

*Compliance with*  
**OPERATING RULES**  
 AND  
**SAFETY RULES**

INSURES  
**SAFE and EFFICIENT**  
**Operation**

In Case of DOUBT or UNCERTAINTY  
 the SAFE COURSE MUST BE TAKEN

| IMPACT FORCE AT VARIOUS<br>STRIKING SPEEDS |    |                 |
|--|----|-----------------|
| CAR<br>COUPLED<br>AT (MPH)                 |    | IMPACT<br>FORCE |
| SAFE                                       | 1  | 1               |
|  | 2  | 4               |
|  | 3  | 9               |
|  | 4  | 16              |
| DAMAGING                                   | 5  | 25              |
|  | 6  | 36              |
|  | 7  | 49              |
|  | 8  | 64              |
|  | 9  | 81              |
|  | 10 | 100             |

**THE BALTIMORE AND OHIO  
 RAILROAD COMPANY**

NORTHERN REGION

**Safety Above Everything**



**BUFFALO DIVISION**

**TIMETABLE No. 50**

Effective 3:01 A. M. Eastern Standard Time

**SUNDAY, APRIL 30, 1967**

**DESTROY ALL TIMETABLES OF PREVIOUS DATE**

**Read The Instructions**

**FOR INFORMATION OF EMPLOYES ONLY**

**Trains run on Eastern Standard Time**

**R. E. ENDERLE,**  
*Superintendent.*

**B. G. NASH,**  
*General Manager.*

## DIVISION OFFICERS

| NAME AND LOCATION      | TITLE                               |
|------------------------|-------------------------------------|
| <b>PUNXSUTAWNEY:</b>   |                                     |
| R. E. Enderle .....    | Superintendent                      |
| M. D. Caniff .....     | Asst. Trainmaster                   |
| B. H. Peterson .....   | Road Foreman of Engines             |
| F. W. Bailey .....     | Division Engineer                   |
| J. E. Quirk .....      | Asst. Division Engineer             |
| F. L. Anderson .....   | Asst. Terminal Trainmaster          |
| H. S. Bhe .....        | Chief Train Dispatcher              |
| <b>EAST SALAMANCA:</b> |                                     |
| W. D. Luzier .....     | Trainmaster—Road Foreman of Engines |
| C. L. Hardy .....      | Asst. Division Engineer             |
| <b>ROCHESTER:</b>      |                                     |
| V. W. Isenhardt .....  | Asst. Terminal Trainmaster          |
| <b>BUFFALO:</b>        |                                     |
| D. K. Mossberger ..... | Asst. Superintendent                |

### CHIEF TRAIN DISPATCHERS AND TRAIN DISPATCHERS—PUNXSUTAWNEY

#### Chief Dispatchers

|                  |             |            |
|------------------|-------------|------------|
| J. M. Benghauser | M. D. Yount | L. W. Ford |
|------------------|-------------|------------|

#### Train Dispatchers

|                  |               |
|------------------|---------------|
| J. E. Pollock    | J. B. Diehl   |
| H. A. Dry        | R. E. Truxal  |
| J. K. Kirker     | C. A. Groff   |
| F. D. Smith, Jr. | J. L. Koehler |
| W. W. Berfeld    | R. L. Deasey  |
| S. M. Shaffer    |               |

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**NORTHERN SUBDIVISION**

| TIMETABLE No. 50                                     | WESTWARD                         |  | EASTWARD                         |  |
|--|----------------------------------|--|----------------------------------|--|
|  | Read Down                        |  | Read Up                          |  |
|  | THIRD CLASS                      |  | THIRD CLASS                      |  |
| In Effect 3:01 A.M. E.S.T.<br>Sunday, April 30, 1967 | <b>85</b><br>Daily<br>Ex. Sunday |  | <b>86</b><br>Daily<br>Ex. Sunday |  |
|  | <b>AM</b>                        |  | <b>PM</b>                        |  |
| <b>WS TOWER</b>                                      | L 4.3 930                        |  | A 5.30                           |  |
| <b>St. Joe</b>                                       | 4.3 1001                         |  | 510                              |  |
| <b>Chicora</b>                                       | 4.2 1015                         |  | 440                              |  |
| <b>Karns City</b>                                    | 1.2 1045                         |  | 410                              |  |
| <b>Petrolia</b>                                      | 2.8 1110                         |  | 340                              |  |
| <b>Bruin</b>   | 0.5 1125                         |  | 325                              |  |
| <b>Dudley</b>  | 4.8 1140                         |  | 310                              |  |
| <b>Parkers Landing</b>                               | A 1240                           |  | L 245                            |  |

**NORTHWARD**

Read down

STATIONS, ETC.

| Distance | Passing Siding<br>Capacity in<br>Cars (45 ft.) | MAIN LINE 1ST.<br>SUBDIVISION | OFFICE HOURS |        | Office<br>Call | Jct. or<br>Crossing             |
|----------|--|-------------------------------|--------------|--------|----------------|---------------------------------|
|          |  |                               | From         | To     |                |                                 |
| 0.0      | 92   | <b>WS Tower</b> 5.4           | C            | C      | WS             | North. SD<br>Butler SD          |
| 5.4      | 103  | <b>Fenelton</b> 4.9           |              |        |                |                                 |
| 10.3     |  | <b>Craigsville</b> 5.0        |              |        |                |                                 |
| 15.3     | 93   | <b>Cowan</b> 2.8              |              |        |                |                                 |
| 18.1     |  | <b>Montgomeryville</b> 4.0    |              |        |                |                                 |
| 22.1     |  | <b>Mosgrove</b> 3.9           | *700 A       | 400 P  | MR             | P&S RR                          |
| 26.0     | 122  | <b>Pine Furnace</b> 5.9       |              |        |                |                                 |
| 31.9     | 103  | <b>Echo</b> 5.5               | C            | C      | KO             | Rural<br>Valley SD              |
| 37.4     | 96   | <b>Dayton</b> 7.9             |              |        |                |                                 |
| 45.3     | 88   | <b>North Point</b> 5.5        |              |        |                |                                 |
| 50.8     | 90   | <b>Valier</b> 5.1             |              |        |                |                                 |
| 55.9     |  | <b>KD Tower (SED)</b> 0.4     |              |        |                | Walston<br>Branch               |
| 56.3     |  | <b>Punxsutawney</b> 0.6       |              |        |                |                                 |
| 56.9     |  | <b>Elk Run Jct.</b> 1.3       |              |        |                | Adrian Br.                      |
| 58.2     |  | <b>Riker</b> 1.2              | C            | C      | RI             |                                 |
| 59.4     |  | <b>DC Tower</b> 3.0           |              |        |                | Ind. SD                         |
| 62.4     |  | <b>Big Run Jct.</b> 7.8       |              |        |                |                                 |
| 70.2     |  | <b>Sykesville</b> 1.5         |              |        |                |                                 |
| 71.7     |  | <b>Stanley</b> 3.0            |              |        |                |                                 |
| 74.7     | 118  | <b>C. &amp; M. Jct.</b> 3.0   | X 700 A      | 1100 P | CM             | Clearfield<br>& Whar-<br>ton SD |
| 77.7     |  | <b>DU BOIS</b> 3.0            |              |        |                | Main Line<br>2nd SD             |

**WESTWARD**
**RURAL VALLEY SUBDIVISION**

|     |  |                      |   |   |    |                     |
|-----|--|----------------------|---|---|----|---------------------|
| 0.0 |  | <b>ECHO</b> 4.8      | C | C | KO | Main Line<br>1st SD |
| 4.8 |  | <b>Yatesboro</b> 3.0 |   |   |    |                     |
| 7.8 |  | <b>MARGARET</b>      |   |   |    |                     |

C-Continuous.

\*-Daily except Saturday and Sunday.

X-Daily except from 11:00 PM Sat. until 7:00 AM Monday.

**NORTHWARD**

Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | MAIN LINE 2ND SUBDIVISION    | OFFICE HOURS |       | Office Call | Jct. or Crossing |
|----------|--|------------------------------|--------------|-------|-------------|------------------|
|          |  |                              | From         | To    |             |                  |
| 0.0      | .....                                    | <b>DU BOIS</b>               | .....        | ..... | .....       | 1st SD           |
| 0.8      | .....                                    | <b>Du Bois Yard Office</b>   | * 900 A      | 500 P | DU          | .....            |
| 2.0      | .....                                    | <b>FC Tower</b>              | C            | C     | FC          | PRR              |
| 8.1      | .....                                    | <b>Lanes Mills</b>           | .....        | ..... | .....       | .....            |
| 9.1      | .....                                    | <b>Dellwood</b>              | .....        | ..... | .....       | P&S RR           |
| 10.5     | .....                                    | <b>Brockway</b>              | .....        | ..... | .....       | .....            |
| 11.3     | .....                                    | <b>WI Tower</b>              | ‡1000 A      | 600 P | WI          | EL               |
| 20.1     | .....                                    | <b>Carman</b>                | .....        | ..... | .....       | .....            |
| 24.1     | .....                                    | <b>Mill Creek</b>            | .....        | ..... | .....       | .....            |
| 27.8     | .....                                    | <b>Ridgway</b>               | .....        | ..... | .....       | .....            |
| 35.5     | .....                                    | <b>Johnsonburg</b>           | .....        | ..... | .....       | PRR              |
| 35.8     | .....                                    | <b>Clarion Junction</b>      | ‡700 A       | 400 P | AJ          | EL               |
| 40.7     | .....                                    | <b>Ketner</b>                | .....        | ..... | .....       | .....            |
| 45.8     | .....                                    | <b>Rasselas</b>              | .....        | ..... | .....       | .....            |
| 51.4     | .....                                    | <b>Hutchins</b>              | .....        | ..... | .....       | .....            |
| 56.9     | .....                                    | <b>Mt. Jewett</b>            | .....        | ..... | .....       | .....            |
| 57.2     | .....                                    | <b>J&amp;B Junction</b>      | C            | C     | BF          | North. SD        |
| 60.7     | .....                                    | <b>Boyer</b>                 | .....        | ..... | .....       | .....            |
| 68.3     | N 104                                    | <b>Bingham</b>               | .....        | ..... | .....       | .....            |
| 71.1     | .....                                    | <b>Dent</b>                  | .....        | ..... | .....       | .....            |
| 76.1     | .....                                    | <b>Howard</b>                | .....        | ..... | .....       | EL               |
| 80.1     | .....                                    | <b>Bradford Shops</b>        | .....        | ..... | .....       | .....            |
| 80.8     | .....                                    | <b>Bradford (NEDT)</b>       | C            | C     | NS          | .....            |
| 86.0     | .....                                    | <b>Limestone</b>             | .....        | ..... | .....       | EL               |
| 95.8     | .....                                    | <b>Killbuck</b>              | .....        | ..... | .....       | .....            |
| 96.8     | .....                                    | <b>EAST SALA-MANCA (SED)</b> | C            | C     | SI          | Main Line 3rd SD |

C-Continuous.

\*-Daily except Saturday

‡-Daily except Sun.

**NORTHWARD**

Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | MAIN LINE 3RD SUBDIVISION | OFFICE HOURS |       | Office Call | Jct. or Crossing                            |
|----------|--|---------------------------|--------------|-------|-------------|---|
|          |  |                           | From         | To    |             |   |
| 0.0      | .....                                    | <b>EAST SALA-MANCA</b>    | C            | C     | SI          | Main Line 2nd SD                            |
| 3.3      | .....                                    | <b>Red House</b>          | .....        | ..... | .....       | .....                                       |
| 4.5      | .....                                    | <b>Great Valley</b>       | .....        | ..... | .....       | .....                                       |
| 8.9      | .....                                    | <b>Ellicottville</b>      | .....        | ..... | .....       | .....                                       |
| 13.3     | .....                                    | <b>Ashford (NEDT)</b>     | C            | C     | AD          | 4th. SD                                     |
| 18.2     | 65                                       | <b>Beaver</b>             | .....        | ..... | .....       | .....                                       |
| 19.7     | .....                                    | <b>West Valley</b>        | .....        | ..... | .....       | .....                                       |
| 23.9     | .....                                    | <b>Hoyts</b>              | .....        | ..... | .....       | .....                                       |
| 29.0     | .....                                    | <b>Springville</b>        | *700 A       | 400 P | S           | .....                                       |
| 32.4     | 120                                      | <b>East Concord</b>       | .....        | ..... | .....       | .....                                       |
| 39.3     | .....                                    | <b>Colden</b>             | .....        | ..... | .....       | .....                                       |
| 45.3     | .....                                    | <b>Jewettville</b>        | .....        | ..... | .....       | .....                                       |
| 48.4     | 102                                      | <b>Yates</b>              | .....        | ..... | .....       | .....                                       |
| 49.5     | .....                                    | <b>Orchard Park</b>       | * 145 P      | 430 P | RK          | .....                                       |
| 53.9     | .....                                    | <b>Kellogg</b>            | .....        | ..... | .....       | .....                                       |
| 55.8     | .....                                    | <b>Lackawanna</b>         | * 730 A      | 100 P | RO          | SB; BC RR<br>PRR CN,<br>EL, NYC,<br>N&W, LV |
| 58.4     | .....                                    | <b>BUFFALO CREEK</b>      | .....        | ..... | .....       | .....                                       |

C-Continuous.

\*-Daily except Saturday and Sunday.

**NORTHWARD**  
Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | MAIN LINE 4TH SUBDIVISION  | OFFICE HOURS |         | Office Call | Jct. or Crossing |                |
|----------|--|----------------------------|--------------|---------|-------------|------------------|----------------|
|          |  |                            | From         | To      |             |                  |                |
| 0.0      | .....                                    | <b>ASHFORD</b>             | 10.3         | C       | C           | AD               | 3rd. SD        |
| 10.3     | .....                                    | <b>Machias</b>             | 7.4          | C       | C           | CH               | PRR            |
| 17.7     | .....                                    | <b>Farmersville</b>        | 4.3          | .....   | .....       | .....            | .....          |
| 22.0     | 85                                       | <b>Freedom</b>             | 8.5          | .....   | .....       | .....            | .....          |
| 30.5     | .....                                    | <b>Bliss</b>               | 5.2          | .....   | .....       | .....            | .....          |
| 35.7     | .....                                    | <b>Hardys</b>              | 3.6          | .....   | .....       | .....            | .....          |
| 39.3     | 134                                      | <b>Gainesville</b>         | 4.4          | .....   | .....       | GA               | .....          |
| 43.7     | .....                                    | <b>Silver Lake Jct.</b>    | 6.2          | .....   | .....       | .....            | Silver Lake SD |
| 49.9     | 225                                      | <b>Warsaw</b>              | 5.6          | *700 A  | 400 P       | WA               | .....          |
| 55.5     | .....                                    | <b>Wyoming</b>             | 5.1          | .....   | .....       | .....            | .....          |
| 60.6     | .....                                    | <b>Pavilion</b>            | 3.7          | .....   | .....       | .....            | .....          |
| 64.3     | 130                                      | <b>DL&amp;W Jct.</b>       | 4.1          | .....   | .....       | .....            | .....          |
| 68.4     | 89                                       | <b>Leroy</b>               | 0.5          | X 700 A | 1 00 P      | RY               | .....          |
| 68.9     | .....                                    | <b>NYC &amp; Erie Jct.</b> | 3.1          | .....   | .....       | .....            | EL-NYC         |
| 72.0     | .....                                    | <b>Lime Rock</b>           | 2.5          | .....   | .....       | .....            | .....          |
| 74.5     | .....                                    | <b>P&amp;L Jct.</b>        | 0.9          | C       | C           | JN               | LV-G&W         |
| 75.4     | .....                                    | <b>Mumford</b>             | 2.4          | .....   | .....       | .....            | .....          |
| 77.8     | .....                                    | <b>Wheatland</b>           | 3.9          | .....   | .....       | .....            | .....          |
| 81.7     | .....                                    | <b>Scottsville</b>         | 4.3          | .....   | .....       | .....            | .....          |
| 86.0     | .....                                    | <b>Brookdale</b>           | 0.5          | .....   | .....       | .....            | .....          |
| 86.5     | .....                                    | <b>W. S. Junction</b>      | 2.8          | .....   | .....       | .....            | NYC RR         |
| 89.3     | .....                                    | <b>Brooks Avenue</b>       | 2.5          | 300 P   | 1100 P      | .....            | PRR            |
| 91.8     | .....                                    | <b>Lincoln Park</b>        | 1.8          | .....   | .....       | .....            | NYC            |
| 93.6     | .....                                    | <b>ROCHESTER</b>           | .....        | .....   | .....       | .....            | .....          |

**WESTWARD SILVER LAKE SUBDIVISION**

|     |       |                         |       |        |       |       |         |
|-----|-------|-------------------------|-------|--------|-------|-------|---------|
| 0.0 | ..... | <b>SILVER LAKE JCT.</b> | 1.2   | .....  | ..... | ..... | 4th. SD |
| 1.2 | ..... | <b>Silver Springs</b>   | 6.4   | *700 A | 400 P | GE    | .....   |
| 7.6 | ..... | <b>PERRY</b>            | ..... | .....  | ..... | ..... | .....   |

C-Continuous.

\*-Daily except Saturday and Sunday.

X-Daily except from 3:00 PM Sat. until 7:00 AM Monday.

**WESTWARD**  
Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | CLEARFIELD SUBDIVISION  | OFFICE HOURS |         | Office Call | Jct. or Crossing            |        |
|----------|--|-------------------------|--------------|---------|-------------|-----------------------------|--------|
|          |  |                         | From         | To      |             |                             |        |
| 0.0      | .....                                    | <b>C&amp;M JUNCTION</b> | .....        | .....   | .....       | Main Line 1st SD Wharton SD |        |
| 1.3      | .....                                    | <b>Salem</b>            | 1.3          | .....   | .....       | .....                       |        |
| 3.1      | .....                                    | <b>Luthersburg</b>      | 1.8          | .....   | .....       | .....                       |        |
| 6.1      | 104                                      | <b>Rockton</b>          | 3.0          | .....   | .....       | .....                       |        |
| 7.5      | .....                                    | <b>Anderson</b>         | 1.4          | .....   | .....       | .....                       |        |
| 9.7      | 130                                      | <b>Glendale</b>         | 2.2          | .....   | .....       | .....                       |        |
| 14.3     | .....                                    | <b>Millikens</b>        | 4.6          | .....   | .....       | .....                       |        |
| 17.7     | 49                                       | <b>Bickford</b>         | 3.4          | .....   | .....       | .....                       |        |
| 18.4     | .....                                    | <b>Curwensville</b>     | 0.7          | .....   | .....       | .....                       |        |
| 19.1     | .....                                    | <b>CB Junction</b>      | 0.7          | .....   | .....       | PRR                         |        |
| 22.3     | .....                                    | <b>Hyde</b>             | 3.2          | X 700 A | 1100 P      | CB                          | NYC RR |
| 24.3     | .....                                    | <b>Clearfield</b>       | 2.0          | .....   | .....       | .....                       |        |
| 25.5     | .....                                    | <b>NYC JUNCTION</b>     | 1.2          | .....   | .....       | .....                       |        |
|          |  |                         | C            | C       | .....       | NYC RR                      |        |

**WHARTON SUBDIVISION**

|      |       |                         |         |        |       |       |                                |
|------|-------|-------------------------|---------|--------|-------|-------|--------------------------------|
| 0.0  | ..... | <b>MEDIX RUN</b>        | 3.5     | .....  | ..... | ..... | .....                          |
| 3.5  | ..... | <b>Caledonia</b>        | 6.2     | .....  | ..... | ..... | .....                          |
| 9.7  | ..... | <b>Tyler</b>            | 3.6     | .....  | ..... | ..... | .....                          |
| 13.3 | ..... | <b>Penfield</b>         | 6.9     | .....  | ..... | ..... | .....                          |
| 20.2 | ..... | <b>Sabula</b>           | 3.5     | .....  | ..... | ..... | .....                          |
| 23.7 | ..... | <b>Shaft No. 1</b>      | 1.9     | .....  | ..... | ..... | .....                          |
| 25.6 | ..... | <b>East Du Bois</b>     | 2.9     | .....  | ..... | ..... | .....                          |
| 28.5 | ..... | <b>C&amp;M JUNCTION</b> | .....   | .....  | ..... | ..... | Main Line 1st SD Clearfield SD |
|      |       |                         | X 700 A | 1100 P | CM    | ..... | .....                          |

C-Continuous.

X-Daily except from 11:00 PM Sat. until 7:00 AM Mon.

**WESTWARD**  
Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | INDIANA SUBDIVISION     | OFFICE HOURS |        | Office Call | Jct. or Crossing          |
|----------|--|-------------------------|--------------|--------|-------------|---------------------------|
|          |  |                         | From         | To     |             |                           |
| 0.0      | .....                                    | <b>CLOE</b>             | .....        | .....  | .....       | Main Line 1st SD          |
| 0.7      | .....                                    | <b>XD Tower</b>         | 1.4          | .....  | .....       | .....                     |
| 2.1      | .....                                    | <b>Rossiter</b>         | 1.6          | .....  | .....       | Francis Mine Line         |
| 3.7      | 154                                      | <b>Juneau</b>           | 2.7          | .....  | .....       | .....                     |
| 6.4      | 71                                       | <b>Locust</b>           | 3.4          | .....  | .....       | .....                     |
| 11.8     | 90                                       | <b>Savan</b>            | 4.5          | .....  | .....       | .....                     |
| 14.3     | 61                                       | <b>Barton</b>           | 1.7          | .....  | .....       | .....                     |
| 16.0     | 150                                      | <b>Marion Center</b>    | 3.6          | .....  | .....       | .....                     |
| 19.6     | .....                                    | <b>Home</b>             | 6.0          | .....  | .....       | .....                     |
| 25.6     | .....                                    | <b>Cummings (EEDT)</b>  | 1.0          | .....  | .....       | .....                     |
| 26.6     | .....                                    | <b>Creekside (WEDT)</b> | *700 A       | 300 P  | KM          | Ridge SD Jackson-ville SD |
| 28.3     | .....                                    | <b>Ernest</b>           | 1.7          | .....  | .....       | .....                     |
| 33.4     | 73                                       | <b>Indiana</b>          | 3.7          | *800 A | 500 P       | MN                        |
| 36.9     | .....                                    | <b>Lucerne Junction</b> | 7.4          | .....  | .....       | .....                     |
| 44.3     | .....                                    | <b>JOSEPHINE</b>        | .....        | .....  | .....       | PRR                       |

**RIDGE SUBDIVISION**

|      |       |                    |       |        |       |       |         |
|------|-------|--------------------|-------|--------|-------|-------|---------|
| 0.0  | ..... | <b>CREEK SIDE</b>  | 4.8   | *700 A | 300 P | KM    | Ind. SD |
| 4.8  | 40    | <b>Fisher</b>      | 0.9   | .....  | ..... | ..... | .....   |
| 5.7  | ..... | <b>Shelocta</b>    | 3.1   | .....  | ..... | ..... | .....   |
| 8.8  | 37    | <b>Park Wood</b>   | 0.7   | .....  | ..... | ..... | .....   |
| 9.5  | ..... | <b>JM Junction</b> | 8.2   | .....  | ..... | ..... | .....   |
| 17.7 | ..... | <b>CLARKSBURG</b>  | ..... | .....  | ..... | ..... | .....   |

**JACKSONVILLE SUBDIVISION**

|     |       |                    |       |       |       |       |          |
|-----|-------|--------------------|-------|-------|-------|-------|----------|
| 0.0 | ..... | <b>JM JUNCTION</b> | 2.9   | ..... | ..... | ..... | Ridge SD |
| 2.9 | ..... | <b>Kent</b>        | 0.7   | ..... | ..... | ..... | .....    |
| 3.6 | ..... | <b>Ray</b>         | 0.6   | ..... | ..... | ..... | .....    |
| 4.2 | ..... | <b>Neal</b>        | 2.4   | ..... | ..... | ..... | .....    |
| 6.6 | ..... | <b>BENSON</b>      | ..... | ..... | ..... | ..... | .....    |

\*-Daily except Saturday and Sunday.

**WESTWARD**  
Read down

**STATIONS, ETC.**

| Distance | Passing Siding Capacity in Cars (45 ft.) | NORTHERN SUBDIVISION      | OFFICE HOURS |        | Office Call | Jct. or Crossing |                  |
|----------|--|---------------------------|--------------|--------|-------------|------------------|------------------|
|          |  |                           | From         | To     |             |                  |                  |
| 0.0      | .....                                    | <b>WS TOWER</b>           | 4.3          | C      | C           | WS               | Main Line 1st SD |
| 4.3      | 14                                       | <b>St. Joe</b>            | 4.3          | .....  | .....       | .....            | .....            |
| 8.6      | .....                                    | <b>Chicora</b>            | 4.2          | .....  | .....       | .....            | .....            |
| 12.8     | 32                                       | <b>Karns City</b>         | 1.2          | .....  | .....       | .....            | .....            |
| 14.0     | .....                                    | <b>Petrolia</b>           | 2.8          | .....  | .....       | .....            | .....            |
| 16.8     | .....                                    | <b>Bruin</b>              | 0.5          | .....  | .....       | .....            | .....            |
| 17.3     | .....                                    | <b>Dudley</b>             | 4.8          | .....  | .....       | .....            | .....            |
| 22.1     | .....                                    | <b>Parkers Landing</b>    | *730 A       | 430 P  | AR          | .....            | .....            |
| 41.3     | 15                                       | <b>Knox</b>               | 1.8          | *700 A | 400 P       | KX               | .....            |
| 43.1     | .....                                    | <b>Elk City</b>           | 2.8          | .....  | .....       | .....            | .....            |
| 45.9     | 5  | <b>Shipperville</b>       | 3.5          | .....  | .....       | .....            | .....            |
| 49.4     | 14                                       | <b>North Clarion Jct.</b> | 6.7          | .....  | .....       | .....            | .....            |
| 56.1     | 15                                       | <b>Lucinda</b>            | 5.9          | .....  | .....       | .....            | .....            |
| 62.0     | 10                                       | <b>Tylersburg</b>         | 3.4          | .....  | .....       | .....            | .....            |
| 65.4     | .....                                    | <b>Crown</b>              | 9.9          | .....  | .....       | .....            | .....            |
| 75.3     | 11                                       | <b>Marienville</b>        | 2.0          | *730 A | 430 P       | MA               | .....            |
| 77.3     | .....                                    | <b>M'Crays</b>            | 20.2         | .....  | .....       | .....            | .....            |
| 97.5     | 24                                       | <b>Nansen</b>             | 9.7          | .....  | .....       | .....            | .....            |
| 107.2    | .....                                    | <b>Kané</b>               | 6.0          | *700 A | 400 P       | WC               | PRR              |
| 113.9    | .....                                    | <b>Griffiths</b>          | 2.7          | .....  | .....       | .....            | .....            |
| 115.9    | .....                                    | <b>Lafayette</b>          | 3.4          | .....  | .....       | .....            | .....            |
| 119.3    | .....                                    | <b>MT. JEWETT</b>         | .....        | .....  | .....       | .....            | .....            |
| 119.6    | .....                                    | <b>J &amp; B Jct.</b>     | C            | C      | BF          | .....            | Main Line 2nd SD |

\*-Daily except Saturday and Sunday.  
C-Continuous.

# SPECIAL INSTRUCTIONS

## TIMETABLE ABBREVIATIONS:

|           |                           |
|-----------|---------------------------|
| TT.....   | Timetable                 |
| SI.....   | Special Instructions      |
| TO.....   | Train Order               |
| SD.....   | Subdivision               |
| NEDT..... | North end of double track |
| SEDТ..... | South end of double track |
| EEDT..... | East end double track     |
| WEDT..... | West end double track     |

Any reference to "Rule/s" in Special Instructions refers "to Operating Rule/s" unless otherwise noted.

### 1.—SUPERIORITY OF TRAINS.

On single track, northward trains are superior to southward trains and eastward trains are superior to westward trains of the same class except Train No. 85 is superior to train No. 86, WS Tower to Parkers Landing.

### 1-A.—DESIGNATION AND USE OF MAIN TRACKS.

| SUBDIVISION OR TRACK SECTION BETWEEN | RULES IN EFFECT | TRACK/S    |
|--------------------------------------|-----------------|------------|
| Northern SD (See Note 5)             | TTTO            | Single     |
| WS Tower and KD Tower                | 305-330         | Single     |
| Rural Valley SD (See Note 3)         | TTTO            | Single     |
| KD Tower and J&B Jct.                | 251-254         | See Note 2 |
| Cloe and East End Cummings           | 305-330         | Single     |
| East End Cummings and Creek Side     | 305-330         | See Note 1 |
| Creek Side and Josephine             | 305-330         | Single     |
| Ridge SD                             | TTTO            | Single     |
| Jacksonville SD                      | TTTO            | Single     |
| Clearfield SD                        | 305-330         | Single     |
| Wharton SD                           | TTTO            | Single     |
| J&B Jct. and Bradford                | 305-330         | See Note 2 |
| Bradford and East Salamanca          | 305-330         | Single     |
| East Salamanca and Ashford           | 251-254         | See Note 2 |
| Ashford and Buffalo Creek            | TTTO            | Single     |
| Ashford and Rochester                | 505-519         | Single     |
| Silver Lake SD (See Note 4)          | 93              | Single     |

Where Rules 251-254 are in effect, Rules 505-519 are also in effect.

Note 1.—No. 1 Westward Track; No. 2 Eastward Track.

Note 2.—No. 1 Southward Track; No. 2 Northward Track.

Note 3.—*Echo*.—Rural Valley SD Main Track blocked with cars between McWilliams switch and west switch of No. 4 track. No. 4 track will be kept clear of cars.

Note 4.—*Silver Lake SD*.—No yard limit signs in service. First paragraph, Rule 93 modified.

Note 5.—Rule 93 in effect at the following locations:

Between:

Marienville, MP 12-1 and M'Crays, MP 123-31.

Knox, MP 87.32 and East End of Main Track Knox.

# JOINT USE OF TRACKS

1-B.—Baltimore and Ohio Railroad trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations.

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio Railroad timetables, rules and regulations when operating on B&O RR tracks.

## 2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

| STATION                    | LOCATION OF CLOCK AND WATCH REGISTER FORM | GENERAL ORDERS, ETC.           |
|----------------------------|---|--------------------------------|
| Bradford*                  | Train Order Station                       | Train Order Station            |
| Brockway                   | .....                                     | EL Office                      |
| Brooks Avenue              | Yard Office                               | Yard Office                    |
| Buffalo Creek*             | Yard Office                               | Yard Office                    |
| Clarion Junction*          | Yard Office                               | Yard Office                    |
| Du Bois*                   | Train Order Station                       | Train Order Station            |
| East Salamanca*            | Yard Office                               | Yard Office                    |
|                            | Train Order Station                       | Train Order Station            |
| Parkers Landing*           | Train Order Station                       | Train Order Station            |
| Kane*                      | Train Order Station                       | Train Order Station            |
| Knox*                      | Train Order Station                       | Train Order Station            |
| Leroy*                     | Train Order Station                       | Train Order Station            |
| Lincoln Park*              | Roundhouse                                | Roundhouse                     |
| NYC Junction* (Clearfield) | Train Order Station                       | Train Order Station            |
| Phillipston, Pa.           | .....                                     | Bunkhouse                      |
| Punxsutawney               | Train Dispatcher's Office                 | .....                          |
| Renova, Pa.                | .....                                     | Yardmaster's Office, West Yard |
| Reynoldsville, Pa.         | .....                                     | Asst. Trainmaster's Office     |
|                            | Train Order Station                       | Train Order Station            |
| Riker*                     | Crew Dispatcher's Office                  | .....                          |
| Salamanca                  | .....                                     | EL Office                      |
| Stoneboro, Pa.             | .....                                     | NYC Office                     |

\*Crew Register Books in service for the purpose of registering the arriving and relieving times of crews and other required information.

### 3.—TRAIN REGISTER STATIONS.

| STATION         | LOCATION            | TRAINS REQUIRED TO REGISTER |
|-----------------|---------------------|-----------------------------|
| Parkers Landing | Train Order Station | Nos. 85 and 86              |

#### 4.—CLEARANCE CARD FORM A.

(a).—*Ashford*.—Rule 111 is modified to permit southward trains to leave Ashford without securing Clearance Card Form A except when train order signal is displayed for orders.

(b).—Rules 221 and 222 are modified to permit the use of Clearance Card Form A in lieu of train order signal at stations designated below. Trains are required to receive Clearance Card Form A (when operator is on duty):

|   |  |
|---|--|
| WS Tower, Northern Sub-division trains. | Falls Creek, Pa., yard engines and trains from PRR connection. |
| Parkers Landing.                        | East Salamanca.  |
| Kane                                    | Limestone, E-L trains.   |
| NYC Jet.                                | Lackawanna.  |
| LeRoy-Trains Originating                | Brooks Avenue.<br>Silver Springs.                              |

(c).—*Silver Springs—Parkers Landing—Brooks Ave.*—Rule 210 is modified to the extent that the operators are relieved of personal delivery of train orders to the crew of the Leroy switcher. Crew of No. 86 at Parkers Landing; and trains originating at Brooks Avenue. Conductors of these trains will secure and personally deliver train orders and Clearance Card Form A to engineer of their train.

#### 5.—MAXIMUM AUTHORIZED SPEED.

Definition: *Maximum Authorized Speed*.—The maximum speed authorized by timetable, or by special instructions, for a subdivision or a portion of a subdivision, subject to designated speed restrictions.

| BETWEEN   | PSGR. TRAINS | MFST. TRAINS | OTHER FRT. |
|---|--------------|--------------|------------|
|   | MPH          | MPH          | MPH        |
| WS Tower and North Clarion Jet.                     | 20           | 20           | 20         |
| North Clarion Jet. and Mt. Jewett First Subdivision | 30           | 30           | 30         |
| Rural Valley Subdivision                            | 40           | 40           | 40         |
| Clearfield Subdivision                              | 20           | 20           | 20         |
| Cloe and Barton                                     | 35           | 35           | 35         |
| Barton and Lucerne Jct.                             | 40           | 40           | 40         |
| Lucerne Jct. and Josephine                          | 30           | 30           | 30         |
| Creekside and JM Jct.                               | 25           | 25           | 25         |
| JM Jct. and Clarksburg                              | 30           | 30           | 30         |
| Jacksonville Subdivision                            | 20           | 20           | 20         |
| Wharton Subdivision                                 | 25           | 25           | 25         |
| Second, Third and Fourth Subdivision                | 30           | 30           | 30         |
| Silver Lake Subdivision                             | 40           | 40           | 40         |
|   | 25           | 25           | 25         |

#### 5-A.—SPEEDS DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the *lowest speed* applicable to any of the units must be observed.

| DIESEL UNITS   | M.P.H. |
|--|--------|
| 1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970,   | 79     |
| RDC 9082   | 75     |
| 2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499   | 70     |
| 1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621 | 65     |
| 9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726  | 60     |
| 8400-8422  | 45     |
| 8301-8302  | 35     |

#### 5-B.—CHECKING SPEED RECORDERS.

Speed Test Signs equipped with reflectors are located as follows:

##### First SD:

- MP-216 and MP-217 between Big Run and Sykesville.
- MP-231 and MP-232 at Valier.
- MP-274 and MP-275 between Fenelton and Craigsville.

##### Second SD:

- MP-115 and MP-116 between Riverside Jct. and Limestone.
- MP-190 and 191 between WI Tower and Carman.

##### Third SD:

- MP-13 and MP-14 at Jewettville.
- MP-98 and MP-99 at Ellicottville.

##### Fourth SD:

- MP-9 and MP-10 between Brookdale and Scottsville.



## 5-1.—SPEED RESTRICTIONS.

| LOCATION AND CONDITIONS                                       | PSGR. TRAINS | MFST. TRAINS | OTHER FRT. |
|---|--------------|--------------|------------|
|   | MPH          | MPH          | MPH        |
| <i>Northern Subdivision:</i>                                  |              |              |            |
| Bridges 428, 431, 451, 455, 456, 467, 503, 505, 506, 524, 537 | 10           | 10           | 10         |
| Petrolia, Main Street   | 10           | 10           | 10         |
| 3rd and 4th curves west of MP-62                              | 15           | 15           | 15         |
| Curve one-half mile west of Bridge 511                        | 15           | 15           | 15         |
| Knox Crossing   | 10           | 10           | 10         |
| Second Curve west of Shippenville                             | 15           | 15           | 15         |
| Curve at Crossing 3444, ½-mile west of M.P.-93                | 15           | 15           | 15         |
| First road crossing west North Clarion Junction               | 10           | 10           | 10         |
| Second curve west of M.P. 96                                  | 15           | 15           | 15         |
| ½-mile west of M.P. 97  | 25           | 25           | 25         |
| One mile east of Lucinda to one mile west of Lucinda          | 25           | 25           | 25         |
| ½-mile east of Snydersburg Crossing 3454                      | 10           | 10           | 10         |
| Curve one mile west of Snydersburg                            | 25           | 25           | 25         |
| ¼-mile east of Tylersburg Crossing 3460                       | 10           | 10           | 10         |
| Crossing 3464, 1 mile east of Crown                           | 25           | 25           | 25         |
| Crossing 3470, 1 mile west of Vowinkel                        | 25           | 25           | 25         |
| M.P. 128 to M.P. 129  | 25           | 25           | 25         |
| Crossing 3481, 1 mile east of Iron City                       | 25           | 25           | 25         |
| Crossing 3483, 1 mile west of Iron City                       | 25           | 25           | 25         |
| Curve west of Crossing 3486, M.P. 134                         | 25           | 25           | 25         |
| One mile east of Chaffee to Chaffee                           | 25           | 25           | 25         |
| Russell City to 2 miles west of Carlson                       | 25           | 25           | 25         |
| Curve east and curve west of M.P. 150                         | 25           | 25           | 25         |
| Curve at M.P. 151   | 25           | 25           | 25         |
| Bridge 543  | 25           | 25           | 25         |

*First Subdivision:*

|  |    |    |    |
|--|----|----|----|
| North of WS Tower Bridge 281.15                    | 30 | 30 | 30 |
| 1st curve south of Bridge 275.39                   | 35 | 35 | 35 |
| Curve on Bridge 272.84                             | 35 | 35 | 35 |
| Montgomeryville, Bridge 263.45                     | 30 | 30 | 30 |
| North of Montgomeryville, Bridge 262.51            | 30 | 30 | 30 |
| 1st curve south of M.P. 261                        | 30 | 30 | 30 |
| 1st curve south of storage siding switch, Mosgrove | 35 | 35 | 35 |
| Allegheny River Bridge 258.89                      | 15 | 15 | 15 |
| 2nd curve north of Bridge 258.89                   | 35 | 35 | 35 |
| 3rd curve north of Bridge 285.89                   | 35 | 35 | 35 |
| Smicksburg Bridge 241.39                           | 25 | 25 | 25 |
| Bridge 238.89                                      | 25 | 25 | 25 |

## 5-1.—Continued.

| LOCATION AND CONDITIONS | PSGR. TRAINS | MFST. TRAINS | OTHER FRT. |
|-------------------------|--------------|--------------|------------|
|                         | MPH          | MPH          | MPH        |

*First Subdivision—Concluded:*

|  |    |    |    |
|--|----|----|----|
| Punxsutawney between Elk Run Jct. and Findley Street on No. 1 track, head end of train | 10 | 10 | 10 |
| Elk Run Jct. to Bridge 220.67 located ¼ mile south of Big Run Jct.                     | 30 | 30 | 30 |
| Du Bois City Limits, except as noted below   | 20 | 20 | 20 |
| Du Bois St. to Weber Avenue in Du Bois, head end of train                              | 10 | 10 | 10 |

*Clearfield Subdivision:*

|   |    |    |    |
|---|----|----|----|
| C&M Jct. entering or leaving west leg of wye                                | 10 | 10 | 10 |
| Rockton to Bickford   | 25 | 25 | 25 |
| Third Curve west of M.P. 2  | 20 | 20 | 20 |
| First Curve west of M.P. 14   | 20 | 20 | 20 |
| First Curve west of M.P. 15   | 20 | 20 | 20 |
| Curwensville, Bridge J-18-26  | 20 | 20 | 20 |
| Grade crossing, west M.P. 18 head end of train                              | 15 | 15 | 15 |
| Between ¼-mile west M.P. 20 and ¾-mile west M.P. 20                         | 20 | 20 | 20 |
| Between Clearfield (Market Street) and first highway west of Bridge J-25.29 | 15 | 15 | 15 |

*Indiana Subdivision:*

|   |    |    |    |
|---|----|----|----|
| Locust to Juneau                                      | 35 | 35 | 35 |
| Curve, M.P. 9½  | 30 | 30 | 30 |
| Oak Tree to M.P. 13                                   | 30 | 30 | 30 |
| Indiana, over all street crossings, head end of train | 10 | 10 | 10 |
| Between Lucerne Jct. and Waterman No. 2               | 10 | 10 | 10 |

*Ridge Subdivision:*

|  |   |   |   |
|--|---|---|---|
| West Lebanon and Clarksburg over highway crossings | 5 | 5 | 5 |
|--|---|---|---|

*Jacksonville Subdivision:*

|                                 |    |    |    |
|---------------------------------|----|----|----|
| Neal Siding (east and west end) | 15 | 15 | 15 |
| Bridge U-7.17 to ¼-mile west    | 10 | 10 | 10 |

*Wharton Subdivision:*

|   |    |    |    |
|---|----|----|----|
| Cottage Hill and Sabula Tunnel                                      | 10 | 10 | 10 |
| East Du Bois approaching first highway crossing west of Shaft No. 1 | 10 | 10 | 10 |
| Between Tyler and Medix Run   | 10 | 10 | 10 |
| Shaft No. 1 to Penn Traffic   | 10 | 10 | 10 |

## 5-1.—Continued.

| LOCATIONS AND CONDITIONS   | PSGR. TRAINS | MFST. TRAINS | OTHER FRT. |
|--|--------------|--------------|------------|
|  | MPH          | MPH          | MPH        |
| <i>Second Subdivision:</i>   |              |              |            |
| 1st curve south of FC Tower  | 25           | 25           | 25         |
| 1st and 2nd curves north FC Tower No. 1 track                          | 35           | 35           | 35         |
| FC Tower through curve at McMinn's Summit No. 2 track                  | 25           | 25           | 25         |
| 3rd curve south Lanes Mills through curve, McMinn's Summit No. 1 track | 25           | 25           | 25         |
| Brockway, Main Street, head end of train                               | 20           | 20           | 20         |
| Between WI Tower and Johnsonburg, both tracks, except as noted below   | 35           | 35           | 35         |
| Idlewild curve   | 25           | 25           | 25         |
| Second curve south of Ridgeway   | 30           | 30           | 30         |
| Ridgeway, Main St. and Montmorenci Ave., head end of southward trains  | 15           | 15           | 15         |
| Ridgeway, Main St. and Montmorenci Ave., head end of northward trains  | 30           | 30           | 30         |
| Johnsonburg, Grant St. crossing, head end of southward trains          | 20           | 20           | 20         |
| Clarion Junction, Bridge 167-D   | 10           | 10           | 10         |
| Clarion Junction, Viaduct 167.92                                       | 25           | 25           | 25         |
| No. 2 track between Clarion Jet. and Freeman                           | 25           | 25           | 25         |
| 1st curve north of Rasselas to Clarion Jet. on No. 1 track             | 30           | 30           | 30         |
| Curve at O.H. Bridge, Mt. Jewett                                       | 30           | 30           | 30         |
| Between Bingham and Howard No. 2 track                                 | 30           | 30           | 30         |
| Between Howard and Bingham No. 1 track                                 | 25           | 25           | 25         |
| Bradford City Limit  | 20           | 20           | 20         |
| Bradford, Main St., head end of train                                  | 10           | 10           | 10         |
| Salamanca Branch   | 10           | 10           | 10         |
| EL RR main track and sidings   | 10           | 10           | 10         |

*Third Subdivision:*

|  |    |    |    |
|--|----|----|----|
| 1st curve north of Ashford Tower                       | 25 | 25 | 25 |
| Beaver to M.P. 34                                      | 35 | 35 | 35 |
| M.P. 34 through 1st curve North of Cattaraugus Viaduct | 25 | 25 | 25 |
| City Limits, Springville                               | 30 | 30 | 30 |
| South Buffalo R. R. crossing                           | 10 | 10 | 10 |

*Fourth Subdivision:*

|   |    |    |    |
|---|----|----|----|
| All northward trains will approach northward Signal 842, south of Machias not exceeding | 30 | 30 | 30 |
| Between overhead bridge north of Gainesville and south end of Warsaw passing Siding     | 30 | 30 | 30 |
| Leroy, Lake St. Crossing  | 30 | 30 | 30 |

## 5-1.—Concluded.

| LOCATION AND CONDITIONS | PSGR. TRAINS | MFST. TRAINS | OTHER FRT. |
|-------------------------|--------------|--------------|------------|
|                         | MPH          | MPH          | MPH        |

*Fourth Subdivision—Concluded:*

|  |       |    |    |
|--|-------|----|----|
| Leroy, Church St. Crossing                               | 25    | 25 | 25 |
| 1st and 2nd curves south of P&L Jet. train order station | 30    | 30 | 30 |
| Buell Road, 400 ft. north to 400 ft. south               | 10    | 10 | 10 |
| Behan Road, to 400 ft. north (southward movements only)  | 10    | 10 | 10 |
| McCall Road Crossing, Rochester                          | 10    | 10 | 10 |
| Between Dock Junction and Feldspar Junction              | 20    | 20 | 20 |
| Feldspar Junction to foot of incline                     | ..... | 10 | 10 |
| Stonewood Road Crossing, Rochester                       | 5     | 5  | 5  |
| Britton Road Crossing, Rochester                         | 5     | 5  | 5  |
| Latta Road Crossing, Rochester                           | 10    | 10 | 10 |

*Silver Lake Subdivision:*

|                               |    |    |    |
|-------------------------------|----|----|----|
| Curves through Silver Springs | 10 | 10 | 10 |
| Curves, M.P. 7 to Perry       | 10 | 10 | 10 |

## 5-1(a).—GENERAL—ALL SUBDIVISIONS.

| UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS   | PSGR. | FRT. |
|---|-------|------|
|   | MPH   | MPH  |
| Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications | 10    | 10   |

## 5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES:

|  | M.P.H. |
|--|--------|
| Single unit diesel locomotives operating in automatic block signal territory | 30     |

## 5-1(c).—TRAINS HANDLING RELIEF CRANES.

| UNLESS OTHERWISE RESTRICTED               | M.P.H. |
|---|--------|
| Relief trains                             | 25     |
| Relief trains with cranes ahead of engine | 15     |

## 5-2.—SPEED RESTRICTIONS—EQUIPMENT.

| UNLESS OTHERWISE RESTRICTED   | M.P.H. |
|---|--------|
| Through facing point switches while flanging with snow plow, engine or box car flanger  | 15     |
| Foreign Line Short Ore Cars:  |        |
| On tangents.....  | 30     |
| On curves.....  | 20     |
| Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels. |        |
| On tangents..   | 20     |
| On curves.....  | 15     |

### 5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

## 6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Engines must not be operated over live rail of scale tracks where dead rail is provided.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales except electronic scales riker.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

## 6-3.—Continued.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS2-CD 4000 or greater, Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(m).—*Air Dump Cars.*—Will be handled in local freight trains only and speed must not exceed 30 MPH.

## (x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

| STATION, TRACK, BRIDGE, ETC.   | ENGINE OR EQUIPMENT   | RESTRICTION  |
|--|---|--|
| <i>Northern Subdivision:</i><br>Entire Subdivision<br>Between WS Tower and Petrolia  | 1826-1840, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 235,000 lbs.  | Must not operate on.   |
| <i>Petrolia:</i><br>Bridges 440 and 441  | All equipment   | Must not be left standing on Bridges.  |
| Petrolia to Bruin  | 1826-1840, 3500-3575, 6900-6976, 7400-7499  | Must not operate on.   |
| Between Bruin and Kane Jct.<br>Over Bridges 451, 455, 467, 524, 537  | 1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499<br>Cars with gross weight exceeding 190,000 lbs.     | Must not operate on, except single unit only may operate over Bridge 537.                      |
|  | All equipment   | Must not exceed 10 m.p.h. over Bridges.  |
| <i>Lucinda:</i><br>Madden Mine   | All engines   | Must not operate under tipple.   |
| Between Kane Jct. and Mt. Jewett   | 1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499<br>Cars with gross weight exceeding 200,000 lbs.                                      | Must not operate on.   |
| <i>Main Line 1st Subdivision:</i>  | All engines   | Must not exceed 15 m.p.h.  |
| <i>Mosgrove:</i><br>Allegheny River Bridge 258.89  | 1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499   | Must not exceed 3 units coupled.<br>All other units may operate not exceeding 6 units coupled. |
| Between WS Tower and Echo  | Wrecking Cranes X-51 and X-76   | Engine and Crane must be spaced by at least 2 cars.  |
| Between Bridge 226/29 and Pine Street Punxsutawney   | All equipment   | Must not exceed 15 m.p.h. over Bridges 226/29 and 226/08.                                      |
| <i>Du Bois:</i><br>J. A. Kohlhepp Sons Siding—Bridge 203-A<br>National Biscuit Co. Bridge 204-C<br>Du Bois Brewing Co. Siding No. 2 Bridge 204-B | All engines<br>Cars with gross weight exceeding 220,000 lbs.<br>1838, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 220,000 lbs. | Must not operate on.   |

| STATION, TRACK, BRIDGE, ETC.   | ENGINE OR EQUIPMENT   | RESTRICTION   |
|--|---|---|
| <i>Rural Valley Subdivision:</i><br>Entire Subdivision                           | Cars with gross weight exceeding 251,000 lbs.                               | Must not operate on.  |
| <i>Walston Branch:</i><br>Lindsay to End of Line                                 | Cars with gross weight exceeding 251,000 lbs.                               |   |
| Over Bridges W-1.09 and W-1.19   | All engines   | Must not exceed 15 m.p.h. over Bridges.   |
| <i>Indiana Subdivision:</i><br><i>Ernest Mine:</i><br>R&P Coal Co. Bridge L-27-E | All engines<br>Cars with gross weight exceeding 200,000 lbs.                | Must not operate over Bridge.   |
| R&P Coal Co. General   | All equipment   | Must not operate on machine shop track.<br>Must not use tracks from Scale Office to tipple.<br>Must not use No. 2 coke track west of West End of ovens.<br>Must not pass signal at east end of cleaning plant unless bell is operating.<br>No. 1 track blocked with conveyor at East End of Tipple. |
|  | Cars with gross weight exceeding 210,000 lbs.                               | Must not operate on above tracks.   |
| <i>Indiana:</i><br>Coal Trestle, St. Clair and Rinn Sdg. Bridge L-33-C           | All engines<br>Cars with gross weight exceeding 130,000 lbs.                | Must not operate on Bridge.   |
| R&P Coal Co. Sdg.  | Cars with gross weight exceeding 251,000 lbs.                               | Must not operate on siding.   |
| <i>Ridge Subdivision:</i><br>J&M Jct.—Corbett—Mine tipple                        | All engines   | Must not pass under tipple account close clearance.   |
| <i>Jacksonville Subdivision:</i><br>Kent—New Siding                              | All equipment   | Must not be moved under or through Shakeout on new siding.  |
| Kent Mine No. 5  | All engines   | Must not operate more than 100 feet west of West Crossover Switch West of tipple.   |
| <i>Lucerne Branch:</i><br>Lucerne Mine—Store Track Siding<br>Shakeout Track      | 1838, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 220,000 lbs. | Must not operate on.  |

| STATION, TRACK, BRIDGE, ETC.  | ENGINE OR EQUIPMENT   | RESTRICTION  |
|---|---|--|
| <i>Lucerne Branch—Con.:</i><br>Bridges YA-OA and YA-OB  | Engines and equipment not restricted  | Must not exceed 15 m.p.h. over Bridges.  |
| Lucerne Coke Ovens  | All equipment   | 5 m.p.h. west of car shakeout.   |
|   | All engines   |  |
| Lucerne Coke Co.<br>Bridge No. YA-O-74/3  | Cars with gross weight exceeding 210,000 lbs.   |  |
|   | 1838, 3684-3699, 7400-7499  |  |
| <i>Tidedale:</i><br>R&P Coal Co. Track<br>Bridge No. YA-1-80/1  | Cars with gross weight exceeding 220,000 lbs.   | Must not operate on.   |
| <i>Wharton Subdivision:</i><br>Between C&M Jct. and Medix Run   | Cars with gross weight exceeding 251,000 lbs.   |  |
|   | 1838, 3684-3699, 7400-7499  |  |
| Shaft No. 1—Wye track   | Cars with gross weight exceeding 220,000 lbs.   |  |
|   | All engines   | Must not operate on No. 1 side track under steel structure.<br>Must not operate beyond first switch above tipple.  |
| Proctor—No. 2 Mine  | All engines and cars  | Must not operate beyond clearance point on Nos. 1 and 2 tipple tracks below tipple.<br>Must not operate on No. 3 track below tipple.<br>Must not operate on No. 3 empty track. |
| <i>Main Line 2nd Subdivision:</i><br>Weyerhauser Siding<br>Bridge 175-A   | 1838, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 220,000 lbs.                                   |  |
| <i>Johnsonburg:</i><br>New York and Penn. Paper Co.<br>Bridge 167-E<br>Bridge 167-G,<br>Bridge 167-K,<br>Bridge 167-M,<br>Bridge 167-R,<br>Bridge 167-T | All engines<br>Cars with gross weight exceeding 140,000 lbs.<br>Cars with gross weight exceeding 240,000 lbs. | Must not operate on.   |

| STATION, TRACK, BRIDGE, ETC.   | ENGINE OR EQUIPMENT   | RESTRICTION  |
|--|---|--|
| <i>Johnsonburg—Con.:</i><br>New Bldgs. at N. Y. and Pa. Paper Co. at Acid Plant and Bridge Track | All engines   | Must not enter new buildings and must be kept 2 car lengths from doors of these buildings. |
| Clarion Jct. PRR Conn. via Erie-Lackawanna RR  | Cars with gross weight exceeding 240,000 lbs.<br>All equipment  | Must not operate on.<br>15 m.p.h. over Bridge 167-D.                                       |
| Bingham<br>Trestle No. 135-A on Station Sdg.   | All engines   | Must not operate on.   |
| <i>Lewis Run:</i><br>Hanley Run Sidings<br>Bridge 128-B  | 1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726 |  |
|  | Cars with gross weight exceeding 180,000 lbs.   | Must not operate on.   |
| Bridge 128-C   | Cars with gross weight exceeding 240,000 lbs.<br>All engines  |  |
| Bridge 128-D   | Cars with gross weight exceeding 220,000 lbs.   |  |
| <i>East Salamanca:</i><br>Power House Coal Trestle<br>Bridge 107-C                               | 1826-1840, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 210,000 lbs.  |  |
| <i>Main Line 4th Subdivision:</i><br><i>Machias:</i><br>Olean Gravel Co. Siding                  | All engines   | Will not pass point of frog, first switch south of tipple where signs are erected.         |
| <i>Warsaw:</i><br>Industrial Track to freight station  | Cars with gross weight exceeding 240,000 lbs.   |  |
| Elevator Co. Siding  | 1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499<br>Cars with gross weight exceeding 225,000 lbs.                             | Must not operate on.   |

| STATION, TRACK, BRIDGE, ETC.   | ENGINE OR EQUIPMENT  | RESTRICTION                                     |
|--|--|---|
| <i>Main Line 4th Subdivision—Con.:<br/>Warsaw—Con.:<br/>Elevator Co. Siding</i>      | All engines  | Must not operate over second conveyor pit.      |
| Lead to Freight House  | 1838, 3684-3699, 7400-7499<br>All engines  |   |
| <i>Leroy:<br/>Coal Trestle<br/>Bridge 25-A</i>                                       | Cars with gross weight exceeding 180,000 lbs.<br>1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726 |   |
| Lapp Insulator Co.   | Cars with gross weight exceeding 220,000 lbs.<br>1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499  | Must not operate on.                            |
| <i>Wheatland:<br/>North End No. 3 Track<br/>Ruberoid Co.<br/>Nos. 1 and 2 Tracks</i> | All engines  | Must not operate beyond sign posted on trestle. |
| <i>Lincoln Park:<br/>Charlotte Docks Co.<br/>Load Trestle</i>                        | All engines  | Must not operate on.                            |
| <i>Rochester:<br/>Symington-Gould<br/>Corp.<br/>Bridge G-OA</i>                      | Cars with gross weight exceeding 210,000 lbs.<br>1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499  | Must not operate on.                            |
| King St. Coal Trestle  | Cars with gross weight exceeding 220,000 lbs.  | Must not operate on.                            |
| <i>Silver Lake Subdivision:<br/>Silver Lake Jct. to<br/>Perry</i>                    | Cars with gross weight exceeding 251,000 lbs.  |   |
| <i>Silver Springs:<br/>Morton Salt Co.<br/>Trestle A-1-A</i>                         | All engines<br>Cars with gross weight exceeding 220,000 lbs.   |   |

| STATION, TRACK, BRIDGE, ETC.  | ENGINE OR EQUIPMENT   | RESTRICTION                            |
|---|---|--|
| <i>Silver Lake Subdivision—Con.:<br/>Silver Spring Con.:<br/>Perry—Trestle A-7-B<br/>Martin Co.</i> | All engines<br>Cars with gross weight exceeding 140,000 lbs.  | Must not operate on.                   |
| Perry—Trestle A-7-D<br>Fanning Co.  | All engines<br>Cars with gross weight exceeding 140,000 lbs.  | Must not operate beyond "bent" No. 12. |
| Perry—Deck Girder,<br>Bridge A-7-61 over<br>Center Street   | All engines<br>Cars with gross weight exceeding 140,000 lbs.  | Must not operate on.                   |
| <i>Dock Branch:<br/>Rochester:<br/>Charlotte Dock Bins</i>  | 1838, 3684-3699, 7400-7499<br>Cars with gross weight exceeding 220,000 lbs.   | Must not operate on.                   |
| Empty Track<br>Charlotte Dock   | Engines other than 8801-8802<br>Cars with gross weight exceeding 110,000 lbs.   |  |
| <i>Mainline 3rd Subdivision:<br/>Buffalo:<br/>Fillmore Ave. Coal<br/>Trestle<br/>Bridge BC</i>      | 1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499<br>Cars with gross weight exceeding 190,000 lbs. | Must not operate on.                   |

*Note.*—Movement over all Industrial Trestles and Bridges must not exceed 10 miles per hour.

#### 9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Protection Single Budd Car Unit.*—When single unit Budd car is operated where Rules 505 to 519 inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back a sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

(b).—*Crossing Over or Occupying Main Tracks.*—*Waiting Time.*—All hand-operated switches in automatic signal territory on Third Subdivision between East Salamanca and ETC sign, Ashford; and on the Fourth Subdivision between Ashford and Brooks Avenue must be opened five (5) minutes before fouling main track or crossing over from one main track to another main track.

9.—Concluded.

(c).—Trains moving from Wharton Subdivision to 1st Main Line Subdivision at C&M Jct. must report for orders at the telephone at the north end of C&M passing siding.

#### 9-1.—ADDITIONAL INSTRUCTIONS MANUAL BLOCK SYSTEM.

(a).—*C. B. Junction*.—Clear block received by westward trains, other than passenger trains at CB Junction applies to east end of Bridge 25.60 at N.Y.C. Junction.

(b).—*Creekside*.—Clear block received by eastward trains, other than passenger trains, on Indiana Subdivision applies to yard limit sign west of XD Tower.

Train order and block signal mast at Creekside is equipped with three arms. The two upper arms govern trains moving on Indiana Subdivision. The lower arm governs westward trains moving to the Ridge Subdivision.

(c).—*Indiana*.—Clear block received by eastward trains at Indiana, other than passenger trains, on Indiana Subdivision applies to yard limit sign west of Cummings yard, when there are no open intermediate train order stations, and these trains will proceed under occupied block from yard limit sign to Creekside.

(d).—*Riker*.—Manual block indication received at Riker by trains moving westward to the Indiana Subdivision will apply from yard limit sign west of XD Tower.

(e).—*J&B Jct.—Bradford*.—Absolute block will be maintained between J&B Jct. and yard limit sign south of Bradford for Northward trains except that light engines, work trains and local freight trains may be permitted to follow a train other than a train carrying passengers under occupied block indication by direction of Train Dispatcher.

Clear block received by northward trains, other than passenger trains at J&B Jct. applies to south Yard Limit Board, Bradford and will proceed through Bradford Yard Limits under Occupied block.

(f).—*Bradford.—East Salamanca*.—Clear block received by Northward trains, other than passenger trains, at Bradford applies from yard limit board at Foster Brook to yard limit board at Killbuck and will proceed through Bradford yard limits under occupied block. Rule 317 modified.

Clear Block received by Southward trains, other than passenger trains at East Salamanca and Limestone applies to Yard Limit sign Bradford and will proceed through Bradford Yard Limits under occupied block. Operating Rule 317 modified.

(g).—*KD Tower.—Elk Run Jct.*—Southward trains having proper train orders at Elk Run Jct. or KD Tower, will be permitted to occupy the main track after the arrival of opposing trains with line 3 of Clearance Card Form A filled out as follows:

3. Manual block is clear (or occupied) after the arrival of .....at Elk Run Jct., (or KD Tower).  
Operating Rules 317 and 321 modified.

(h).—*Killbuck*.—Southward trains having proper train orders at Killbuck will be permitted to occupy the main track after the arrival of opposing trains with line 3 of Clearance Card Form A filled out as follows:

3. Manual Block is clear (or occupied) after the arrival of .....at Killbuck. Operating Rules 317 and 321 modified.

9-1.—Concluded.

(i).—*Meeting Trains*.—Unless otherwise instructed, trains taking siding at non-block stations between KD Tower and WS Tower, between C&M Junction and NYC Junction, J&B Jct. and East Salamanca and on the Indiana Subdivision to meet or be passed by other trains will not report clear of main track or obtain permission to re-enter the main track after complying with train order, but will proceed on their train order superiority and the provisions of Clearance Card Form "A", Line 3, received at entrance to the block. Rules 321 and 323 modified.

#### 10-1.—HAND SIGNALS—FLAGGING.

(a).—Operating Rule 99 is modified as follows:

"99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

"*When moving*: Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

"*When standing*: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

"When necessary, head end must be protected in the same manner.

"Stop signals must be answered promptly. Flagging signals will be repeated until answered.

"*Exception*.—Except in the States of Pennsylvania and West Virginia when operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)"

(b).—*Flagging Equipment*.—Rule 11-A is modified to eliminate red and white lanterns on engines.

(c).—*General*.—At points where block signal is located in advance of train order station, a yellow hand signal from Operator will authorize trains to move against signal on main track from the signal to the train order station. Seventh paragraph of Rule 221 modified.

(d).—*Fusees*.—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted. Red fusees must not be used for any other purpose than to give stop signals.

(e).—*Knox and Marienville and J&B Jct., Parkers Landing and WS Tower*.—Trains operating between Knox and Marienville, Marienville and J&B Jct. No. 85 and No. 86 between Parkers Landing and WS Tower, are relieved from protecting the rear of their train. When more than one train operates in this territory at the same time Operating Rule 99 will be placed in effect by train order. Operating Rule 99 modified.

10-1.—Concluded.

(f).—*Creekside*.—During hours Creekside train order station is open, westward extra trains, Indiana Subdivision will not pass station until they receive yellow hand signal from Operator.

#### 10-2.—HAND-OPERATED SWITCHES.

(a).—*CB Jct.*—Operators at CB Jct. will handle switches and derails for trains entering or leaving the main track in the immediate vicinity of the train order station when on duty.

(b).—*WS Tower*.—Operators will handle the switch at the end of double track located in front of the train order station, the switch and derail at the south end of passing siding, and the switch just north of the train order station leading from the 1st Main Line Subdivision to the Northern Subdivision.

(c).—*Creekside*.—Operators will handle switches for trains moving to and from the Ridge Subdivision when on duty.

(d).—*Bradford*.—Operators will handle Station Crossover switches when on duty.

(e).—*Indiana*.—Switch at end of Crossover on storage track must be left lined and locked for movement on extension.

#### 11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28 is modified to permit markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Light Engines*.—Red classification lights (when so equipped) may be used as markers on light engines.

(c).—*Third and Fourth Subdivisions*.—*Reflectorized* markers may be used.

(d).—*Freight Trains*.—In accordance with Rule 28 the use of reflectorized markers is permitted on Freight Trains only except in the state of Pennsylvania.

#### 11-1.—CLASSIFICATION SIGNALS.

(a).—Extra trains not required to display signals except on Northern Subdivision. Operating Rule 22 modified.

#### 12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks*.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured. Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—Crews of trains and engines will obtain permission from train dispatcher before occupying:

Lucerne Branch

Frances Mine Tracks

Movements must be made at restricted speed expecting to find tracks blocked with cars or engines, or train moving in opposite direction.

12.—Concluded.

(b).—*Bingham*.—Southward trains must not use siding without permission of train dispatcher. Rule 60 modified.

(d).—*Various Locations*.—Look out for cars standing on the following passing sidings:

#### Northern SD:

St. Joe  
Karns City  
Knox  
Shippenville  
North Clarion Jct.  
Lucinda  
Tylersburg  
Marienville  
Nansen

#### Main Line 1st SD:

WS Tower  
Dayton

#### Indiana SD:

Juneau  
Savan  
Marion Center

#### Ridge SD:

Fisher  
Parkwood

#### Clearfield SD:

Rockton  
Glendale

#### 13.—AIR BRAKES.

(a).—Where instructions call for brake pipe pressure of ninety (90) pounds, this pressure will be carried through to terminal.

(b).—When placing cars on coaling trestles or other heavy grades, air must be coupled and known to be operative on cars and engine.

#### 13-1.—HANDLING TRAINS ON GRADES.

Tonnage trains will carry ninety (90) pounds brake pipe pressure on the following grades:

Top of grade east of Yatesboro to Echo.  
Parkwood to Shelocta.  
Rockton to Clearfield.  
Bingham to East Salamanca.  
Beaver to Buffalo Creek.  
Gainesville to Rochester.  
Brooks Avenue to Dock Junction, Feldspar Junction.  
Charlotte Dock or Genesee Dock.

#### 13-2.—USE OF RETAINERS.

(a).—Where *retainers* are normally required, flat maintaining device will not be used on trains, consist of which includes dead engines. *Retainers* must be used.

(b).—Loaded freight trains or parts of trains being handled by engine not equipped with flat maintaining feature, will turn up *retainers* as follows:

Must have 50% of retainers turned up in train, beginning from the lead engine back, when handling trains between Rockton and Bickford, Bingham and Bradford Shops, Beaver and Hoyts, Gainesville and Warsaw.

(c).—New York Central trains of miscellaneous freight and empty cars need not use retaining valves between Rockton and Bickford, but carry ninety (90) pounds brake pipe pressure.



13-2.—Concluded.

(d).—Northward tonnage trains handled by E-L Railroad Class M F S B 1500 HP road switchers with operative dynamic brake on all units will not use retainers between Bingham and Bradford Shop if the tonnage does not exceed 1500 actual tons for each unit coupled and operated in multiple unit control. If the tonnage exceeds 1500 actual tons for each unit, one retainer will be used for each additional 100 tons.

(e).—Where retainers are used, they must be turned up consecutively, starting from the engine. It is prohibited to turn up retainers on the head and read portions of a train, allowing the middle cars to run loose.

(f).—Where retainers are used, they must be turned up at the point designated, and must not be turned down until reaching the specified location.

(g).—Where it is necessary to turn down retainers on a train to get it started on a descending grade, the handles must be turned up to the proper position before leaving the point.

(h).—Unless otherwise provided, retainers will be placed in high pressure position on loaded cars and low pressure position on empty cars.

(i).—Where Engineers deem additional retainers necessary or on some grade not herein specified on account of a condition occurring which requires the use of retainers, Engineer will so instruct the Trainman, who will be governed by his wishes.

(j).—Trains moving west to Clearfield Subdivision will make road test at DuBois, C&M Jct. or Salem. All trains will stop when required to turn retainers up or down.

13-3.—FLAT MAINTAINING FEATURE.

(a).—In descending a heavy grade with flat maintaining cut in, the initial reduction must not be lighter than 6 pounds. The endeavor should be to control the speed by the use of flat maintaining and the dynamic brake so that it is uniform. If a train stalls descending a grade due to too heavy a brake application, sufficient number of hand brakes must be applied promptly to secure it if the independent brake on engine will not hold train while brakes are being released and brake system recharged. A sufficient number of hand brakes must also be applied promptly should the train part, to anchor both portions.

A partial release of the brakes during *flat maintaining* must never be attempted. If necessary to release on descending grade where retainers are normally required, stop will be made and brake pipe recharged before train proceeds.

(b).—Freight trains may be operated on descending grades without the use of retainers when flat maintaining is operative on control unit; and from the controlling unit the engineer has two operative dynamic brake units.

14.—SPRING SWITCHES:

Spring Switches are in service at the following locations:

| LOCATION                        | MOVEMENT | MPH |
|---------------------------------|----------|-----|
| K D Tower, South End            | Trailing | 20  |
| Cloe Yard, North End            | Trailing | 20  |
| Cummings Yard, East End         | Trailing | 20  |
| Creekside                       | Trailing | 15  |
| Brookdale                       | Trailing | 15  |
| Facing Spring Switch on tangent |          | 25  |
| Facing Spring Switch on curve   |          | 20  |

*Note 1.—K D Tower.*—Crews of trains trailing through spring switch will not be required to observe clearing of facing point signal.

*Note 2.—Cloe Yard.*—At spring switches, crews will operate push button for movement from siding to main track.

*Note 3.—Brookdale.*—Push button will be operated for reverse movement on No. 2 track.

14-1.—DUAL CONTROL SWITCHES.

(a).—Rules 106-106(A), 605-633, in effect at following locations:

Four switches at C&M Junction.

Switch at north end southward Storage Siding, WI Tower.

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-633, in effect at railroad crossings designated below:

| Station     | Crossing  |
|-------------|-----------|
| Falls Creek | R&C & PRR |
| Machias     | PRR       |
| P&L Jct     | LV RR     |

Rules 605-631, in effect at the following stations:

|              |          |
|--------------|----------|
| C&M Junction | Ashford  |
| F. C. Tower  | Machias  |
| WI Tower     | P&L Jct. |
| VO Tower     |          |

15.—Concluded.

(b).—*Closed Interlocking Stations.*—During the period that an Interlocking Station is closed, under provisions of Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

15-1.—SEMI-AUTOMATIC RAILROAD CROSSINGS.

| Station      | Semi-Automatic<br>Crossing |
|--------------|----------------------------|
| Indiana..... | PRR                        |

*Note.*—Home Signals located 156 feet east and 86 feet west of PRR Crossing at Indiana, also fixed distant signals, Rule 285A, located 3700 feet east and west of Home Signals. Normal position of B&O Home Signals will be permissive, Rule 289A. When crossing is to be used by PRR trains, B&O Home Signals will display stop indication, Rule 292.

Control of Home Signals is from push button located in box at crossing marked "Push Button." Instructions for operation posted in box. If B&O Signals are at stop, and no PRR train in vicinity, push button, marked B&O, may be operated to restore signals to normal position.

15-2.—NON-INTERLOCKED RAILROAD CROSSINGS.

(a).—Instructions applying to non-interlocked railroad grade crossings located as designated below:

| STATION       | CROSSING  | POSITION OF TILTING TARGET, GATE OR OTHER PROTECTION |
|---------------|---|--|
| Johnsonburg   | Crossing from Rolfe R. R. over Penna. R. R. Connection        | Horizontal for B&O                                   |
| Rochester     | Penna. R. R.  | Diagonal for B&O                                     |
| LeRoy         | NYC and E-L RR  |  |
| Buffalo Creek | South Buffalo R'y—Howard Farm Branch, North of Marilla Street | Horizontal for B&O                                   |
|               | South Buffalo R'y—South leg of DL&W, Wye                      |  |
|               | South Buffalo R'y—North leg of Wye to DL&W                    | Diagonal for B&O                                     |
|               | B&O—Crossing North leg of Wye—South Buffalo Ry                |  |
|               | South Buffalo R'y—to B&O dock tracks and Republic Steel       | Horizontal for B&O                                   |

*Note.*—Except where protected by Interlocking Signals, trains will stop three hundred feet from all railroad crossings and junctions and not proceed until signal is placed in position, giving B&O trains the authority to proceed. Where there is no signal, trains will not proceed until the way is seen to be clear.

16.—YARDS.

16-1.—ELK RUN JCT. AND CLOE.

| TRACK  | INSTRUCTIONS  |
|--|---|
| Single Running Track, Elk Run Jct. and Riker | (a) New single track installed between Riker Yard Office and Elk Run Junction located on east side of yard and is designated as a single running track. Train and engines using this running track will move in either direction under instructions of the Yardmaster at Riker.   |
| Riker and Cloe                               | (b) Track paralleling No. 2 main track extending between Riker yard office and east end Cloe Storage Track is now known as Indiana Running Track. Movements of trains and engines between Riker yard office and Williams Crossing will be on authority of the Yardmaster at Riker. Trains and engines will use the Indiana Running Track between Williams Crossing and east end Cloe storage Track expecting to find it occupied by other trains and engines. Eastward trains or engines from Cloe will call the Yardmaster at Riker from Williams Crossing for yard instructions before fouling Indiana Running Track between Williams Crossing and Riker yard office. |
| DC Tower and Cloe                            | (c).—Track from DC Tower to Cloe is a yard running track and movements over this track are governed by instructions from Yardmaster at Riker.   |
| Switch, South end No. 1 track                | (d).—Switch leading to south end No. 1 track below the hump at Cloe Scales must be left set for No. 1 track instead of for lead track.  |
| Adrian and Walston Branches                  | (e).—Trains or Engines must not use Adrian or Walston Mine tracks without permission from the Yardmaster at Riker.  |

16-2.—BRADFORD.

|   |   |
|---|---|
| Between Running Track Foster Brook Crossover and Bradford | Track formerly known as No. 1 Main Track between Foster Brook Crossover and Station Crossover, Bradford, designated as Yard Running Track. Movement over this track will be made on authority of Operator Bradford. |
|---|---|

16-3.—EAST SALAMANCA.

|   |  |
|---|--|
| Running Tracks between Killbuck and Red House | (a).—Tracks formerly known as No. 1 and 2 Main tracks between single track switch Killbuck and North Crossover Red House Crossing East Salamanca designated as Yard running tracks. Movement over these tracks will be made under authority of Yardmaster. |
| Salamanca EL-Tracks                           | (b).—B&O Railroad trains will use E-L Railroad tracks between junction switch and interchange track, and when entering or leaving yard. Before leaving Salamanca permission must be obtained from E-L Yardmaster to use these tracks.                      |

16-4.—BROOKS AVENUE.

| TRACK   | INSTRUCTIONS   |
|---|--|
| Running Tracks between Brookdale and Lincoln Park | (a).—Tracks formerly known as No. 1 and No. 2 main tracks between Spring Switch Brookdale and Lincoln Park and No. 2 running track between Lincoln Park and Rochester designated as Yard running tracks. Movement over these tracks will be made under authority of Yardmaster, Brooks Avenue. |
| Running Tracks between Lincoln Park and Dock Jet. | (b).—Track between Lincoln Park and Dock Junction designated as single running track. Movement over this track will be made under authority of Yardmaster, Brooks Avenue.  |

16-5.—BUFFALO CREEK.

|   |   |
|---|---|
| Running Tracks between Tift St. and Buffalo Creek | Former Main track between Crossover Tift Street and Buffalo Creek designated as Yard Running track. Movement over this track will be made under authority of Yardmaster, Buffalo Creek. |
|---|---|

*Note.*—All Yards.—At night or when day signals cannot be plainly seen a red light will be displayed on the rear of all cars handled on the main track within Yard Limits whether cars are standing or moving.

17.—HELPER ENGINES.

**PUSHER SERVICE.**—Within the state of Pennsylvania. When pusher engine behind Caboose exceeds 3500 horsepower, occupants of Caboose must, before movement is started, vacate Caboose and occupy unit of pusher engine. Train must be brought to a stop before pusher engine is detached.

20.—WHISTLE SIGNALS.

Following whistle signals will be used to recall flagman on tracks other than main tracks:

Southward or westward tracks. . . . . 1 short and 4 longs.  
 Northward or eastward tracks. . . . . 1 short and 5 longs.  
 Operating Rules 14(d) and 14(e) modified.

21.—HIGHWAY AND STREET CROSSINGS.

(a).—*Order of The Public Service Commission, State of New York.*—That wherever automatic visual signals at highway-railroad grade crossings are at warning for a longer period than five minutes, due to railroad equipment standing on the track circuit, or being shifted on such circuit the railroad company operating such equipment shall immediately station trainman or other qualified employe at the said crossing to direct highway traffic over such crossing when it may be safely used, even though the signal is at warning.

(b).—*Bliss.*—Northward trains picking up or setting off at Bliss will clear northward approach for flashers at Cox Road on Cable Post 2800 feet south of highway crossing.

(c).—*Silver Lake Outlet Roadcrossing Near Perry.*—All trains will come to a stop before passing over crossing.

(d).—*Heimlich Yard.*—The farm crossing across the classification tracks at north end of Heimlich's yard must be kept open at all times, when not in use.

21.—Continued.

(e).—Before passing over public highway crossings at the following points, a member of the crew must be sent to the crossing preceding each movement to warn the public of the approach of locomotives, car or train. Cars must be attached to engine while moving over these crossings:

| SUBDIVISION OR BRANCH | LOCATION                        | HIGHWAY OR STREET AND NUMBER   |   |
|-----------------------|---------------------------------|--|---|
| Main Line—3rd SD      | Salamanca                       | Rochester St. on E-L Connection (No. 3834)                               |   |
|                       | Ashford                         | On Crossing Wye Track (No. 3778)   |   |
| Silver Lake SD        | Silver Springs                  | Main Street (No. 3953)   |   |
|                       |                                 | Perry Ave. (No. 3952)  |   |
| Main Line 4th SD      | Wheatland—On Siding             | Crossing Inside  |   |
|                       |                                 | Ebsary Gypsum Plant (No. 3906)   |   |
|                       | Rochester                       | Denise Road (No. 3948)   |   |
|                       |                                 | Britton Road (No. 3947)  |   |
| Anderson Branch       | 1,700 feet from point of switch | Canal Street Tracks 1, 6, 7, 8 and 9 (No. 3932)                          |   |
|                       |                                 | Lyell Ave. Team Track (No. 3935)   |   |
| Main Line—1st SD      | Big Run                         | Crossing on Branch (No. 3320)  |   |
|                       |                                 | Punxsutawney   | Main St. (No. 3168)   |
| Main Line—2nd SD      | Brockway                        | Side Track over Findley St. (No. 3162)                                   |   |
|                       |                                 | WI Tower   | Brockway Glass Co. Siding (No. 3707)  |
|                       |                                 | Ridgway  | Brockway Clay Co. Siding (No. 3710)   |
| Main Line—2nd SD      | Johnsonburg                     | Main St. (No. 3712) Switching on main track and all movements on sidings |   |
|                       |                                 | Bradford   | West Center Street (No. 3716)   |
| Main Line—2nd SD      | Bradford                        | Wilmington Pontiac Crossing (No. 3717)                                   |   |
|                       |                                 | Bradford   | Mill St. switching movement on main track and all movements on sidings (No. 3751) |
| Main Line—2nd SD      | Bradford                        | Foster Brook Road (Northward movements on Running Track) (No. 3753)      |   |
|                       |                                 | Jacksonville SD  | Between Ray and Benson  |
| Main Line—2nd SD      | Bradford                        | Route 80 (No. 3314)  |   |
|                       |                                 | Route 460 (No. 3315)   |   |
| Main Line—2nd SD      | Bradford                        | Elk Run Ave.   |   |
|                       |                                 | Adrian Branch  | Route 119 at R. R. Y. M. C. A.  |
| Main Line—2nd SD      | Bradford                        | Mahoning Street Upper and Lower Crossings Nos. 3158 and 3159             |   |
|                       |                                 | Walston Branch   | Punxsutawney  |
| Main Line—2nd SD      | Bradford                        | Between Echo and Numine Jct.   |   |
|                       |                                 | Rural Valley SD  | Yatesboro   |
|                       |                                 | Yatesboro  | Route No. 85 (No. 3201)   |
| Main Line—2nd SD      | Bradford                        | Route No. 85 (No. 3204)  |   |
|                       |                                 | Margaret   | State Highway No. 03058 (Nos. 3206 and 3210)                                      |

## 21(e).—Concluded.

| SUBDIVISION OR BRANCH | LOCATION                                 | HIGHWAY OR STREET AND NUMBER        |
|-----------------------|--|-------------------------------------|
| Craigsville Branch    | Graff Kittaning Clay Products Co. Siding | Crossing inside of plant (No. 3117) |
| Northern SD           | Lafayette                                | State Highway Route 219 (No. 3521)  |
|                       | North Clarion Jet.                       | Route 322 (No. 3447)                |

(f).—At the following locations trains operating against current of traffic must approach crossings prepared to stop:

| SUBDIVISION OR BRANCH | LOCATION        | HIGHWAY OR STREET AND NUMBER    |
|-----------------------|-----------------|---------------------------------|
| Main Line—1st SD      | Big Run         | Foxburg Road (No. 3171)         |
| Main Line—2nd SD      | McMinn's Summit | Washington Twp. Road (No. 3704) |
|                       | Lewis Run       | Emery Road (No. 3740)           |
|                       | Custer City     | Custer City Road (No. 3742)     |

(g).—At the following locations, trains must consume 20 seconds between ETC signs and crossings:

| SUBDIVISION OR BRANCH | LOCATION     | HIGHWAY OR STREET AND NUMBER      |
|-----------------------|--------------|-----------------------------------|
| Main Line 4th SD      | Rochester    | Ridge Road (No. 3943)             |
|                       |              | Cairn Street (No. 3933)           |
|                       |              | West Ave. (No. 3923)              |
|                       |              | Ballentyne Road (No. 3918)        |
|                       | LeRoy        | Perry Road (No. 3901)             |
| Main Line—3rd SD      | Orchard Park | Thorne Ave. (No. 3816)            |
| Main Line—1st SD      | Cloe, Pa.    | State Highway Route 36 (No. 3225) |

(h).—In accordance with the second paragraph of Rule 109(A) push button installed at the following crossings:

| SUBDIVISION OR BRANCH | LOCATION     | HIGHWAY OR STREET AND NUMBER  |
|-----------------------|--------------|-------------------------------|
| Main Line 4th SD      | Rochester    | Lyell Ave. (No. 3935)         |
|                       |              | Ridge Road (No. 3943)         |
|                       | LeRoy        | Perry Road (No. 3901)         |
|                       |              | Lake Street (No. 3896)        |
| Main Line—3rd SD      | Gainesville  | Main Street (No. 3873)        |
|                       | Great Valley | Mutton Hollow Road (No. 3766) |
|                       | Springville  | Waverly Street (No. 3788)     |

## 21(h).—Concluded.

| SUBDIVISION OR BRANCH | LOCATION     | HIGHWAY OR STREET AND NUMBER                         |
|-----------------------|--------------|--|
| Main Line—2nd SD      | Bradford     | Kendall Ave. (No. 3752)                              |
|                       |              | Main Street (No. 3748)                               |
| Main Line—1st SD      | Brockway     | Main Street (No. 3708)                               |
|                       | Punxsutawney | Front Street (No. 3163)<br>Findley Street (No. 3162) |

*Note.*—Movements over grade crossings on passing sidings or industrial sidings must stop and be preceded by a member of the crew because visible and audible highway crossing signals at these crossings do not operate for such movements.

## 22.—MISCELLANEOUS.

(a).—Employees are prohibited from riding or walking on roofs of any moving cars.

(b).—Employees are prohibited from riding footboards of engines.

(c).—HOLIDAYS:—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—*Temporary Speed Signs.*—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—Law of the State of New York is quoted as follows:

“Engineers, Conductors or Trainmen, discovering or knowing of fires in fences, or other material along or near the right of way of railroads in such lands, shall report the same at the first station to the Station Agent, and such Station Agent shall forthwith notify the nearest Fire Warden, Forest Ranger or District Ranger, and use all necessary means to extinguish the same.”

## 23.—ACCIDENTS.

(a).—When physically able to do so, employees sustaining injury, no matter how minor, will report it to supervisor before leaving Company premises.

(b).—The Supervisor must arrange prompt first-aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

(c).—In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

## 24.—MOVEMENT OF MofW CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other MofW equipment in effect May 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

Motor Car Rule 4(c) modified as follows:

“In compliance with Motor Car Rules, permission of Yardmaster is not required for main track movements through or within yard limits as provided by Rule 4(c).”

## MEDICAL DEPARTMENT

### I. KAPLAN, M. D., Medical and Surgical Director

#### COMPANY'S SURGEONS

|                        |  |
|------------------------|--|
| Bradford, Pa.....      | Dr. R. D. McCreary   |
| Brockway, Pa.....      | Dr. Nicholas F. Lorenzo  |
| Buffalo, N. Y.....     | Dr. E. M. Sullivan<br>Dr. John P. Luhr, Oculist  |
| Butler, Pa.....        | Dr. Carl Danielson   |
| Clearfield, Pa.....    | Dr. Nathaniel D. Yingling  |
| Dayton, Pa.....        | Dr. A. R. Wilson   |
| Du Bois, Pa.....       | Dr. L. H. Davenport<br>Dr. F. E. Murdock, Oculist<br>Dr. W. E. Grill<br>Dr. B. C. Cochran<br>Dr. H. J. Robb, Oculist |
| Indiana, Pa.....       | Dr. J. W. Gatti  |
| Parkers, Pa.....       | Dr. C. R. Coulter  |
| Punxsutawney, Pa.....  | Dr. L. R. McCauley<br>Dr. R. F. O'Connor, Oculist  |
| Ridgway, Pa.....       | Dr. William Thompson   |
| Rural Valley, Pa.....  | Dr. William H. Pitts   |
| Rochester, N. Y.....   | Dr. Bernard P. Soehner<br>Dr. J. W. Knapp  |
| Salamanca, N. Y.....   | Dr. Charles J. Barranco<br>Dr. Thomas G. Gardner<br>Dr. G. A. Hays   |
| Springville, N. Y..... | Dr. Maurice N. O'Connor  |
| Warsaw, N. Y.....      | Dr. J. W. Leachman, Oculist  |

#### HOSPITALS

|                       |  |
|-----------------------|--|
| Bradford, Pa.....     | Bradford Hospital                          |
| Buffalo, N. Y.....    | Mercy Hospital                             |
| Butler, Pa.....       | Butler County Memorial Hospital            |
| Clearfield, Pa.....   | Clearfield Hospital                        |
| Du Bois, Pa.....      | Du Bois Hospital<br>Maple Avenue Hospital. |
| Indiana, Pa.....      | Indiana Hospital                           |
| Kane, Pa.....         | Community Hospital                         |
| Punxsutawney, Pa..... | Adrian Hospital                            |
| Ridgway, Pa.....      | Elk County General Hospital                |
| Rochester, N. Y.....  | St. Mary's Hospital                        |
| Salamanca, N. Y.....  | Salamanca District Hospital                |
| Warsaw, N. Y.....     | Community Hospital                         |

#### EXAMINING POINTS AND HOURS

|  |
|--|
| BUTLER, PA.—Dr. Carl Danielson, Room 517 Commonwealth Bank and Trust Bldg.<br>2nd and 4th Wednesdays. 12:30 PM to 3:30 PM by appointment only.                                 |
| PUNXSUTAWNEY, PA.—Dr. L. R. McCauley, Spirit Bldg. Tuesday, Thursday or<br>Sunday. By appointment only   |
| DU BOIS, PA.—Drs. B. C. Cochran, L. H. Davenport, W. E. Grill, Deposit National<br>Bank Bldg. Monday to Thursday inclusive. By appointment only.                               |
| EAST SALAMANCA, N. Y.—Dr. G. A. Hays, B&O Office—Thursday, 9:00 AM to<br>12:00 Noon. 140 Lincoln Ave. Monday, Tuesday, Wednesday, Thursday<br>and Saturday 1:00 PM to 5:00 PM. |
| ROCHESTER, N. Y.—Dr. J. W. Knapp, 170 Mt. Read Blvd., Monday to Friday,<br>1:00 PM to 5:00 PM and Saturday, 9:00 AM to 11:00 AM.   |
| BUFFALO CREEK, N. Y.—B&O Yard Office—Third Saturday each month.<br>1:00 PM to 3:00 PM. (Dr. J. W. Knapp)   |
| FOXBURG, PA.—By appointment only.  |
| KANE, PA.—By appointment only.   |

#### FIRST AID CLINICS

|                              |
|------------------------------|
| ROCHESTER—170 Mt. Read Blvd. |
| DU BOIS—Shop First Aid Room. |

#### MEDICAL EXAMINERS' TERRITORIES

Buffalo Division, including the Northern Subdivision, Medical examiner, Glenwood, Pa.

#### INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

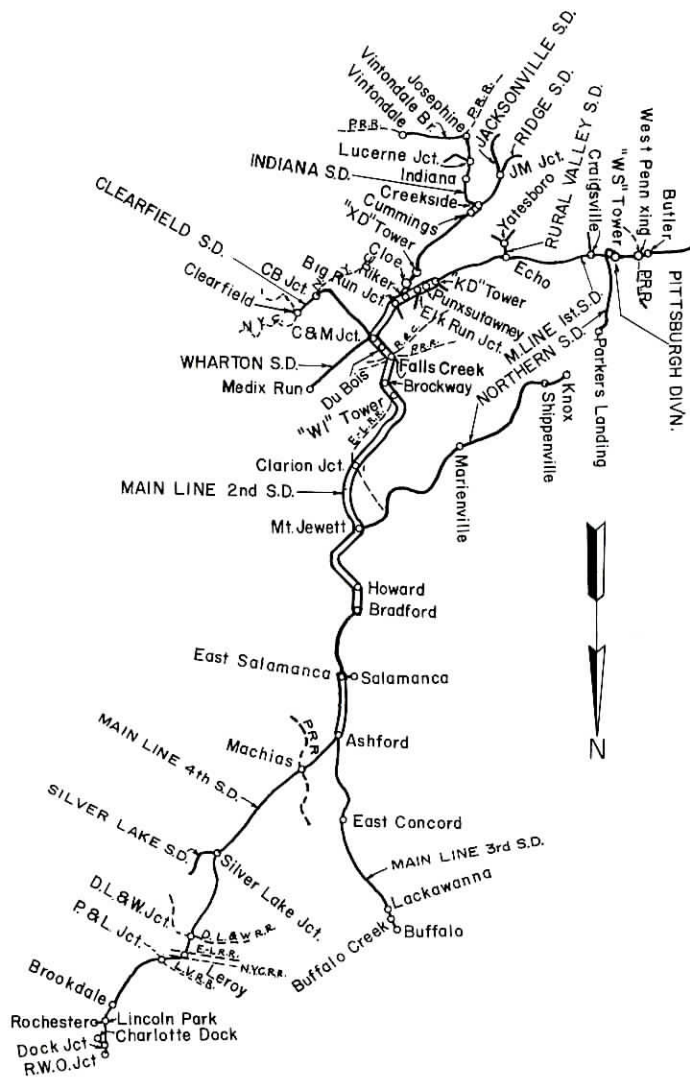
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

**Notice of disablement or death of a Relief Department member  
should be reported promptly.**

# BUFFALO DIVISION

## SPEED TABLE

| Time per Mile |      | Time per Mile |      | Time per Mile |      | Time per Mile |      |
|---------------|------|---------------|------|---------------|------|---------------|------|
| Min           | Sec. | Min.          | Sec. | Min.          | Sec. | Min.          | Sec. |
| 0             | 45   | 1             | 20   | 1             | 55   | 2             | 30   |
| 0             | 46   | 1             | 21   | 1             | 56   | 2             | 31   |
| 0             | 47   | 1             | 22   | 1             | 57   | 2             | 32   |
| 0             | 48   | 1             | 23   | 1             | 58   | 2             | 33   |
| 0             | 49   | 1             | 24   | 1             | 59   | 2             | 34   |
| 0             | 50   | 1             | 25   | 2             | 00   | 2             | 35   |
| 0             | 51   | 1             | 26   | 2             | 01   | 2             | 36   |
| 0             | 52   | 1             | 27   | 2             | 02   | 2             | 37   |
| 0             | 53   | 1             | 28   | 2             | 03   | 2             | 38   |
| 0             | 54   | 1             | 29   | 2             | 04   | 2             | 39   |
| 0             | 55   | 1             | 30   | 2             | 05   | 2             | 40   |
| 0             | 56   | 1             | 31   | 2             | 06   | 2             | 41   |
| 0             | 57   | 1             | 32   | 2             | 07   | 2             | 42   |
| 0             | 58   | 1             | 33   | 2             | 08   | 2             | 43   |
| 0             | 59   | 1             | 34   | 2             | 09   | 2             | 44   |
| 1             | 00   | 1             | 35   | 2             | 10   | 2             | 45   |
| 1             | 01   | 1             | 36   | 2             | 11   | 2             | 46   |
| 1             | 02   | 1             | 37   | 2             | 12   | 2             | 47   |
| 1             | 03   | 1             | 38   | 2             | 13   | 2             | 48   |
| 1             | 04   | 1             | 39   | 2             | 14   | 2             | 49   |
| 1             | 05   | 1             | 40   | 2             | 15   | 2             | 50   |
| 1             | 06   | 1             | 41   | 2             | 16   | 2             | 51   |
| 1             | 07   | 1             | 42   | 2             | 17   | 2             | 52   |
| 1             | 08   | 1             | 43   | 2             | 18   | 2             | 53   |
| 1             | 09   | 1             | 44   | 2             | 19   | 2             | 54   |
| 1             | 10   | 1             | 45   | 2             | 20   | 2             | 55   |
| 1             | 11   | 1             | 46   | 2             | 21   | 2             | 56   |
| 1             | 12   | 1             | 47   | 2             | 22   | 2             | 57   |
| 1             | 13   | 1             | 48   | 2             | 23   | 2             | 58   |
| 1             | 14   | 1             | 49   | 2             | 24   | 2             | 59   |
| 1             | 15   | 1             | 50   | 2             | 25   | 3             | 00   |
| 1             | 16   | 1             | 51   | 2             | 26   | 4             | 00   |
| 1             | 17   | 1             | 52   | 2             | 27   | 6             | 00   |
| 1             | 18   | 1             | 53   | 2             | 28   | 12            | 00   |
| 1             | 19   | 1             | 54   | 2             | 29   |               | 5.00 |











# AVOID DAMAGE

## SWITCH CUSTOMERS CARS CAREFULLY

### JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

### SPEED CARD

#### To Find Coupling Speed of 40 Foot and 50 Foot Car

| Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.  | Seconds | 40 Foot Car    | 50 Foot Car    |
|--|---------|----------------|----------------|
|  |         | Miles Per Hour | Miles Per Hour |
| Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling. | 1       | 28.            | 35.            |
|  | 2       | 14.            | 17.5           |
|  | 3       | 9.3            | 11.6           |
|  | 4       | 7.             | 8.7            |
|  | 5       | 5.6            | 7.             |
|  | 6       | 4.7            | 5.9            |
|  | 7       | 4.             | 5.             |
|  | 8       | 3.5            | 4.4            |
|  | 9       | 3.1            | 3.9            |
|  | 10      | 2.8            | 3.5            |
|  | 11      | 2.5            | 3.1            |
|  | 12      | 2.3            | 2.9            |
|  | 13      | 2.15           | 2.7            |
|  | 14      | 2.             | 2.5            |

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.