FEB P.M.

ERIE RAILROAD COMPANY

WESTERN DISTRICT

Allegany - Meadville Division

QC 3

Time Table No. 58

Effective 2:01 A. M.

Sunday, April 28, 1957

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

[TO BE GAUGED 100%]

58

THINK ! THEN ACT SAFELY

D. A. LOGAN,
Superintendent

J. M. MOONSHOWER
Assistant General Manager

J. P. ALLISON,
General Manager

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

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

COMPANY SURGEONS

Dr. W. E. Mishler ..... Chief Surgeon ..... Cleveland, Ohio

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

Location	Name	Office	Telephone	Residence	Telephone
Hornell, N. Y.	Dr. W. J. Tracy	80 Broadway	1189	45 Genesee	1189
Hornell, N. Y.	Dr. J. R. Kelly	27 Elm	196	27 Elm	196
Hornell, N. Y.	Dr. G. E. Taylor	37 Church	103	37 Church	103
Hornell, N. Y.	Dr. G. W. Cheesman (Oculist)	7 Union St.	1521	312 First St.	368
Hornell, N. Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	715	206 Main St.	715
Hornell, N. Y.	Dr. Arthur J. Karl	66 Maple St.	650	68 Maple St.	650
Wellsville, N. Y.	Dr. Roger W. Blaisdell	238 No. Main	313	393 No. Main St.	364
Fillmore, N. Y.	Dr. Robert H. Lyman	Genesee St.	101	Fillmore, N. Y.	70
Cuba, N. Y.	Dr. L. P. Bly	43 E. Main	77	43 E. Main	77
Olean, N. Y.	Dr. N. P. Johnson	201 S. Union	3143	Windfall Road	4969
Salamanca, N. Y.	Dr. J. S. Fleming	62 Main St.	1015	72 Division	1707
Salamanca, N. Y.	Dr. Leland R. Stoll	107 Main St.	1133	50 So. Main St.	1134
Randolph, N. Y.	Dr. M. O. Houghton	38 Jamestown St.	23531	38 Jamestown St.	23531
Jamestown, N. Y.	Dr. M. G. Bourne (Oculist)	Hotel Jamestown	5059	1 Stoneman Ave. Lakewood	3375
Jamestown, N. Y.	Dr. C. L. Wilson	7 Physicians Bldg.	5018	16 Mt. Alto Drive	5964
Corry, Pa.	Dr. A. E. Tate	49 W. Smith	38004	49 W. Smith	38004
Union City, Pa.	Dr. C. H. Ledger	5 South St.	86	5 South St.	460R
Camb. Spgs., Pa.	Dr. C. E. Mullin	155 S. Main St.	Mutual 2582	450 So. Main St.	Mutual 4751
Meadville, Pa.	Dr. J. F. Connor	959 Park Ave.	28351	442 Allegheny St.	37931
Meadville, Pa.	Dr. H. C. Winslow	837 Market St.	21531	387 Sherman St.	51533
Meadville, Pa.	Dr. S. F. Hazen (Oculist)	Trust Co. Bldg.	27961	208 DeVore Dr.	37964
Meadville, Pa.	Dr. W. C. Ferer (Oculist)	Trust Co. Bldg.	27961	291 DeVore Dr.	20313
Meadville, Pa.	Dr. R. T. Hendricks	837 Market St.	21531	380 No. Main St.	48561
Buffalo, N. Y.	Dr. Joseph V. Carr	367 Linwood Ave.	Grant 7850	367 Linwood Ave.	Grant 7864
Buffalo, N. Y.	Dr. J. C. O'Gorman (Oculist)	436 Linw'd Ave.	Garfield 2700	436 Linw'd Ave.	Garfield 9160
Buffalo, N. Y.	Dr. A. L. Bennett (Oculist)	147 Linwood Ave.	Grant 0617	147 Linwood Ave.	Grant 0617
Buffalo, N. Y.	Dr. M. J. Downey	740 Seneca St.	South 3343	2142 Main St.	Parkside 5331
Buffalo, N. Y.	Dr. Paul V. Downey	119 Crosby Ave.	Victoria 0242	119 Crosby Ave.	Victoria 0242
Buffalo, N. Y.	Dr. Samuel Militello	1003 Genesee St.	Taylor 2826	988 Humbolt Pky.	Bailey 5365
Gowanda, N. Y.	Dr. Ward J. White	90 N. Chapel	606	90 N. Chapel	606
Dunkirk, N. Y.	Dr. John F. Foss	77 E. 4th St.	2478	427 Dove St.	2678
Bradford, Pa.	Dr. R. D. McCreary	I.O.O.F. Bldg.	3948	18 Calvin Court	22205
Bradford, Pa.	Dr. Harold Shapiro (Oculist)	408 I.O.O.F. Bldg.	8662	59 Stone Ave.	7022
Brockway, Pa.	Dr. N. F. Lorenzo	1st Natl. Bank	4843	Railroad Ave.	4841

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT
EFFECTIVE NOV. 30, 1952

STANDARD CLOCKS

Hornell	Telegraph Office Engine Dispatchers Office
Salamanca	Telegraph Office Yard Office Dormitory
Jamestown	Yard Office
Meadville	Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	Engine Dispatchers Office QX Yard Office Callers Office—E. Buffalo
Gowanda	Telegraph Office
Bradford	Telegraph Office
J. & B. Junction	Telegraph Office
Brockway	Station

TIME TABLES

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

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

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

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

LETTERS—Additional to Rule 6.

G. No. 1 will stop at Union City and Cambridge Springs to let off passengers from Jamestown and East and pick up passengers for Youngstown and West.

H. No. 2 will stop at Cambridge Springs and Union City to discharge from Youngstown and West and to receive passengers for Binghamton and East.

J. No. 2 will stop at Cuba to let off passengers from Jamestown and West and to pick up passengers for Elmira and East.

K. No. 5 each Monday will reduce speed to 15 miles per hour to discharge U. S. Mail at Belmont.

M. No. 5 will stop at Cuba to let off passengers from Elmira and East and to pick up passengers for Jamestown and West.

P. No. 6 will stop at Cambridge Springs to pick up and let off passengers.

Q. No. 6 will stop at Union City to discharge from Youngstown and west and receive passengers for Binghamton and East.

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

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

U. No. 9 will stop at Andover, Belmont and Friendship to discharge passengers from New York.

Z. No. 9 (Sundays only) will meet No. 2 and take Eastward siding at Wellsville.

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

SPEED RESTRICTIONS

	Miles per hour
Passenger trains between Hornell and Salamanca on single and Eastward and Westward unrestricted tracks	70
Passenger trains between Salamanca and Meadville on single and Eastward and Westward unrestricted tracks	70
Express and Equipment Trains with freight cars	50
Freight trains	50
Engines operating light as a single unit:	
All classes of road engines, including road switchers	35
All classes of yard engines	25
Yard engines, Classes SA (except SA-3), SB, SE, MSA, and MSL must not be operated or towed in train at a speed in excess of	40
Yard engines, Class SA-3 and SG, will operate light or be towed in trains under special instructions issued by Mechanical Department.	
Trains hauling wrecking derrick	30
Trains handling 8 wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains, not more than 15 cars from caboose.	
Trains handling spreader cars Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	30
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars, and series 37000) and freight cars with six wheel trucks on B. & S. W.	

Sub-Division except between D M Junction and Gowanda 30

Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.

All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided 10

All trains or engines leaving both ends of siding at Fillmore and Belfast, east end of siding at CB Junction, both ends of siding at NE Junction, and CM Junction, and east end of JO eastward siding under signal indication as per Rule 287-B, rules of the operating department may operate at a speed not to exceed 30 miles per hour through turnouts.

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

H. A. Deere, Co.	Hornell	M.P. 332.07
Town Track	Alfred	M.P. 340.00
Air Preheater	Wellsville	M.P. 355.00
Coal Track	Friendship	M.P. 373.55
Daystrom Siding	Friendship	M.P. 374.08
Station Track	Allegany	M.P. 397.90
Blackstone Track	Jamestown	M.P. 32.30
Nat'l. Bearing Co.	Saegertown	M.P. 99.03
Riefler's Switch	Hamburg	M.P. 12.39
Town Track	Eden Valley	M.P. 16.60

ALLEGANY DIVISION

Hornell—Curves between Block 3 and Cass Street, eastward and westward tracks 15

Cass Street, Hornell, through Crossovers .. 25

M.P. 331.76 to M.P. 332.21 30

West of Hornell, M.P. 332.21 to M.P. 335.00 60

Curves 15 and 16, Alfred, M.P. 339.87 to M.P. 340.40 50

Curves 17, 18, 19 and 20, Alfred, M.P. 340.40 to M.P. 341.81 60

Curves 24, 25 and 26, M.P. 343.86 to M.P. 344.75 60

Curves 31 and 32, east of Andover, M.P. 348.08 to M.P. 348.78 60

Curve 36, east of Wellsville, M.P. 356.54 to M.P. 356.79, Westward trains 40

Curve 36, east of Wellsville, M.P. 357.06 to M.P. 356.54, eastward trains 40

Wellsville—M.P. 356.79 East of State St. to Coates St. M.P. 358.11, Westward trains 25

Wellsville—M.P. 357.92 west of Farnum St. to State St. M.P. 357.06 Eastward trains 25

Curves 39, 40, 41, 42 and 43, east of Belmont to Belvidere, M.P. 365.50 to M.P. 368.78 60

Curves 52, 53 and 54, at and west of Friendship, M.P. 373.16 to M.P. 374.70 60

Curves 55, 56 and 57, west of Friendship, M.P. 374.70 to M.P. 375.67 65

Curves 63 and 64 between Summit and Cuba, M.P. 379.97 to M.P. 380.80 60

Curves 65, 66 and 67 at and east of Cuba, M.P. 380.80 to M.P. 382.27 50

C B Junction—To and From Eastward Track and Old Line 60

C B Junction—To and From Westward Track and Old Line 30

Olean—M.P. 395.60 to M.P. 394.42, Eastward trains 50

Olean—M.P. 393.82 to M.P. 394.70, Westward trains 50

M.P. 400.57 to M.P. 408.80 between Allegany and Salamanca 60

Curve No. 99, West of Carrollton, M.P. 408.80 to M.P. 409.11 55

M.P. 409.11 to M.P. 412.50 East of Salamanca 60

W C Junction to M.P. 412.77, Eastward Track 40

Salamanca M.P. 412.77 to M.P. 412.50 Eastward Track 30

Salamanca M.P. 412.50 to M.P. 413.41 Westward Track 30

Salamanca M.P. 413.41 to WC Junction Westward Track 40

RIVER LINE

River Junction—To and From Buffalo Division, Eastward Track and River Line 50

River Junction—To and From Buffalo Division, Westward Track and River Line 30

Between River Junction and C B Junction except over Rush Creek Viaduct and Genesee Viaduct 50

From east and west end Passing Siding, Fillmore 30

Rush Creek Viaduct 30

Genesee Viaduct 30

From east and west end Passing Siding, Belfast 30

From east end Passing Siding, C B Junction, River Line 30

C B Junction To and From River Line and Westward Track 50

C B Junction To and From Eastward Track and River Line 30

DUNKIRK BRANCH

Between W C Junction and Dunkirk 30

Between home signals N.Y.C. St. L.R.R. and P.R.R. Crossing east of Dunkirk M.P. 458.50 20

Passenger trains between Dayton and Dunkirk 20

Between Dayton and Dunkirk, class F (Diesel), ... 20

All Diesel Engines over Bridges 455.19 and 455.41 15

MEADVILLE DIVISION

W C Junction to M.P. 412.77 Eastward Track 40

Salamanca M.P. 412.77 to M.P. 412.50 Eastward Track 30

Salamanca M.P. 412.50 to M.P. 413.41 Westward Track 30

Salamanca M.P. 413.41 to WC Junction Westward Track 40

Curve 3, West of Salamanca, M.P. 2.85 to M.P. 3.19, Eastward and Westward tracks 65

Curve 4, West of Salamanca, M.P. 4.35 to M.P. 4.66, Eastward and Westward tracks 65

Steamburg—Through Crossovers 30

R H—To and from westward track and single track 30

Curves 17, 18, 19, 20, 21, 22, 23, and 24 M.P. 13.29 to M.P. 17.09 50

Waterboro, Meadville Division—To and from Eastward track and single track 60

Waterboro, Meadville Division—To and from single track and Westward track 30

Curves between Waterboro and west of Kennedy, M.P. 23.10 to M.P. 25.47, Eastward and Westward tracks 60

Falconer—Through Crossovers 30

Curves 42, 43 and 44, between Falconer and Jamestown, M.P. 31.90 to M.P. 32.65, eastward and westward tracks 50

Diesel switch engines only are allowed to operate on JW&NW main track from JW&NW terminal to Jamestown City Line.

Jamestown—M.P. 33.14 to M.P. 34.96, Eastward and Westward tracks except between M.P. 34.18 and M.P. 34.50 40

Jamestown—Curve between M.P. 34.18 and M.P. 34.50, Eastward and Westward tracks 30

Curve 56, West of Jamestown, M.P. 35.74 to M.P. 36.17, Eastward track 65

Curves 57 and 58, West of Jamestown M.P. 35.74 to M.P. 37.22, Westward track 60

N E Junction—To and from Westward track and C & E Railroad 15

N E Junction—To and from Old Line 30

N E Junction—From West End Westward Siding 30

Curve 68, West of Bear Lake, M.P. 51.42 to M.P. 51.92 60

C. & E. Railroad—Curve M.P. 6.63 to M.P. 7.44 60

C M Junction—From East End Eastward siding 30

C M Junction—Through East main track crossover 30

C M Junction—Through West main track crossover 40

C M Junction — Eastward trains entering Eastward siding 30

Curve 73, West of C M Junction, M.P. 57.78 to M.P. 57.98, Eastward and Westward tracks 65

Corry, M.P. 60.25 east of MS Tower to M.P. 61.82 west of E Y Tower, Eastward and Westward tracks 40

J O Sidings Eastward trains leaving Eastward siding 30

Union City, M.P. 73.04 to M.P. 71.89 Eastward track 50

Union City, M.P. 71.60 to M.P. 72.60 Westward track 50

Curve 91, West of Union City, M.P. 74.05 to M.P. 74.39 Westward track 60

Curves 93, 94, 95, 96 and 98 between Union City and Mill Village, M.P. 75.51 to M.P. 77.72, Westward track 65

Curve 104, West of Mill Village, M.P. 80.96 to M.P. 81.37 Westward track 65

Curves 125 and 126, Venango, M.P. 91.35 to M.P. 92.09, Eastward and Westward tracks 65

Curve 128 between Venango and Saegertown, M.P. 93.75 to M.P. 94.17, Eastward and Westward tracks 65

Curve 134 West of Saegertown, M.P. 97.96 to M.P. 98.27, Eastward and Westward tracks 65

Curve 139, East of Meadville, M.P. 101.04 to M.P. 101.15, Eastward and Westward tracks 60

Curve 140, East of Meadville, M.P. 101.15 to M.P. 101.28, Eastward Track 45

Curve 140, East of Meadville, M.P. 101.15 to M.P. 101.28, Westward Track 50

Curve 141, East of Meadville, M.P. 101.28 to M.P. 101.45, Eastward track 40

Curve 141, East of Meadville, M.P. 101.28 to M.P. 101.45, Westward track 45

Curves 1 and 2, East of Meadville, M.P. 101.45 to M.P. 102.16, Eastward and Westward tracks 50

Curves 3, 3A and 4, West of Meadville, (Mahoning Division) M.P. 103.25 to M.P. 102.65, Eastward track 40

Curves 3, 3A and 4, West of Meadville, (Mahoning Division) M.P. 102.65 to M.P. 103.25, Westward track 35

B. & S. W. SUB-DIVISION

All trains	45
Tifft Street Junction — From Westward track to single track	20
Tifft Street Junction—Eastward trains over spring switch M.P. 3.51	25
Tifft Street Junction — Westward trains running on Eastward track over spring switch M.P. 3.51	30
Between D M Junction M.P. 37.75 and west end of curve at Gowanda, M.P. 33.30:	
Eastward Trains	15
Westward Trains	20
Curve at Gowanda, M.P. 33.30 to 32.90	25
Between east end of Curve at Gowanda, M.P. 32.90 and east end passing siding Collins, M.P. 29.45	35

BRADFORD SUB-DIVISION

All trains	30
Riverside—Trestle 2.06	15
Bradford, M.P. 11.10 to M.P. 11.61	15
Between Crawford and Lewis Run—Eastward freight trains and light engines	15
Bridge 27.66 Kinzua Viaduct	15
All Diesel engines over Bridge 0.15 West Clarion Branch	10

SUPERIORITY OF TRAINS

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

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

CLEARING OF TRAINS

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

Extra trains will not leave Hornell, (Main Line), Salamanca (Allegany Division), J. & B. Junction or B C Junction without clearance form (A).

First Class trains originating Jamestown will not leave without clearance form (A). Other trains originating Meadville, Jamestown and Dunkirk will not leave without permission from Train Dispatcher.

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

MOVEMENTS NOT PROVIDED BY TIME TABLE

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

TRAIN REGISTERS

Hornell	Telegraph Office	First Class Trains
Meadville	Telegraph Office	First Class Trains

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.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Hornell	West Yard Office Telegraph Office Engine Dispatchers Office
Salamanca	Telegraph Office Yard Office Dormitory
Jamestown	Yard Office
Meadville	Eastward Yard Office Callers Office Telegraph Office Engine Dispatchers Office
Buffalo	Engine Dispatchers Office QX Yard Office Callers Office—E. Buffalo
Gowanda	Telegraph Office
Bradford	Telegraph Office
Brockway	Station

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

MOVEMENT OF TRAINS

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

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

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

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

SIDINGS

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

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

GRADE CROSSINGS

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

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

Dunkirk

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

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

Corry

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

Buffalo

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

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

CROSSOVER MOVEMENTS

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

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

Permission to use main tracks or crossovers within interlocking limits will be given by signal indications.

YARD LIMITS. Indicated by Signs

Hornell
Wellsville
Salamanca
Dayton—Allegany Division
Dunkirk
Jamestown-Falconer
Meadville
Buffalo
Gowanda
D M Junction—Dayton
Bradford
Lewis Run
J. & B. Junction
Brockway
Toby Branch—Brockway to Kyler Mines.

RULE 93-A

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

Salamanca—East of Subway Crossover and West of W C Junction
Meadville—East of Race Street
B C Junction and west end of double track
Tifft Street Junction

SPRING SWITCHES

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

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

Stub Switch River Junction, River Line.
East end passing siding, C B Junction.
East end passing siding, C M Junction.
East end eastward passing siding, J O Sidings.

Tifft Street Junction

Spring switch at Tifft Street Junction is protected by two position signal located 2000 ft. West of switch. Clear indication, proceed over spring switch. Approach indication, proceed to point of spring switch, then stop, examine points of switch, and make sure points are properly set before proceeding. If found out of order, use hand thrown switch and restore to normal position after using and immediately report same to Superintendent.

C B Junction and River Junction

Controlled signals govern movement over the spring switches at the east end of C B Junction siding, at the Stub Switch River Junction and at the east end of C M Junction siding. See paragraph No. 1 of Traffic Control System Operating Instructions in this Timetable.

C M Junction

Spring switch at east end of passing siding CM Junction M.P. 11.84 is protected by a two unit color light signal located 50 feet east of the switch.

J O Siding

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

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

The indications of the distant switch signal are:

Green—**Proceed.**

Yellow—Approach switch signal prepared to stop.

The indications for the switch signal are:

Green—Switch points properly lined for Eastward main track.

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

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

Rule 292-D
Rule 290-C
Rule 287-B

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

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

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

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

INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED SWITCHES

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

1. Communicate with the Dispatcher by telephone.

2. After receiving permission, remove crank from holder located either in telephone booth or on outside of instrument housing.

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

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

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

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

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

ELECTRIC SWITCH LOCKS

CARROLLTON—Main track crossover.
Bradord Sub-Division Main track switch.

STEAMBURG—Team Track.

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

KENNEDY—Main Track Crossover.

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

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

Between Hornell (Cass Street) and Meadville and between River Junction and C B Junction, Automatic Block signal rules will govern.

Between W C Junction and Dunkirk, B C Junction and Waterboro; Carrollton and J. & B Junction Manual Block Signal System Rules will govern.

POINTS WHERE TRAIN ORDER SIGNALS ARE LOCATED

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

Wellsville
Friendship
Cuba

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

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

Little Valley
Cattaraugus
Perrysburg
Forestville
B C Junction—Westward Trains
Hamburg
Eden Center
North Collins
Collins
Gowanda
South Dayton
Cherry Creek
Conewango
Bradford
J. & B. Junction—Eastward Trains

Indications of manual block signals do not supersede Rule 93.

POINTS WHERE INTERLOCKING RULES IN EFFECT. SEE RULES 605 to 672, INCLUSIVE, RULES OF THE OPERATING DEPARTMENT, EFFECTIVE NOVEMBER 30, 1952.

"X" Tower (Olean)
Riverside
Plate Crossing (Dunkirk)
DV Tower (Falconer)
NE Junction
MS Tower (Corry)
EY Tower (Corry)
GB Tower (Blasdell)

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

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

X Tower (Olean)
DV Tower (Falconer)
NE Junction
M S Tower (Corry)

TELEPHONE TRAIN ORDER SIGNALS

Westward

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

Eastward

" " 502-2 C G
" " 491-2 Mill Village
" " 451-2 Lakewood
" " 444-2 Falconer
" " 390-2 H R

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

Wellsville	7:30 A. M. to 11:30 P. M.
Saturday	7:30 A. M. to 3:30 P. M.
Friendship	7:00 A. M. to 3:00 P. M.
Saturday, Sunday and Holidays	Closed
Cuba	7:00 A. M. to 11:00 A. M.
	12:00 Noon to 4:00 P. M.
Sundays and Holidays	Closed
Little Valley	6:30 A. M. to 11:00 A. M.
	12:30 P. M. to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Cattaraugus	7:00 A. M. to 11:00 A. M.
	12:00 Noon to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Perrysburg	7:30 A. M. to 10:00 A. M.
Saturday, Sunday and Holidays	Closed
Forestville	10:30 A. M. to 11:00 A. M.
	12:00 Noon to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Jamestown	5:15 A. M. to 1:15 P. M.
	1:45 P. M. to 9:45 P. M.
Cambridge Springs	5:45 A. M. to 9:45 P. M.
Sundays	5:45 A. M. to 1:45 P. M.
Hamburg	7:00 A. M. to 10:00 A. M.
Saturday, Sunday and Holidays	Closed
Eden Center	7:00 A. M. to 10:00 A. M.
	11:00 A. M. to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
North Collins	7:00 A. M. to 11:00 A. M.
	12:00 Noon to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Collins	7:00 A. M. to 3:00 P. M.
Gowanda	7:30 P. M. to 3:30 A. M.
South Dayton	7:00 A. M. to 11:30 A. M.
	12:30 P. M. to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Cherry Creek	11:30 A. M. to 4:00 P. M.
Saturday, Sunday and Holidays	Closed
Conewango	7:00 A. M. to 10:30 A. M.
Saturday, Sunday and Holidays	Closed
Bradford	7:00 A. M. to 11:00 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. If a stop signal is displayed trains will stop and ascertain cause.

TRAFFIC CONTROL SYSTEMS

Single track on the River Line between River Junction and C B Junction, (including C B Junction), Allegany Division. Controlled by Train Dispatcher.

Westward track between W C Junction and R H. Eastward track between Steamburg and

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

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

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

TRAFFIC CONTROL SYSTEMS—OPERATING INSTRUCTIONS

1. Controlled signals govern movement over the spring switches at the east end of "CB" Junction siding, Stub Switch River Junction and east end of "CM" Junction passing siding, M.P. 11.84. The letter "S" illuminated, displayed on the westward controlled signal at "CB" Junction siding, eastward controlled signal at River Junction siding or westward controlled signal at C M Junction siding is authority to throw the switch by hand without verbal permission from the Dispatcher. After throwing the switch, movement will be governed by the indication which the controlled signal then displays.

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

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

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

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

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

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

TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

OVERHEAD CLEARANCES

Employes are warned of close overhead clearance of less than 21 feet at the following locations in the State of New York and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

ALLEGANY DIVISION

HORNELL, N. Y.

All tracks entering roundhouse and shop buildings.

Mile Post	
	ALFRED, N. Y.
340.75	Overhead unloading bin of Alfred-Atlas Sand Company
	WELLSVILLE, N. Y.
356.70	Doorways on two southerly tracks of Air Preheater Company
353.70	Doorway new building of Air Preheater Company
356.70	Overhead Crane of Air Preheater Company
356.70	Overhead Crane wires of Air Preheater Company
357.33	Madison Street Overhead Bridge Main Track and Siding
358.20	Doorways to shop two tracks Worthington Pump Company
	CUBA, N. Y.
382.01	Doorway—Phelps & Sibley Mill
382.01	Overhead Highway Bridge
	RIVER JUNCTION, N. Y.
359.23	Overhead Highway Bridge Main Track
359.23	Overhead Highway Bridge—Siding
360.82	Overhead Highway Bridge
	RUSH CREEK, N. Y.
368.27	Overhead Highway Bridge
	HINSDALE, N. Y.
388.99	Overhead Highway Bridge Eastward Track
388.99	Overhead Highway Bridge Westward Track
390.19	Overhead Highway Bridge Westward Track
390.19	Overhead Highway Bridge Eastward Track
	OLEAN, N. Y
395.20	Doorway to Vanderhorst

CARROLLTON, N. Y.

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

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

SALAMANCA, N. Y.

Roundhouse Doors on Radial Track

DUNKIRK BRANCH

SMITHS MILLS, N. Y.

H 445.08 Overhead Bridge

FORESTVILLE, N. Y.

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

H 452.03 Overhead Bridge

SHERIDAN, N. Y.

H 453.62 Overhead Bridge

DUNKIRK, N. Y.

Overhead pipe, Dock Track

MEADVILLE DIVISION

R H

13.06 Overhead Highway Bridge Eastward and Westward Tracks

RANDOLPH, N. Y.

17.60 Canopy over chute at Brown Milling Company

KENNEDY, N. Y.

24.30 Overhead chute, Kellogg Amic Wood Chip Plant

JAMESTOWN, N. Y.

Doorway Diesel Shop.

East doorway Blacksone Building at Tiffany Ave.

West doorway Blackstone Building at Tiffany Ave.

Crane Boom over sidetrack—Crescent Tool Company

Inside Arch, City of Jamestown Siding

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

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

Doorway to Building of Jamestown Metal Equipment

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

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

LAKEWOOD, N. Y.

39.92 Overhead Highway Bridge, Westward Track

39.92 Overhead Highway Bridge, Eastward Track

WATTS FLATS, N. Y.

44.62 Overhead Highway Bridge, Eastward Track

B. & S. W. SUB-DIVISION

GOWANDA, N. Y.

Doorway to Shed Glue Works

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

Mile Post

BRADFORD SUB-DIVISION

BRADFORD, PA.

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

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

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

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

LEWIS RUN, PA.

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

MIDMONT, PA.

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

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

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

HOWARD HILL MINE

Overhead loading conveyor platform .....

CRAMER MINE

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

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

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

MEADVILLE DIVISION

BEAR LAKE, PA.

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

LOTTSVILLE, PA.

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

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

CORRY, PA.

65.32 Overhead Bridge, eastward track

Overhead Bridge, westward track

JO SIDINGS

69.55 Overhead Bridge, westward track

UNION CITY, PA.

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

74.37 Overhead Bridge, eastward track

MILL VILLAGE, Pa.

79.60 Overhead Bridge, eastward track

81.93 Overhead Bridge, eastward track

MILLERS, PA.

85.57 Overhead Bridge, westward track

VENANGO, PA.

91.86 Overhead Bridge, eastward track

91.86 Overhead Bridge, westward track

SAEGERTOWN, PA.

95.46 Overhead Bridge, eastward track

95.46 Overhead Bridge, westward track

98.35 Overhead Bridge, eastward track

98.35 Overhead Bridge, westward track

SIGNAL LINE WIRES AND CABLES

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

Location	Mile Post
Allegany Division	
Cuba, N. Y., Phelps and Sibley Track	381.92
Little Valley, N. Y., Town Track	420.80

POINTS AT WHICH DRAGGING EQUIPMENT DETECTORS ARE LOCATED.

Allegany Division—River Line

For Eastward Trains:

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

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

For Westward Trains:

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

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

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

SPECIAL INSTRUCTIONS COVERING AUTOMATIC ELECTRIC CROSSING GATES—

Meadville Division;

Main Street and Concord Street, Union City.

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

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

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

First Avenue, Center St., Fifth Avenue, Corry

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

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

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

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

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

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

Tiffany Avenue Jamestown, N. Y.

Starting circuits for westward trains, both tracks are located at M.P. 30.92, just west of old Carter Street Crossing.

Starting circuits for eastward trains on eastward track are located at M.P. 32.33 just east of Chadakoin River Bridge. Trains or engines stopping on eastward main track less than 800 feet and more than 400 feet west of Tiffany Avenue, a timing circuit will permit gates to raise after approximately one (1) minute has elapsed. When movement is resumed a speed of ten (10) miles per hour must not be exceeded until crossing is reached, after which normal speed may be resumed.

Starting circuits for eastward movements on westward track are arranged for fast and slow speeds as follows:—

For trains operating at normal speed, the operating starting circuit is located at M.P. 32.22, just east of Buffalo Street.

For trains operating at a speed of thirty (30) miles per hour or less, the operating starting circuit is located at M.P. 31.91, present signal 444-1. Trains or engines passing M.P. 32.22 Buffalo Street, at thirty (30) miles per hour or less must not exceed a speed of thirty miles per hour until Tiffany Avenue is reached.

All eastward and westward trains or engines delayed or switching between M.P. 30.92, old Carter Street Crossing and M.P. 32.33, Chadakoin River Bridge, will approach crossing pre-

pared to stop and must not proceed over crossing unless gates are lowered, except under flag protection.

All yard tracks in the vicinity of Tiffany Avenue Crossing are equipped with short track circuits starting fifty (50) feet from crossing and extending through crossing fifty (50) feet on the opposite side of crossing. Trains or engines having work on these tracks will come to a FULL STOP after occupying the track circuit and before reaching crossing. Movements must not be started over crossing until gates are seen to be lowered. Cars or engines must not be left standing on these circuits.

Main and Center Streets Randolph, N. Y.

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

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

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

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

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

B & S W Sub-Division

Commercial Street, Gowanda

Westward trains approaching a white disc located on north side main track M.P. 32.50, six-tenths (.6) miles east of Gowanda station, at a speed of twenty (20) miles per hour or less, will not exceed twenty (20) miles per hour until the crossing is reached.

Westward trains operating ten (10) miles per hour or less at Cattaraugus Creek Bridge, M.P. 32.92, or resuming movement after switching is completed east of Commercial St., will not exceed a speed of ten (10) miles per hour until crossing is reached.

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

Eastward normal start is located at M.P. 33.22 just east of Van Deusen switch. Trains should be stopped west of this point to eliminate unnecessary operation of gates while switching or adjusting retainers.

Eastward trains, making a station stop at Gowanda to work, must stop west of white disc located north side of track approximately eighty-five (85) feet west of Commercial Street Crossing and after one (1) minute the gate will raise at Commercial Street. When ready to depart train or engine will move past white disc and wait until gates have lowered before proceeding over crossing, unless flag protection is afforded.

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

Short siding circuits extending approximately forty (40) feet each side of crossing have been installed.

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

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

Lake Avenue, Blasdell, New York

The normal starting circuit for eastward trains is located at Mile Post 7.57, or one-half (½) mile west of Blasdell Station.

The normal starting circuit for westward trains is located at Mile Post 6.60, or about one-half (½) mile east of Blasdell Station.

Automatic crossing gates and flashers will not operate when Home Signals at "GB" Tower are set at "STOP." Neither will the crossing protection operate when switches east and/or west of "GB" are operated.

All eastward and westward trains or engines delayed or switching between Mile Post 6.60 and Mile Post 7.57 will approach Lake Avenue Crossing prepared to stop, and must not proceed over Lake Avenue unless the gates are lowered, except under flag protection knowing that all highway traffic has been stopped.

Allegany Division

North Union Street, Olean

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

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

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

MISCELLANEOUS

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

HOT JOURNALS

By day — Hold nose with first finger and thumb of right hand and point down toward track with left hand.
By night — Swing lantern in small verticle circle.

CONNECTIONS DRAGGING

By day or night — Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL

By day — Raise hand above head and hold it stationary.
By night — Same signal with lantern, in addition give stop signal.

BRAKES STICKING

By day — Shove hand in sliding movement from body.
By night — Same signal with lantern, in addition to give stop signal.

FLAT WHEELS

By day — Place palms of both hands together in horizontal position.
By night — Hold lantern at arm's length in horizontal position.

ALL CLEAR

By day or night — Proceed signal.

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

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

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

AUTOMATIC TRAIN STOP INSTRUCTIONS

See Rules 520, 520A and 520B, Rules of Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives effective June 1, 1954.

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

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

THE FOLLOWING INSTRUCTIONS GOVERN THE USE OF RETAINERS ON EASTBOUND FREIGHT TRAINS ON DAYTON HILL BETWEEN D M JUNCTION AND GOWANDA:

1. Divide total actual tonnage of cars by number of cars in the train to find average tonnage per car.
2. When average tons per car is 75 or more, all retainers must be set up.
3. If average tons per car is less than 75 tons, set up one retainer for every 100 tons in the train.
4. Add two (2) extra retainers for every Diesel unit without dynamic brakes in working order.
5. All retainers are to be set up to 20 pounds or high pressure position.
6. No train shall be dispatched down Gowanda Hill with over 85 tons average per car.

J. G. Ainey, Trainmaster

P. J. Seidel, Trainmaster

C. D. Cull, Road Foreman of Engines

F. V. Huff, Road Foreman of Engines

J. J. Fitzgerald, Chief Train Dispatcher

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

M. L. Campbell, Ass't. Chief Train Dispatcher

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

Allegany-Meadville Division

EASTWARD TRAINS FIRST CLASS				Mile Post Location		WESTWARD TRAINS FIRST CLASS				
2	8	82	6		STATIONS AND SIDINGS	5	9	7	1	
Daily	Daily Except Sunday	Sunday Only	Daily			Daily	Sunday Only	Daily Except Sunday	Daily	
P M	P M	P M	A M		Eastern Standard Time	P M	P M	P M	A M	
5.55	9.50	9.50	7.25		A ..... HOBOKEN L	7.15	11.45	11.45	8.30	
A M	P M	P M	P M			A M	A M	A M	P M	
9.56	1.35	2.02	11.51	331.3	... HORNELL .... N	3.15	8.30	9.08	4.46	.....
					5.0					
9.49	1.28	1.54	11.43	336.3	.... ALMOND	3.22	8.37	9.15	4.53	.....
					4.2					
9.44	1.23	1.48	11.38	340.5	.... ALFRED	3.27	8.44	9.20	4.58	.....
					3.3					
9.34	1.14	1.37	11.29	348.8	.... ANDOVER	3.37	U 8.55	**R 9.34**	5.08	.....
					W.A.G.R.R. 8.6					
Zs9.20	s 1.03	s 1.25	s11.18	357.4	.. WELLSVILLE .....D	s 3.53	**s 9.20**	s 9.54	s 5.22	.....
					8.4					
9.12	12.45	1.04	11.06	365.8	.... BELMONT	K 4.02	U 9.32	R10.04	5.31	.....
					7.7					
9.04	12.37	12.55	10.58	373.5	.... FRIENDSHIP .....D	4.12	U 9.41	R10.13	5.40	.....
					4.0					
9.00	12.33	12.50	10.53	377.5	..... SUMMIT	4.17	9.46	10.18	5.45	.....
					4.7					
J 8.54	s 12.28	12.44	10.47	382.2	..... CUBA	M 4.23	s 9.55	s10.27	f 5.51	.....
					1.7					
8.52	12.26	12.42	10.45	383.9	.. C B JUNCTION	4.25	9.57	10.29	5.53	.....
					5.2					
.....	.....	.....	.....	389.1	.... HINSDALE	.....	.....	.....	.....	.....
					5.6					
s 8.40	s 12.14	s12.30	s10.34	394.7	... OLEAN .....N	s 4.43	s10.15	s10.52	s 6.13	.....
					P. R. R. 3.4					
.....	.....	.....	.....	398.1	..... ALLEGANY	.....	.....	.....	.....	.....
					9.1					
8.22	11.54	12.11	10.15	407.2	.... CARROLLTON	4.58	10.30	11.07	6.27	.....
					B. & O. 5.4					
8.16	11.48	12.05	10.08	412.6	.... SALAMANCA ... N	5.06	10.37	11.15	6.35	.....
8.06	11.38	11.55	9.58			5.16	10.46	11.25	6.45	.....
					1.3					
8.04	11.36	11.53	9.56	1.3	.... W C JUNCTION ...	5.18	10.48	11.27	6.47	.....
					10.7					
7.53	T11.24	11.40	9.45	12.0	.... STEAMBURG	5.28	10.58	11.37	6.57	.....
					2.0					
7.51	11.11	11.28	9.43	14.0	..... R H	5.30	11.00	11.39	6.59	.....
					3.6					
7.46	s 11.06	s11.23	9.39	17.6	.... RANDOLPH	s 5.36	s11.07	s11.46	7.05	.....
					5.6					
7.40	10.59	**11.15**	9.33	23.2	.... WATERBORO ...	**5.43**	**11.13**	11.52	7.11	.....
					1.6					
.....	.....	.....	.....	24.8	..... KENNEDY	.....	.....	.....	.....	.....
					N.Y.C.R.R. 5.5					
7.33	10.52	11.08	9.26	30.3	..... FALCONER ....N	5.50	11.20	11.59	7.18	.....
					3.7					
s 7.28	s10.47	s11.03	s 9.21	34.0	..... JAMESTOWN ....D	s 6.02	s11.35	s12.12	s 7.32	.....
					4.7					
7.15	10.34	10.50	9.05	38.7	.... LAKEWOOD	6.08	11.41	12.17	7.38	.....
					2.7					
.....	.....	.....	.....	41.4	.... ASHVILLE	.....	.....	.....	.....	.....
					5.6					
7.06	10.26	10.42	8.56	47.0	.... N E JUNCTION ...N	6.17	11.50	12.26	7.47	.....
					4.2					
.....	.....	.....	.....	51.2	.... BEAR LAKE	.....	.....	.....	.....	.....
					5.0					
6.54	10.14	10.30	8.44	56.2	.... C M JUNCTION ...	6.27	12.00	12.36	7.57	.....
					4.7					
					P. R. R. Renovo Div.					
s 6.49	s10.09	s10.25	s 8.39	60.9	..... CORRY .....N	s 6.37	s12.12	s12.48	s 8.09	.....
					P. R. R. Buffalo Div.					
					9.9					
6.32	9.53	10.12	8.22	70.8	..... J O SIDINGS	6.47	12.22	12.58	8.19	.....
					1.5					
H 6.30	s 9.51	s10.10	Q8.20	72.3	.... UNION CITY	f 6.49	s12.25	s 1.01	G 8.21	.....
					7.3					
6.22	9.42	10.02	8.13	79.6	..... MILL VILLAGE	6.58	12.33	1.09	8.29	.....
					8.3					
H 6.13	s 9.33	s 9.54	P 8.06	87.9	... CAMBRIDGE SP'GS ..D	s 7.08	s12.42	s 1.18	G 8.39	.....
					3.9					
.....	.....	.....	.....	91.8	..... VENANGO	.....	.....	.....	.....	.....
					4.6					
6.04	9.23	9.44	7.56	96.4	..... SAEGERTOWN	7.17	12.51	1.27	8.48	.....
					6.1					
5.57	9.16	9.37	7.49	102.5	..... MEADVILLE .....N	7.25	12.58	1.34	8.56	.....
5.49	9.11	9.32	7.42			7:30	1.04	1.44	9.06	.....
					2.9					
5.44	9.07	9.28	7.38	105.4	..... BUCHANAN .....N	7.35	1.07	1.49	9.11	.....
A M	A M	A M	P M			A M	P M	P M	P M	
5.10	9.40	9.40	9.30		L ..... CHICAGO ..... A	3.40	10.55	12.10	6.55	
P M	P M	P M	A M		Central Standard Time	P M	P M	A M	A M	

BUFFALO & SOUTHWESTERN SUB-DIVISION

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

Single Track

TOBY BRANCH

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

Single Track

DUNKIRK BRANCH

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

Single Track

BRADFORD SUB-DIVISION

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

Single Track

Distance from Johnsonburg		Distance from Clarion Junction
0.9	CLARION JUNCTION ..	0.0
	B. & O. 0.92	
0.0	JOHNSONBURG	0.9
	P. R. R.	

RIVER LINE

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

Single Track

COLUMBUS & ERIE R. R.

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

Single Track

STATION LIST

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

ALLEGANY DIVISION

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

RIVER LINE

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

BRADFORD SUB-DIVISION

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

CLARION BRANCH

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

B. & O. R. R.

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

MEADVILLE DIVISION

Salamanca	413
Bucktooth	414
Red House	420
Steamburg	425
"RH"	427
Randolph	430
Waterboro	436
Kennedy	437
Falconer	443
Dexterville	444
Jamestown	446
Plywood	448
Lakewood	451
Ashville	454
Watts Flats	458
Niobe "NE" Junction	459
Niobe	460
Bear Lake, Pa.	464
"CM" Junction	469
Columbus	470
Corry	473
"JO" Sidings	484
Union City	485
Mill Village	492
Millers	497
Cambridge Springs	501
Venango	504
Saegertown	509
Meadville	515

C & E RAILROAD

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

B & S W SUB-DIVISION

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