7										
344.2	.... TIP TOP		4.35	10.33	.....	5.54	.....	.....	.....	.....	
	4.6										
348.8	.... ANDOVER .....D		4.40	P10.41	.....	5.59	.....	.....	.....	.....	
	B. & O. 8.6										
357.4	... WELLSVILLE .....D	s	4.56	s 11.02	.....	s 6.14	.....	.....	.....	.....	
	3.9										
361.3	..... SCIO .....D		5.01	11.07	.....	6.19	.....	.....	.....	.....	
	3.9										
365.2	..... BELMONT	J	5.05	P 11.11	.....	6.23	.....	.....	.....	.....	
	3.8										
369.0	.... BELVIDERe		5.10	11.15	.....	6.27	.....	.....	.....	.....	
	4.5										
373.5	.... FRIENDSHIP .....D		5.15	P 11.22	.....	6.32	.....	.....	.....	.....	
	4.0										
377.5	..... SUMMIT		5.20	11.27	.....	6.37	.....	.....	.....	.....	
	4.7										
382.2	..... CUBA	K	5.26	s 11.36	.....	C 6.43	.....	.....	.....	.....	
	1.7										
383.9	... C B JUNCTION ....N		5.28	11.39	.....	6.45	.....	.....	.....	.....	
	5.2										
389.1	..... HINSDALE		.....	.....	.....	.....	.....	.....	.....	.....	
	5.6										
394.7	..... OLEAN .....N	s	5.50	s 12.05	.....	s 7.04	.....	.....	.....	.....	
	P. R. R. 3.4										
398.1	..... ALLEGANY		.....	.....	.....	.....	.....	.....	.....	.....	
	9.1										
407.2	..... CARROLLTON		6.03	12.20	.....	7.18	.....	.....	9.45	.....	
	B. & O. 5.4										
412.6	..... SALAMANCA ...A N		6.11	12.29	.....	7.27	.....	.....	10.00	.....	
			.....	.....	.....	.....	.....	.....	.....	.....	
	1.8										
413.9	... W C JUNCTION ...		.....	.....	.....	.....	.....	.....	.....	.....	
	6.9										
420.8	.. LITTLE VALLEY ...D		.....	.....	.....	.....	.....	.....	.....	.....	
	7.3										
428.1	.. CATTARAUGUS ...D		.....	.....	.....	.....	.....	.....	.....	.....	
	9.3										
437.4	..... DAYTON		.....	.....	.....	.....	.....	.....	.....	.....	
	3.0										
440.4	... PERRYSBURG ....D		.....	.....	.....	.....	.....	.....	.....	.....	
	7.0										
447.4	... SMITH'S MILLS		.....	.....	.....	.....	.....	.....	.....	.....	
	3.8										
451.2	... FORESTVILLE ....D		.....	.....	.....	.....	.....	.....	.....	.....	
	3.8										
455.0	..... SHERIDAN		.....	.....	.....	.....	.....	.....	.....	.....	
	N.Y.C.&St.L. 4.4 N.Y.C										
459.4	P.R.R. DUNKIRK		.....	.....	.....	.....	.....	.....	.....	.....	
			A M	P M		P M			P M		

Single Track

MEADVILLE DIVISION

EASTWARD TRAINS

Distance from Meadville	STATIONS AND SIDINGS		FIRST CLASS						SECOND CLASS		
			2	516		8	80	6			
			Daily	Daily		Daily Except Sunday	Sunday Only	Daily			
			A M	A M		P M	P M	P M			
102.5	SALAMANCA	A N	9.11		.....	1.01	1.14	10.31	.....	.....	.....
	1.3										
101.2	W C JUNCTION		9.09	(Via B. & S. W.)	.....	12.59	1.12	10.29	.....	.....	.....
	6.4										
94.8	RED HOUSE		9.01		.....	12.50	1.04	10.22	.....	.....	.....
	4.3										
90.5	STEAMBURG		8.56		.....	T 12.42	12.58	10.18	.....	.....	.....
	2.0										
88.5	R H		8.54		.....	12.21	12.39	10.16	.....	.....	.....
	3.6										
84.9	RANDOLPH		8.49		.....	s 12.15	s 12.32	10.12	.....	.....	.....
	5.6										
79.3	WATERBORO	N	8.43	9.02	.....	11.59	12.16	10.06	.....	.....	.....
	1.6										
77.7	KENNEDY		.....	s 8.59	.....	.....	.....	.....	.....	.....	.....
	N.Y.C.R.R. 5.5										
72.2	FALCONER	N	8.35	s 8.51	.....	11.51	12.09	9.59	.....	.....	.....
	3.7										
68.5	JAMESTOWN	D	s 8.29	8.45	.....	s 11.46	s 12.04	s 9.54	.....	.....	.....
	4.7										
63.8	LAKEWOOD		8.14	.....	.....	11.23	11.47	9.37	.....	.....	.....
	2.7										
61.1	ASHVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.6										
55.5	N E JUNCTION	N	8.05	.....	.....	11.13	11.38	9.28	.....	.....	.....
	0.8										
54.7	NIOBE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.4										
51.3	BEAR LAKE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.0										
46.3	C M JUNCTION		7.52	.....	.....	10.49	11.17	9.16	.....	.....	.....
	1.3										
45.0	COLUMBUS		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.4										
	P. R. R. Renovo Div.										
41.6	CORRY	N	s 7.47	.....	.....	s 10.44	s 11.12	s 9.11	.....	.....	.....
	P. R. R. Buffalo Div.										
	2.4										
39.2	C D CROSSOVER		.....	.....	.....	.....	.....	.....	.....	.....	.....
	7.5										
31.7	J O SIDINGS		7.28	.....	.....	10.28	10.58	8.52	.....	.....	.....
	1.5										
30.2	UNION CITY	G	7.26	.....	.....	s 10.26	s 10.56	M 8.50	.....	.....	.....
	6.9										
23.3	MILL VILLAGE		7.18	.....	.....	10.17	10.47	8.43	.....	.....	.....
	5.5										
17.8	MILLERS		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
14.2	CAMBRIDGE SP'GS	D G	7.09	.....	.....	s 10.08	s 10.37	M 8.35	.....	.....	.....
	1.0										
13.2	C G SIDINGS		7.07	.....	.....	10.05	10.35	8.34	.....	.....	.....
	2.5										
10.7	VENANGO		.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6										
6.1	SAEGERTOWN		7.00	.....	.....	9.58	10.28	8.27	.....	.....	.....
	6.1										
0.0	MEADVILLE	N	6.53	.....	.....	9.51	10.21	8.20	.....	.....	.....
			6.47	.....	.....	9.46	10.16	8.15	.....	.....	.....
	2.9										
2.9	BUCHANAN	N	6.30	.....	.....	9.30	10.03	7.59	.....	.....	.....
			A M	A M		A M	A M	P M			
.....	CHICAGO	L	6.10	.....	.....	10.00	10.00	9.55	.....	.....	.....
	Central Standard Time		P M			P M	P M	A M			

MEADVILLE DIVISION

WESTWARD TRAINS

Distance from Salamanca	STATIONS AND SIDINGS		FIRST CLASS 5 Daily	FIRST CLASS 7 Daily		FIRST CLASS 519 Daily	FIRST CLASS 1 Daily		SECOND CLASS		
			A M	P M		P M	P M				
0.0	SALAMANCA	L N	6.21	12.39	.....		7.37	.....	.....	.....	.....
	1.3										
1.3	W C JUNCTION		6.23	12.41	.....	(Via B. & S. W.)	7.39	.....	.....	.....	.....
	6.4										
7.7	RED HOUSE		6.29	12.47	.....		7.46	.....	.....	.....	.....
	4.3										
12.0	STEAMBURG		6.33	12.51	.....		7.50	.....	.....	.....	.....
	2.0										
14.0	R H		6.35	12.53	.....		7.52	.....	.....	.....	.....
	3.6										
17.6	RANDOLPH	s	6.42	s 1.00	.....		E 7.58	.....	.....	.....	.....
	5.6										
23.2	WATERBORO	N	6.48	1.06	.....	7.29	8.04	.....	.....	.....	.....
	1.6										
24.8	KENNEDY		.....	.....	.....	U 7.32	.....	.....	.....	.....	.....
	N.Y.C.R.R. 5.5										
30.3	FALCONER	N	6.55	1.13	.....	s 7.40	8.12	.....	.....	.....	.....
	3.7										
34.0	JAMESTOWN	D s	7.07	s 1.29	.....	7.47	s 8.28	.....	.....	.....	.....
	4.7										
38.7	LAKEWOOD		7.12	1.35	.....	.....	8.34	.....	.....	.....	.....
	2.7										
41.4	ASHVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.6										
47.0	N E JUNCTION	N	7.21	1.44	.....	.....	8.43	.....	.....	.....	.....
	0.8										
47.8	NIOBE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.4										
51.2	BEAR LAKE		.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.0										
56.2	C M JUNCTION		7.32	1.54	.....	.....	8.53	.....	.....	.....	.....
	1.8										
57.5	COLUMBUS		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.4										
	P. R. R. Renovo Div.										
60.9	CORRY	N	s 7.43	s 2.07	.....	.....	s 9.07	.....	.....	.....	.....
	P. R. R. Buffalo Div.										
	2.4										
63.3	C D CROSSOVER		.....	.....	.....	.....	.....	.....	.....	.....	.....
	7.5										
70.8	J O SIDINGS		7.53	2.17	.....	.....	9.17	.....	.....	.....	.....
	1.5										
72.3	UNION CITY	f	7.57	s 2.21	.....	.....	E 9.19	.....	.....	.....	.....
	7.3										
79.6	MILL VILLAGE		8.05	2.29	.....	.....	9.29	.....	.....	.....	.....
	5.1										
84.7	MILLERS		.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6										
88.3	CAMBRIDGE SP'GS	D s	8.16	s 2.41	.....	.....	E 9.38	.....	.....	.....	.....
	1.0										
89.3	C G SIDINGS		8.17	2.43	.....	.....	9.39	.....	.....	.....	.....
	2.5										
91.8	VENANGO		.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6										
96.4	SAEGERTOWN		8.25	2.52	.....	.....	9.48	.....	.....	.....	.....
	6.1										
102.5	MEADVILLE	N	8.33	2.59	.....	.....	9.56	.....	.....	.....	.....
			8.40	3.09	.....	.....	10.01	.....	.....	.....	.....
	2.9										
105.4	BUCHANAN	N	8.45	3.13	.....	.....	10.05	.....	.....	.....	.....
			A M	P M		P M	P M				
.....	CHICAGO	A	4.55	1.40	.....	.....	7.50	.....	.....	.....	.....
	Central Standard Time		P M	A M			A M				

BUFFALO AND SOUTHWESTERN DIVISION

EASTWARD TRAINS				Distance from Jamestown	STATIONS AND SIDINGS		Distance from Buffalo	WESTWARD TRAINS			
SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
			516					519	91	179	
			Daily					Daily	Daily	Daily	
			A M					P M	P M	P M	
.....	.....	.....	11.00	69.4	A ..... BUFFALO .... L N		0.0	5.20	.....	.....	.....
					1.5						
.....	.....	.....	10.55	67.9	..... J U CROSSOVER		1.5	V 5.25	.....	.....	.....
					1.2						
.....	.....	.....	10.49	66.7	..... B C JUNCTION ....N		2.7	5.31	8.45	11.00	.....
					0.8						
.....	.....	.....	10.47	65.9	TIFFT ST. JUNCTION ..		3.5	5.32	8.50	11.05	.....
					2.5						
			s 10.41		P. R. R. N. Y. C. & St. L.						
.....	.....	.....		62.4	.... BLASDELL		7.0	s 5.40	9.00	11.15	.....
			s 10.31		6.1						
.....	.....	.....		56.3	..... HAMBURG .....D		13.1	s 5.54	9.25	11.40	.....
					1.0						
.....	.....	.....	.....	55.3	.. WATER VALLEY		14.1	W 5.56	.....	.....	.....
					2.3						
.....	.....	.....	f 10.21	53.0	... EDEN VALLEY		16.4	W 6.00	.....	.....	.....
					2.4						
.....	.....	.....	s 10.18	50.6	... EDEN CENTER ....D		18.8	s 6.06	9.37	11.52	.....
					4.3						
.....	.....	.....	s 10.08	46.3	. NORTH COLLINS ...D		23.1	s 6.14	9.48	12.02	.....
					3.9						
.....	.....	.....	s 10.00	42.4	.... LAWTONS .....D		27.0	s 6.21	9.55	12.15	.....
					3.1						
.....	.....	.....	s 9.53	39.3	.... COLLINS .....D		30.1	s 6.28	10.05	12.25	.....
					3.0						
.....	.....	.....	s 9.49	36.3	..... GOWANDA .....D		33.1	s 6.38	10.25	12.55	.....
					4.5						
.....	.....	.....	s 9.34	31.8	..... DAYTON		37.6	s 6.53	.....	.....	.....
					0.1						
.....	.....	.....	9.32	31.7	... D M JUNCTION ....D		37.7	6.54	10.55	1.40	.....
					5.3						
.....	.....	.....	s 9.25	26.4	.. SOUTH DAYTON ...D		43.0	s 7.02	11.10	.....	.....
					5.0						
.....	.....	.....	s 9.16	21.4	.. CHERRY CREEK ...D		48.0	s 7.13	11.20	.....	.....
					4.3						
.....	.....	.....	s 9.10	17.1	... CONEWANGO ....D		52.3	s 7.21	11.30	.....	.....
					6.3						
.....	.....	.....	9.02	10.8	... WATERBORO ....N		58.6	7.29	11.45	.....	.....
					10.8						
.....	.....	.....	8.45	0.0	L ..... JAMESTOWN ... A D		69.4	7.47	12.15	.....	.....
			A M					P M	A M	A M	

Single Track

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	A. N E JUNCTION ..L N		0.0	.....	.....	.....	.....
					5.0						
.....	.....	.....	.....	8.2	... LOTTSVILLE		5.0	.....	.....	.....	.....
					8.2						
.....	.....	.....	.....	0.0	L. C M JUNCTION .. A		13.2	.....	.....	.....	.....

Single Track

TOBY BRANCH

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

Single Track

BRADFORD DIVISION

EASTWARD TRAINS FIRST CLASS			Distance from Brookway		STATIONS AND SIDINGS		Distance from Carrollton	WESTWARD TRAINS FIRST CLASS		
		560						557		
		Daily						Daily		
		P M						A M		
		10.00			A . . . . SALAMANCA . . . L			6.42		
		P M						A M		
		9.45	79.5		5.40 A. CARROLLTON . . L		0.0	6.55		
		.....	77.2		P. R. R. 2.30 .... RIVERSIDE		2.3	.....		
		9.33	73.2		B. & O. 3.99 .... LIMESTONE		6.3	s 7.10		
		9.23	69.3		3.94 .. EAST BRADFORD		10.2	7.17		
		9.20	68.0		1.23 L.. BRADFORD ...A D		11.5	7.22		
		.....	67.2		0.80 .. WEST BRADFORD		12.3	.....		
		P M	64.5	Single Track	2.74 ... CUSTER CITY		15.0	A M		
		.. ....	63.2		B. & O. 1.35 .... HOWARD		16.3	.....		
		.....	62.3		0.83 .. . LEWIS RUN		17.2	.....		
		.....	57.0		5.32 ..... TAINTORS		22.5	.....		
		.....	55.8		1.16 .... CRAWFORD .....D		23.7	.....		
		.....	54.4		1.45 ... RIDERVILLE		25.1	.....		
		.....	51.8		2.56 . . KINZUA VIADUCT ...		27.7	.....		
		.....	47.7		4.12 B. & O. J & B JUNCTION ....N		31.8	.....		
		.....	47.3		B. & O. 0.41 ..... MT JEWETT		32.2	.....		
		.....	44.2		3.11 ..... FREEMAN		35.3	.....		
		.....	41.4		2.81 ..... HUTCHINS		38.1	.....		
		.....	37.6		3.79 ..... MIDMONT		41.9	.....		
		.....	35.9		1.73 ..... RASSELAS		43.6	.....		
		.....	30.8		5.09 ..... KETNER		48.7	.....		
		.....	26.9		B. & O. 3.87 .. CLARION JUNCTION .N		52.6	.....		
		.....	1.4		B. & O. 25.5 .... W I TOWER .....N		78.1	.....		
		.....	0.0		P. R. R. 1.37 ..... BROCKWAY ...		79.5	.....		
			Distance from Johnsonburg				Distance from Clarion Junction			
		.....	0.9		.. CLARION JUNCTION ..		0.0	.....		
		.....	0.0		B. & O. 0.92 ..... JOHNSONBURG ..... P. R. R.		0.9	.....		

RIVER LINE

EASTWARD TRAINS				Distance from CB Junction		STATIONS SIDINGS		Distance from Jersey City	WESTWARD TRAINS			
.....	.....	.....	.....	32.6	Single Track	RIVER JUNCTION . N		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	.....	.....	.....	.....

STATION LIST

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

ALLEGANY DIVISION

Hornell	331
Almond	336
Alfred	340
Tip Top	344
Andover	349
Wellsville	357
Scio	361
Belmont	366
Belvidere	369
Friendship	373
Summit	377
Cuba	382
Cuba "CB" Junction	384
Hinsdale	389
Olean	395
Allegany	398
Vandalia	403
Carrollton	407
Salamanca	413
West Salamanca	1414
Little Valley	1421
Cattaraugus	1428
Comstock's	1433
Dayton	1438
Perrysburg	1440
Smiths Mills	1447
Forestville	1451
Sheridan	1455
Dunkirk	1459

RIVER LINE

River Junction	3358
All River Line switches at River Jct.	2359
Mudville	2361
Fillmore Cripple Track	2366
Belfast Cripple Track	2378
"CB" River Line Cripple Track	2390
"CB" Junction	2391

BRADFORD DIVISION

Carrollton, N. Y.	407
Riverside	2409
Irvine Mills	2410
Limestone	2414
East Bradford, Pa.	2418
Bradford	2419
Custer City	2422
Howard Junction	2423
Lewis Run	2424
Taintors	2430
Crawford	2431
Riderville	2433
J & B Junction	2439
Mt. Jewett	2440
Freeman	2442
Hutchins	2446
Rasselas	2451
Ketner	2456
Clarion Junction	2460
Johnsonburg	2461
Whistletown	2465
Ridgway	2468
Thayers	2471
Mill Creek	2476
Carman	9897
"WI" Tower	2486
Brockway (B & O R. R.	2487
Crenshaw	2489
Brockport	2491
Hellen Mills	2493
Hydes	2494
Bundy Jct. or Toby No. 3	2496
Kyler Mine	2498

MEAD RUN BRANCH

Brockport	2491
Mead Run	6493
Shawmut	6494

CLARION BRANCH

"WI" Tower	2486
Brockway (Erie R. R.)	3487

B. & O. R. R.

Brockway	2487
Lanes Mills Junction	4490
Falls Creek	4496
Du Bois	4498
C & M Junction	4501
Stanley	4504
Sykes	4507
Cramer	4510

MEADVILLE DIVISION

Salamanca	413
Bucktooth	414
Red House	420
Steamburg	425
"RH" Tower	426
Randolph	430
Waterboro	436
Kennedy	437
Falconer	443
Dexterville	444
Jamestown	446
Lakewood	451
Ashville	454
Watts Flats	458
Niobe "NE" Junction	459
Niobe	460
Bear Lake, Pa.	464
"CM" Tower	469
Columbus	470
Corry	473
"JO" Sidings	484
Union City	485
Mill Village	492
Cambridge Springs	501
Venango	504
Saegertown	509

C & E RAILROAD

"NE" Junction	459
Lottsville, Pa.	6465
"CM" Tower	469

B & SW DIVISION

Buffalo (Louisiana St.)	3424
"JU" Tower	7426
Buffalo Creek Jct.	7427
Tifft Street	7428
West Seneca	7429
Blasdell	7431
Hamburg	7437
Eden Valley	7440
Eden Center	7443
North Collins	7447
Lawtons	7451
Collins	7454
Gowanda	7457
Dayton	1438
South Dayton	7467
Cherry Creek	7472
Conewango	7476
Waterboro	436
Kennedy	437
Falconer	443
Jamestown	446

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)	147 Linwood Ave.	Grant 0617	147 Linwood Ave.	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 .....