

ERIE RAILROAD COMPANY

WESTERN DISTRICT

Allegany, Meadville, Bradford and Buffalo and Southwestern Divisions.

Time Table No. 22

Effective 12.01 A. M.

SUNDAY, Sept. 25, 1938
FOR EMPLOYEES ONLY.

EASTERN STANDARD TIME.

22
THINK!
THEN
ACT
SAFELY

H. R. ADAMS

Superintendent

R. C. RANDALL

Assistant General Manager

F. W. ROSSER

General Manager

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

EFFECTIVE JULY 1, 1930

STANDARD CLOCKS

Hornell	{ Telegraph Office Engine Dispatchers Office
Olean	Freight House
Salamanca	{ Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	{ Telegraph Office Round House
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	{ Telegraph Office, L.V. Sta. Engine Dispatchers Office QX Yard Office
Gowanda	Telegraph Office
Dunkirk	Telegraph Office
Bradford	Telegraph Office
J & B Junction	Telegraph Office
Brockway	Station

TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad. Normal operation involves operating over Buffalo Creek Railroad between B. C. Junction and J. U. Tower; Over B. & O. Railroad between J. & B. Junction and Cramer; Over P. S. & N. Railroad between Brockway and Hydes.

At Salamanca B. & O. R. R. trains will use Erie R. R. tracks between junction switch and interchange track, and when entering or leaving yard will be governed by hand signal from switch tender, displaying green flag by day and green light by night.

Erie R. R. trains when entering yard at Salamanca will be governed by auto signal 412-1, and in addition will require hand signal from switch tender displaying white flag by day and white light by night, and when leaving east end of yard will be governed by hand signal from switch tender, displaying white flag by day and white light by night.

SIGNS. Addition to Rule 6.

- D. Day train order office.
- N. Day and night train order office.
- C. No. 1 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- E. No. 1 will stop at Union City and Cambridge Springs to let off passengers from Jamestown and East and pick up passengers for Youngstown and West.
- G. No. 2 will stop at Cambridge Springs and Union City to let off passengers from Chicago and pick up passengers for Binghamton and East.

- H. No. 2 will stop at Cuba to let off passengers from Jamestown and West and to pick up passengers for Elmira and East.
- J. No. 5 will stop at Alfred on Sundays and Holidays for mail purposes.
- K. No. 5 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.
- M. No. 6 will stop at Union City to let off passengers from Youngstown and West and to pick up passengers for New York.
- O. No. 6 due out of Salamanca on Sundays and Holidays also February 22nd, 1939, will stop at Alfred for mail purposes.
- P. No. 7 will stop at Andover and Belmont to discharge passengers from New York.
- Q. No. 7 will stop at Friendship and Cuba to discharge passengers from New York.
- R. No. 519 will stop at Kennedy to discharge passengers.
- U. No. 519 will stop at JU Seneca street to discharge and receive passengers.
- W. No. 519 will stop at Water Valley and Eden Valley to discharge passengers only.

The term "Holiday" as used in this time table applies to the following dates only:

- November 24th, Thanksgiving Day.
- December 26th, Christmas Day.
- January 2nd, 1939, New Year's Day.

Trains scheduled to make flag stop at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

MARKERS

Rule D-19 amplified as follows:

Yellow or green lights to the front and side, and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (except passenger extras) in double or multiple track territory except between C B Junction and Salamanca and will also be omitted between R H Tower and Waterboro.

SPEED RESTRICTIONS

	Miles per hour.
Passenger trains	60
Passenger trains between CB Junction and M. P. 400.00 (1.8 miles West of Alleghany) on Eastward and Westward unrestricted tracks	70
Passenger trains between Salamanca and Meadville on Eastward and Westward unrestricted tracks	70

All trains, including passenger and express trains, when using freight engine	50
Express and Equipment Trains with freight cars	50
Freight trains	50
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Class J-2 engines handling trains	35
Class R-1, R-2 and N-2 engines handling trains	40
Class R-3 engines handling trains	45
Trains hauling wrecking derrick	30
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Trains hauling dead engines	20
Freight trains handling loaded covered hoppers and loaded series H 43000 and H 44000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H 43000 and H 44000), and freight cars with six-wheel trucks, as follows:	
Meadville Division:	
Between Meadville and Salamanca	40
Except westbound between RH Tower and Waterboro, and westbound between Union City and Cambridge Springs	30
B. & S. W. Division:	
Between Waterboro and DM Junction	40
Between DM Junction and Buffalo	30
Allegheny Division:	
Between Salamanca and River Junction	40
Between CB Junction and Hornell, Main Line	30
Bradford Division	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.	
All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided	10
Engines must not be operated backwards at a speed to exceed 15 miles per hour on curves or over grade crossings and must not exceed 25 miles per hour at other points.	
Engines must not be operated backwards beyond a point where a turntable or wye is located without special authority from Superintendent.	
Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	

Class J-2 engines and engines 2901 and 2903 must not operate over Conley frogs.

ALLEGANY DIVISION

Interlocking switches, Cass Street Tower, Hornell yard to Hornell station, Eastward trains	15
Between Hornell and Tip Top	50

CLASS R AND S ENGINES OVER BRIDGES

340.89 — 351.05 — 355.34 — 368.36	—	351.52 — 356.86 — 371.98	—	349.37 — 351.94 — 361.02 — 373.81	—	350.11 — 352.32 — 365.98 — 381.09	20
Curves 65, 66 and 67 between Summit and CB Junction, M. P. 380.89 to M. P. 382.24							50
CB Junction—To and from Eastward track and Old Line							60
CB Junction—To and from River Line and Westward track							50
CB Junction—To and from westward track and Old Line							30
CB Junction—To and from eastward track and River Line							30
River Junction—To and from Buffalo Division Eastward track and River Line Main track							50
River Junction—To and from Buffalo Division Westward track and River Line main track							30
Between River Junction and C. B. Junction except over Rush Creek Viaduct and Genesee Viaduct							50
Rush Creek Viaduct							30
Genesee Viaduct							30
Curve 99 West of Carrollton M. P. 408.80 to 409.11 Eastward and Westward tracks							55
Between Salamanca M. P. 412.50 and WC Junction, Eastward and Westward tracks							40
Salamanca, Curve M. P. 413.33, West of Signal 413-1, Westward track							30
Between WC Junction and Dunkirk, passenger trains							30
Between WC Junction and Dunkirk, freight trains							30
Between WC Junction and Dunkirk, R and S engines over bridges							15
Between Dayton and Dunkirk "S" engines with tanks in excess of 16,000 gallon capacity not permitted.							
Class C, K-2-A, K-4, K-5, N engines over following bridges:							
Br. 455.19 West of Sheridan							15
Br. 455.41 West of Sheridan							15

MEADVILLE DIVISION

Between Salamanca M. P. 412.50 and WC Junction, Eastward and Westward tracks	40
Salamanca, Curve M. P. 413.33, West of Signal 413-1, Westward track	30

Curve 3, West of Salamanca, M. P. 2.85 to M. P. 3.19, Eastward and Westward tracks	65	Curves 125 and 126, Venango, M. P. 91.35 to M. P. 92.09, Eastward and Westward tracks	65
Curve 4, West of Salamanca, M. P. 4.35 to M. P. 4.66, Eastward and Westward tracks	65	Curve 128 between Venango and Saegertown, M. P. 93.75 to M. P. 94.17, Eastward and Westward tracks	65
RH Tower and Randolph, M. P. 13.32 to M. P. 17.00, single track	50	Curve 134 West of Saegertown, M. P. 97.96 to M. P. 98.27, Eastward and Westward tracks	65
Waterboro, Meadville Division—To and from Eastward track and single track....	60	Curves 139 and 140 east of Meadville, M. P. 101.05 to M. P. 101.28, Eastward track	60
Waterboro, Meadville Division—To and from single track and Westward track....	20	Curves 140, 141 and 142, East of Meadville, M. P. 101.14 to M. P. 101.59, Westward track	50
Waterboro—To and from Eastward track and B. & S. W.	10	Curves 141 and 142, East of Meadville, M. P. 101.31 to M. P. 101.59, Eastward track	50
Waterboro—To and from B. & S. W. and Westward track	60		
Curve 29, Waterboro and Kennedy, M. P. 23.20 to M. P. 23.82, Eastward track	60	B. & S. W. DIVISION	
Curves 31, 34, 36 and 37 between Waterboro and Kennedy, M. P. 23.95 to M. P. 25.47, westward track	65	Buffalo—JU west leg of wye	10
Curves 32 and 35, Waterboro and Kennedy, M. P. 23.92 to M. P. 25.41, Eastward track	65	Buffalo—JU, all diamonds	5
Curves 42, 43 and 44 between Falconer and Jamestown, M. P. 31.90 to M. P. 32.64, Westward track	60	Tiftt Street Junction—From Westward track to single track	20
Jamestown—Curves between M. P. 33.15 and M. P. 34.95, Eastward and Westward tracks	40	Tiftt Street Junction—Eastward trains over spring switch	25
Curves 54, 55, 57 and 58, West of Jamestown M. P. 35.25 to M. P. 37.22, Westward track	60	Between Collins and Gowanda	35
Curve 56, West of Jamestown, M. P. 35.74 to M. P. 36.17, Eastward track	65	Class C-3, C-3-A, K-2, K-2-A, small tender, K-4, over bridge 22.25 east of North Collins	20
NE Junction—To and from Westward track and C & E Railroad	15	Class K-4-B, K-5, K-5-A, K-2-A, over following bridges: Br. 15.85; Br. 22.25; Br. 28.18; Br. 30.32	20
NE Junction—To and from Old Line	30	Class N and R-3 engines over following bridges: Br. 13.94; Br. 15.85; Br. 22.25; Br. 23.18; Br. 30.32	20
NE Junction—To and from West end Westward siding	30	The operation of N-3 and R-3 engines double header with any engine is not permitted over Bridges—13.94, 15.85 22.25, 28.18 and 30.32.	
Curve 68, West of Bear Lake, M. P. 51.42 to M. P. 51.92	60	Tunnel to Gowanda—Passenger trains	35
C. & E. Railroad—Curve M.P. 6.63 to M.P. 7.44	60	DM Junction to Gowanda—Freight Trains	15
CM Junction—To and from East End Eastward siding	30	DM Junction to Tunnel—Passenger trains	30
CM Junction—Through crossovers	40	Waterboro—To and from B. & S. W. and Westward track	60
Curve 73, West of CM Junction, M. P. 57.78 to M. P. 57.98, Eastward and Westward tracks	65	Waterboro—To and from B. & S. W. and Eastward track	10
Corry—Curve between station and MS Tower, Eastward and Westward tracks	45	R 1, R 2 and S class engines are not permitted to operate over Bridge 30.32 West of Collins or between this bridge and Buffalo.	
Curve 91, West of Union City, M. P. 74.00 to M. P. 74.30 Westward track	60	BRADFORD DIVISION	
Curves 93 and 94 between Union City and Mill Village, M. P. 75.54 to M. P. 76.45 Westward track	65	Passenger trains	40
Curve 104, West of Mill Village, M. P. 80.96 to M. P. 81.37 Westward track	65	Freight trains	30
		Carrollton—Trestle 0.88	15
		Riverside—Trestle 2.06	10
		Between Crawford and Lewis Run—Eastward freight trains	15
		Br. 27.66 Kinzua Viaduct, Class C, K2, K4, K5 and N engines	15

The operation of class N. engine, double header with any engine is not permitted over Kinzua Viaduct.

The operation of N or J 2 class engines double header is not permitted over bridge 0.15 Brockway.

The operation of R and S class engines is not permitted between Carrollton and J & B Junction.

Br. 0.15 Brockway—Class C, K and N engines 10

The operation of any engine heavier than Class J 2 is not permitted on Toby Branch west of Brockport Station.

SUPERIORITY OF TRAINS

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

CLEARING OF TRAINS

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

Second Class and extra trains will not leave Hornell, Salamanca (Allegheny Division), Dunkirk, J. & B. Junction or B. C. Junction without clearance form (A).

First Class trains originating Jamestown or Gowanda will not leave without clearance form (A). Other trains originating Jamestown will not leave without permission from Train Dispatcher.

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

TRAIN REGISTERS

Hornell	First Class Trains
Salamanca	First Class Trains originating and terminating at Salamanca

Dunkirk	First Class Trains
Meadville	First Class Trains
Buffalo	First Class Trains originating and terminating at Gowanda
Gowanda	First Class Trains

Jamestown	B&SW First Class Trains
Bradford	First Class Trains

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

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

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

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

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Hornell	{ Telegraph Office Engine Dispatchers Office
Olean	Freight House
Salamanca	{ Telegraph Office Yard Office Engine Dispatchers Office
Jamestown	Telegraph Office
Meadville	{ Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	{ Telegraph Office, L.V. Sta. Engine Dispatchers Office QX Yard Office
Gowanda	Telegraph Office
Bradford	Telegraph Office
Clarion Junction	Telegraph Office
Brockway	Station

SIDINGS

Car Capacity

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

EASTWARD WESTWARD

Almond	55	
Alfred	54	
Tip Top	stub west end	44
Andover		56
Wellsville		79
Belmont		71
Belvidere	stub east end	35
Friendship		65
Summit		72
River Junction		131
Fillmore		127
Shongo		120
Belfast		128
Black Creek		128
CB Junction	River Line	130
Little Valley		66
Cattaraugus		47
Perrysburg		17
Falconer	151	140
Lakewood		107
NE Junction	92	138
CM Junction	146	
JO Sidings	128	131
Mill Village	134	
CG Sidings	127	127
Blasdell		51
Hamburg		60
Eden Center		100
North Collins		46
Collins		85
Gowanda		55
DM Junction		100
South Dayton		59
Cherry Creek		101
Conewango		51
Bradford		28
West Bradford		84
Crawford		88
J & B Junction		89

GRADE CROSSINGS

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

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

Dunkirk

N. Y. C. & St. L. R. R. and P. R. R. target horizontal, proceed on Erie R. R.

During the hours 12:01 A.M. and 8:00 A.M. and 4:00 P.M. and 12:01 A.M. week days, and during entire 24 hour period on Sundays, account N.Y.C. & ST.L. office closed, normal position of signal at this crossing will be vertical for N.Y.C. & ST. L. movement.

When Erie R. R. trains use this crossing during hours office is closed it will be necessary for member of crew to go to N. Y. C. & St. L. office, operate target lever, placing crossing target in horizontal position for Erie R. R. trains to proceed over crossing.

After movement is completed crossing target will be returned to vertical position. N. Y. C. & St. L. office is equipped with Erie R. R. switch lock.

Corry

P. R. R.-EY Crossing—All trains and engines running against the current of traffic will come to a full stop and proceed only on hand signal, green flag by day and green light by night.

Buffalo

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

Blasdell

N. Y. C. & St. L. R. R. and P. R. R. target diagonal, proceed on Erie R. R.

CROSSOVER MOVEMENTS

Bradford Division trains entering on Allegheny Division tracks at Carrollton after obtaining permission to cross over, will throw switches for crossover movement and trains should not start to cross over or foul Allegheny Division main tracks until three (3) minutes have elapsed after the switches have been thrown for crossover movement.

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

This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indications.

YARD LIMITS. Indicated by Signs

Hornell
Wellsville
Olean
Salamanca
Dayton
Dunkirk

Jamestown-Falconer

Corry

Meadville

Buffalo

Gowanda

DM Junction—Dayton

Bradford

J & B Junction

Brockway

RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93-A need not be afforded.

Olean

Salamanca—East of Subway Crossover

West of WC Junction

Corry

Meadville—East of Race Street

SPRING SWITCH

Spring switch at Tiftt Street Junction is protected by two position signal located 2000 ft. West of switch. Clear indication, proceed over spring switch. Approach indication, proceed, to point of spring switch, then stop, examine points of switch, and make sure points are properly set before proceeding. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent. Caution must be taken to prevent backup movements, slack running out of trains, or taking slack over the spring switch before forward movement is completed. If necessary to make such movements switch must be handled by hand.

Spring switch at west end River Junction is protected by a three position signal located 900 feet west of switch.

This signal also acts as an approach signal for River Junction interlocking.

Trains receiving clear or approach indication at this signal will proceed as per current Book of Rules, Operating Department.

Trains receiving Stop indication will proceed as per current Book of Rules, Operating Department to point of switch, stop and examine points of switch and make sure points are properly set before proceeding. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent. Caution must be taken to prevent backup movements, slack running out of trains, or taking slack over the spring switch before forward movement is completed. If necessary to make such movements switch must be handled by hand.

MOVEMENTS NOT PROVIDED BY TIME TABLE

Between CB Junction and Meadville, other than passenger extras, will proceed without train orders.

RULES GOVERNING MANUAL AND MANUAL CONTROLLED BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEMS AND INTERLOCKING. EFFECTIVE JULY 1, 1930.

Between Hornell (Cass Street) and Meadville automatic block signal rules will govern.

Between River Junction and CB Junction, Train Dispatchers' Block System Rules effective May 1st, 1936 will govern.

Between WC Junction and Dunkirk, BC Junction and Waterboro, Carrollton and J & B Junction, manual block system will govern.

BELL CODE

Between WC Junction and Forestville, BC Junction and Waterboro.

POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED.

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

- Andover
- Wellsville
- Scio
- Friendship

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

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

- River Junction—Westward Trains
- Fillmore
- Belfast
- CB Junction—River Line, Eastward trains
- WC Junction — Allegany, Westward trains.
- Little Valley
- Cattaraugus
- Dayton
- Perrysburg
- Forestville
- BC Junction—Westward Trains
- Hamburg
- Eden Center
- North Collins
- Lawtons
- Collins
- Gowanda
- DM Junction
- South Dayton
- Cherry Creek
- Conewango
- Waterboro—B&SW, Eastward trains.
- Bradford
- Crawford
- J & B Junction—Eastward Trains

Indications of Manual Block Signals do not convey information as to the condition of that part of a Block within Yard Limits. It must be understood that a clear block, displayed at a Manual Block Station at and extending to a Block in which there are Yard Limits, indicates condition of the Block outside of Yard Limits only.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

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

- Hornell (Cass Street)
- River Junction
- CB Junction
- X Tower
- WC Junction
- RH Tower
- Waterboro
- Falconer
- NE Junction
- MS Tower

TELEPHONE TRAIN ORDER SIGNALS

Westward.

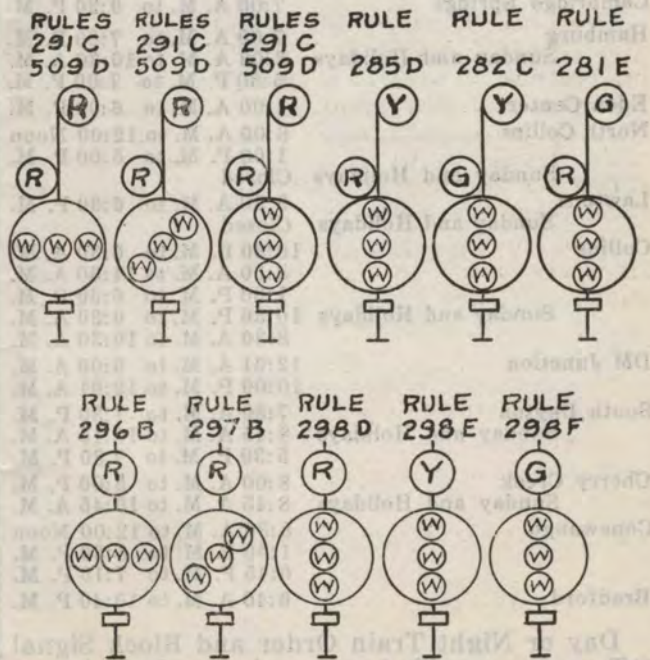
- Auto. Sig. 420-1 Red House
- " " 446-1 Jamestown
- " " 451-1 Lakewood
- " " 483-1 JO Sidings
- " " 490-1 Mill Village
- " " 501-1 CG Sidings
- " " 508-1 Saegertown
- " " 514-1 Race Street

Eastward

- Auto. Sig. 509-2 Saegertown
- " " 502-2 CG Sidings
- " " 491-2 Mill Village
- " " 469-2 CM Junction
- " " 451-2 Lakewood
- " " 444-2 Falconer
- " " 420-2 Red House
- " " 396-2 College Crossover
- " " 392-2 HR Siding

Position Light Telephone Train Order Signal.

A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service, Rules 509b, 509c and

509d will be observed the same as where other types of signals are in use.

Rule 509d, paragraph (b) is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal, indicating that the train should take siding and siding cannot be used making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track protecting the movement as prescribed by Rule 99.

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

Andover	7:30 A. M. to 12:00 Noon 2:30 P. M. to 5:00 P. M. Closed
Sunday and Holidays	
Wellsville	8:30 A. M. to 12:30 A. M.
Scio	8:00 A. M. to 11:00 A. M. 1:00 P. M. to 6:00 P. M. Closed
Sunday	
Friendship	8:45 A. M. to 11:45 A. M. 1:15 P. M. to 6:15 P. M. 12:30 P. M. to 2:30 P. M.
Sunday	
Little Valley	7:00 A. M. to 12:00 Noon 2:00 P. M. to 5:00 P. M. Closed.
Sunday and Holidays	
Cattaraugus	8:00 A. M. to 5:00 P. M. Closed.
Sunday and Holidays	
Perrysburg	8:00 A. M. to 5:00 P. M. Closed.
Sunday and Holidays	
Forestville	8:00 A. M. to 5:00 P. M. Closed.
Sunday and Holidays	
Belfast	8:00 P. M. to 5:00 A. M.
Jamestown	6:30 A. M. to 10:30 P. M.
Cambridge Springs	7:00 A. M. to 9:20 P. M.
Hamburg	7:00 A. M. to 7:00 P. M. 8:00 A. M. to 10:30 A. M. 5:00 P. M. to 7:00 P. M.
Sunday and Holidays	
Eden Center	1:00 A. M. to 6:00 P. M.
North Collins	8:00 A. M. to 12:00 Noon 1:00 P. M. to 5:00 P. M. Closed
Sunday and Holidays	
Lawtons	9:30 A. M. to 6:30 P. M. Closed
Sunday and Holidays	
Collins	10:30 P. M. to 6:30 A. M. 8:30 A. M. to 11:30 A. M. 1:30 P. M. to 6:30 P. M.
Sunday and Holidays	10:30 P. M. to 6:30 A. M. 8:30 A. M. to 10:30 A. M.
DM Junction	12:01 A. M. to 6:00 A. M. 10:00 P. M. to 12:01 A. M.
South Dayton	7:30 A. M. to 7:30 P. M. 8:45 A. M. to 10:15 A. M. 5:30 P. M. to 7:30 P. M.
Sunday and Holidays	
Cherry Creek	8:00 A. M. to 5:00 P. M. 8:45 A. M. to 10:45 A. M.
Sunday and Holidays	
Conewango	8:30 A. M. to 12:00 Noon 1:30 P. M. to 5:30 P. M. 6:45 P. M. to 7:15 P. M.
Bradford	6:40 A. M. to 10:40 P. M.

Day or Night Train Order and Block Signal Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the

time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

All trains entering a block under permissive signal indication displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office, regardless of a clear signal that may be displayed at intermediate Day or Night Block Signal Office except when the enginemen have positive information that the Day or Night Block Signal Office is actually in operation.

SUPERIORITY OF TRAINS

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

TRAFFIC ROUTE CONTROL DISTRICTS

Traffic locking circuits are installed between College Crossover and X Tower, Olean. Eastward trains receiving 45 degree above horizontal indication on this train order signal will proceed on westward track in accordance with existing speed restrictions and without train orders to dwarf signal at X Tower Olean interlocking and be governed by indication of this signal. Switches at College Crossover will be handled by trainmen.

Eastward and westward tracks between RH Tower and west end double track.

Single track between west end double track and Waterboro.

Eastward and westward tracks between Waterboro and Falconer are equipped with traffic route control. Trains or engines may proceed on proper signal indication without regard to train or time table superiority against opposing trains or following superior trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time. When a train accepts the proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

MISCELLANEOUS

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

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL

INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Rotary: First, Headlight Generator must be running; Second, main reservoir must be pumped up; Third, reset button must be depressed for two seconds; Fourth, brake valve must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

The actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The engineer, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button, located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to R.

It is then possible for the engineer to relatch the brake handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

BROKEN AIR PIPES

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

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

ACKNOWLEDGING CONTACTOR

When desiring to acknowledge, acknowledge handle must be pulled down before passing a caution or stop signal. It must not be held down for more than fifteen seconds as an automatic application will result. When the engine passes the signal which is at a caution or a stop, the acknowledge handle must be pulled down and released after whistle stops blowing or induction has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5522-A.

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

CONTROL CUTOUT COCK

Is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

LIGHT DEFECTS

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

DEFECTS OR FAILURE OF APPARATUS

Shall be reported on regular engineer's defect form. Improper applications at clear sig-

nals or other point should be reported at first telegraph office.

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

T. B. Duggan }
H. V. Bordwell } Train Masters.

W. P. Freaney, Chief Train Dispatcher.

Wm. Knight, Asst. Chief Train Dispatcher.

10:00	ALBANY	11:00
10:05	ALBANY	11:05
10:10	ALBANY	11:10
10:15	ALBANY	11:15
10:20	ALBANY	11:20
10:25	ALBANY	11:25
10:30	ALBANY	11:30
10:35	ALBANY	11:35
10:40	ALBANY	11:40
10:45	ALBANY	11:45
10:50	ALBANY	11:50
10:55	ALBANY	11:55
11:00	ALBANY	12:00
11:05	ALBANY	12:05
11:10	ALBANY	12:10
11:15	ALBANY	12:15
11:20	ALBANY	12:20
11:25	ALBANY	12:25
11:30	ALBANY	12:30
11:35	ALBANY	12:35
11:40	ALBANY	12:40
11:45	ALBANY	12:45
11:50	ALBANY	12:50
11:55	ALBANY	12:55
12:00	ALBANY	1:00
12:05	ALBANY	1:05
12:10	ALBANY	1:10
12:15	ALBANY	1:15
12:20	ALBANY	1:20
12:25	ALBANY	1:25
12:30	ALBANY	1:30
12:35	ALBANY	1:35
12:40	ALBANY	1:40
12:45	ALBANY	1:45
12:50	ALBANY	1:50
12:55	ALBANY	1:55
1:00	ALBANY	2:00
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3:55	ALBANY	4:55
4:00	ALBANY	5:00
4:05	ALBANY	5:05
4:10	ALBANY	5:10
4:15	ALBANY	5:15
4:20	ALBANY	5:20
4:25	ALBANY	5:25
4:30	ALBANY	5:30
4:35	ALBANY	5:35
4:40	ALBANY	5:40
4:45	ALBANY	5:45
4:50	ALBANY	5:50
4:55	ALBANY	5:55
5:00	ALBANY	6:00

ALLEGANY DIVISION

Distance from Dunkirk	STATIONS AND SIDINGS		EASTWARD TRAINS						SECOND CLASS	
			FIRST CLASS						540	
			530	2		8	6		Daily Ex. Sunday & Holidays	
		NEW YORK A		P M 7.34		P M	A M			
			A M	A M		P M	A M			P M
123.1	Single Track	HORNELL A N		11.07		3.20	12.25			
123.1		ALMOND		10.58		3.11	12.17			
118.9		ALFRED		10.52		3.06	12.11			Mixed Train
115.2		TIP TOP		10.47		3.01	12.06			
110.6		ANDOVER D		10.40		2.53	12.00			
102.0		WELLSVILLE D		s 10.29		s 2.41	s 11.49			
98.1		SCIO D		10.20		2.27	11.41			
94.2		BELMONT		10.16		2.22	11.36			
90.4		BELVIDERE		10.11		2.17	11.32			
85.9		FRIENDSHIP D		10.06		2.12	11.27			
81.9		SUMMIT		10.00		2.06	11.21			
77.2		CUBA		h 9.54			11.15			
75.5		C B JUNCTION N		9.51		1.57	11.12			
70.3		HINSDALE								
64.7		OLEAN N		s 9.39		s 1.44	s 10.59			
61.3		ALLEGANY								
52.2		CARROLLTON		6.45	9.22	1.26	10.41			
46.8		SALAMANCA L N		6.35	9.15	1.18	10.34			
									5.15	
45.5		W C JUNCTION N							5.10	
45.3	WEST SALAMANCA									
38.6	LITTLE VALLEY D							s 4.55		
31.3	CATTARAUGUS D							s 4.20		
25.1	PERSIA							f 3.50		
22.0	DAYTON D							s 3.40		
19.0	PERRYSBURG D							s 3.30		
16.0	WEST PERRYSBURG							f 3.20		
12.0	SMITH'S MILLS							f 3.10		
8.2	FORESTVILLE D							s 3.00		
4.4	SHERIDAN							f 2.45		
0.0	DUNKIRK L N							2.30		
			A M	A M		P M	P M		P M	

ALLEGANY DIVISION

Distance from Jersey City	STATIONS AND SIDINGS		WESTWARD TRAINS						SECOND CLASS
			FIRST CLASS						527
			5	7		1	537		Daily Ex. Sunday & Holidays
			Daily	Daily		Daily	Daily		
			P M	P M		A M			
		NEW YORK	7.30	11.30		8.45			
			A M	A M		P M	P M		A M
331.3	Single Track	HORNELL L N	4.13	9.20		5.12			
336.3		ALMOND	4.22	9.30		5.21			
340.5		ALFRED j	4.28	9.37		5.28			
344.2		TIP TOP	4.34	9.45		5.34			
348.8		ANDOVER D	4.40	9.51		5.40			
357.4		B. & O. WELLSVILLE D s	4.52	10.04		5.52			
361.3		SCIO D	4.57	10.10		5.57			
365.2		BELMONT	5.02	10.16		6.02			
369.0		BELVIDERE	5.06	10.23		6.07			
373.5		FRIENDSHIP D	5.12	10.30		6.12			
377.5		P.S. & N. SUMMIT	5.19	10.37		6.18			
382.2		CUBA k	5.26	10.44		6.25			
383.9		C B JUNCTION N	5.28	10.47		6.27			
389.1		HINSDALE							
394.7		OLEAN N s	5.46	11.10		6.45			
398.1		P. R. R. ALLEGANY							
407.2		CARROLLTON	6.02	11.26		7.00	9.51		
412.6		B. & O. SALAMANCA A N	6.10	11.34		7.08	10.05		
			L						7.00
413.9		W C JUNCTION N							7.03
414.1	WEST SALAMANCA								
420.8	LITTLE VALLEY D							s 7.35	
428.1	CATTARAUGUS D							s 8.30	
434.3	PERSIA								
437.4	DAYTON D							8.50	
440.4	PERRYSBURG D							s 9.30	
443.4	WEST PERRYSBURG							s 9.38	
447.4	SMITH'S MILLS							f 9.45	
451.2	FORESTVILLE D							f 9.55	
455.0	SHERIDAN							s 10.10	
459.4	N.Y.C. & St.L. 4.4 P.R.R. DUNKIRK N.Y.C. A N							f 10.25	
			A M	A M		P M	P M		10.40
									A M

MEADVILLE DIVISION

EASTWARD TRAINS

Distance from Meadville	STATIONS AND SIDINGS		FIRST CLASS					SECOND CLASS	
			2	516		8	520	6	38
	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday & Holidays		
	A M	A M		P M	P M	P M	P M		
102.5	SALAMANCA	A N	9.10			1.11		10.27	
101.2	W C JUNCTION	N	9.08	(Via B. & S. W.)		1.08	(Via B. & S. W.)	10.25	
94.8	RED HOUSE		9.01			1.00		10.18	
90.5	STEAMBURG								
89.8	R H TOWER	N	8.56	(Via B. & S. W.)		12.45	(Via B. & S. W.)	10.13	
84.9	RANDOLPH		8.50			s 12.37		10.07	
79.3	WATERBORO	N	8.44	8.54		12.28	5.18	10.01	
77.7	KENNEDY			s 8.51			s 5.14		
72.2	FALCONER	N	8.36	s 8.43		12.20	s 5.06	9.53	
68.5	JAMESTOWN	D	s 8.31	8.37		s 12.15	5.00	s 9.48	5.45
63.8	LAKEWOOD		8.20			11.56		9.35	5.30
61.1	ASHVILLE								5.20
57.3	WATTS FLATS								f 5.10
55.5	N E JUNCTION	N	8.11			11.47		9.26	5.00
54.7	NOIBE		Via C & E			Via C & E		Via C & E	Via C & E
51.3	BEAR LAKE								
46.3	C M JUNCTION		7.57			11.26		9.13	4.15
45.0	COLUMBUS								
41.6	P. R. R. Renova Div. CORRY	N	s 7.51			s 11.21		s 9.08	s 4.00
39.2	P. R. R. Ally. Div. C D CROSSOVER								
31.7	J O SIDINGS		7.36			11.07		8.52	2.15
30.2	UNION CITY	g	7.34			s 11.05	m 8.50	s 2.10	
23.3	MILL VILLAGE		7.27			10.55		8.42	s 1.15
17.8	MILLERS								
14.2	CAMBRIDGE SP'GS	D	g 7.17			s 10.45		s 8.32	s 12.50
13.2	C G SIDINGS		7.15			10.41		8.29	11.40
10.7	VENANGO								s 11.30
6.1	SAEGERTOWN		7.08			10.33		8.21	s 11.15
0.0	MEADVILLE	L N	7.00			10.25		8.13	11.00
		A	6.55			10.20		8.08	
2.9	BUCHANAN	N	6.46			10.11		7.59	
			A M	A M		A M	P M	P M	A M
	CHICAGO		6.00			10.00			
	Central Standard Time		P M			P M			

MEADVILLE DIVISION

Distance from Salamanca	STATIONS AND SIDINGS	WESTWARD TRAINS					
		FIRST CLASS				SECOND CLASS	
		5	513	7	519	1	37
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday & Holidays
		A M	A M	A M	P M	P M	P M
0.0	SALAMANCA L N	6.17		11.41		7.15	
1.3	W C JUNCTION N	6.20		11.44		7.17	
7.7	RED HOUSE	6.27		11.51		7.24	
12.0	STEAMBURG						
12.7	R H TOWER N	6.33		11.56		7.30	
17.6	RANDOLPH	s 6.41		12.01		7.36	
23.2	WATERBORO N	6.49	9.55	12.07	7.15	7.42	
24.8	KENNEDY		s 9.58		r 7.17		
30.3	FALCONER N	6.57	s 10.06	12.15	s 7.25	7.50	
34.0	JAMESTOWN D	s 7.06	10.12	s 12.29	7.32	s 8.03	1.30
38.7	LAKEWOOD	7.13		12.36		8.10	f 1.45
41.4	ASHVILLE						s 2.00
45.2	WATTS FLATS						s 2.20
47.0	N E JUNCTION N	7.23		12.46		8.20	2.25
47.8	NIobe						s 2.35
51.2	BEAR LAKE						s 2.50
56.2	C M JUNCTION	7.34		12.57		8.31	3.05
57.5	COLUMBUS						
60.9	P. R. R. Renova Div. CORRY N	s 7.43		s 1.08		s 8.43	s 3.40
63.3	P. R. R. Ally. Div. C D CROSSOVER						
70.8	J O SIDINGS	7.54		1.19		8.54	4.00
72.3	UNION CITY	s 7.59		1.21		e 8.57	s 4.45
79.2	MILL VILLAGE	8.07		1.29		9.05	s 5.05
84.7	MILLERS						
88.3	CAMBRIDGE SP'GS D	s 8.18		s 1.41		e 9.16	s 5.45
89.3	C G SIDINGS	8.20		1.43		9.18	5.50
91.8	VENANGO						s 6.10
96.4	SAEGERTOWN	8.28		1.52		9.27	s 6.30
102.5	MEADVILLE A N	8.37		2.01		9.35	6.45
	L	8.42		2.06		9.40	
105.4	BUCHANAN N	8.49		2.14		9.48	
		A M	A M	P M	P M	P M	P M
	CHICAGO A			1.00		8.05	
	Central Standard Time			A M		A M	

BUFFALO AND SOUTHWESTERN DIVISION

Distance from Jamestown	STATIONS AND SIDINGS		EASTWARD TRAINS			
			FIRST CLASS			
			516		520	
			Daily		Daily	
			A M		P M	
69.4	BUFFALO	A N	10.42		7.05	
67.9	J U CROSSOVER		10.37		7.00	
66.7	B C JUNCTION	N	10.32		6.55	
65.9	TIFT ST. JUNCTION P. R. R. N. Y. C. & St. L.		10.30		6.53	
62.4	BLASDELL		10.24		6.47	
56.3	HAMBURG	D S	10.14		6.38	
55.3	WATER VALLEY					
53.0	EDEN VALLEY	f	10.08		6.33	
50.6	EDEN CENTER	D S	10.03		6.29	
46.3	NORTH COLLINS	D S	9.55		6.21	
42.4	LAWTONS	D S	9.48		6.14	
39.3	COLLINS	D S	9.42		6.07	
36.3	GOWANDA	N S	9.35		6.00	
31.8	DAYTON	S	9.25		5.50	
31.7	D M JUNCTION	D	9.23		5.48	
29.9	MARKHAMS					
26.4	SOUTH DAYTON	D S	9.16		5.41	
21.4	CHERRY CREEK	D S	9.08		5.33	
17.1	CONEWANGO	D S	9.02		5.26	
10.8	WATERBORO	N	8.54		5.18	
0.0	JAMESTOWN	L D	8.37		5.00	
			A M		P M	

BUFFALO AND SOUTHWESTERN DIVISION

Distance from Buffalo	STATIONS AND SIDINGS	WESTWARD TRAINS						
		FIRST CLASS			SECOND CLASS			
		513		519		91	179	137
		Daily		Daily		Daily	Daily	Daily Ex. Sunday & Holidays
	A M		P M		P M	P M	A M	
0.0	BUFFALO L N	8.00		5.20				
1.5	J U CROSSOVER	8.04		5.25				
2.7	B C JUNCTION N	8.09		5.30		8.45	11.00	8.30
3.5	TIFFT ST. JUNCTION P. R. R. N. Y. C. & St. L.	8.10		5.31		8.50	11.05	8.35
7.0	BLASDELL s	8.17		5.38		9.00	11.15	8.55
13.1	HAMBURG D s	8.29		5.50		9.25	11.40	10.14
14.1	WATER VALLEY			5.52				
16.4	EDEN VALLEY f	8.34		5.56				
18.8	EDEN CENTER D s	8.39		6.01		9.37	11.52	10.40
23.1	NORTH COLLINS D s	8.46		6.08		9.48	12.02	11.00
27.0	LAWTONS D s	8.52		6.14		9.55	12.15	11.15
30.1	COLLINS D s	8.58		6.20		10.05	12.25	11.40
33.1	GOWANDA N s	9.05		6.28		10.25	12.55	12.20
37.6	DAYTON s	9.20		6.42				
37.7	D M JUNCTION D	9.23		6.43		10.55	1.40	1.00
39.5	MARKHAMS							
43.0	SOUTH DAYTON D s	9.30		6.52		11.10		1.45
48.0	CHERRY CREEK D s	9.38		7.00		11.20		2.15
52.3	CONEWANGO D s	9.47		7.07		11.30		2.35
58.6	WATERBORO N	9.55		7.15		11.45		2.55
69.4	JAMESTOWN A D	10.12		7.32		12.15		3.45
		A M		P M		A M	A M	P M

BRADFORD DIVISION

EASTWARD TRAINS			Distance from Brookway	STATIONS AND SIDINGS			Distance from Carrilton	WESTWARD TRAINS		
FIRST CLASS								FIRST CLASS		
		560						557		
		Daily					Daily			
		P M 10.05		A. SALAMANCA.....				A M 6.35		
		P M 9.51	79.8	A. CARROLLTON..... L <small>5.40</small>			0.0	A M 6.45		
			77.6	P. R. E. RIVERSIDE <small>1.23</small>			2.2			
			76.4	..... IRVINE MILLS <small>1.23</small>			3.5		
		9.40	73.3	B. & O. LIMESTONE <small>1.05</small>			6.5	s 6.58		
			9.33	69.3	.. EAST BRADFORD ... <small>3.94</small>			10.5	7.06	
		9.30	68.1	L BRADFORD ... A. D <small>1.23</small>			11.7	7.10		
		P M	64.6	Single Track CUSTER CITY <small>3.52</small>			15.2	A M	
			63.3		B. & O. HOWARD <small>1.37</small>			16.6		
			62.4	 LEWIS RUN <small>0.83</small>			17.4		
			60.4	 BIG SHANTY <small>1.97</small>			19.4		
			56.0	 CRAWFORD <small>4.42</small>			23.8		
			54.4	 RIDERVILLE <small>1.57</small>			25.4		
			51.9		.. KINZUA VIADUCT..... <small>2.55</small>			27.9		
			47.4		B. & O. J. & B. JUNCTION... N <small>4.49</small>			32.3		
			47.0		B. & O. MT. JEWETT..... <small>0.41</small>			32.8		
			44.6	 FREEMAN <small>2.40</small>			35.2		
			41.2	..... HUTCHINS <small>3.85</small>			38.6		
			37.6	..... MIDMONT <small>3.61</small>			42.2		
			35.7	..... RASSELAS <small>1.64</small>			43.8		
			30.8	..... KETNER <small>5.20</small>			49.0		
			27.7	B. & O. CLARION JUNCTION... N <small>1.80</small>			52.8			
			26.8	P. R. E. JOHNSONBURG... A. <small>0.87</small>			53.7			
			1.4	B. & O. W I TOWER N <small>25.6</small>			78.4			
			0.0	L BROCKWAY A. <small>1.4</small>			79.8			

RIVER LINE

Distance from CB Junction	STATIONS AND SIDINGS	EASTWARD TRAINS			
		STATIONS	STATIONS	STATIONS	STATIONS
32.6	RIVER JCT.... A. N				
25.2	7.4 ... FILLMORE.....				
19.7	5.5 ... SHONGO.....				
12.9	6.8 ... BELFAST..... D				
6.3	6.6 ... BLACK CREEK.....				
00	6.3 ... C B JUNCTION . L N				

RIVER LINE

Distance from Jersey City	STATIONS AND SIDINGS	WESTWARD TRAINS			
		STATIONS	STATIONS	STATIONS	STATIONS
0.0	RIVER JCT. ... L N				
7.4	7.4 ... FILLMORE.....				
12.9	5.5 ... SHONGO.....				
19.7	6.8 ... BELFAST..... D				
26.3	6.6 ... BLACK CREEK.....				
32.6	6.3 ... C B JUNCTION A N				

COLUMBUS & ERIE R. R.

EASTWARD TRAINS				Distance from CM Junction	STATIONS AND SIDINGS	Distance from NE Junction	WESTWARD TRAINS	
SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
	38	6	8				2	
Daily Ex. Sunday & Holidays	Daily	Daily	Daily					
P M	P M	A M	A M					
5.00	9.26	11.47	8.11	13.2	A ... N E JUNCTION ... L N	0.0		
4.35				8.2	5.0 L ... LOTTSVILLE ...	5.0		
4.15	9.13	11.26	7.57	0.0	8.2 L ... C M JUNCTION ... A	13.2		
P M	P M	A M	A M					

TOBY BRANCH

EASTWARD TRAINS				Distance from Kyler's Corners	STATIONS AND SIDINGS	Distance from Brockway	WESTWARD TRAINS	
							11.5	A ... BROCKWAY ... L N	0.0
				10.9	P. & S. 0.61 ERIE JUNCTION ...	0.6		
				9.5	1.36 CRENSHAW ...	1.9		
				9.0	0.52 CLARION NO. 4 JCT ...	2.5		
				8.9	0.17 KEYSTONE ...	2.6		
				7.5	1.37 BROCKPORT ...	4.0		
				6.1	1.43 HELLEN MILLS ...	5.0		
				5.3	P.S. & N. 0.76 HYDES ...	6.2		
				0.0	5.35 L. KYLER'S MINES ... A	11.5		

**TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN
NUMBER OF MILES PER HOUR**

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 min. 51 sec.	70.59	1 min. 30 sec.	40.00	3 min. 0 sec.	20.00
0 " 55 "	65.45	1 " 42 "	35.29	3 " 25 "	17.56
1 " 0 "	60.00	2 " 0 "	30.00	4 " 0 "	15.00
1 " 5 "	55.38	2 " 11 "	27.48	4 " 48 "	12.50
1 " 12 "	50.00	2 " 24 "	25.00	6 " 0 "	10.00
1 " 20 "	45.00	2 " 40 "	22.50		

COMPANY SURGEONS

Dr. J. Frank Dinnen Chief Surgeon Cleveland, Ohio
 So far as New York State is concerned, this notice applies to employees in interstate commerce only.

Location	Name	Office	Telephone	Residence	Telephone
Hornell, N. Y.	Dr. J. R. Kelly	27 Elm	Bell 196	27 Elm	Bell 196
Hornell, N. Y.	Dr. G. E. Taylor	37 Church	Bell 103	37 Church	Bell 103
Hornell, N. Y.	Dr. B. A. Barney (Oculist)	5 Center St.	Bell 339	7 Center	Bell 339
Hornell, N. Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	Bell 715	206 Main St.	Bell 715
Wellsville, N. Y.	Dr. Geo. W. Roos	142 N. Main	Bell 785	18 Madison	Bell 13
Olean, N. Y.	Dr. N. P. Johnson	129 Hamilton	Bell 5223	603 W. Sullivan	Bell 3311
Salamanca, N. Y.	Dr. P. H. Bourne	26 Wildwood	Bell 288	26 Wildwood	Bell 288
Salamanca, N. Y.	Dr. J. L. Preston	30 River St.	Bell 775	30 River St.	Bell 775
Randolph, N. Y.	Dr. C. H. Snover	185 Main St.	17	185 Main St.	17
Jamestown, N. Y.	Dr. M. G. Bourne (Oculist)	Hotel Jamestown	5059	904 Lakeview	5017
Jamestown, N. Y.	Dr. D. W. Buckmaster	513 W. 3rd St.	4040	205 Van Buren	6805
Corry, Pa.	Dr. Jno. Kibler	121 N. Center St.	Bell 47-M	303 N. Center St.	Bell 47-J
Camb. Spgs., Pa.	Dr. C. E. Mullin	155 S. Main St.	Mutual 2582	450 So. Main St.	Mutual 4751
Meadville, Pa.	Dr. F. A. Clawson (Oculist)	906 Park Ave.	82	426 Chestnut St.	82-W
Meadville, Pa.	Dr. J. F. Conner	320 Chestnut St.	735	Limber Road	750
Meadville, Pa.	Dr. H. C. Winslow	883 Water St.	53	883 Water St.	53
Buffalo, N. Y.	Dr. D. C. O'Connor	170 Hodge Ave.	Tupper 6706	170 Hodge Ave.	Tupper 6706
Buffalo, N. Y.	Dr. J. C. O'Gorman (Oculist)	1324 Jef'rson Ave	Fillmore 0139	61 Fordham Dr.	Riverside 5119
Buffalo, N. Y.	Dr. A. L. Bennett (Oculist)	150 N. Pearl St.	Grant 0617	193 St. James Pl.	Grant 6215
Buffalo, N. Y.	Dr. M. J. Downey	852 Seneca St.	Jefferson 0536	852 Seneca St.	Jefferson 0536
Gowanda, N. Y.	Dr. H. C. Allen	62 West Main St.	Bell 40	70 Chestnut St.	Bell 41
Bradford, Pa.	Dr. W. C. Hogan	9 Main St.	Dial 7371	135 Congress St.	Dial 4673
Brockway, Pa.	Dr. J. M. Menagas	456 Main St.	Bell 121	456 Main St.	Bell 121
Ridgway, Pa.	Dr. James G. Flynn	14 So. Mill St.	Home 7335	219 Cook Ave.	Home 0404