ERIE—LACKAWANNA RAILROAD COMPANY

EASTERN DISTRICT

BUFFALO DIVISION

TIME TABLE NO. 3

Effective 2:01 A.M.

SUNDAY, APRIL 29, 1962

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

3

THINK!
THEN
ACT
SAFELY

R. W. JONES
Superintendent

T. E. McGINNIS
Asst. General Manager

A. E. KRIESIEN
Asst. Vice President
and General Manager

PER DIEM RATE IS $2.88

CAR HANDLING IS EVERYONE'S RESPONSIBILITY. YOU CAN HELP BY PROMPT MOVEMENT OF ALL FREIGHT CARS

ROUGH HANDLING

HOW TO JUDGE IMPACT FORCE AND SPEED OF FREIGHT CARS

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with method of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is: impact delivered by coupled cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or cross tie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point.)

Figuring Speed of 40-Foot Car		Impact Forces at Striking Speeds	
Seconds	Miles Per Hour	Car Coupled at	Units of Destructive Force
1	28	1 mph	1
2	14	2 mph	4
3	9.3	3 mph	9
4	7	4 mph	16
5	5.6	5 mph	25
6	4.7	6 mph	36
7	4	7 mph	49
8	3.5	8 mph	64
9	3.1	9 mph	81
10	2.8	10 mph	100
11	2.5		
12	2.3		
13	2.15		
14	2		

A safe range of speed is a brisk walk, which is about 4 miles per hour.

THINK

TIME TABLE NO. 3

In Effect 2:01 A.M. **April 29, 1962**

THINK

EXPLANATION OF SYMBOLS

D—Train order office not open 24 hours daily.
(See special instructions for open hours.)

N—Train order office open 24 hours daily.

S—Regular stop

SS—Conditional stop

"Daily," "Ex. Sunday," etc., in schedule column indicate the days on which trains shall depart and arrive.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers.

"Holidays" referred to are the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

MEDICAL DEPARTMENT

W. E. Mishler, Chief Surgeon, Cleveland, Ohio **J. C. MacLean, Ass't Chief Surgeon, Scranton, Pa.**

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

COMPANY SURGEONS

LOCATION	NAME	ADDRESS	TELEPHONE NO.
Attica, N.Y.	Dr. Fred H. Volk	55 Main St.	133
Avon, N.Y.	Dr. George E. Lynch	59 Clinton St.	WA 6-2271
Batavia, N.Y.	Dr. George S. Young	207 Summit St.	FI 3-5858
Bath, N.Y.	Dr. J. J. Sanford	115 E. Steuben	PR 6-2832
Bath, N.Y.	Dr. S. Z. Selleck	Ira Davenport Hospital Hammondsport Road	PR 6-2832
Buffalo, N.Y.	Dr. A. L. Bennett (Oculist)	147 Linwood Ave.	TT 4-0617
Buffalo, N.Y.	Dr. J. J. Creighton	287 Lafayette Ave.	TT 3-8639
Buffalo, N.Y.	Dr. A. L. Manzella	591 Delaware Ave.	TT 2-4774
Buffalo, N.Y.	Dr. S. Militello	1003 Genesee St.	TX 3-2826 or TX 4-6262
Buffalo, N.Y.	Dr. J. C. O'Gorman (Oculist)	436 Linwood Ave.	TT 3-2700
Buffalo, N.Y.	Dr. D. R. Tronolone	139 North Ogden St.	TX 3-0280
Castile, N.Y.	Dr. G. S. Baker	85 N. Main St.	HY 3-5409
Corning, N.Y.	Dr. T. L. McNamara	181 E. Second St.	XN 2-1114
Dansville, N.Y.	Dr. Harold F. Hulbert	92 Main St.	46
Elmira, N.Y.	Dr. W. T. Boland (Opthalmologist)	378 W. Church St.	REgent 2-3233
Elmira, N.Y.	Dr. F. W. Chamberlain	963 Walnut St.	REgent 4-5478
Elmira, N.Y.	Dr. S. V. Collins	930 W. Water St.	REgent 4-9818
Elmira, N.Y.	Dr. J. Lee Kinner	243 Lake St.	REgent 2-3624
Hornell, N.Y.	Dr. G. W. Cheesman (Oculist)	7 Union St.	Hornell 1521
Hornell, N.Y.	Dr. Arthur J. Karl	66 Maple St.	650
Hornell, N.Y.	Dr. James R. Kelly	27 Elm St.	18
Hornell, N.Y.	Dr. J. R. Kelly	27 Elm St.	196
Hornell, N.Y.	Dr. C. G. Schwan (Oculist)	19 Seneca St.	715
Hornell, N.Y.	Dr. G. E. Taylor	37 Church St.	103
Hornell, N.Y.	Dr. Wm. J. Tracy	80 Broadway	1189
Lancaster, N.Y.	Dr. Joseph A. Wechter	5533 Broadway	NT 3-2727
Lockport, N.Y.	Dr. Dudley Fitzgerald	136 Walnut St.	3-2681
Mt. Morris, N.Y.	Dr. G. E. Murphy	115 Main St.	252
Niagara Falls, N.Y.	Dr. Edw. Stebbins	220 First St.	BU 5-1248
North Tonawanda, N.Y.	Dr. B. Joseph Galdys	345 Goundry St.	NX 3-2856
Rochester, N.Y.	Dr. C. O. Sahler	15 Prince St.	GR 3-1518
Rochester, N.Y.	Dr. W. D. Edwards (Oculist)	389 Monroe Ave.	HA 6-3011
Warsaw, N.Y.	Dr. J. W. Leachman (Oculist)	400 N. Main St.	410
Wayland, N.Y.	Dr. N. W. Kuch	13 S. Main St.	365-1

LOCAL WATCH INSPECTORS

LOCATION	NAME	ADDRESS
Avoca, N.Y.	Theodore M. Mattice	25 Main St.
Avon, N.Y.	Brege's Jewelry & Gift Shop.	1 Genesee St.
Black Rock, N.Y.	Striker & Huetter	780 Tonawanda St.
Buffalo, N.Y.	J. Burnham's, Inc.	578 Walden Ave.
Buffalo, N.Y.	B. A. Bush	251 Main St.
Buffalo, N.Y.	Englebert Bros.	2255 Seneca St.
Buffalo, N.Y.	Kaminski Jewelers	620 Walden Ave.
Buffalo, N.Y.	A. E. Krotz	1344 Clinton St.
Buffalo, N.Y.	Lovejoy Credit Jewelers	1190 Lovejoy St.
Buffalo, N.Y.	T. L. Terry, Inc.	792 Seneca St.
Lockport, N.Y.	Harry Hamill	Main St., (near Market St.)
Mt. Morris, N.Y.	Wm. T. Marden	59 Main St.
Niagara Falls, N.Y.	E. C. McKelvey	910 Niagara Ave.
Rochester, N.Y.	W. S. Thorne	318 Main St.

BUFFALO DIVISION

2nd Sub Division

SECTION 1

The special instructions, schedules and other information contained in this section apply to that portion of the railroad formerly known as the Delaware, Lackawanna and Western Railroad Company, between Gibson and Buffalo and Buffalo and Black Rock.

All operating rules referred to are contained in former Delaware, Lackawanna and Western Railroad Company Rules of the Operating Department effective April 27, 1952.

SPECIAL INSTRUCTIONS

(See Book of Rules of the Operating Department effective April 27, 1952 for Rules referred to in these instructions.)

Changes in Operating Rules

"Stickers" for insertion in the Book of Rules have been issued covering the revision of the following Rules:

Rule 670(a)—(Revised August 1, 1952).

Rule 913(e)—(Revised September 26, 1954).

Rule 19—(Revised February 4, 1955).

Rule 99—(Revised October 30, 1955).

Rules 700 to 719 inclusive, are cancelled. (Effective October 28, 1956) (See Special Instruction No. 26.)

Hours of Service Law

1. (a) When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 751).

(b) Officers and agents are personally responsible for violations of the Hours of Service Law.

Superiority of Trains

2. On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

Security

3. Every railroad employee should realize the importance of protection against overt acts. Everyone should develop an alertness which will make him a part-time plant protector along with his daily work. To this end, the following are of the greatest importance:

(a) Report any suspicious act or circumstance immediately to your supervisor, foreman, department head, or railroad police officer.

(b) Ask strangers what their purpose is in and around railroad property. If the reasons given are not sufficient or if they have no passes or other identification, the Police Department should be notified at once.

(c) Be constantly on the alert for suspicious remarks or acts of others that may lead to serious consequences.

(d) Report all cases of repeated or deliberate carelessness.

(e) Be suspicious of and report strangers asking for information in which they have no apparent interest. This is particularly true of questions concerning yard capacities, track capacities, fuel storage capacities, vulnerable bridges and tunnels, etc.

(f) Do not attempt to evaluate information. A report of the smallest detail may lead to discoveries of vital importance.

Miscellaneous Instructions

4. All employes are responsible for the proper handling of cars placarded explosive and inflammable, and will be governed by existing instructions conspicuously posted in cabooses and yard offices.

5. Employes must use care to avoid unnecessary blocking of highway grade crossings. Some state and municipal laws provide that willfully obstructing a highway crossing for a period longer than five consecutive minutes constitutes a misdemeanor. The inconvenience created by excessively holding traffic at a grade crossing also causes poor public relations and a loss of good will.

6. (a) Conductors, trainmen, engineers and firemen in passenger service called for trip over territory in which they have not been over in the preceding ninety (90) days and enginemen in freight service called for a trip over territory in which they have not been over in the preceding six (6)

months, must report the fact to the Superintendent and be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

(b) Conductors, trainmen, engineers and firemen in road service who have been absent from duty for thirty (30) days or more must be examined by the proper officer, prior to resuming duty, on any changes in operating rules and the current bulletin orders in effect. If absence has been four months or longer, examination must not be conducted over the telephone.

(c) Employee absent for more than thirty (30) days because of sickness or injury must pass physical examination by company doctor before resuming work.

(d) In complying with Operating Rule 126, conductor will use paragraph (a) above as guide.

7. Engine crews will avoid working with engine cabs excessively warm in winter weather and will utilize cab windows to assure sufficient fresh air and ventilation, which in turn prevents drowsiness.

8. Enginemen recalling flagmen between Corning and "QO" Gibson, will be governed as follows:

Eastward trains will use signal prescribed by Rule 14(u).
Westward trains will use signal prescribed by Rule 14(r).

9. Extra trains must clear Nos. 31 and 32 at least 10 minutes.

10. Normal position of switch No. 6, in East Yard, East Buffalo when not in use, is lined for No. 6 track. Crews of trains pulling into East Yard must see that this switch is lined for No. 6 track before pulling through the crossover.

11. Crews of trains desiring to use crossover east of Abbott Road must obtain permission (by telephone located at Abbott Road crossover) from the towerman at Buffalo River drawbridge.

12. Before using Erie Street track over Main Street viaduct, Buffalo, crews of eastward trains must call towerman at Michigan Avenue tower, from telephone adjacent to crossing flagman's building at Commercial Street, and obtain authority for the movement.

13. Before using eastward main track from middle yard switch at East Buffalo, authority must be obtained from towerman.

Instructions to Rules 101(b) and 101(c)

14. (a) When defects are observed by crew members or they are so notified by signal from passing employes or otherwise, the train must be stopped at once to safeguard their own and other movements and not attempt to continue to terminal or convenient clearing or switching location without a standing inspection to determine the exact nature of defect and action required.

(b) On freight trains, head trainman will ride in cab of leading unit. If locomotive is equipped with more than one operating cab, middle trainman will ride in unit next to train.

Automatic Train Stop

15. Automatic Train Stop equipment must be tested before leaving originating service track from which locomotive is dispatched. Open inductors are in service on the engine dispatching tracks at East Buffalo and Buffalo Depot.

Enginemen are required to take a brake application passing over the first of the inductors and to acknowledge passing over the other. This originating test must be made in accordance with "Instructions for Enginemen's Departure Test" circular of August 18, 1959. Enginemen conducting the departure test will so note on work report form. Relieving engineman enroute will accept this as evidence that originating test has been made.

Handling of Locomotives and Freight Cars in Trains

16. (a) Yard switcher type locomotives moving "dead" in trains, shall be not less than six cars nor more than twelve cars behind the road locomotive. Two or more freight cars must be placed between each locomotive.

(b) Ten or more cars with operative air brakes must be placed behind the last "dead" locomotive on heavy ascending grades.

(c) No carloads of lumber, piling, pipe or other shipments loaded on flats or gondolas over the tops of the sides of the cars, susceptible to shifting, are to be operated in trains next to caboose or locomotives. This to avoid possible injuries due to loads shifting.

17. Locomotives with power brake inoperative must not be moved light over any portion of the road, but may be handled in freight trains, provided requirements of the United States Safety Appliance Act are met.

18. The handling of a car with inoperative hand brake is considered by the Interstate Commerce Commission a violation of the Safety Appliance Act.

Exception: When crippled and in condition to haul, car may be handled to nearest repair point in direction in which train is moving, provided it is coupled, and in addition securely chained to another car equipped with brakes in good working order.

19. (a) Cabooses of 850-class may be pushed on regardless of the number of units.

(b) Not more than two units of diesel power (3000 H.P.) or one unit 1850-class (2400 H.P.) may push behind eight wheel steel frame caboose cars in series 600-849 inclusive.

Exception: Groveland-East. Pushing behind cabooses in above series is prohibited.

(c) Special service cars in series 95000-99000 (except all steel dump cars 95700-95784, 97000-97031, dump cars

97050-97053, all steel ballast cars 98750-98799, and 98851-98875, side dump cars 02000-02036, all inclusive) must be placed on rear of trains ahead of caboose. Pusher locomotives must be placed ahead of such cars.

20. When two or more cars used for loading long materials are coupled together, as prescribed in Rules Governing Loading On Open Cars, adopted by the Association of American Railroads, brake staff may be removed from the idler car to permit curving; the staff, however, must be attached to the car from which removed and reapplied as soon as cars are released of lading. A group of cars so handled must have at least one accessible and operative hand brake for each multiple of three cars or fraction thereof.

21. Cars of other than steel underframe construction, must be placed on rear of trains, and behind pusher locomotives. If any doubt exists as to the type of car, car inspector should be consulted. If no inspector is available, cars should be handled on rear of trains, and behind pusher locomotive.

22. On trains consisting of fifteen or more heavy loads (ore, coal, grain, stone, steel, cement, etc.) and empties, if less than twenty-five empties they may be handled in any location in the train. If more than twenty-five empties, fifteen empties or light loads must be placed next to the locomotive and the balance of the empties towards the rear. Notify engineman as to consist of train as between loads and empties.

23. When necessary to cut out air brakes on a car for defects rendering the brake inoperative, air brake tag, Form M.P.&E. 254, dated and signed by conductor, must be fastened to train line crossover pipe, close to triple valve.

24. Enginemen, when noting defects on locomotive effecting availability for dispatchment at the next terminal, will notify train dispatcher by the first available means of communication.

Inspection and Braking

25. (a) At point where train is originally made up, test of train brake system must be made as follows:

After air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but not less than 60 pounds as indicated by the caboose gauge, and on a passenger train when charged to not less than 70 pounds and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, then note the number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge; (brake pipe leakage must not exceed 5 pounds per minute) after this the brake pipe reduction must be increased to full service. Inspection of train brakes must be made to determine if brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

When this inspection has been completed, release signal must be given and brakes released and each brake inspected to see that all have properly released.

(b) Engineman and conductor must be notified when test

is completed and in no case will the train leave until so notified.

(c) 1. At intermediate points where the locomotive is changed, puller locomotives are attached or detached, or pusher locomotives attached, cars added to train, or where train line is cut or angle cock closed [except as per Instruction No. 25 (f)], train brake test will be made by applying and releasing the train brake. The engineer must make a full service application of train brakes, noting the discharge of air from brake valve exhaust, so as to know that the train brake pipe is free of obstructions. It will be the responsibility of the conductor to know that the brake applies and releases on the last car and that train line pressure is being restored. He will communicate with or signal the engineer before proceeding.

2. Where engine crews are changed, incoming engineer will make a 15 pound brake pipe service reduction after stopping. Outgoing engineer will observe air pressure and if it is evident that leakage is not excessive, as indicated by brake pipe gauge, train brakes will be released and train will proceed upon receipt of signal or communication from rear that the train line pressure is being restored.

(d) Before a train is started from a point where train is originally made up, train crew must know that all hand brakes are released and retainers are in released position.

(e) Before motive power is detached or angle cocks are closed on a train, brakes must be applied with not less than a 20 pound reduction. When one or more cars are added to a train at any point subsequent to the point where the train was originally made up and tested, the cars added, after placed in position where they are to be hauled in the train, must have the brakes on such cars examined to know that they are in operation, and retaining valves are in release position, when making brake tests, as per Special Instruction 25 (c) 1, before proceeding.

(f) Where one or more cars or a pusher locomotive is cut off from the rear of a train, and no cars added, train brake pipe test, as described in Special Instruction 25 (c), is not required.

(g) Condensation must be blown from the pipe from which air is taken before connecting yard line or locomotive to train.

(h) When cutting in air, after coupling air hose between cars, or cars and locomotive, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds, then slowly open wide.

(i) When more than one locomotive is used, brakes must be operated from the leading locomotive, automatic brake valves on all except the leading locomotive, cut out, handles of the brake valves kept in running position and, when practicable, air compressor, kept running.

(j) When brakes cannot be released from the locomotive, the engineman must warn the trainmen as provided for in Rule 14(o).

(k) In all cases of brakes sticking, conductors will, at the first practicable point of communication, send to the dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve. If air brakes on the last car in train become inoperative, its position must be changed so that an operative air brake is on the rear. Orange air brake card should be firmly attached to the crossover pipe for information of the car inspectors.

(l) 1. On a passenger train, after locomotive or train crews have changed, or an angle cock closed (except for cutting off cars from the rear), a running test of brakes must be made as soon as speed of train permits. Such tests should be made by applying the train brakes with sufficient force to ascertain that they are in proper operation. Power should not be shut off on locomotive unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes, [Rule 14(a)], must be given and repeated as long as necessary to secure proper response. After train is stopped, cause for brake failure must be determined and corrected before again proceeding.

2. On passenger trains a running air brake test must be made approaching the start of heavy descending grades, also on freight trains if stop is not required to set up retainers. See Special Instructions 26(h)-26(j).

(m) Yard locomotives will normally carry 70 pounds brake pipe pressure, but when handling passenger cars, taking from or adding to a passenger train, must carry 110 pounds brake pipe pressure.

(n) When back-up hose is used on any train, its connection must be tested by making reduction of brake pipe pressure before train is moved.

(o) Transfer crews must know air brakes apply on each car in their train before starting.

Handling Freight Trains on Heavy Grades

26. Retainers will be used as follows:

(a) Retainers-Diesel Power With Dynamic Brake Operating on All Units.

Westward Trains Perkinsville to Groveland

	4 Units or 3 Units 1850-CL	3 Units or 2 Units 1850-CL	2 Units
Trains may be handled without retainers when tonnage is less than	6000 Tons	5000 Tons	4500 Tons
Turn up retainers on 2nd to 16th head cars consecutively, then alternately on the next 20 cars when tonnage is	Over 6000 Tons	Over 5000 Tons	Over 4500 Tons

(b) Retainers-Diesel Power Without Dynamic Brake or Diesel Power Without Dynamic Brake Operating on All Units

Perkinsville to Groveland

(1) Manifest trains with 40 M.P.H. speed limit consisting of more than 3,000 tons, turn up retainers on second to sixteenth head cars, five alternate on next ten.

(2) On trains of 60 or more cars when handled by two engines retainers will be turned up the same as if trains consisted of more than 3,000 tons.

(3) On trains with 30 M.P.H. speed limits, turn up retainers on 20 head cars except first, and ten alternately on next 20 cars.

(c) Retainers must be turned up before first release of brakes after train starts down grade. Conductors and enginemen must know by signal that the retainers have been turned up. If retainers cause too much braking power, a sufficient number must be turned down to permit train to proceed under control of engineman.

(d) When turning down retainers, it must be done from the rear to the head end of train.

(e) Cars equipped with four position retaining valves must be used as follows:

1. Handle all the way down-Normal position, retainers not in service.

2. Handle in horizontal position-Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes valve, in this position, retains 10 pounds brake cylinder pressure.

3. Handle 45 degrees below horizontal-High pressure position, must not be used.

4. Handle 45 degrees above horizontal-Slow direct releasing position, must not be used.

(f) Retainers must not be turned up on first car in train.

(g) Before descending heavy grades, retainers must be turned up as per time table instructions. Maximum main reservoir pressure of 130 to 140 lbs. and brake pipe pressure of 90 lbs. must be maintained on heavy grades with trains consisting entirely of loaded cars or loaded and empty cars. When train consists entirely of empty cars, brake pipe pressure of 80 lbs. must be maintained on grades and other sections of the road. When starting over grades, train must be permitted to drift, and first application of about 8 lbs. must be made before maximum speed has been attained and subsequent reductions should be of about 7 lbs. depending upon condition of brakes and retainers.

Pressure Maintaining Braking

(h) When freight trains are handled with diesel locomotives equipped with the pressure maintaining feature and providing it is cut in, and the dynamic brake operating on all units handling the train, and the engineer has been qualified on the manipulation of the pressure maintaining valve, time table instructions governing the use of retainers will not apply. In case of failure of the pressure maintaining feature or the dynamic brake, retainers must be used.

(i) When descending a heavy grade with pressure maintaining feature cut in, the initial brake pipe reduction must not be less than six (6) pounds. If a train stalls descending a heavy grade due to too heavy a brake application or for

any other cause, engineman must use good judgment, calling for assistance from the train crew if necessary before releasing brakes and while brake system is being recharged. [Special Instruction 32 and 33(b).]

(j) A partial release of the train brakes during pressure maintaining braking must never be attempted. If necessary to release the train brakes on descending grades where retaining valves are normally required, a stop will be made and the brake system recharged before the train proceeds.

(k) Conductor must know the engineman has a certificate of qualification to cover pressure maintaining method and that the locomotive is equipped with pressure maintaining valve before permitting train to be operated without use of retainers as provided in Timetable Instructions.

27. On descending grades conductor must ride in cupola of caboose to observe air pressure and see that trainmen are in their proper places. If conductor considers engineman is not using proper judgment, he must STOP train by use of emergency valve. Where practicable, signals must be given from rear to engineman and answered every three miles.

28. When descending heavy grades and trains are separated by accident or otherwise, the angle cocks on each part of train at point of separation must be closed, and that portion of train not attached to engine must be secured by hand brakes on all cars, commencing at car on lower portion of grade. When possible, the hand brakes should be firmly applied before separation is made.

29. When stopping train, whether consisting of all loads, all empties, or mixed, after first application and speed has been reduced to about eight miles per hour, make further reductions of 10 to 12 lbs. to avoid train parting.

30. (a) When stopped on descending grade apply engine brake and release train brake. When necessary trainmen will secure train with hand brakes.

(b) Before starting any train after a release of the brakes has been made, wait one minute for each 12 cars or fraction thereof in train, consulting watch to be sure time has elapsed, allowing brake cylinder pressure to blow down to the retaining point. Engine brake should be released with independent brake valve after each application when retainers are used, except the first application when starting down the grade, and when stopping engine brake must remain set. When starting trains on descending grades, engineman must immediately apply independent brake to prevent slack on head end running out too quickly. After train has proceeded five or six car lengths, the engine brake can be gradually released.

(c) The great starting effort of diesel locomotives makes it very important that no attempt be made to start a train with this type of locomotive at either end before the brakes are fully released. When releasing brakes on a train, place the automatic brake valve in running position and before starting comply with above paragraph (b).

(d) When stopped on ascending grade with diesel locomotive on each end of train, engine brake should be kept applied on both locomotives until rear engineman has signaled to start, then both enginemen will release engine

brake and start simultaneously. Members of train crew should be stationed a sufficient distance from both ends to pass signals to enginemen.

(e) On ascending grades, trains with diesel pusher and diesel power on head end, which for any reason reduce speed to 5 mph or less, must be stopped with train brake. Start will then be made as provided in paragraph (d).

31. (a) Locomotive with No. 8EL or 24 RL brake equipment: if there is a loss of pressure in main reservoir when train brakes are applied, release the locomotive brake with the independent brake valve, if pressure is restored in the main reservoir after releasing it indicates a leak from the locomotive brake cylinders or their pipe connections.

(b) Locomotive with No. 8EL brake equipment: when braking trains of more than 60 cars, must have the delayed emergency cock at brake valve in "open" position to obtain delayed emergency application of engine brake in case of train parting or trainline bursting. In passenger service, pusher service or when operating light, engines must have delayed emergency cock in "closed" position.

(c) On locomotives equipped with 24 RL brake, when handling trains of more than 60 cars. Rotair Valve on operating unit must be in "FRGT" position, cock on control valve on "2" unit in "F" position, and Rotair Valve on trailing unit must be in "FRGT-LAP" position to obtain delayed emergency of locomotive brake in case of train parting. In passenger service, pusher service, short freight trains, or when operating light locomotives, the Rotair Valve on operating unit must be in "PASS" position cock on control valve on "2" unit in "P" position, and Rotair Valve on trailing unit in "PASS-LAP" position.

32. If unable to maintain brake pipe pressure, due to any cause, adopt the safe course-STOP, and receive assistance from trainmen. If it requires more than a 10-lb. reduction to control train with retainers in service, engineman must call for and receive assistance from train crew.

33. (a) When making a running air brake test, or slow down on reasonably level track, brakes must not be released on freight trains of from 60 to 80 cars when speed is less than 20 mph, and on trains of 80 or more cars at speed of less than 30 mph.

(b) When releasing brakes on freight trains on descending grades and retainers are not turned up, the engineman must use good judgment, taking into consideration makeup of train, amount of brake pipe reduction, train line leakage, and the amount of braking power on the locomotive.

(c) Dynamic brake or locomotive brake must be held applied to prevent run out of slack. When doubleheading, engineman on second engine will hold dynamic brake or engine brake applied when engineman on lead engine releases train brakes.

34. When freight trains enter sidings on descending grade, enginemen must make air brake service test as prescribed by the rules before pulling out of siding.

To Guard Against Buckling of Trains

35. All trains must STOP when taking on pusher engine. STOP must also be made to permit pusher engine to cut off, and air hose uncoupled by hand, except when caboose is equipped with device for cutting off pusher engine while train is in motion. When caboose is so equipped the engineman on pusher and road engine must be notified. In this case engineman on pusher engine will use power until he sees caboose separate from engine; he will then close throttle immediately and bring engine to a STOP. Trainman handling this device to cut pusher engine off, while train is in motion, will first pull chain to lift knuckle lock, then push down on device handle slowly until it strikes the stop. The handle must be left in this position until the train stops, then the brake pipe angle cock should be closed and device handle latched in its upper position.

36. In order to guard against buckling of trains where one or more pusher engines are used, the following must be observed. Air hose must be coupled from train to engines and the brakes on pusher engines operated by the lead engine in control of train. Enginemen on pusher engines must close the cut out cock at brake valve when coupled to train, and when detached from train, open cut out cock and make a service test of engine brakes.

37. Enginemen on pusher engines must use a light throttle when stops are being made and continue to do so until train is stopped.

38. **Clearance Restrictions**

(Overhead and Side Obstruction)

(a) In the movement of trains or cars on tracks where there is limited side clearance on account of telegraph or signal poles, platform, docks, bridges, or other structures of any kind, piles of lumber or other materials, employes must not go between cars and such obstructions or use side ladders or steps or lean outward from engines or cars toward the obstruction.

(b) The increased width of freight cars in service has reduced clearance room available between cars or tracks in yards. All employes must use the greatest care in riding side steps, ladders, getting on or off cars or walking between cars to avoid personal injury.

(c) It is unsafe to ride on cars the roofs or lading of which are higher than a standard box car. Cars of special type for transportation of automobiles and other vehicles, furniture, agricultural implements, etc., are higher than the standard car.

(d) On account of the width of the diesel engines, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines are passing each other.

(e) Structures less than 21 feet above top of rail which may not clear man standing on top of cars or engine, overhead wire and cable lines less than 27 feet above top of rail are located as follows:

Campbell—		
.36 mile east of Campbell.....	Br. #274.88-Cohocton River.....	All Tracks
Savona—		
.53 mile west of Savona.....	Br. #280.70.....	All Tracks
Bath—		
2.06 miles west of Bath.....	Br. #287.44-Cohocton River.....	All Tracks
.57 miles west of M.P. 287....	Overhead wires.....	Soldiers Home
2.45 miles west of Bath.....	Br. #288.04-Highway...	All Tracks
Kanona—		
1.75 miles west of Kanona.....	Br. #291.29-Highway...	All Tracks
Avoca—		
.40 mile west of Avoca.....	Br. #293.56-Cohocton River.....	All Tracks
Cohocton—		
4.14 miles west of Cohocton....	Br. #305.09-Highway..	All Tracks
.01 mile east of Atlanta.....	Overhead wires.....	Team Track, East Side
Wayland—		
.05 mile west of Wayland.....	Br. #311.36.....	Eastward
Perkinsville—		
.11 mile west of Perkinsville..	Br. #313.33-Highway...	All Tracks
1.87 miles west of Perkinsville..	Br. #315.09-Highway...	All Tracks
2.71 miles west of Perkinsville..	Br. #315.93-Highway...	All Tracks
Groveland—		
.02 mile west of Groveland...	Signal Bridge.....	All Tracks
Mt. Morris—		
.01 mile west of P.R.R. Jct....	Overhead wires.....	Tracks 1 & 2
Leicester—		
.55 mile west of Leicester.....	Br. #336.38-Highway...	All Tracks
1.55 miles west of Leicester....	Br. #337.38-Highway...	All Tracks
Linwood—		
1.55 miles west of Linwood....	Br. #346.86.....	All Tracks
East Bethany—		
.03 miles east of E. Bethany..	Br. #353.97-Highway...	All Tracks
1.72 miles west of E. Bethany..	Br. #355.72-Highway...	All Tracks
3.36 miles west of E. Bethany..	Br. #357.36-Highway...	All Tracks
.11 Miles west of MP 364....	Overhead wires.....	Ray Sidetrack
East Buffalo—		
.43 mile west of E. Buffalo....	Br. #390.16-William St.	All Tracks
.51 mile east of E. Buffalo....	Br. #389.22-Harlem Ave.	All Tracks
3.55 miles west of E. Buffalo...	Br. #393.23-Buffalo River.....	All Tracks
BLACK ROCK BRANCH		
5.06 miles west of E. Buffalo...	Br. #394.74-Niagara Falls Branch.....	All Tracks

NOTE: Employees are prohibited from climbing or riding on top of moving box cars, engines or other high equipment in the vicinity of overhead structures over all main tracks and sidings between Gibson and Buffalo.

(f) Close clearances exist between tracks at following locations in Buffalo Terminal:

All tracks in the Westbound Yard.
All tracks in Coal Yard.
All tracks in Eastbound Yard.
All tracks in Abbott Road Yard.

39. **Display of Headlights**

In addition to displaying the headlight to the front and rear by night as required by Operating Rule 18, yard engines during foggy or stormy weather will display the headlight to the front and rear by day.

40. Speed Restrictions

Enginemen will check speedometer on locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration the speedometer variation. Speedometer inaccuracy, as found, will be reported on completion of trip.

	Miles Per Hour
A-Passenger Trains (All Passenger Equipment provided power limitations do not require lower speed)	70
Exception: Diesel Power Handling MU Motor Cars	65
Note: This does not apply to non-motor MU cars (Trailers).	
B-Freight Trains (Provided power limitations do not require lower speed)	50
Exceptions:	
1. Trains handling loaded DL&W dump cars series 95750-95784, 97000-97031 and 97050-97053, incl.	40
2. Trains handling ore	40
3. Relief trains handling wrecking derricks:	
Main Line Gibson to Buffalo: On Straight Track	40
On Curves	30
Black Rock Branch: On Straight Track	30
On Curves	25
4. Work and other trains handling snow plows (in service), locomotive cranes and flangers	40
Exception: Snow plow in service over highway crossing, or when being pulled backwards in snow	10
5. Trains handling scale test cars, and snow plows (when pulled with Johnson bar coupler or moved backwards in trains)	30
Note: Conductors of trains handling cars under the above restrictions are responsible to know that the engineer has been properly notified.	

C-Power Limitations	
1. 809-863	70
2. Units 6511-6512-6021-6024	48
3. All other road and road switch type locomotives.	65
4. 322-325	35
5. 51-53	30
6. All other yard type locomotives	40
Note: Power limitations as shown above will also apply when locomotives are handled dead in freight or passenger trains unless otherwise instructed.	
Note: Units 8412-8422-8432-8442-8452 may be operated at 68 MPH when coupled with 809-833 class locomotives in passenger service.	
D-Engines running light (provided power limitations do not require lower speed)	50
Exceptions:	
1. Single units— a. Road & road switch classes	35
b. Yard classes	25
2. Engines not equipped or with dynamic brake inoperative— between Wayland & Groveland	30
E-Engines running backward 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.	35
F-Engines shoving cars	20
G-Unequipped locomotives on main tracks in cab signal territory must be operated at a speed which will permit stopping short of another train or obstruction, but not to exceed	20
H-Other passenger and freight restrictions:	
1. Trains proceeding through sidings (Subject to Rule 105)	15
2. Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled be interlocking signals or specifically provided for in Special Instructions.	15
3. Spring Switches. For trains passing over trailing or facing point spring switches, set in normal position on main track, protected by automatic signals and where spring points do not move, speed is governed by permissible	

speed at that location. All operations through spring switches that move the points must be at a speed not to exceed 15

I-2nd Sub-Division—Gibson to Buffalo

Passenger Trains:
East Buffalo to Buffalo Passenger Station 50

Freight Trains:

Perkinsville to Groveland
Symbol trains or trains of empties 40

All freight trains or trains over 20 cars of coal or ore 30

Location	Mile Post From	To	Speed Restricted to Miles Per Hour
East Corning—			
1st curve west of	265.1	265.4	50
Tangent between 1st & 2nd curves west of	265.5	265.6	60
2nd curve west of	265.7	265.9	65
3rd curve west of	266.3	266.7	65
Erwins Crossing	269.5	....	40
1st curve east of	269.3	269.5	50
1st curve west of	269.5	269.6	50
Savona—			
1st curve west of	281.9	282.4	65
Cohocton—			
Curve at station	300.5	301.1	60
1st curve west of	302.2	302.7	65
Atlanta—			
Curve at station	304.8	305.7	65
Wayland—			
2nd curve west of	312.8	313.0	55 Track 2
3rd curve west of	313.1	313.2	55 Track 1
			50 Track 2
Perkinsville—			
1st curve west of	313.5	313.7	45 Track 1
			25 Track 2
Tangent between 1st & 2nd curves west of	313.7	314.1	25
2nd curve west of	314.1	314.3	25
3rd curve west of	314.3	314.7	45
4th curve west of	314.7	314.9	50 Track 1
			45 Track 2

Location	Mile Post From	To	Speed Restricted to Miles Per Hour
5th curve west of	315.0	315.2	50 Track 1
			45 Track 2
6th curve west of	315.6	315.9	50 Track 1
			45 Track 2
7th curve west of	316.1	316.3	50 Track 1
			45 Track 2
8th curve west of	316.4	316.7	50 Track 1
			45 Track 2
9th curve west of	316.8	316.9	60 Track 1
			55 Track 2
10th curve west of	317.0	317.1	65 Track 1
			55 Track 2
11th curve west of	317.4	317.6	65 Track 1
			55 Track 2
12th curve west of	317.7	317.8	65 Track 1
			55 Track 2
13th curve west of	317.8	317.9	65 Track 1
			55 Track 2
14th curve west of	317.9	318.0	65 Track 1
			55 Track 2
15th curve west of	318.1	318.3	55 Track 2
Dansville—			
Curve at station	318.5	318.6	55 Track 2
1st curve west of	318.9	319.0	55 Track 2
2nd curve west of	319.2	319.4	55 Track 2
3rd curve west of	319.4	319.5	55 Track 2
4th curve west of	319.6	319.8	65 Track 1
			55 Track 2
5th curve west of	319.8	320.0	65 Track 1
			55 Track 2
6th curve west of	320.3	320.5	65 Track 1
			55 Track 2
7th curve west of	320.5	320.6	65 Track 1
			55 Track 2
8th curve west of	320.9	321.3	55 Track 2
9th curve west of	321.4	321.5	55 Track 2
10th curve west of	322.4	322.7	55 Track 2
11th curve west of	322.8	322.9	55 Track 2
12th curve west of	323.7	323.9	65 Track 1
			55 Track 2
13th curve west of	323.9	324.2	55
14th curve west of	324.3	325.1	50 Track 1
			55 Track 2
15th curve west of	325.3	325.8	60 Track 2
Groveland—			
Tangent, west of	327.4	....	60 Track 2
Wye	....	....	5
Mt. Morris—			
Curve at station	332.6	333.3	60
1st curve west of	333.7	334.1	40

Location	Mile Post From	To	Speed Restricted to Miles Per Hour	
Penna R. R. Jct.—				
Penna R. R. Crossing	333.8	....	40	
Leicester—				
1st curve east of	334.7	334.9	60	Track 1
1st curve west of	336.0	336.3	65	Track 1
Greigsville—				
1st curve west of	340.9	341.2	60	Track 2
2nd curve west of	341.6	341.8	60	
3rd curve west of	341.9	342.3	60	
Craigs—				
Curve at	342.3	342.6	60	
1st curve west of	342.9	343.3	65	Track 1
2nd curve west of	343.9	344.1	65	Track 1
B&O Jct.—				
1st curve west of	350.8	350.9	50	
East Bethany—				
2nd curve west of	356.1	356.4	65	Track 1
			60	Track 2
3rd curve west of	356.7	356.8	65	Track 1
			60	Track 2
4th curve west of	357.0	357.1	65	Track 1
			60	Track 2
5th curve west of	357.5	357.6	65	Track 1
			60	Track 2
6th curve west of	357.8	357.9	60	
7th curve west of	358.0	358.1	60	
8th curve west of	358.6	358.8	65	Track 1
9th curve west of	358.9	359.0	65	Track 1
North Alexander—				
4th curve west of	367.5	367.6	55	Track 1
			50	Track 2
5th curve west of	367.8	367.9	60	
6th curve west of	368.0	368.1	65	Track 1
Depew Jct.—				
Through remote controlled Main Track Crossover and/ or crossover between 1st and 2nd Sub-division on clear medium signal	385.5	....	30	
East Buffalo—				
Freight trains pulling out of East Buffalo—(East Yard)	....	....	10	
Through remote controlled switch leading from eastward pull-out to eastward main track 2 on clear medium signal	386.8	....	25	

Location	Mile Post From	To	Speed Restricted to Miles Per Hour	
Violet St. crossover to Buffalo passenger station	....	....	50	
Curve at Tower	389.7	390.0	35	Track 1
Westward trains pulling into yards from Track 1	....	....	10	
P. R.R. Crossing, Bailey Ave.	391.6	....	30	
Curve at Abbott Road	392.7	393.0	35	
Buffalo River Drawbridge—				
All trains from home signal governing movements over span until it reaches end of span	393.23	....	35	
Nickel Plate Jct.—				
Passenger trains through Nickel Plate Jct. yard	....	....	5	
1st curve west of	394.2	394.3	45	
2nd curve west of	394.4	394.5	45	
3rd curve west of	394.5	394.6	45	
4th curve west of	394.8	394.9	20	
5th curve west of	394.9	395.0	20	
Buffalo—				
Between Columbia and west side of Main St. on street level	....	....	5	
Between east end of Main St. viaduct and Commercial St. on viaduct	....	....	15	
Black Rock Branch				
Between East Buffalo and Black Rock:			40	
Exceptions:				
At North Main Street between MP 394.6 and MP 394.9, all trains			30	
Curve at MP 397.8—tracks 1 and 2			15	

BUFFALO PASSENGER STATION

(a) Trains arriving will stop not less than 10 feet from bumping block or cars on track.

(b) Enginemen must know color light dwarf starting signal at east end of train shed authorizes movement before proceeding.

Diesel Locomotives Left Unattended

41. The following instructions will govern with respect to Rule 916:

When diesel locomotive is to be left unattended for layover on service track or similar designated location, with or without engine running, the generator field switch must be

open, throttle in idle position, transition lever in OFF position and the reverse lever removed from the controller.

The independent brakes must be fully applied, the automatic brake valve handle in lap position, hand brakes applied and chain or block placed at wheels.

On locomotives so equipped (in addition to the above), the "engine run" switch should be placed in OFF position and the isolater switch in ISOLATE position.

When crew changes for continuous shifts or through movements are made, engineman will not leave locomotive until relieving engineman is on locomotive.

Where engines are left where there are no Motive Power Department employes on duty while the locomotive is not in use, the reverser lever, in addition to being removed from the locomotive, must be locked in the engineers' quarters.

High Voltage Wires

42. Signal transmission wires with YELLOW and BLACK insulators on Western Union pole lines carry high voltage current. All persons are prohibited from touching these wires. Care must be taken, when making portable telephone connections, to attach to lines marked by WHITE insulators.

Engine Restrictions

43. Engines 1850-1861 are to be confined to main line freight and passenger service, unless otherwise authorized by Superintendent.

When in such service must not be used for station switching except at:

1. Corning Junction tracks 1 and 2 only
2. Blair siding Bath (to divider switch only)
3. Wayland, #2 east siding, eastbound side
4. Groveland-siding to #2 side track only
5. Greigsville
6. B&O Jct. Yard

Clearance Stations

44. Passenger trains will not leave Buffalo Passenger Station, without Clearance Form A, issued on authority of train dispatcher.

45. Location of Bulletin Boards, Standard Clocks, Watch and Train Registers (Indicated by "X")

	Bulletin Boards	Standard Clocks	Train Registers See Note	Red Bulletin Watch Comparison Registers
East Buffalo Telegraph Office	X	X	X	X
Halstead Ave. Enginehouse	X	X		X
Buffalo, Station Master's Office	X	X	X	X

Note: Trains not stopping at register stations must be registered by operator or towerman.

46. Train Order Offices and Interlocking Towers (Not Open Twenty-Four Hours Daily)

Corning.....	8:30 A.M. - 12:30 P.M. 1:30 P.M. - 5:30 P.M.		
Bath.....	9:00 A.M. - 1:00 P.M. 2:00 P.M. - 6:30 P.M.		
Cohocton.....	6:00 A.M. - 10.00 A.M. 11:00 A.M. - 3:00 P.M.		Sat., Sun. & Holidays closed.
Wayland.....	9:00 A.M. - 1:00 P.M. 2:00 P.M. - 6:00 P.M.		Sat., Sun. & Holidays closed.
Dansville.....	9:15 A.M. - 1:15 P.M. 2:15 P.M. - 6:15 P.M.		
Groveland.....	6:00 A.M. - 10:00 A.M. 11:00 A.M. - 3:00 P.M.		Sat., Sun. & Holidays closed.
PRR Jct.....	Continuous		Sat., Sun. & Holidays closed.
Greigsville....	7:30 A.M. - 11:30 A.M. 12:30 P.M. - 4:30 P.M.		Sat., Sun. & Holidays closed.
Lancaster.....	6:00 A.M. - 10:00 A.M. 11:00 A.M. - 3:00 P.M.		Sat., Sun. & Holidays closed.

47. Designated Points for Train Inspection Rule 101 (a)

Corning	Dansville
Bath	P.R.R. Junction
Cohocton	B.&O. Junction

Signals

48. **Automatic Block Signals:** Rule 509 (d) governing main tracks in use between:

Gibson and Buffalo
East Buffalo and Black Rock

49. **Telephone Train Order Signal** [Rule 509 (i)]
Wayland-On signal 3111 east of station track 1.

Trains in westward siding must observe the light indicator mounted on the leaving signal on the west end of siding. When the lunar white light is illuminated and flashing, crew of train will call dispatcher before proceeding by this signal.

Train Operation by Signal Indication

50. After leaving East Buffalo, westward first class trains may arrive at Buffalo in advance of schedule arriving time. (Rule D-251, D-254).

51. **Automatic Cab Signals** are in operation between Gibson and East Buffalo Interlocking. [See Rules 540 (a) to 540 (m) inc.]

52. **Dragging Equipment Detector**

For Eastward Trains:

In eastward main track No. 2 at MP 268.7 just west of Corning. When actuated by dragging equipment, letter "D" will be illuminated on sign attached to Signal 2670 and will prevent eastward home signal at "QO" from clearing.

When letter "D" is illuminated at this location, immediate action must be taken to stop train and inspection made to locate dragging equipment. (Rule 295)

When train reaches eastward home signal at "QO", dispatcher must be notified as to cause of delay. To clear signal, break seal on switch key controller marked "E" located adjacent to signal, insert switch key, turn clockwise and hold ten (10) seconds, then remove key. If signal does not clear, confer with dispatcher for further instructions.

Dual Control Switches (See Rules 551, 552 and 553)

53. **Remote control switches** are located as follows:

BATH:
Pull-in switch for eastward siding 1300 feet west of station.
Pull-in switch for westward siding 1.4 miles east of station.

WAYLAND:
Pull-in switch for eastward siding 1.38 miles west of Wayland.

GROVELAND:
Pull-in switch for eastward siding 1.75 miles west of station.

Switch leading to tail track from west end of eastward siding 1.55 miles west of station.

Crossover located in front of station between eastward siding and main track No. 2.

DEPEW JCT.:
Main Track Crossover
Crossover, Track 2 to 1st Sub-Division.

EAST BUFFALO:
East end of Eastward Pullout Track to Eastward main track, 1.4 mile East of Violet St. bridge.

54. **Electrically Locked Hand-Operated Switches Remotely Controlled** (See Rules 555-556)

PRR JCT., MT. MORRIS:
Main track No. 2 to Curtice Canning Co.

GROVELAND:
Crossover between main tracks 1 and 2 located 1.7 miles west of station.

WAYLAND:
Crossover between main tracks 1 and 2, 1.41 miles west of Wayland.

BATH:
Crossover between main tracks Nos. 1 and 2, 1325 feet west of station.

55. **Mechanical Switch Locks:**

(Instructions for operation located inside front cover of the locks.)

ERWINS CROSSING:
Wayland Branch connection switch.

BATH:
Crossover M.P. 287.6 (Soldier's Home)

ATLANTA:
Crossover at M.P. 305.8, 1500 feet west of station.

56. **Location of Spring Switches** (Rule 153)

BATH:
East end of eastward siding and west end of westward siding.

WAYLAND:
East end of eastward siding and west end of westward siding.

HALSTEAD AVE. ENGINEHOUSE:
1. East end of #1 service track. Normal position #1 service track.

2. East end of #2 service track. Normal position #2 service track.

3. East end of #1 outbound track. Normal position #1 outbound track.

4. East end of #2 outbound track. Normal position #2 outbound track.

BLACK ROCK:

East end Hill Yard lead to eastward main track.

57. Railroad Crossings Protected by Interlocking

[See Rules 98-98(a)]

Buffalo-Pennsylvania R.R.

Mount Morris-Pennsylvania R.R.

Erwins Crossing, Automatic Interlocking with Wayland Branch, located 1½ miles west of Painted Post station, is protected by color light type signals, controlled automatically. Interlocking Home Signals protecting the crossing are of the color light type and will display indications prescribed in Rules 281-292, with the addition that two red lights also indicate "STOP". Normal indication of the Home Signals is "STOP". When a train approaches the crossing, the Home Signal will change to "Clear" or "Approach" and the Approach signal will change to "Clear", if no conflicting train movement is being made or other train ahead.

Should Home Signal at the crossing indicate "STOP" without apparent cause, trainman will proceed as follows:

Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then enter concrete house and be governed by framed instructions therein.

58. Railroad Crossings Protected by Other Signals

[Rules 98-98(a)]

BLACK ROCK: Black Rock "Hole" track.

A Semaphore signal of the tilting type is located 25 feet east of crossing of the Hole Track and Yard tracks, west of Hertel Ave. on Black Rock Branch, governing movement of trains over this crossing.

The blade is painted red with two white stripes and red lamps are attached to each end of the blade for night indication. Indications of the signal are as follows:

When in inclined position, proceed in accordance with Operating Rule 98 (a) on Hertel Ave. Yard Tracks.

When in horizontal position, proceed on Hole Track.

The normal position of the signal is inclined, i.e., set for Hertel Ave. Yard movements.

ABBOTT ROAD YARD:

Republic Steel Company. A Semaphore signal of the automatic train order type is located 8 feet west of the crossing of the Republic Steel Company and E-L yard tracks, governing movement over this crossing.

Indications of the signal are as follows:

When the blades are in inclined position, green light displayed at night, trains moving on E-L tracks proceed in accordance with Operating Rule 98 (a).

When blades are in horizontal position, red light displayed at night, and when switch targets on Republic Steel Company's track show green or a green light at night, trains moving on Republic Steel Company's track proceed.

The normal position of the signal is inclined, i.e., set for trains moving on E-L tracks.

NICKEL PLATE JCT.:

The indication of the manually operated Semaphore Signal controlling movement over crossing of yard lead to Nickel Plate R. R. and yard lead to N. Y. C. R.R. interchange tracks at Nickel Plate Jct. yard are as follows:

When in inclined position, green light displayed at night, proceed on yard lead to or from N. Y. C. R.R. interchange tracks.

When in horizontal position, yellow light displayed at night, proceed on yard lead to or from Nickel Plate R. R.

The normal position of signal is horizontal; i.e., set for movement on yard lead to or from Nickel Plate R. R.

59. Special Protection of Highway Crossings

[Rules 795, 795(a)-(b)-(c)-(d)]

At the following highway grade crossings, automatic flashing light signals with automatic short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks for both directions. "Z" boxes are located at each crossing, except as shown. Where reference is made to "flashing lunar white light or lights," it refers to such light or lights mounted on the mast of automatic gates or flashing light signals; and when flashing, indicate gate arms are in the DOWN position or flashing light signals are operating.

(a) PAINTED POST:

Hamilton Street, 800 feet east of station, main tracks 1 and 2, both directions.

All trains must observe that lunar white light mounted on masts of gates are illuminated and flashing indicating gates are in the DOWN position before crossing highway.

(b) BATH:

Lackawanna Avenue, main tracks 1 and 2 and eastward siding.

Cameron Street, 1500 feet west of station, main tracks 1 and 2 both directions.

Watchman on duty 8:00 A.M. to 4:00 P.M. Local Time, daily except Saturdays, Sundays and School Holidays. Speed Restriction: All westward trains leaving westward siding, or stopping on main track between station and a point 1350 feet east thereof, must consume 25 seconds time between station and crossing (approximately 30 mph).

Belfast Street, 1.2 miles west of station, main tracks 1 and 2, both directions.

Watchman on duty 8:00 A.M. to 4:00 P.M. Local Time, daily except Saturdays, Sundays and School Holidays.

Before moving engines or cars over street crossing, near shop building Veterans' U. S. Facility at Bath, protect crossing per Rules 103 and 876.

(c) AVOCA:

Carrington Street
Maple Street
Grant Street
Main Street
River Street
—Main Tracks 1 and 2, both directions.

"Z" boxes located as follows:

"Z" box for eastward trains on eastward side directly west of Maple Street.

"Z" box for westward trains on westward side directly east of Grant Street.

(d) COHOCTON:

Maple Street, west of station, Main Tracks 1 and 2, both directions.

(e) ATLANTA:

Main Street
Beecher Street
Main Tracks 1 and 2, both directions.

(f) MOUNT MORRIS:

Geneseo Road, 1600 feet east of station, Main Tracks 1 and 2, both directions.

Eastward trains on Main Track 2, making station stop, must stop west of "End of Highway Circuit" sign located 550 feet east of Mount Morris station, and before crossing highway, must observe that lunar white light mounted on mast of gate on the southeasterly side of crossing is illuminated and flashing to indicate that gate arms are in DOWN position. Trains stopping on Main Track 2 between "End of Highway Circuit" signs located 1000 feet west of station and 550 feet east of station, and crews entering Main Track 2 from side track located 200 feet west of crossing, must observe lunar white light flashing before crossing highway.

(g) LEICESTER:

State Street, west of station, Main Tracks 1 and 2, both directions. Manual operation ONLY of crossing gates, flasher signals and warning bells is provided for movements over the crossing on the side track in "Z" box adjacent to the crossing.

(h) LINWOOD:

Fowler Road, east of station, Main Tracks 1 and 2, both directions. Fowler Road crossing must be manually protected before helper engines start moving eastward on westward Main Track 1 from Linwood Station to crossover located 400 feet east of Fowler Road crossing to enter eastward Main Track 2.

Helper engines pushing trains on westward Main Track 1 to Linwood must not be uncoupled from train until the entire train has moved over Fowler Road crossing.

(i) LANCASTER:

Sheldon Ave., 2000 feet west of station.

Cemetery Road Mile Post 381.6 east of Lancaster.

All trains must observe that lunar white light mounted on masts of gates are illuminated and flashing indicating gates are in the DOWN position before crossing highway.

(j) BUFFALO:

Owing to trucking operation over our tracks on Halstead Avenue between Lovejoy Street and west end of East Buffalo Transfer, all concerned, including yard enginemen, engine foremen, switchmen, conductors and trainmen will exercise care to avoid accidents day and night.

No movement will be made across Abbott Road (South Park Ave.) except during daylight hours and then only when flag protection is provided against highway traffic moving in both directions on Abbott Road (South Park Ave.).

60. Yard Limits and Yard Rules

Groveland (Eastward track only)
Buffalo Terminal

61. Location of Main Line Crossovers

Explanation of symbols:

TPX—Trailing Point Crossover
FPX—Facing Point Crossover
EL—Electric locked switch
HT—Hand thrown switch
ML—Mechanical locked switch

MP	265.7	TPX	1-2	Corning Junction HT
	268.7	TPX	1-2	Painted Post HT
	270.9	TPX	1-2	Coopers HT
	275.9	TPX	1-2	Campbell HT
	281.6	TPX	1-2	Blair Spur HT
	258.8	TPX	1-2	Bath HT
	287.6	TPX	1-2	Soldiers Home HT ML
	292.8	TPX	1-2	Avoca HT

300.2	TPX	1-2	Cohocton HT
305.6	TPX	1-2	Atlanta HT ML
311.2	TPX	1-2	Wayland HT
312.8	TPX	1-2	Perkinsville HT EL
318.7	TPX	1-2	Dansville HT
326.6	TPX	2	Siding Groveland HT
326.7	TPX	1-2	Groveland HT
327.3	FPX	1-2	Groveland HT EL
332.8	TPX	1-2	Mt. Morris HT
333.8	TPX	1-2	PRR Jct. HT
338.9	TPX	1-2	Greigsville HT
345.2	TPX	1-2	Linwood HT
349.9	TPX	1-2	B&O Jct. HT
354.0	TPX	1-2	E. Bethany HT
361.5	TPX	1-2	No. Alexander HT
371.2	TPX	1-2	Fargo HT
378.0	TPX	1-2	Dellwood HT
383.2	TPX	1-2	Lancaster HT
384.1	TPX	1-2	Depew HT

62. Special Crossover Movement

Movements using connection at Delevan Ave. (MP 392.8) or at Main St. (MP 393.9) from Black Rock branch to Niagara Falls branch must not enter upon or foul Niagara Falls branch without permission of train dispatcher.

LIST OF STATION NUMBERS

Passenger and Freight Conductors will use the following station numbers on reports rendered to the Car Accountant

Buffalo 2nd Sub-Division

Gibson	2199
Corning	2200
Painted Post	2202
Coopers	2400
Campbell	2405
Savona	2410
Bath	2415
Kanona	2420
Avoca	2425
Wallace	2430
Cohocton	2435
Atlanta	2440
Wayland	2445
Perkinsville	2447
Dansville	2450
Groveland	2455
Mount Morris	2460
PRR Jct.	2462
Leicester	2465
Greigsville	2470
Craigs	2475
Linwood	2480
B & O Jct.	2485
East Bethany	2490
East Alexander	2495
North Alexander	2500
Ray	2505
Fargo	2510
Alden	2515
Lancaster	2520
Depew	2525
East Buffalo	2775
Buffalo Jct.	2787
Buffalo	2790
Black Rock	2820

SECOND SUB DIVISION **BUFFALO TO GIBSON**

EASTWARD FIRST CLASS

Car Capacity of Sidings In addition to Engine and Caboose	Distance from Hoboken via Cut-off	Distance between Stations	STATIONS	NKP 7 Daily A.M.	32 Daily A.M.	10 Ex. Sun. Note P.M.	NKP 5 Daily P.M.	36 Daily P.M.				
....	264.64		GIBSON........	....	....	....	....	....	....	....	....	....
....	266.93	2.29	CORNING........D	....	....	....	....	....	....	....	....	....
....	268.25	1.32	PAINTED POST........	....	....	....	....	....	....	....	....	....
....	269.55	1.30	ERWINS CROSSING..	....	....	....	....	....	....	....	....	....
....	270.97	1.42	COOPERS........	....	....	....	....	....	....	....	....	....
....	275.79	4.82	CAMPBELL........	....	....	....	....	....	....	....	....	....
150	285.64	9.85	BATH........D	....	....	....	....	....	....	....	....	....
....	293.21	7.57	AVOCA........	....	....	....	....	....	....	....	....	....
....	301.00	7.79	COHOCTON........D	....	....	....	....	....	....	....	....	....
....	305.42	4.42	ATLANTA........	....	....	....	....	....	....	....	....	....
153	311.87	6.45	WAYLAND........D	....	....	....	....	....	....	....	....	....
....	313.29	1.42	PERKINSVILLE........	....	....	....	....	....	....	....	....	....
....	318.57	5.28	DANSVILLE........D	....	....	....	....	....	....	....	....	....
174	325.84	7.27	GROVELAND........D	....	Time Table 3—Supplement #2 Page 32	Time Table 3—Supplement #2 Page 33	....	....	....	....	....	....
....	332.77	6.93	MOUNT MORRIS........	....			....	....	....	....	....	....
....	333.80	1.03	PENNA R.R. JCT....D	....			....	Time Table 3—Supplement #1 Page 33	....	....	....	....
....	339.33	5.53	GREIGSVILLE........	....			....		....	....	....	....
....	342.59	3.26	CRAIGS........	....			....		....	....	....	....
....	345.36	2.77	LINWOOD........	....			....		....	....	....	....
....	350.17	4.81	B & O JCT........	....			....		....	....	....	....
....	354.06	3.89	EAST BETHANY........	....			....		....	....	....	....
....	361.42	7.36	NORTH ALEXANDER	....			....		....	....	....	....
....	371.40	9.98	FARGO........	....			....		....	....	....	....
....	383.29	11.89	LANCASTER........D	....	....	....	....	....	....	....	....	....
....	385.50	2.21	DEPEW JCT........	....	8.13	4.13	....	10.43	....	....	....	....
....	389.73	4.23	E. BUFFALO........N	....	8.09	4.09	....	10.39	....	....	....	....
....	392.93	3.20	ABBOTT ROAD........	....	....	....	....	....	....	....	....	....
....	393.41	0.48	NYC & ST. L. JCT.....	5.16	....	....	7.01	....	....	....	....	....
....	395.15	1.74	BUFFALO........	5.10	8.00	4.00	6.55	10.30	....	....	....	....
			Lv	A.M.	A.M.	P.M.	P.M.	P.M.				

No. 10 will reduce speed to 25 miles per hour passing East Buffalo Yard Office to exchange railroad mail.

WESTWARD — FIRST CLASS

Car Capacity of Sidings in addition to Engine and Caboose	Distance from Hoboken via Cut-off	Distance between Stations	STATIONS	35 Daily A.M.	17 Sun. Only A.M.
....	264.64		GIBSON	....	....
....	266.93	2.29	CORNING D	....	....
....	268.25	1.32	PAINTED POST	....	....
....	269.55	1.30	ERWINS CROSSING	....	....
....	270.97	1.42	COOPERS	....	....
....	275.79	4.82	CAMPBELL	....	....
140	285.64	9.85	BATH D	....	....
....	293.21	7.57	AVOCA	....	....
....	301.00	7.79	COHOCTON D	....	....
....	305.42	4.42	ATLANTA	....	....
144	311.87	6.45	WAYLAND D	....	....
....	313.29	1.42	PERKINSVILLE	....	....
....	318.57	5.28	DANSVILLE D	....	....
....	325.84	7.27	GROVELAND D	....	
....	332.77	6.93	MOUNT MORRIS	....	
....	333.80	1.03	PENNA R. R. JCT. D	....	
....	339.33	5.53	GREIGSVILLE D	....	
....	342.59	3.26	CRAIGS	....	
....	345.36	2.77	LINWOOD	....	
48	350.17	4.81	B & O JCT.	....	
93	354.06	3.89	EAST BETHANY	....	
....	361.42	7.36	NORTH ALEXANDER	....	
....	371.40	9.98	FARGO	....	
....	383.29	11.89	LANCASTER D	....	....
....	385.50	2.21	DEPEW JCT.	4.05	10.51
....	389.73	4.23	E. BUFFALO N	4.09	10.56
....	392.93	3.20	ABBOTT ROAD	....	....
....	393.41	0.48	NYC & ST. L. JCT.	....	s 11.03
....	395.15	1.74	BUFFALO N	4.35	11.25
			Ar	A.M.	A.M.

Time Table 3—Supplement #2 Page 34

WESTWARD — FIRST CLASS

NKP 6 Daily A.M.	15 Ex. Sun. Note A.M.	31 Daily P.M.	NKP 8 Daily P.M.			
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....		....		....	....	....
....	....	....	....	....	....	....
....	11.13	6.10	....	....	....	....
....	11.18	6.15	....	....	....	....
....	....	....	....	....	....	....
11.30	s 11.35	....	9.46	....	....	....
11.40	11.45	6.25	9.55	....	....	....
A.M.	A.M.	P.M.	P.M.			

Time Table 3—Supplement #2 Page 35

Time Table 3—Supplement #1 Page 35

No. 15 will reduce speed to 25 miles per hour passing East Buffalo Yard Office to exchange railroad mail.

SECTION 2

1st Sub-Division

The Special Instructions, Schedules and other information contained in this Section apply to that portion of the railroad formerly known as the Erie Railroad Buffalo and Rochester Divisions. Instructions cover Main Line between Hornell and Buffalo, Niagara Falls Branch, International Branch, Lockport Branch, Attica Branch and Wayland Branch.

All operating rules referred to are contained in former Erie Railroad Company Rules of the Operating Department effective November 30, 1952.

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

Effective Nov. 30, 1952

1. Time Tables

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad.

2. Hours of Service Law

When it becomes apparent that a trip cannot be completed within sixteen hours, it is the duty of the conductor and engineer to notify Superintendent promptly, giving at least two hours advance notice.

3. Standard Clocks

Buffalo	Engine Dispatchers Office Callers Office QX Yard Office
Hornell	Telegraph Office Engine Dispatchers Office
Black Rock	Yard Office
Suspension Bridge	Telegraph Office
Rochester	Telegraph Office
Avon	Telegraph Office
Batavia	Freight Office
Gang Mills	Yard Office

4. Train Registers

Buffalo.	Rochester.
Hornell.	Avon.
International Jct. (Niagara Falls Branch Eastward Trains)	Batavia (NYC Trains).
	Attica (Attica Branch Trains).
Suspension Bridge	Gang Mills.

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 trains must stop and the conductor register the train in person.

When registering train, 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.

5. Special Order Books and Bulletin Boards

Buffalo	Engine Dispatchers Office Callers Office QX Yard Office
Hornell	Telegraph Office Engine Dispatchers Office
Black Rock	Yard Office
North Tonawanda	Freight Office
Lockport	Freight Office
Suspension Bridge	Telegraph Office
Gang Mills	Yard Office
Avon	Telegraph Office
Batavia	Freight Office
Rochester	Yard Office

6. Superiority of Trains

Eastward trains are superior to westward trains of the same class except:

No. 75 is superior to No. 98 to Attica.

No. 137 is superior to No. 138 to Bath.

No. 145 is superior to No. 144 to Batavia.

7. Clearing of Trains

Trains will not leave Suspension Bridge without train order.

Trains originating at Avon will not leave Avon without train order or clearance (Form A).

Wayland Branch trains will depart Gang Mills Yard and Bath without Clearance (Form A).

8. Movements not provided by Times Tables

Between Hornell and Portage, extra trains, except passenger extras, will proceed without train orders.

9. Movement of Trains

Train movements on Livonia-Lakeville Spur and between Bath and Wayland will be authorized by train dispatcher.

Movements between Niagara Junction and Suspension Bridge will be made only as authorized by train order.

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 and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track.

Trains handling cranes, etc. on wheels or loaded on cars, boom must be in trailing position.

Trains must not clear the main track for the purpose of meeting or passing trains at the following locations.

Dairy Cooperative Switch	Arkport	336.7
Town Track Switch	Canaseraga	343.7
Town Track Switch	Washington Hunt	357.3
Rapp's Mill	Darien Center	398.7

Only members of crews manning work or wreck trains are permitted to give signals governing movement of such trains or portion of trains. Locomotive engineers of these trains must not accept signals given by other than members of train crew except "Stop" signals given in emergency. In handling wreckers, train crews giving signals to locomotive engineers of these trains will use green flags by day and green lamps by night.

Locomotives in helper service or otherwise must not couple on while train is in motion.

10. Rules for the maintenance of Air Brake and Air Signal Equipment:

Effective September 15, 1957.

(a) Passenger trains will make running test provided for in Rule 51 before descending grades at following points:—

Eastward:

At M.P. 395, East of Darien Center.

At M.P. 364, east of Castile.

Westward:

At M.P. 387, west of Linden.

(b) Crews taking cars where car inspectors are not available, must know that air brakes apply on each car picked up before starting.

11. Rules Governing Manual Block Signal Systems, Automatic Block Signal Systems and Traffic Control Systems.

Automatic Block Signal System Rules will govern between Hornell and Portage and on eastward main track between East Linden and Attica. Trains and engines in these territories will run with the current of traffic by block signal indication as prescribed by Rule D-251.

Traffic Control System Rules will govern between Portage and East Linden, westward main track between East Linden and Attica and between Attica and Union.

Manual Block Signal System Rules will govern between International Junction and Suspension Bridge, Rochester and Attica, and Painted Post and Bath.

Indications of manual block signals do not supersede Rule 93.

Trains arriving and departing Rochester, Gang Mills and Attica (Attica Branch) will procure block from and report arrival to train dispatcher.

12. Points where Interlocking Signals are used as Train Order Signals. (Rule 221)

Tower 2 North Tonawanda—Niagara Falls Branch

13. Points where Train Order Signals are used as Manual Block Signals. (Rule 221)

Bath—Wayland Branch

14. Hours during which Day or Night Train Order and Block Offices are in operation except Sat., Sun. & Holidays

Niagara Falls Branch—		
Niagara Jct.	8:00 P.M. to	5:00 A.M.
Attica Branch—		
Rochester	8:30 A.M. to	12:00 Noon
	1:00 P.M. to	4:30 P.M.
Avon	7:00 A.M. to	11:00 A.M.
	12:00 Noon to	4:00 P.M.
Batavia	7:00 A.M. to	11:00 A.M.
	12:00 Noon to	4:00 P.M.
Attica (Attica Branch Trains)	7:00 A.M. to	11:00 A.M.
	12:00 Noon to	4:00 P.M.
Wayland Branch—		
Bath	7:00 A.M. to	11:00 A.M.
	12:00 Noon to	4:00 P.M.

15. Rating for Ordinary Trains

Train tonnage will be determined by Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

16. Rules governing Automatic Train Stop System [Rules 520, 520(a), 520(b)]

Open inductors are in service on engine dispatching tracks at Buffalo, Hornell and Gang Mills.

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

17. Remote Control Switches and Signals

Controlled by train dispatcher—Buffalo

River Junction—Main track crossover.
Switch to River Line.

Silver Springs—Crossover between main track and east end of passing siding.

Rock Glen—Passing siding switch.

East Linden—Junction switch, single to double track.

Attica—Switch to Attica Branch.
Junction switch, double to single track.

East Alden—Passing siding switch.

West Alden—Passing siding switch.

Depew Junction—Crossover between 1st and 2nd subdivision.

Controlled by Operator—IQ Tower

Signals governing eastward movements over spring switch, Harlem Road. No eastward movement to be made beyond this switch without permission of the train dispatcher.

18. 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.

19. Electric Switch Locks

All main track switches in Traffic Control System Territory, except designated remote control switches between Portage (PB) and Depew Jct. (WK), are equipped with electric switch locks. These switches are to be operated in accordance with instructions posted in telephone booths at each switch.

20. Spring Switches

[Rules 155, 155(a), 155(b)]

Located at:

MAIN LINE

Portage
Harlem Road

EAST BUFFALO YARD

FW Tower—Former passenger main tracks

NIAGARA FALLS BRANCH

International Jct.

The spring switches at Portage and Harlem Road on main line and International Jct. on Niagara Falls Branch are protected by switch indicators to govern facing point movements over these switches. Indications are as follows:

Green—Spring switch points are in closed position.

Red —Examine point of switch and make sure points are properly closed before proceeding.

21. Telephone Train Order Signals

(Rules 296, 297, 298)

Westward

Automatic Signal 333-1B, V N Crossover.
343-1B, Canaseraga.

Eastward

Automatic Signal 345-2B, Canaseraga.

22. **Sidings**

MAIN LINE	Car Capacity
Canaseraga	169
Silver Springs	287
Attica (Eastward)	77
Alden	575

NIAGARA FALLS BRANCH

North Tonawanda (#1 New Yard)	57
Niagara Junction (South Side)	76
Falls Junction	29

Sidings will not be blocked without permission from the Superintendent.

23. **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 crossings at grade.

EAST BUFFALO YARD

Stock Yard Lead Crossing—SK. No signal controlling

After coming to full stop, movements may proceed providing the route is seen to be clear.

INTERNATIONAL BRANCH

Black Rock

Hole track, Hertel Ave. yard, target HORIZONTAL, proceed on Hole track. Will be restored to normal position, DIAGONAL, and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

NIAGARA FALLS BRANCH

North Tonawanda

Dock line, target DIAGONAL, proceed on main track, HORIZONTAL, proceed on dock line. Will be restored to normal position, DIAGONAL, and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

LOCKPORT BRANCH

North Tonawanda

LL Junction—Manual signals operated by trainmen using ground throw levers at crossing. After making positive stop and if NYC Railroad tracks appear to be clear, operate levers to display restricting on E-L RR.

Signals to be left at restricting for NYC Railroad after movement is complete.

ATTICA BRANCH

G. & W. Junction

G. & W. R.R. Crossing. Controlled by tilting board operated by trainmen. Tilting board in DIAGONAL (45 degree) position indicates to proceed on E-L R.R. Night position of tilting board indicated by two (2) red lights.

ATTICA BRANCH

LeRoy

B. & O. R.R. Crossing. Controlled by tilting board operated by signalmen. Tilting board in HORIZONTAL position indicates to proceed on E-L R.R. Night position of tilting board indicated by two (2) red lights.

West of LeRoy

N.Y.C. R.R. Crossing. Controlled by tilting board operated by trainmen. Tilting board in VERTICAL position indicates to proceed on E-L R.R. Night position of tilting board indicated by two (2) red lights.

Ellicott St., Batavia

N.Y.C. R.R. Crossing. No signal controlling. After coming to full stop, trains will proceed on E-L R.R., providing the route is seen to be clear.

24. **Automatic Interlockings**

EAST BUFFALO YARD

N.Y.C. R.R. Crossing at EX.

N.Y.C. R.R. Crossing at SS 51.

All movements will come to a full stop on clearing circuit between "Circuit" sign and home dwarf signal.

After one (1) minute time interval, signal will indicate Restricting if crossing is not occupied.

If signals fail to clear, be governed by framed Special Operating Instructions posted in telephone shelter box at these locations.

ATTICA BRANCH

Mortimer

N.Y.C. R.R. Crossing. Should home signal at crossing indicate STOP without apparent cause, trainmen will proceed as follows:

1. Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then enter switch box twenty-five (25) feet north of concrete relay house, and be governed by framed instructions therein.

2. Push buttons for operation of home signals are installed on a concrete post next to each home signal.

"Clear" push buttons to be used to obtain signal to return engine to train after cutting off from train for switching or other purposes.

"Stop" button at corresponding signal to be used only after signal being cleared, and then not accepting signal.

Evans St., Batavia

N.Y.C. R.R. Crossing. All trains will come to a full stop on clearing circuit between "Circuit" sign and home dwarf signal.

After one (1) minute time interval, signal will indicate Restricting if crossing is not occupied.

If signals fail to clear, be governed by framed Special Operating Instructions posted in telephone shelter boxes at this location.

Westward trains delayed or switching between Harvester Avenue and N.Y.C. R.R. (Evans St.) Crossing will be governed by Special Operating Instructions posted in telephone shelter boxes covering operation of key controlled cancelling and cut-out devices.

WAYLAND BRANCH

Erwins Crossing

a. Should home signal at crossing indicate STOP without apparent cause, trainman will proceed as follows:

Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then enter concrete house, and be governed by framed instructions inside house.

b. The following rule governs train movement into interchange track.

Communicate with dispatcher and secure authority for movement. Do not enter interchange track until all switches have been lined. All switches are spiked for main track movement and claw-bar and spike-maul are located in concrete house. This movement will be made on hand signals. It is not necessary to operate switches in concrete house for movements over interchange track.

25. Crossover Movements

When necessary to enter upon main tracks, or cross over from one main track to another, permission will first be obtained, except in Black Rock Yard and Buffalo Yard.

Before opening switches to occupy crossover between North Yard and former eastward main track at Bailey Avenue, permission must first be secured from operator at IQ Tower.

When making crossover movement from Niagara Falls branch to Black Rock branch at Delevan Ave. (MP 5.93) or Main St. (MP 7.3), permission must be secured from yardmaster before entering or fouling Black Rock branch.

Permission must be obtained from operator at Suspension Bridge before using crossover switches at North Avenue.

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

Suspension Bridge Yard

Eastward Movements—Signalman at Tower 65 will report all eastward movements to operator at Suspension Bridge, and no movement will be permitted on main track or running track without obtaining permission from operator at Suspension Bridge. Eastward trains or engines receiving proceed signal indication at Tower 65, will be authorized to proceed on the route indicated without further permission.

Westward Movements—Westward trains will proceed into Suspension Bridge Yard at Cedar Ave. and will not depart until permission is received from operator.

The above does not supersede Rule 93.

26. Yard Limits

MAIN LINE

Hornell
Depew Junction—Buffalo.

NIAGARA FALLS BRANCH

IQ Tower to one (1) mile west of International Junction.
North Tonawanda
Niagara Junction—Suspension Bridge.

INTERNATIONAL BRANCH

International Junction—Black Rock.

LOCKPORT BRANCH

North Tonawanda—Lockport.

ATTICA BRANCH

Rochester
Avon
LeRoy
Batavia
Attica

WAYLAND BRANCH

Painted Post
Bath—Wayland

27. Rule 93-A

Movement may be made against the current of traffic between Doat St. crossover and "IQ" Tower, Niagara Falls branch, by train order.

28. Snow Fighting Equipment

(a) Large Steam Locomotive Tenders numbered 04035-04036 equipped as snow plows may operate under the following restrictions:

	Miles Per Hour
MAIN LINE	
Bridge 361.66—Portage	20
Bridge 420.76—Bailey Avenue	20
Bridge 421.53 (Track 75 over William St.)	Not Permitted
Bridge 421.83—Clinton Street	20
INTERNATIONAL BRANCH	
Bridge 2.73—Hertel Avenue	10
NIAGARA FALLS BRANCH	
Bridge 3.55—N.Y.C. Railroad	15
Bridge 22.49—Gill Creek	15
LOCKPORT BRANCH	Not permitted
ATTICA BRANCH	
All Bridges	15
Livonia-Lakeville Spur	Not Permitted

WAYLAND BRANCH:
Not permitted.

(b) Small Steam Locomotive Tenders numbered 04037 and 04038 may operate under the following restrictions:

LOCKPORT BRANCH:
Not permitted.

LIVONIA-LAKEVILLE SPUR	Miles Per Hour
Bridge 361.10—Lakeville Road	20

29. Operation of 250-ton Wrecking Cranes

a. GENERAL RESTRICTIONS:

1. Speed must comply with timetable restrictions.
2. A car weighing not more than #100,000 gross weight should be placed on each side of crane when in transit.
3. Crane should not move over bridges on sidings unless it is known that the bridges are capable of carrying the load.

b. SPECIAL RESTRICTIONS:

MAIN LINE	Miles Per Hour
Bridge 361.66 (Portage)	20
Bridge 421.53 (Track 75 over William St.)	Not Permitted
Bridge 421.83 (Clinton St.)	20
NIAGARA FALLS BRANCH	
Bridge 3.55 (N.Y.C. R.R.)	15
Bridge 13.18 (Goundry St.)	15
Bridge 22.49 (Gill Creek)	15
INTERNATIONAL BRANCH	
Bridge 2.73 (Hertel Ave.)	10
LOCKPORT BRANCH	Not Permitted
ATTICA BRANCH	
Bridge 367.14 (Genesee River)	10
Bridge 368.22 (Pennsylvania R.R.)	10
Bridge 384.66 (Stafford)	10
Bridge 390.80 (Tonawanda Creek)	10
LIVONIA-LAKEVILLE SPUR	Not Permitted
WAYLAND BRANCH	Not Permitted

OPERATION OF 160—150—120—100 TON WRECKING CRANES

INTERNATIONAL BRANCH	
Bridge 1.63 (Virgil Ave.)	15
Bridge 2.73 (Hertel Ave.)	15
E. BUFFALO YARD	
Bridge 421.53 (Track 75 over William St.)	Not Permitted

LOCKPORT BRANCH	Miles Per Hour
160 Ton Crane	Not Permitted
Bridge 16.61 (Sawyer Creek)	15
Bridge 17.99 (Bull Creek)	15
ATTICA BRANCH	
Bridge 390.80 (Tonawanda Creek—Batavia)	20

30. Engine Restrictions

Yard engines, Classes SA-3 and SG will operate with or without train or be towed in trains under special instructions issued by the Mechanical Department.

FA, FE, PA PE type locomotives are restricted as follows:

1. Not permitted over humps, E. Buffalo.
2. Not permitted to pass each other on the following tracks:

E. Buffalo Yard:

Canada Yard	All Tracks
JX Yard	Tracks 34, 35, 36
Receiving Yard	Tracks 6, 7
Departure Yard	All Tracks except 3 & 4

Road and Road Switch type locomotives not permitted on Lockport Branch.

31. Handling of Explosives

Passenger Trains:

Cars containing explosives will not be placed next to occupied coaches when possible to avoid it.

Conductors and enginemen will see that they are furnished form 4899 to cover shipments. Such cars will be properly placarded.

Freight Trains:

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose.

When transported in a freight train made up in blocks or classifications, a car placarded explosive shall be placed near the middle of the block or classification in which moving, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from the engine or caboose.

32. Miscellaneous

All crews operating into Hornell or Gang Mills will have in their possession copy of Susquehanna Division current timetable.

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—Hold lantern in hand and swing in small vertical 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 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 sign of greeting.

When noticing a hot journal in train or receiving hot journal signal, stop will be made at once and journal inspected and, if necessary, repaired before moving to first switch.

Train and engine crews of moving trains must, when practicable, be on the lookout for signals given by employes calling attention to condition of their train.

Trainmen at rear of moving trains must frequently look back at the track to see if there is evidence of dragging equipment.

When practicable, employes of a moving train must make frequent inspection of their train to insure it is in order.

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

In the event there is none of this powdered chemical available and it is necessary to set a car or cars out of a train on account of a hot box, dope is to be entirely removed from journal box and fire extinguished and dope left some distance away from the car so in case it should again ignite, it will not set fire to the car. Lid of journal box should be closed so that journal will cool slowly in order not to result in checks and cracks in axle.

Metal heat retaining shields have been installed on propane gas switch heaters in this territory. Propane gas, when not ignited, being heavier than air, has the tendency to sink to

the bottom and collect in air pocket becoming very dangerous. When in the vicinity of heater location, extreme care must be exercised to avoid possibility of a lighted match or smoking materials being thrown on or near the heater shields that might cause an explosion. When heaters are operating, the covers become hot and care must be taken to avoid touching them to prevent burns.

33. Dragging Equipment Detectors

MAIN LINE

For Eastward Trains:

Near signal 366-2B, MP 366.0. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signal 363-2B and will prevent eastward home signal at Portage (PB) from clearing.

For Westward Trains:

Just west of River Junction (NT), MP 358.07. When actuated by dragging equipment, letter "E" will be illuminated on sign attached to signal 359-1B and will prevent westward home signal at Portage (PB) from clearing.

When letter "E" is illuminated at above locations, immediate action must be taken to stop train and inspection made to locate dragging equipment.

When train reaches eastward or westward home signal at Portage (PB), dispatcher must be notified as to cause of delay. To clear signal, break seal on switch key controller marked "E" located adjacent to signal, insert switch key, turn clockwise and hold ten (10) seconds, then remove key. If signal does not clear, confer with dispatcher for further instructions.

34. Hot Box Detector

An electronic hot box detector is located on eastward main track, just east of River Jct. This unit is designed to detect hot boxes only and will show no indication for dragging equipment, stuck brakes or any other dangerous conditions on train.

When actuated by a hot box, illuminated signs on masts of signals 354-2B and 351-2B will show words "Hot Box" and in addition signal 351-2B will go to Stop position. When so actuated, train crew will immediately contact train dispatcher by telephone located at Signal 351-2B to obtain location of hot box. After inspection of journal, crew will again confer with dispatcher to determine disposition to be made of defective unit.

Signal 351-2B will be cleared by train dispatcher.

35. Operating Instructions—TCS Territory

1. To avoid unnecessary blocking of highway crossings, westward trains or engines will not pass repeater signal located at Main St. MP 391.0, when signal is in stop position without permission of train dispatcher.
2. To avoid blocking of highway crossings on Attica Branch, trains or engines will not pass Jefferson St., Attica, MP 400.48 unless yellow light is displayed on indicator light at Pearl St., Attica.

3. A white light known as the "Maintainer's Call Signal" is located on instrument houses at the following locations:

"NT" River Jct.
"PB" Portage.
"CI" Castile.
"GE" Silver Springs.
"RB" Rock Glen.
"AW" Warsaw.
"EAST IN" East Linden.
"AT" Attica
"EAST ND" East End Alden Passing Siding.
"WEST ND" West End Alden Passing Siding.
North Aurora Street, Lancaster.
"WK" Depew Jct.
"UR" East Buffalo.

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 employes to the telephone.

36. Overhead Clearances

a. Employes are warned of the close overhead clearances at the following locations and must not go or ride on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Number of Bridge	Location
	MAIN LINE
H-341.45	2¼ miles east of Canaseraga
H-342.27	1½ miles east of Canaseraga
H-353.03	Farm Rd. east of Dalton
H-356.08	¾ mile west of Dalton
H-370.02	Farm Rd. east of Rock Glen
	E. BUFFALO YARD
F-420.06	2nd Sub-Division (William St.)
FH 422.38	Seneca Street
FH 422.43	Smith Street
FH 422.77	Van Rennselaer St.
FH 423.47	Louisiana St.
F-422.70	N.Y.S. Thruway (Lake Line)
H-422.93	South Park Ave. (Lake Line)
F-423.15	2nd Sub-Division (Lake Line)
H-423.75	Louisiana St. (Lake Line)
421.53	William St. (Track 75)
	NIAGARA FALLS BRANCH
F-7.92	Black Rock Branch, International Jct.
FH-24.24	Ferry St., Niagara Falls, N. Y.
FH-24.39	Walnut St., Niagara Falls, N. Y.
FH-24.50	Pine Ave., Niagara Falls, N. Y.

	LOCKPORT BRANCH
26.47X	West Avenue, Lockport, N. Y.
	ATTICA BRANCH
FH-384.78	Innerloop, Rochester
H-384.12	Clarissa St., Rochester
FH-376.57	N.Y.S. Thruway—west of West Henrietta
F-371.59	L.V.R.R., west of Industry
F-387.13	L.V.R.R., west of Stafford
390.80	Tonawanda Creek, Batavia
F-391.40	N.Y.C. R.R., west of Batavia
F-391.71	L.V.R.R., west of Batavia
F-395.58	2nd Sub-Division, east of Alexander
	WAYLAND BRANCH
304.64	West of Savona
	LIVONIA-LAKEVILLE SPUR
H-358.04	West of South Lima

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

Mile Post	Location
	MAIN LINE
336.90	Eastward town track, Arkport
343.81	Rowe & Kennedy Switch, Canaseraga, N.Y.
358.92	Wye track west of River Junction
365.15	Eddy Coal sidetrack, Castile
391.50	Prison sidetrack, Attica
392.15	Westinghouse scale track, Attica
	E. BUFFALO YARD
421.95	Zoladz Lumber Co.
421.97	Bengart & Memel
421.98	Coal Track, east of Laub's
422.00	Laub's Warehouse
	NIAGARA FALLS BRANCH
2.95	West Leg Wye at "IQ" E. Buffalo
12.30	Kurkowski Coal sidetrack, Tonawanda
12.88	Gas Company sidetrack, Tonawanda
13.07	Benson Coal sidetrack, No. Tonawanda
13.90	Interchange, North Tonawanda
21.60	Niagara Jct. interchange, Niagara Jct.
	ATTICA BRANCH
380.43	N. L. & O. Power Switch, Mortimer
366.30	Avon station
389.80	Old Massey Harris shed, Batavia
	WAYLAND BRANCH
293.80	West of Painted Post
310.54	Team track, Bath
317.90	Avoca Station
320.80	Wallace

37. Special Highway Crossing Protection

A.—Flag Crossings

All movements must stop and proceed under flag protection only at the following crossings:

EAST BUFFALO YARD

Larkin St.	M. P. 422.92
Perry St.	Lake Line
Fulton St.	Lake Line
Hamburg St.	Lake Line
Ohio St.	Lake Line
South St.	Lake Line
Ganson St.	Off B.C.R.R. Track #6

INTERNATIONAL BRANCH

Niagara St.	Black Rock Hole
Tonawanda St.	Black Rock Hole
Hertel Ave.	Black Rock Hole

LOCKPORT BRANCH

Oliver St.—N. Tonawanda	M. P. 13.94
Payne Ave.—N. Tonawanda	M. P. 14.21
Division St.—N. Tonawanda	M. P. 14.68
Lyric R.—N. Tonawanda	M. P. 16.43
Niagara Falls Blvd.— N. Tonawanda	M. P. 16.61
Town Line Rd.—Hoffman	M. P. 17.66
Campbell Blvd.—Pendleton	M. P. 21.26
Stevens St.—Lockport	M. P. 26.64
Prospect St.—Lockport	M. P. 26.65
W. Genesee St.—Lockport	M. P. 26.88
Gulf Line Gooding St.—Lockport	M. P. 28.91

ATTICA BRANCH

Stafford Rd.—Stafford	M. P. 384.80
Liberty St.—Batavia (6 AM to 6 PM)	M. P. 390.20
Main St.—Attica	M. P. 400.77

LIVONIA-LAKEVILLE SPUR

Main St.—Avon	M. P. 366.23
Mill St.—Lakeville	M. P. 1.42
Main St.—Lakeville	M. P. 1.49

WAYLAND BRANCH

Hamilton St.—Painted Post	M. P. 292.40

B.—Automatic Cut-Out Device—Flasher Signals

Automatic Cut-Out devices are connected to switches east or west of the following crossings. Reversing these switches will stop flasher lights from operating. Trains will thereafter approach crossing prepared to stop and not proceed over crossing until lights are operating or under flag protection.

MAIN LINE

Castile—	
Main St.	— M.P. 365.31
W. Mill St.	— M.P. 365.57
Silver Springs—	
Main St.	— M.P. 368.02
Rock Glen—	
N. Gainesville Rd.	— M.P. 371.10
Warsaw—	
Buffalo Rd.	— M.P. 375.34
Linden—	
Linden Rd.	— M.P. 385.55
Lorisch Rd.	— M.P. 385.86
Attica—	
Stevens Rd.	— M.P. 391.34
West Ave.	— M.P. 393.06
Darien Center—	
Allegany Rd.	— M.P. 398.75
Alden—	
Exchange St.	— M.P. 404.31
Town Line—	
Town Line Rd.	— M.P. 408.49
Lancaster—	
N. Aurora St.	— M.P. 413.32

NIAGARA FALLS BRANCH

Sheridan Drive	— M.P. 9.91

Westward trains switching at Sheridan Drive team track will leave trains east of sign located 150 feet east of Harrison Ave. crossing (M.P. 9.47). When returning to train it will be necessary to flag Sheridan Drive as flashers will not operate.

C.—Sidetrack Protection

MAIN LINE

Movements in sidetracks approaching the following crossings must stop within 25 feet of the crossing. Movements may resume after protection device starts operating or under flag protection.

Castile—	
Main St.	— M.P. 365.31
Silver Springs—	
Main St.	— M.P. 368.02
Perry Ave.	— M.P. 368.15

Side Tracks—when necessary to move or leave cars within clearance signs erected 150 feet each side of Ribaud St., crew member will flag crossing until cars are cleared.

Warsaw—	
Buffalo Rd.	— M.P. 375.34
Linden—	
Linden Rd.	— M.P. 385.55
Attica—	
West Ave.	— M.P. 393.06

Lancaster—
N. Aurora St. — M.P. 413.32
Depew—
Penora St. — M.P. 414.05

D.—**Manually Controlled Flasher Signals and Lights**

MAIN LINE

1. Silver Springs—
Main St. — M.P. 365.31
Perry Ave. — M.P. 365.57

Auto-manual control panel consisting of "Cut-out" and "Restore" buttons and indicator light for main track is located in Main Street cabin. When main track east of Main St. is occupied, "Cut-out" button will be used. When track is cleared and again occupied, it will be necessary to again operate "Cut-out" button. "Restore" button will be operated upon the approach of a through movement or when main track is cleared.

NIAGARA FALLS BRANCH

1. North Tonawanda—Dock Line.
Tower SS 59 Crossing — M.P. 13.78
Menco Chem. Co. — M.P. 14.06
River Road Warehouse Co. — M.P. 14.16

Before crossing River Road on any of these tracks, movement must stop and switch key controllers located on poles supporting traffic signals must be operated by inserting and turning switch key which will cause traffic signal to display "Stop".

After movement is completed, switch key controller on opposite side of crossing must be operated as above to return signals to normal.

2. Niagara Falls—
56th St. — M.P. 21.22
Hyde Park Blvd. — M.P. 22.17

Auto-manual control panel is located in box outside and on north side of Niagara Junction yard office and controls flashers to prevent unnecessary operation when main track is occupied between 56th St. and Hyde Park Blvd.

When track is occupied, top button on appropriate side of control panel will be pushed until light appears below buttons. When train is ready to proceed, flasher operation will be started by pushing appropriate lower button.

When main track is cleared and again occupied, controller operation must be repeated.

LOCKPORT BRANCH

1. Lockport—
West Ave.—Gulf Line — M.P. 1.16

Before crossing highway, movement must stop and switch key controller located on either side of crossing

must be operated by inserting switch key, turning and holding for five (5) seconds and removing key which will cause traffic signal to display "stop". After crossing is cleared, traffic signal must be restored to normal by operating push button controller on opposite side of crossing adjacent to key controller.

E.—**Automatic Electric Gate Crossings**

MAIN LINE

1. Attica—
Favor St. — M.P. 392.28
Exchange St. — M.P. 392.61

Eastward and westward normal circuits are arranged for fast and slow speeds. Trains or engines operating at a speed of thirty (30) miles per hour or under at the following locations will not exceed thirty (30) miles per hour until crossing is reached.

Westward:

Start of 30 mph, 2800 ft. east of Favor St., Attica, N. Y.

Eastward:

Start of 30 mph, 2000 ft. west of West Ave., Attica, N. Y.

A straight time arrangement is employed 400 ft. west and 250 ft. east of Exchange St. Gates will raise if these circuits are occupied longer than 1½ minutes. Train or engines will thereafter approach Exchange Street crossing prepared to stop and not pass over crossing until gates have lowered except under flag protection.

Westward trains that have switching to do at Attica will leave train east of signal 392-1B. Eastward trains with switching to do at Attica will leave train 400 ft. west of Exchange Street crossing.

Automatic cut-out devices have been connected to switches east of Exchange Street and Godfrey switch west of West Ave. The reversing of any switches will permit gates to raise.

All train or engines after switching in vicinity of Exchange Street will approach crossing prepared to stop and not pass over crossing until gates are lowered except under flag protection.

Short track circuits installed on each switching track at Favor Street, Attica, N. Y., except Wye track. All trains using these tracks will stop approximately 25 ft. from crossing and proceed only after gates have lowered or under flag protection.

2. Depew—
Penora St. — M.P. 414.05

Westward normal start is located at M.P. 413.44, 3300 ft. east of crossing.

Eastward normal start is located at M.P. 414.69, 3400 ft. west of crossing.

A 1500 ft. straight time circuit for eastward movements is installed on the section of track extending from the eastward normal start at M.P. 414.69 to M.P. 414.00. Gates will raise if this circuit is not crossed within one (1) minute. Equipment occupying this circuit longer than one (1) minute will thereafter approach Penora St. prepared to stop and will not cross Penora St. until gates lower or under flag protection.

Eastward trains switching in the vicinity of Depew will leave cars west of "circuit" sign located at M.P. 414.40.

Automatic cut-out devices are installed on main track switches at Depew and near N. Aurora St., Lancaster. The reversing of any of these switches will permit gates to raise. Trains or engines switching in this vicinity will approach Penora St. prepared to stop and will not pass over crossing until gates are lowered, except under flag protection.

NIAGARA FALLS BRANCH

1. North Tonawanda—

Goundry St.	— M.P. 13.14
Felton St.	— M.P. 14.98

Automatic cut-out devices are connected to switches east and west of Goundry Street crossing. The reversing of either of these switches will permit gates to rise. After once reversing any of these switches, trains will approach crossing prepared to stop and not pass over crossing until gates have lowered, except under flag protection.

2. Niagara Falls—

Cedar Ave.	— M.P. 24.63

Supervisory control from Portage Road tower is installed on normal starting circuits. Positive start circuit is in service from a point 60 feet west of crossing to a point 25 ft. east of crossing. Base of rail is painted white to indicate exact location.

Movements must not proceed over crossing until gates are seen or known to be down except under flag protection.

F.—Manually Controlled, Electrically Operated Gates

Niagara Falls—

1. Portage Rd.	— M.P. 24.84
2. Lockport Ave.	— M.P. 25.17
3. Michigan Ave.	— M.P. 25.20
4. South Ave.	— M.P. 25.27
5. Cleveland Ave.	— M.P. 25.34
6. Niagara Ave.	— M.P. 25.41
7. Ontario Ave.	— M.P. 25.47

Crews operating over these crossings must know that gates are down before occupying crossing except under flag protection.

38. General Speed Restrictions

	MPH
Single units running light	
Road and Road Switch class	35
Yard class	25
Engines running backward	35
Yard engines (except SA-3) must not be operated or towed in train at a speed in excess of	40
Trains handling swivel truck cranes and other similar pivoted machinery	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains not more than 15 cars from caboose.	
Trains handling spreader cars	30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	
Loaded cars carded Form 5432	30
Trains handling ore	40
Conductors will notify engineers before leaving terminals whether or not such equipment is in train and engineers will not leave terminals until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers except as otherwise provided	10

MAIN LINE

Passenger trains on unrestricted track SEE S/O #80	60
Freight trains on unrestricted track	50
Freight trains handling 5000 trailing tons or less between Hornell and E. Buffalo except as otherwise provided	60
Trains handling wrecking derrick except as otherwise provided	30
River Junction—Through crossover	30
Curve 23, River Junction, M.P. 358.07 to M.P. 358.11 eastward track	30
Curves 26, 27, 28 east of Portage, M.P. 360.06 to M.P. 361.48 eastward and westward tracks	40
Bridge 361.66, Portage	30
Curve 29, west of Portage, M.P. 361.80 to M.P. 362.12	30
Curve 30, west of Portage, M.P. 362.13 to M.P. 362.62	40
Curve 31, east of Castile, M.P. 362.74 to M.P. 363.69	40
Silver Springs—To and from siding	30
Through Silver Springs Passing Siding	30
Rock Glen—To and from siding	30
East Linden—Eastward main track to single track	30
Attica Village limits—½ mile east of Favor St. to just west of West Ave., M.P. 391.78 to M.P. 393.41	40
East Alden—To and from siding	30
Through Alden Passing Siding	30
West Alden—To and from siding	30
Depew Jct.—Through crossover	30
Engine track, M.P. 417.50 to Buffalo	20
Harlem Rd. from extension to main track	15

NIAGARA FALLS BRANCH

Trains on unrestricted track	40
Trains handling wrecking derrick except as otherwise provided	25
Wye tracks, IQ Tower	15
International Jct.	
To and from single track	25
To and from International Branch	15
Bridge 12.39, Ellicott Creek, North Tonawanda	20
Between Towers Erie 3 and Erie 2	15
Erie 2 to Fredricka St., M.P. 13.35 to M.P. 14.89	20
Public Grade Crossings, Niagara Falls, 102nd Street M.P. 18.42 to Tower 65, M.P. 25.84	20
All curves, Falls Jct. to Tower 65, M.P. 23.66 to M.P. 25.84	15

INTERNATIONAL BRANCH

Trains on unrestricted track	20
Trains handling wrecking derrick except as otherwise provided	15
Engines over Bridge 2.73, Hertel Ave.	15

LOCKPORT BRANCH

Trains (except Gulf Line)	20
Trains on Gulf Line	10
Trains handling wrecking derrick except as otherwise provided	15
Bryant St.—N. Tonawanda M.P. 14.28	5
Shawnee Rd.—N. Tonawanda M.P. 16.73	5
Meyers Rd.—Hoffman M.P. 20.44	5
Feigle Rd.—Pendleton M.P. 21.79	5
Lockport Rd.—Hodgeville M.P. 23.78	5
Murphy Rd.—Hodgeville M.P. 24.28	5
Hinmann Rd.—Lockport M.P. 25.19	5
Ohio St.—Lockport M.P. 25.85	5

ATTICA BRANCH

Trains on unrestricted track	35
Trains handling wrecking derrick except as otherwise provided	25
Between Rochester and Bridge 383.27—Genesee River	15
Jefferson Rd.—Mortimer, M.P. 380.21	10
Avon	
North leg of wye	10
South leg of wye	15
G & W RR crossing M.P. 374.86	10
Between Harvester Ave. and Mill St., Batavia, M.P. 389.80 to M.P. 390.65	10
Engines—Bridge 390.80, Tonawanda Creek, Batavia	20
Attica—To and from main line	15

LIVONIA—LAKEVILLE SPUR

Trains on unrestricted track	30
Trains handling wrecking derrick	25
Bridge 365.71—Avon (Spring St.)	20
Conesus Lake Jct. to Lakeville	15

WAYLAND BRANCH

Trains on unrestricted track	30
Trains handling wrecking derrick	25
Painted Post Village limits—Westerly limit at M.P. 293, except as otherwise provided	10
Steuben St.—Painted Post M.P. 292.52	5
Charles St.—Painted Post M.P. 292.59	5
Bridge 296.41—Coopers	20
Bridge 298.18—Campbell	20
Bridge 304.64—Savona	20
Lackawanna St.—Bath M.P. 310.21	5
Curve at Bath—M.P. 310.53 to M.P. 310.58	15
Bridge 310.96—Bath	20
Bridge 320.68—East of Wallace	20
Bridge 322.22—West of Wallace	20
Bridge 324.38—East of Cohocton	20
Bridge 326.01—West of Cohocton	20
Bridge 327.30—East of Atlanta	20
Bridge 328.40—East of Atlanta	20

EASTWARD FIRST CLASS TRAINS

Mile Post	Distance from Buffalo	Distance between Stations		STATIONS AND SIDINGS	36 Daily Note
					A.M.
331.3	89.8			HORNELL.....A	12.25
333.2	87.9	1.9		VN CROSSOVER.....	.....
336.9	84.2	3.7		ARKPORT.....	.....
343.8	77.3	6.9		CANASERAGA.....	.....
348.1	73.0	4.3		SWAIN'S.....	.....
355.3	65.8	7.2		DALTON.....	.....
357.4	63.7	2.1		WASHINGTON HUNT.....	.....
358.1	63.0	0.7		RIVER JUNCTION (NT)...	11.52
361.5	59.6	3.4	Single Track	PORTAGE (PB).....	11.47
365.3	55.8	3.8		CASTILE.....	.....
368.3	52.8	3.0		SILVER SPRINGS (GE)....	11.38
371.0	50.1	2.7		ROCK GLEN (RB).....	.....
375.4	45.7	4.4		WARSAW.....	.....
383.0	38.1	7.6		EAST LINDEN (EAST IN).	11.20
385.4	35.7	2.4		LINDEN.....	.....
392.5	28.6	7.1		ATTICA (AT).....	11.09
398.7	22.4	6.2		DARIEN CENTER.....	Time Table 3— Supplement #1 Page 60
401.0	20.1	2.3		EAST ALDEN (EAST ND)..	
406.2	14.9	5.2		WEST ALDEN (WEST ND).	
408.4	12.7	2.2		TOWN LINE.....	
413.2	7.9	4.8		LANCASTER.....	
414.5	6.6	1.3		DEPEW.....	.....
415.2	5.9	0.7		DEPEW JCT (WK).....	10.43
418.0	3.1	2.8		UNION (UR).....	.....
419.8	1.3	1.8		WM. JUNCTION.....	.....
421.1	0.0	1.3		EAST BUFFALO.....	.....
422.1	1.0	1.0		FW TOWER.....	.....
					P.M.

No. 36 Stop daily except Sunday to handle R.P.O. mail.

EASTWARD FIRST CLASS TRAINS

32	10					
Daily	Ex. Sun.					
A.M.	P.M.					
9.50	5.55	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
9.18	5.13	.....	.....	.....	.....	.....
9.13	5.09	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
9.05	5.01	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
SS 8.57	SS 4.53	.....	.....	.....	.....	.....
8.48	4.45	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
8.38	4.35	.....	.....	.....	.....	.....
Time Table 3— Supplement #2	Page 61	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
8.13	4.13	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
A.M.	P.M.					

WESTWARD FIRST CLASS TRAINS

Mile Post	Distance from Hornell	Distance between Stations		STATIONS AND SIDINGS	35 Daily Note
					A.M.
331.3	.....			HORNELL.....	2.30
		1.9			
333.2	1.9			VN CROSSOVER.....	.....
		3.7			
336.9	5.6			ARKPORT.....	.....
		6.9			
343.8	12.5			CANASERAGA.....	.....
		4.3			
348.1	16.8			SWAIN'S.....	.....
		7.2			
355.3	24.0			DALTON.....	.....
		2.1			
357.4	26.1			WASHINGTON HUNT.....	.....
		0.7			
358.1	26.8			RIVER JUNCTION (NT)...	~~2.28~~ 2.58
		3.4			
361.5	30.2			PORTAGE (PB).....	3.03
		3.8			
365.3	34.0			CASTILE.....	.....
		3.0			
368.3	37.0			SILVER SPRINGS (GE)....	~~S~~3.13
		2.7			
371.0	39.7			ROCK GLEN (RB).....	.....
		4.4			
375.4	44.1			WARSAW.....	SS 3.21
		7.6			
383.0	51.7			EAST LINDEN (EAST IN).	3.30
		2.4			
385.4	54.1			LINDEN.....	.....
		7.1			
392.5	61.2			ATTICA (AT).....	3.40
		6.2			
398.7	67.4			DARIEN CENTER.....	.....
		2.3			
401.0	69.7			EAST ALDEN (EAST ND)..	.....
		5.2			
406.2	74.9			WEST ALDEN (WEST ND)	.....
		2.2			
408.4	77.1			TOWN LINE.....	.....
		4.8			
413.2	81.9			LANCASTER.....	.....
		1.3			
414.5	83.2			DEPEW.....	.....
		0.7			
415.2	83.9			DEPEW JCT (WK).....	4.05
		2.8			
418.0	86.7			UNION (UR).....	.....
		1.8			
419.8	88.5			WM. JUNCTION.....	.....
		1.3			
421.1	89.8			EAST BUFFALO.....	.....
		1.0			
422.1	90.8			FW TOWER.....	.....
					A.M.

Single Track

No. 35 Stop daily except Sunday to handle R.P.O. mail.

WESTWARD FIRST CLASS TRAINS

17 Sun. Only	15 Ex. Sun.	31 Daily				
A.M.	A.M.	P.M.				
9.18	9.27	4.40	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
9.46	9.57	5.07	.....	.....	.....	.....
9.51	10.03	5.11	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
10.00	10.16	5.19	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
SS 10.09	SS 10.26	SS 5.28	.....	.....	.....	.....
10.17	10.35	5.36	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
10.28	10.47	5.47	.....	.....	.....	.....
Time Table 3—	Supplement #2	Page 63	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
10.51	11.13	6.10	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
A.M.	A.M.	P.M.				

NIAGARA FALLS BRANCH

Distance from Susp. Bridge		STATIONS AND SIDINGS	Mile Post
22.6		..... I Q TOWER .....N	....
		2.1	
20.5		..... EAST FERRY STREET	5.0
		2.3	
18.2		..... MAIN STREET	7.3
		0.4	
17.8	Single Track	.. INTERNATIONAL JCT.	7.7
		5.5 N.Y.C.R.R.	
12.3		. NORTH TONAWANDA ....N	13.2
		N.Y.C.R.R.	
		6.1	
6.2		..... LA SALLE	19.3
		2.3	
3.9		..... NIAGARA JCT. .....D	21.6
		2.0	
1.9		..... FALLS JCT.	23.6
		1.9	
0.0		. SUSPENSION BRIDGE ....N	25.5

LOCKPORT BRANCH

Distance from Lockport		STATIONS AND SIDINGS	Mile Post
13.30	Single Track	. NORTH TONAWANDA	13.72
		2.88	
10.42		.... MARTINSVILLE	16.60
		4.69	
5.73		..... PENDLETON	21.29
		3.98	
1.75		..... L & O JCT.	25.27
		3.80	
.....		..... LOWERTOWN	29.07
		1.75	
.....		..... LOCKPORT	27.02

INTERNATIONAL BRANCH

Distance from Intl. Jct.	STATIONS AND SIDINGS	
0.0	..... INTERNATIONAL JCT.	
	4.3	
4.3	..... BLACK ROCK	
	.....	

When serving tracks 1 and 2, Lower Bond Plant, American Radiator Co., Black Rock, movement shall not be made beyond gate until doors to warehouse are open as shown on signal indication on side of Building. "Red" indicates doors closed or not entirely raised. "Green" indicates door raised to top.

ATTICA BRANCH

EASTWARD TRAINS		WESTWARD TRAINS				
SECOND CLASS		SECOND CLASS				
144 Daily Except Sat-Sun	98 Daily Except Sat.	Distance from Attica		STATIONS AND SIDINGS	145 Daily Except Sat-Sun	75 Daily Except Sat.
P.M.	A.M.				A.M.	P.M.
....	4.00	52.5		... ROCHESTER ....D	....	4.15
				4.7		
....	....	47.8		.... MORTIMER	....	....
				N. Y. C. R. R.		
				3.1		
....	....	44.7		WEST HENRIETTA ...	....	....
				4.3		
....	....	40.4		.... INDUSTRY	....	....
				6.6		
3.00	3.00	34.8	Single Track	..... AVON .....D	8.00	5.25
				7.0		
2.15	2.15	27.8		.... CALEDONIA	8.15	5.45
				1.6		
				G. & W. R. R.		
....	....	26.2		... G. & W. JCT.....	....	....
				5.6		
				B. & O. R. R.		
1.50	1.50	20.6		..... LE ROY	8.45	6.25
				N. Y. C. R. R.		
				9.9		
				N. Y. C. R. R.		
1.30	1.30	10.7		.... BATAVIA .....D	9.30	7.25
				N. Y. C. R. R.		
				10.7		
....	1.00	0.0		..... ATTICA .....D	....	7.55
P.M.	A.M.				A.M.	P.M.

WAYLAND BRANCH

EASTWARD TRAINS — **WESTWARD TRAINS**

SECOND CLASS — **SECOND CLASS**

138 Daily Except Sun. A.M.	Distance from Gang Mills		STATIONS AND SIDINGS		Mile Post	137 Daily Except Sun. A.M.
.....	0.0	Single Track	..... GANG MILLS		290.2	....
			1.9			
11.45	1.9		...PAINTED POST..... (2nd Sub. Div.)		292.1	8.00
			3.5			
.....	5.4		..... COOPERS		295.6	....
			4.1			
11.25	9.5		..... CAMPBELL		299.7	8.25
			4.6			
11.15	14.1		..... SAVONA		304.3	8.55
			6.2			
11.00	20.3		..... BATH	D	310.5	9.10
			3.8			
.....	24.1		..... KANONA		314.3	....
			3.6			
.....	27.7		..... AVOCA		317.9	....
			2.9			
.....	30.6		..... WALLACE		320.8	....
			4.9			
.....	35.5		.... COHOCTON		325.7	....
			4.3			
.....	39.8		..... ATLANTA		330.0	....
			6.0			
.....	45.8		.... WAYLAND	D	336.0	....
A.M.						A.M.

LIVONIA-LAKEVILLE SPUR

		Distance from Avon		STATIONS AND SIDINGS			
...	...	11.6	Single Track	..... LIVONIA	...	...	...
				2.6			
...	...	9.0		... SOUTH LIMA	...	...	...
				1.8			
...	...	8.7		.... LAKEVILLE	...	...	...
				1.5			
...	...	7.2		CONESUS LAKE JCT. .	...	...	...
				7.2			
...	...	0.0		..... AVON	...	...	...

STATION LIST

For the use of Agents, Conductors and others, for reporting movement of Trains, Locomotives and Cars.

MAIN LINE

Station	Number	Station	Number
Hornell, N.Y.	2340	Rock Glen	2645
Arkport	2602	Warsaw	2650
Burns	2605	Linden	2655
Canaseraga	2610	Attica	2660
Swains	2615	Darien Center	2740
Dalton	2620	Alden	2745
Washington Hunt	2625	Town Line	2755
River Jct.	2628	Lancaster	2760
Portage	2630	Depew	2765
Castile	2635	East Buffalo	2775
Silver Springs	2640		

NIAGARA FALLS BRANCH

East Buffalo	2775	Continental Can - Howe Paper	2822
Buffalo (East Ferry St.)	2800	North Tonawanda	2825
Buffalo (Main St.)	2810	LaSalle	2830
International Junction	2815	Niagara Jct. - Falls Jct.	2833
Lewis Siding - Sheridan Drive	2818	Suspension Bridge	2840

INTERNATIONAL BRANCH

International Junction	2815	Black Rock	2820

LOCKPORT BRANCH

North Tonawanda	2825	L & O Junction	2857
Martinsville	2827	Lockport (inc. Lower Town)	2865
Pendleton	2855		

ATTICA BRANCH

Rochester	2735	G & W Junction	2684
Mortimer	2730	LeRoy	2680
West Henrietta	2725	Stafford	2675
Industry	2720	Batavia	2670
Avon	2695	Alexander	2665
Caledonia	2685	Attica	2660

LIVONIA - LAKEVILLE SPUR

Conesus Lake Junction	2700	Livonia	2715
South Lima	2710	Lakeville	2705

WAYLAND BRANCH

Gang Mills	2203	Avoca	2425
Coopers	2400	Wallace	2430
Campbell	2405	Cohocton	2435
Savona	2410	Atlanta	2440
Bath	2415	Wayland	2445
Kanona	2420		

SPEED TABLE

Time per Mile MS	MILES PER HOUR	Time per Mile MS	MILES PER HOUR	Time per Mile MS	MILES PER HOUR	Time per Mile MS	MILES PER HOUR
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.32	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	10.00

Terminal Superintendent

H. W. JOHNS

Trainmaster

J. W. CONNOR

Road Foremen of Engines

C. W. ROSSA

E. A. JENNINGS

Chief Train Dispatcher

E. F. JUNGERS

Assistant Chief Train Dispatchers

G. C. NUGENT

F. P. WAGNER

W. T. RYAN