

**ERIE-LACKAWANNA
RAILROAD COMPANY**

BUFFALO DIVISION

TIME TABLE NO. 6

Effective 2:01 A.M.

SUNDAY, OCTOBER 27, 1963

EASTERN STANDARD TIME

6

For Employees Only

E. J. ROBISCH
Superintendent

SPECIAL INSTRUCTIONS

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

1. Time Tables

This timetable is the authority for the movement of regular trains of the Buffalo Division. It is also the authority for the movement of regular trains of the NYC&StL Railroad between FW Tower and Babcock St.

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

2. Signs—additional to Rule 6

ss—Conditional stop

3. Holidays

"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.

4. 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.

5. Location of Bulletin Boards, Standard clocks, Special Order Books and Train Registers (Indicated by "X")

	Bulletin Board	Standard Clock	Special Order Book	Train Register (see Note)
Buffalo - SK Baggage Room	X	X	X	X
Buffalo - Baitz Ave Engine house	X	X	X	
Buffalo - QX Yard Office	X	X	X	
Buffalo - West End Tower		X	X	
Buffalo - Diesel Service Track	X	X	X	
Hornell - Telegraph Office	X	X	X	X
Hornell - Engine Dispatcher's Office	X	X	X	
Buffalo - Main St. (Falls Branch Eastward Trains)				X
Black Rock - Yard Office	X	X	X	
North Tonawanda - Freight Office	X		X	
Lockport - Freight Office	X		X	
Niagara Falls - Telegraph Office	X	X	X	X
Attica - (Attica Branch Trains)				X
Batavia - (NYC Trains) - Freight Office	X	X	X	X
Avon - Telegraph Office	X	X	X	X
Rochester - Yard Office	X	X	X	X

Note: 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.

MEDICAL DEPARTMENT

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 W. 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. Sellenk	Mrs. Davenport Hospital Hammondsport Road	PR 6-2832
Buffalo, N.Y.	Dr. A. L. Bennett (Oculist)	147 Linwood Ave.	TT 4-6617
Buffalo, N.Y.	Dr. J. J. Creighton	287 Lafayette Ave.	TT 3-3639
Buffalo, N.Y.	Dr. A. L. Manzella	691 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. Troncone	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 (Ophthalmologist)	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	5583 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 Gundry 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)	406 N. Main St.	410
Wayland, N.Y.	Dr. N. W. Kuch	13 E. Main St.	365-1

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. 145 is superior to No. 144 to Batavia.

7. Clearing of Trains

1st Class trains will not leave Buffalo without permission of the dispatcher. (Does not apply to NKP R.R. trains.)

1st Class trains will not leave Hornell without clearance (Form A).

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

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

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

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

c. Manual Block Signal System Rules will govern between Main St. and Niagara Falls, and between Attica and Rochester.

Indications of manual block signals do not supersede Rule 93.

Trains arriving and departing Rochester, Attica (Attica Branch), Painted Post and Depew Jct. will procure block from and report arrival to train dispatcher.

9. Telephone Train Order Signals

(Rules 296, 297, 298)

Westward

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

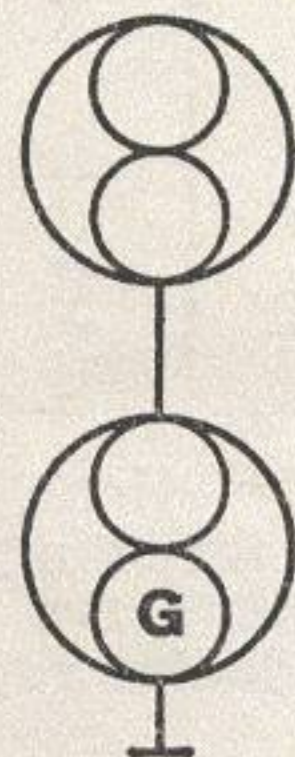
Eastward

Automatic Signal 345-2B, Canaseraga.

10. Fixed Signals

The following signal aspects are in use on the 2nd Subdivision, Black Rock Branch and City Branch. Name and indication shown supplement and are a part of Rules of the Operating Department effective Nov. 30, 1952. Color lights are illustrated as: R-Red; Y-Yellow; G-Green.

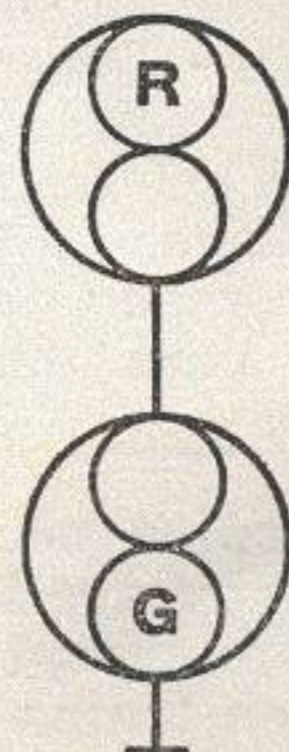
Rule 281



Indication: Proceed

Name: Clear

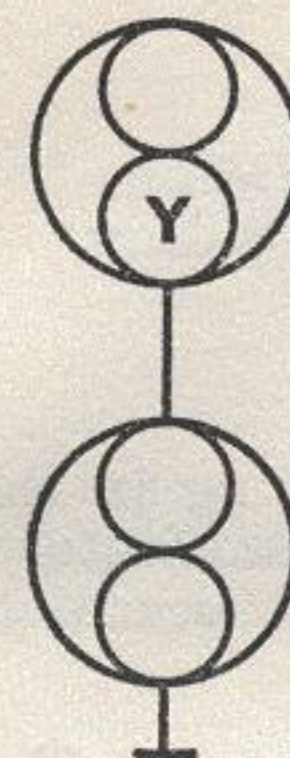
Rule 283



Indication: Proceed through crossovers or turnout with entire train at not exceeding medium speed, then resume normal speed to next signal.

Name: Clear Medium

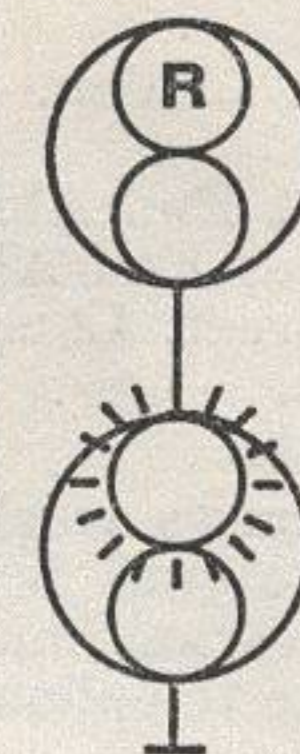
Rule 285



Indication: Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed

Name: Approach

Rule 286

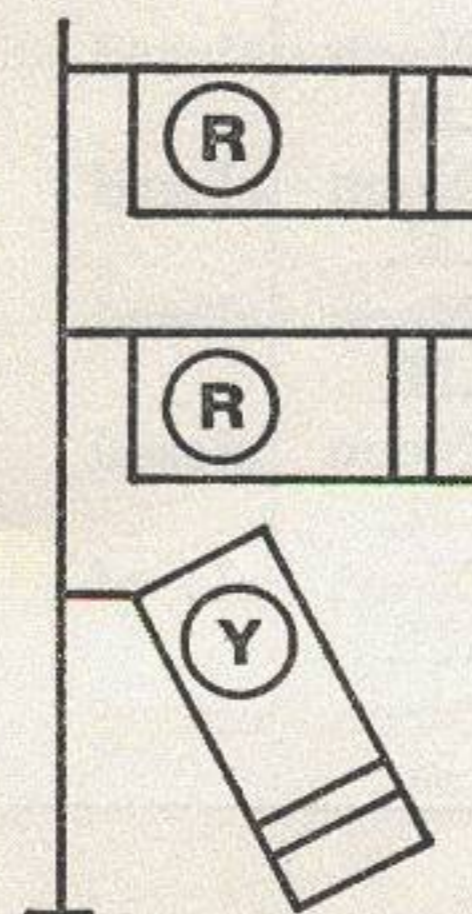


Flashing Yellow

Indication: Proceed at not exceeding medium speed prepared to stop at next signal.

Name: Medium-Approach

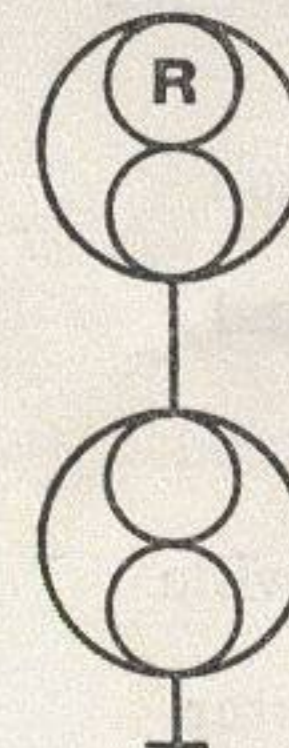
Rule 290



Indication: Proceed at Restricted Speed

Name: Restricting

Rule 292



Indication: Stop

Name: Stop

11. Movements not provided by Time Tables

In Automatic Block Signal System territory, extra trains, except passenger extras, will proceed without train orders.

12. 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.

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

Tower 2 North Tonawanda—Niagara Falls Branch

14. Train Order Offices not open twenty four hours daily

Station	Monday to Friday	Saturdays, Sundays and Holidays
Attica Branch		
Avon	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Batavia	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Attica (Attica Branch Trains)	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
2nd Sub-Division		
Bath	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Cohocton	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Wayland	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Groveland	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed
Greigsville	8:30 A.M. to 12:00 Noon 1:00 P.M. to 5:30 P.M.	closed
Lancaster	8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M.	closed

15. 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 Main Track and out-bound track.
 Crossover between inbound and outbound track.
 Harlem Road—Signals governing eastward movements over spring switch.

Controlled by operator—West End Tower
 West end of tracks 1 through 7—Bison Yard
 West end of tracks 66 through 76—Bison Yard
 East end of Brenner Pass
 Crossovers in running tracks east of William St.
 Crossovers and junction switches in vicinity of Halstead Ave. and West End Tower.

Permission to use routes and enter or leave these tracks will be given by operator over talk-back speaker.
 East end of tracks 73 through 76—Bison Yard
 Permission to enter these tracks will be given by signal located west of Union Rd. Permission to leave these tracks will be given over talk-back speaker.

16. 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.

17. 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.

18. Spring Switches

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

Located at:

1st SUB-DIVISION

Portage
Harlem Road

EAST BUFFALO YARD

FW Tower—NKP connection and eastward running track.

BLACK ROCK

East end Hill Yard lead to eastward main track.

The spring switches at Portage and Harlem Road 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.

19. Dragging Equipment Detectors

1st SUB-DIVISION

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.

20. 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.

21. 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.

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.

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.

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

The above does not supersede Rule 93.

22. Yard Limits

Hornell 1st SUB-DIVISION

Lancaster-Depew Jct. 2nd SUB-DIVISION

Depew Jct.—Buffalo BUFFALO TERMINAL

E. Buffalo—Black Rock BLACK ROCK BRANCH

NIAGARA FALLS BRANCH

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

INTERNATIONAL BRANCH

International Junction—Black Rock.

LOCKPORT BRANCH

North Tonawanda—Lockport.

ATTICA BRANCH

Rochester Batavia
Avon Attica
LeRoy

WAYLAND BRANCH

Savona—Bath

23. Sidings

1st SUB-DIVISION

	Car Capacity
Canaseraga	160
Silver Springs	287
Attica (Eastward)	77
Alden	575

2nd SUB-DIVISION

	Car Capacity
Wayland #2 (Eastward)	63
B & O Jct. (Westward)	48
East Bethany (Westward)	93

NIAGARA FALLS BRANCH

North Tonawanda (#1 New Yard) 57

Sidings will not be blocked without permission from the Superintendent.

24. Special Blue Flag Protection—Bison Yard

Tracks 26 to 54 inclusive, Bison Yard, are equipped with a special Blue Flag device to prevent cars being switched into the east end of the tracks while trainmen or car inspectors are working in them. To operate, unlock correct controller case located along leads just east of Harlem Ave. bridge and be governed by instructions posted in each controller case.

Trainmen or car inspectors must not leave track involved without releasing track to the operator in the manner outlined in posted instructions.

25. Rules for the maintenance of Air Brakes, Air Signal Equipment and Pressure Maintaining Feature

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.

c. Before a train is started from a point where train is originally made up, train crews must know that all hand brakes are released and retainers are in released position unless otherwise provided.

d. 1. Locomotives with 24 RL brake equipment equipped with the pressure maintaining filling piece are identified by an additional cut-out cock located just below and back of the double heading cock. When this cut-out cock is positioned away from the engineman, the maintaining feature is cut out and all positions of the brake valve respond the same as the standard DS-24 brake valve.

2. When making initial terminal airbrake tests, the maintaining feature must be cut out until after the brake pipe leakage is noted. Then prior to releasing the brake, cut in the maintaining feature and make a five (5) pound additional brake pipe reduction and note the brake pipe gage hand for one (1) minute to check if the maintaining feature is operating properly and that the brake pipe pressure remains constant.

3. Locomotives with 24 RL or 8 EL brake equipment that have been altered for pressure maintaining braking are identified by having a red "M" painted on the front of the automatic brake valve. The first service position of these brake valves is used as the maintaining position and can no longer be used to make a brake pipe reduction.

4. When making an initial terminal airbrake test, a service reduction of fifteen (15) pounds will be made and brake valve handle returned to lap position and brake pipe leakage noted for one (1) minute. Prior to releasing the brake, make an additional five (5) pound reduction and return the brake valve handle to first service position and note the brake pipe gage hand for one (1) minute to check if the maintaining feature is operating properly and that the brake pipe pressure remains constant.

26. General Speed Restrictions

	MPH
Engines running light	50
Single units running light	
Road and Road Switch class	35
Yard class	25
Engines running backward	35
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
Trains handling DL&W 95000 and 97000 series air dump cars	40
Trains handling snow plows (in service) locomotive cranes and flangers	40
Snow plows in service over highway crossings or when being pulled backward in snow	10
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

27. Special Speed Restrictions

1st SUB-DIVISION

Passenger trains on unrestricted track	60
Passenger trains on tangent track between Hornell and River Jct., and between Tinkham's Rd. (M.P. 397.6) and Depew Jct.	70
Freight trains on unrestricted track	50
Freight trains handling 5000 trailing tons or less between Hornell and Depew Jct. except as otherwise provided..	60
Trains handling wrecking derrick except as otherwise provided	30

1st Sub-Division

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
River Junction - through crossover	358.0	.....	30
1st curve west of	358.07	358.11	30 eastward track
Portage - curves east of	360.06	361.48	40
over viaduct	361.66	.....	30
1st curve west of	361.80	362.12	30
2nd curve west of	362.13	362.62	40
3rd curve west of	362.74	363.69	40
Silver Springs - over grade crossings	367.62	368.15	50
To and from siding	368.29	.....	30
Through siding	368.29	370.97	30
Rock Glen - To and from siding...	370.97	.....	30
East Linden - eastward to single track	383.00	.....	30
Attica - through village	391.78	393.41	40
East Alden - to and from siding...	401.03	.....	30
Through Siding	401.03	406.19	30
West Alden - To and from siding..	406.19	.....	30
Depew Jct. - Through crossovers...	415.18	.....	30
Engine Track to Harlem Rd.	417.50	419.20	20
Harlem Rd. - extension to main...	419.20	.....	15

NIAGARA FALLS BRANCH

Trains on unrestricted track	40
Trains handling wrecking derrick except as otherwise provided	25

NIAGARA FALLS BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
IQ - Wye Tracks	2.90	.....	15
International Jct.			
To and from International Branch	7.80	.....	15
North Tonawanda			
Ellicott Creek Bridge	12.39	.....	20
Tower 3 to Tower 2	12.78	13.35	15
Tower 2 to Fredricka St.	13.35	14.89	20
CP61 - Through Interlocking	21.2	.....	20

INTERNATIONAL BRANCH

All trains..... 15

CITY BRANCH

All trains..... 20
Columbia St. to Main St. on street level..... 5
Main St. to Commercial St. on viaduct..... 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

WAYLAND BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Painted Post			
Steuben St.....	292.52	.....	5
Charles St.....	292.59	.....	5
Savona - River Bridge.....	304.64	.....	20
Bath			
Lackawanna St.....	310.21	.....	5
Curve at freight house.....	310.53	310.58	15

LOCKPORT BRANCH

Trains (except Gulf Line)..... 20
Trains on Gulf Line..... 10
Trains handling wrecking derrick except as otherwise provided. 15

LOCKPORT BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
North Tonawanda			
Bryant St.....	14.28	.....	5
Shawnee Rd.....	16.73	.....	5
Hoffman - Meyers Rd.....	20.44	.....	5
Pendleton - Feigle Rd.....	21.79	.....	5
Hodgeville			
Lockport Rd.....	23.78	.....	5
Murphy Rd.....	24.28	.....	5
Lockport			
Hinmann Rd.....	25.19	.....	5
Ohio St.....	25.85	.....	5

2nd SUB-DIVISION

Trains on unrestricted track..... 40
Freight trains between Perkinsville and Groveland..... 30
Trains handling wrecking derrick..... 30

2nd Sub-Division

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Bath - East of Cameron St.....	284.2	285.2	15
Kanona - Camel Creek Rd.....	289.46	.....	30 Westward
Wallace			
Route 15.....	295.84	.....	30 Westward
Gravel Pit Rd.....	297.83	.....	30 Westward
Cohocton			
Flint's Xing.....	299.16	.....	30 Westward
Jones Rd.....	299.40	.....	30 Westward
Maple Ave.....	300.98	.....	30 Westward
Atlanta			
Beecher St.....	305.38	.....	30 Westward
Main St.....	305.40	.....	30 Westward
Perkinsville			
Tangent west of.....	313.7	314.1	25
2nd curve west of.....	314.1	314.3	25
Mt. Morris - Route 408.....	332.39	.....	30 Westward
Groveland - West of Station.....	325.8	327.4	15
Leicester - New Rd.....	337.28	.....	30 Westward
Craigs			
Craigs Rd.....	342.51	.....	30 Westward
Pavilion Rd.....	343.53	.....	30 Westward
Linwood			
Asbury Rd.....	346.59	.....	30 Westward
South St.....	347.50	.....	30 Westward
Pavilion			
Summit Rd.....	348.57	.....	30 Westward
Perry Rd.....	349.14	.....	30 Westward
Lovell Rd.....	350.77	.....	30 Westward
Roanoke Rd.....	351.50	.....	30 Westward
E. Bethany - Transit Rd.....	352.67	.....	30 Westward

BLACK ROCK BRANCH

Trains on unrestricted track..... 40
Trains handling wrecking derrick..... 30

BLACK ROCK BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Main St.			
Curve.....	394.6	394.9	30
Black Rock			
Curve at east end of yard.....	397.8	397.9	15

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

ATTICA BRANCH

Location	Mile Post		Speed Restricted to Miles Per Hour
	From	To	
Mortimer-Jefferson Rd.....	380.21	.....	10
Avon			
North leg of Wye.....	366.82	.....	10
South leg of Wye.....	366.82	.....	15
G & W RR - Crossing.....	374.86	.....	10
Batavia			
Harvester Ave. to Mill St.....	389.80	390.65	10
Tonawanda Creek Bridge.....	390.80	.....	20
Attica - To and from Main Line...	401.0	.....	15

28. Engine Restrictions

A. Maximum permissible locomotive speeds for units operating or towed subject to all train and track restrictions:

Units	MPH
1. 809-863	70
2. 6511-6512	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
7. 8412-8422-8432-8442-8452 coupled with 809-833 class locomotives in passenger service	68

B. 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.

C. 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:
 Canada YardAll Tracks
 JX YardAll Tracks
 QX Receiving Yard All Tracks
 QX Departure YardAll Tracks

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

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

29. Snow Fighting Equipment

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

1st SUB-DIVISION	Miles Per Hour
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 Avenue10

NIAGARA FALLS BRANCH

Bridge 3.55—N.Y.C. Railroad15

Bridge 22.49—Gill Creek15

LOCKPORT BRANCHNot permitted

ATTICA BRANCH

All Bridges15

Livonia-Lakeville SpurNot 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

30. 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:

1st SUB-DIVISION

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 BRANCHNot 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 SPURNot Permitted

WAYLAND BRANCHNot Permitted

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

INTERNATIONAL BRANCH

Bridge 2.73 (Hertel Ave.)15

E. BUFFALO YARD

Bridge 421.53 (Track 75 over William
St.)Not Permitted

LOCKPORT BRANCH

160 Ton CraneNot Permitted
Bridge 16.61 (Sawyer Creek)15
Bridge 17.99 (Bull Creek)15

ATTICA BRANCH

Bridge 390.80 (Tonawanda Creek—Batavia) ..20

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

31. Station List

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

1st SUB-DIVISION

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		

2nd SUB-DIVISION & WAYLAND BRANCH

Gibson	2199	Groveland	2455
Corning	2200	Mount Morris	2460
Painted Post	2202	Leicester	2465
Gang Mills	2203	Greigsville	2470
Coopers	2400	Linwood	2480
Campbell	2405	B & O Jct.	2485
Savona	2410	East Bethany	2490
Bath	2415	East Alexander	2495
Kanona	2420	North Alexander	2500
Avoca	2425	Ray	2505
Wallace	2430	Alden	2515
Cohocton	2435	Lancaster	2520
Atlanta	2440	Depew	2525
Wayland	2445	East Buffalo	2775
Dansville	2450		

NIAGARA FALLS BRANCH

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

BLACK ROCK BRANCH

East Buffalo	2775	Black Rock	2820
--------------------	------	------------------	------

32. Table Showing Rate of Speed Required Per Mile to
Equal a Given Number of Miles Per Hour

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

33. Movement of Trains

a. Train movements on Livonia-Lakeville Spur, on Wayland branch and Wayland Spur will be authorized by train dispatcher.

b. Movements between Erwin's Crossing and Lancaster on 2nd Sub-Division will only be made as authorized by train order.

c. 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.

d. 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.

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

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

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

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

i. 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 is to avoid possible injuries due to loads shifting.

j. 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 draw-bridge.

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

l. 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.

m. 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.

n. 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.

o. 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.

p. Trains must not clear the main track for the purpose of meeting or passing trains at the following 1st Sub-Division 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

q. 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.

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

s. Movements between NKP Jct. and Buffalo will be made on either track only on permission from the yardmaster at West end tower.

t. Sand should not be used west of the crest of the hump, Bison yard.

34. Rating for Ordinary Trains

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

35. Rules governing Automatic Train Stop System

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.

36. Miscellaneous

All crews operating into Hornell or Elmira 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.

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.

To use talk-back speakers in Bison yard, depress button on mast for one (1) second, step back about six (6) feet from speaker and wait until you are answered, then proceed with conversation from that location.

37. 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.

38. High Voltage Wires

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.

39. 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

West leg of IQ Wye and westward running track—no signal controlling.

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

Abbott Road

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:

Blade in inclined position, green light displayed at night, trains moving on E-L tracks proceed.

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

Nickel Plate Jct.

Manually operated Semaphore Signal controls movement over crossing of yard lead to Nickel Plate R. R. and yard lead to N. Y. C. R.R. interchange tracks. Indications are as follows:

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

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.

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.

Niagara Falls Running track and

Railroad	Location
NYC Running Track	1500 feet South of Porter Rd.
NJRR Xover to NYCRR	1900 feet South of Packard Rd.
NJRR	500 feet South of Pine Ave.

Crossings controlled by tilting boards operated by trainmen. Tilting board in diagonal (45 degree) position indicates to proceed on ELRR. Night position of tilting boards will be indicated by two (2) red lights. All tilting boards, except crossover south of Packard Rd. will be restored to horizontal position after movement is complete.

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 R.R.

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.

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.

40. 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.

2nd SUB-DIVISION—WAYLAND BRANCH

Erwin's Crossing

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.

41. Special Highway Crossing Protection

When automatic signals are giving warning or automatic crossing gates are down for a period longer than five (5) minutes due to railroad equipment standing on track circuit, a member of the crew must be stationed at the crossing to direct highway traffic over such crossing when it may be safely used.

A.—Flag Crossings

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

BUFFALO TERMINAL

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

CITY BRANCH

Truscon Switch over South Park Ave.—Movement permitted in daylight only.

BLACK ROCK YARD

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

NIAGARA FALLS YARDS

Hyde Park Blvd.	Packard Rd.
27th St.	24th St.
Portage Rd.	Lockport St.
Michigan St.	South Ave.
Cleveland Ave.	Niagara Ave.

Ontario Ave.

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

1. 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.

1st SUB-DIVISION

Castile—	
Main St.	— M.P. 365.31
W. Mill St.	— M.P. 365.57
Silver Springs—	
Bigelow Ave.	— M.P. 367.62
Ribaud St.	— M.P. 367.85
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
Town Line—	
Town Line Rd.	— M.P. 408.49
Lancaster—	
N. Aurora St.	— M.P. 413.32

ATTICA BRANCH

Caledonia—	
Center St.	— M.P. 373.46

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.

2. Special cut-out device is connected to westward repeater signal MP 391.0. Attica, N.Y. Trains or engines passing repeater signal in stop position will approach Main St. MP 391.03 and Stevens Rd. MP 391.34 prepared to stop and will not proceed over crossings until lights are operating except under flag protection.

C.—Sidetrack Protection

1st SUB-DIVISION

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—		
Ribaud St.	—	M.P. 367.85
Main St.	—	M.P. 368.02
Perry Ave.	—	M.P. 368.15
Warsaw—		
Buffalo Rd.	—	M.P. 375.34
Linden—		
Linden Rd.	—	M.P. 385.55
Attica—		
Favor St.	—	M.P. 392.28
West Ave.	—	M.P. 393.06
Lancaster—		
N. Aurora St.	—	M.P. 413.32
Depew—		
Penora St.	—	M.P. 414.05

2nd SUB-DIVISION

Leicester—		
State St.	—	M.P. 335.90

Electric gates must be manually operated using switch in "Z" box.

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.

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

1st SUB-DIVISION

1. Arkport		
Webb Rd.	—	M.P. 334.71
2. River Jct.		
Lockwood Rd.	—	M.P. 357.90

Westward trains being held at River Jct. must stop back of circuit sign located at M.P. 357.25, 600 feet East of Main St., Hunts.

Automatic cut-out devices are connected to switches at Hunts. After reversing any of these switches, train or engine will approach crossing prepared to stop and not pass over crossing until gates have lowered except under flag protection.

3. 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 trains 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.

4. Alden—
Exchange St. — M.P. 404.31

Automatic cut-out devices are connected to switches east and west of the crossing. After reversing any of these switches, train or engine will approach crossing prepared to stop and not pass over crossing until gates have lowered except under flag protection.

5. 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.

2nd SUB-DIVISION

Where manual control of crossing gates is provided, the member of the crew at the crossing is authorized, in case of necessity, to temporarily cut out operation of the grade crossing protection so that highway traffic may proceed over the crossing only when it is known that no train will come on to the crossing while the grade crossing protection is so cut out. This can be done by operating switch key circuit controller or push-buttons which are in control box marked "Z" located adjacent to the crossing. Control box, when open, must not be left without protection.

1. Bath—
Lackawanna Ave. — M.P. 285.61
Cameron St. — M.P. 285.88
Belfast St. — M.P. 286.81

2. Avoca—
Carrington St. — M.P. 292.97
Maple St. — M.P. 293.06
Grant St. — M.P. 293.13
Main St. — M.P. 293.19
River St. — M.P. 293.23

Eastward "Z" box located at Maple St.

Westward "Z" box located at Grant St.

3. Cohocton—
Maple St. — M.P. 300.98

4. Atlanta—
Beecher St. — M.P. 305.38
Main St. — M.P. 305.40

5. Mt. Morris—
Geneseo Rd. — M.P. 332.39

Eastward trains, 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 between "End of Highway Circuit" signs located 1000 feet west of station and 550 feet east of station, and crews entering Main Track from side track located 200 feet west of crossing, must observe lunar white light flashing before crossing highway.

6. Leicester—
State St. — M.P. 335.90

7. Linwood—
Fowler Rd. — M.P. 345.29

8. Lancaster—
Cemetery Rd. — M.P. 381.56
Sheldon Ave. — M.P. 383.63

NIAGARA FALLS BRANCH

1. North Tonawanda—
Goundry St. — M.P. 13.14
Thompson St. — M.P. 13.46
Robinson St. — M.P. 13.72
Felton St. — M.P. 14.98

Automatic cut-out devices are connected to switches east and west of these crossings. The reversing 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 crossings until gates have lowered, except under flag protection.

42. Clearance Restrictions

Structures less than 21 feet above top of rail which may not clear man standing on top of cars or engine, overhead wire lines less than 27 feet above top of rail and cable lines less than 25 feet above top of rail:

Hornell - Buffalo

Location	Description	Track
Arkport M.P. 336.90	Overhead Wire	East town
Canaseraga .45 mile west of M.P. 341	Highway Bridge	Mains
.27 mile west of M.P. 342	Highway Bridge	Mains
.81 mile west of M.P. 343	Overhead Wire	Rowe & Kenneoly Switch
Dalton .03 mile west of M.P. 353	Highway Bridge	Mains
.08 mile west of M.P. 356	Highway Bridge	Mains
River Junction .92 mile west of M.P. 358	Overhead wire	Wye
Castile .15 mile west of M.P. 365	Overhead wire	Eddy coal track
Rock Glen .02 mile west of M.P. 370	Highway Bridge	Main
Attica .50 mile west of M.P. 391	Overhead wire	Prison Switch
.15 mile west of M.P. 392	Overhead wire	Westinghouse Scale

Painted Post - Depew Jct.

Painted Post		
.80 mile west of M.P. 293	Overhead wire	Main
Campbell		
.88 mile west of M.P. 274	Highway Bridge	Main
Savona		
.70 mile west of M.P. 280	Highway Bridge	Main
Bath		
.44 mile west of M.P. 287	River Bridge	Main
.57 mile west of M.P. 287	Overhead wire	Main
.04 mile west of M.P. 288	Highway Bridge	Main
Kanona		
.29 mile west of M.P. 291	Highway Bridge	Main
Avoca		
Old Erie Station	Overhead wire	Side tracks
.56 mile west of M.P. 293	River Bridge	Main
Atlanta		
.09 mile west of M.P. 305	Highway Bridge	Main
.41 mile west of M.P. 305	Overhead wire	East team
Wayland		
.36 mile west of M.P. 311	Highway Bridge	All
Perkinsville		
.33 mile west of M.P. 313	Highway Bridge	Main
.09 mile west of M.P. 315	Highway Bridge	Main
.93 mile west of M.P. 315	Highway Bridge	Main
Mt. Morris		
.81 mile west of M.P. 333	Overhead wire	Main
Leicester		
.38 mile west of M.P. 336	Highway Bridge	Main
.38 mile west of M.P. 337	Highway Bridge	Main
Linwood		
.86 mile west of M.P. 346	Highway Bridge	Main
East Bethany		
.97 mile west of M.P. 353	Highway Bridge	All
.72 mile west of M.P. 355	Highway Bridge	Main
.36 mile west of M.P. 357	Highway Bridge	Main
Ray		
.11 mile west of M.P. 364	Overhead wires	Sidetrack

Savona - Bath

Savona		
.64 mile west of M.P. 304	River Bridge	Main
Bath		
.54 mile west of M.P. 310	Overhead wire	Team

E. Buffalo - Black Rock

Location	Description	Track
Main St.		
.74 mile west of M.P. 394	Falls Branch Bridge	Mains

E. Buffalo - Buffalo

E. Buffalo		
.16 mile west of M.P. 390	William St. Bridge	Mains
Buffalo River		
.74 mile west of M.P. 394	River Drawbridge	Mains

E. Buffalo - Niagara Falls

E. Buffalo		
.95 mile west of M.P. 2.0	Overhead wire	West leg wye
International Jct.		
.92 mile west of M.P. 7	Overhead Bridge	All
North Tonawanda		
.88 mile west of M.P. 12	Overhead wires	Gas Co.
.07 mile west of M.P. 13	Overhead wires	Benson Coal
.90 mile west of M.P. 13	Overhead wires	NYC Interchange
Niagara Falls		
West of Military Road	Overhead wires (Niagara Junction Catenary)	All

North Tonawanda - Lockport

Lockport		
.47 mile west of M.P. 26	Overhead Bridge	Gulf Line

Rochester - Attica

Rochester		
.78 mile west of M.P. 384	Highway Bridge	All
.12 mile west of M.P. 384	Highway Bridge	All
Mortimer		
.43 mile west of M.P. 380	Overhead wires	N. L & O Power Switch
West Henrietta		
.57 mile west of M.P. 376	Highway Bridge	Main
Industry		
.59 mile west of M.P. 371	Overhead Bridge	Main
Avon		
.30 mile west of M.P. 366	Overhead wires	All
Stafford		
.13 mile west of M.P. 387	Overhead Bridge	Main
Batavia		
.80 mile west of M.P. 389	Overhead wires	Old Massey Harris shed
.80 mile west of M.P. 390	Creek Bridge	Main
.40 mile west of M.P. 391	Overhead Bridge	Main
.71 mile west of M.P. 391	Overhead Bridge	Main
Alexander		
.58 mile west of M.P. 395	Overhead Bridge	Main

Avon - Livonia

So. Lima		
.04 mile west of M.P. 358	Highway Bridge	Main

Buffalo Terminal

William St.	Overhead Bridge	All
.95 mile west of M.P. 421	Overhead wires	Zoladz Lumber
.97 mile west of M.P. 421	Overhead wires	Bengart & Memel
.98 mile west of M.P. 421	Overhead wires	Old coal track
M.P. 422.0	Overhead wires	Geo. Laubs
Seneca St.	Highway Bridge	All
Smith St.	Highway Bridge	All
Van Rennselaer St.	Highway Bridge	All
Louisiana St.	Highway Bridge	All
NYS Thruway (Lake Line)	Highway Bridge	All
So. Park Ave. (Lake Line)	Highway Bridge	All
City Branch (Lake Line)	Overhead Bridge	All
Louisiana St. (Lake Line)	Highway Bridge	All
William St.	William St. Bridge	NYC Track 75

Bison Yard

Harlem Ave.	Overhead Bridge	All
-------------	-----------------	-----

2nd SUB-DIVISION

Distance from Painted Post	STATIONS	Mile Post
0.0	..... PAINTED POST .....	.....
1.7	1.7 ... ERWINS CROSSING	269.7
3.1	1.4 COOPERS	271.0
7.9	4.8 CAMPBELL	275.8
17.7	9.8 BATH .....D	285.6
25.3	7.6 AVOCA	293.2
33.1	7.8 COHOCTON .....D	301.0
39.7	6.6 WAYLAND JCT.	307.6
43.6	3.9 .. WAYLAND (PINE ST.).....	.....
44.0	4.3 WAYLAND .....D	311.9
57.9	13.9 GROVELAND .....D	325.8
64.9	7.0 MOUNT MORRIS	332.8
71.4	6.5 GREIGSVILLE .....D	339.3
82.3	10.9 B & O JCT.....	350.3
86.2	3.9 EAST BETHANY	354.1
115.4	29.2 LANCASTER .....D	383.3
117.6	2.2 DEPEW JCT.	385.5

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-Sun
P.M.	A.M.	52.5	... ROCHESTER	A.M.	P.M.
....	4.00	47.8	4.7 ... MORTIMER .....	....	4.15
....	....	44.7	N. Y. C. R. R. 3.1 WEST HENRIETTA .....	....	....
....	....	40.4	4.3 ... INDUSTRY .....	....	....
3.00	3.00	34.8	6.6 AVON .....D	8.00	5.25
2.15	2.15	27.8	7.0 ... CALEDONIA	8.15	5.45
....	....	26.2	1.6 G. & W. R. R. ... G. & W. JCT.....	....	....
1.50	1.50	20.6	5.6 B. & O. R. R. LE ROY	8.45	6.25
1.30	1.30	10.7	N. Y. C. R. R. 9.9 ... BATAVIA .....D	9.30	7.25
....	1.00	0.0	N. Y. C. R. R. 10.7 ... ATTICA .....D	....	7.55
P.M.	A.M.			A.M.	P.M.

NIAGARA FALLS BRANCH

Distance from I Q	STATIONS AND SIDINGS	Mile Post
0.0	..... I Q	2.9
2.1	2.1 EAST FERRY STREET	5.0
4.4	2.3 MAIN STREET	7.3
4.8	0.4 .. INTERNATIONAL JCT.	7.7
10.3	5.5 N.Y.C.R.R. .. NORTH TONAWANDA ....N	13.2
18.3	N.Y.C.R.R. 8.0 C P 61	21.2
19.9	N.Y.C.R.R. 1.6 NIAGARA FALLS .....N	22.8

BLACK ROCK BRANCH

Mile Post	STATIONS
389.7	..... E. BUFFALO
398.5	9.8 BLACK ROCK

CITY BRANCH

Mile Post	STATIONS
389.7	..... E. BUFFALO
392.9	3.2 ABBOTT ROAD
393.4	0.5 NYC & ST.L. JCT
395.2	1.8 BUFFALO

LOCKPORT BRANCH

Distance from N. Tonawanda	STATIONS	Mile Post
0.0	.. NORTH TONAWANDA	13.7
2.9	2.9 ... MARTINSVILLE	16.6
7.6	4.7 PENDLETON	21.3
11.6	4.0 L & O JCT.	25.3
15.4	3.8 LOWERTOWN	29.1
13.4	1.8 LOCKPORT	27.1

WAYLAND BRANCH

		STATIONS	Mile Post
Single Track	.....	SAVONA	304.3
	.....	BATH .....D	310.5

LIVONIA-LAKEVILLE SPUR

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

INTERNATIONAL BRANCH

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

Trainmaster
J. W. CONNOR

Road Foremen of Engines
J. R. DALEY
E. A. JENNINGS

Chief Train Dispatcher
E. F. JUNGERS

Assistant Chief Train Dispatchers
F. P. WAGNER
W. T. RYAN