

ERIE RAILROAD COMPANY
EASTERN DISTRICT

Buffalo and Rochester
Divisions and Branches

Time Table No. 38

Effective 12:01 A. M.

SUNDAY SEPT. 25, 1949
FOR EMPLOYES ONLY

EASTERN STANDARD TIME

38

THINK!
THEN
ACT
SAFELY

C. S. KINBACK
Superintendent

G. C. WHITE
Assistant General Manager

M. G. McINNES
General Manager

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

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

COMPANY SURGEONS

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

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

LOCATION	NAME	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Buffalo	Dr. J. C. O'Gorman (Oculist)	436 Linwood Ave.	Garfield 2700	436 Linwood Ave.	Garfield 9160
Buffalo	Dr. A. L. Bennett (Oculist)	147 Linwood Ave.	Grant 0617	147 Linwood Ave.	Grant 0617
Buffalo	Dr. D. C. O'Connor	321 West Utica St.	Grant 6706	321 West Utica St.	Grant 6706
Buffalo	Dr. M. J. Downey	852 Seneca St.	Washington 8158	2142 Main St.	Parkside 5331
Buffalo	Dr. Paul V. Downey	852 Seneca St.	Washington 8158	2142 Main St.	Parkside 5331
Buffalo	Dr. Joseph V. Carr	367 Linwood Ave.	Grant 7850	367 Linwood Ave.	Grant 7864
Niag. Falls	Dr. Edw. Stebbins	United Office	Niagara Falls 5248	832 College Ave.	Niag. Falls 9620
N. Tona-wanda	Dr. R. P. Reagan	345 Goundry St.	867	345 Goundry St.	1105W
Attica	Dr. Fred H. Volk	55 Main St.	133	55 Main St.	133
Castile	Dr. G. S. Baker	No. Main St.	89	No. Main St.	89
Hornell	Dr. C. G. Schwan (Oculist)	19 Seneca St.	715	206 Main St.	715
Hornell	Dr. B. A. Barney (Oculist)	5 Center St.	339	5 Center St.	339
Hornell	Dr. J. R. Kelly	27 Elm St.	196	27 Elm St.	196
Hornell	Dr. G. E. Taylor	37 Church St.	103	37 Church St.	103
Hornell	Wm. J. Tracy	80 Broadway	1189	45 Genesee St.	1189
Hornell	Dr. Arthur J. Karl	7 Union St.	650	68 Maple St.	650
Rochester	Dr. F. H. Densmore	52 Spring St.	Main 5236	245 Nunda Blvd.	Monroe 5561
Rochester	Dr. W. D. Edwards (Oculist)	389 Monroe Ave.	Monroe 5	1371 Monroe Ave.	Monroe 585
Avon	Dr. George E. Lynch	59 Clinton St.	2271	59 Clinton St.	2271
Bath	Dr. S. Z. Selleck	Bath Hospital	84	Savona Road	242
Corning	Dr. Thomas L. McNamara	47 E. Market St.	101	175 E. First St.	1476

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

Effective July 1, 1980

STANDARD CLOCKS.

Buffalo	{ Train Dispatchers Office Engine Dispatchers Office Callers Office, Q X Yard Office
Hornell	{ Telegraph Office, Engine Dispatchers Office
Black Rock ..	Yard Office
Susp. Bridge	Telegraph Office
Rochester ...	Telegraph Office
Avon	Telegraph Office
Batavia	Freight Office
Corning	Yard Office

TIME TABLES.

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

FLAG STOPS.

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

SIGNS, Additional to Rule 6.

D. Day train order office.

N. Day and night train order office.

* Conditional stops as follows:

No. 10 will stop at Seneca St., to receive and discharge passengers.

No. 10 will stop at Washington Hunt to discharge and receive U. S. mail.

No. 2 will reduce speed to ten (10) miles per hour at Dalton, N. Y., when requested by Postal Clerk to permit safe delivery of registered U. S. mail.

Nos. 2 and 1 will reduce speed to 40 MPH approaching U. S. Mail Crane at Washington Hunt, daily except Sundays, to catch pouch mail from Mail Crane.

No. 1 will stop at Lancaster Sunday nights to receive U. S. Mail.

The term "Holiday" as used in this Time Table applies to the following dates only:

Thanksgiving Day	Nov. 24th
Christmas Day	Dec. 26th
New Year's Day	Jan. 2nd

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights, as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled and in double or multiple track territory.

Operating Rule D-19 is amplified as follows:
Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

SPEED RESTRICTIONS.

Miles
per hour

Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.

Engines must not operate backward at a speed to exceed 15 miles per hour on curves, over grade crossings, or through crossovers, and must not exceed 25 miles per hour at other points.

Engines must not operate backward beyond a point where turn table or wye is located without special authority from the Superintendent.

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 electric locomotives equipped with double end control, the locomotive must be operated from the end in the direction that movement is being made.

Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.

Freight trains handling eight wheel swivel truck cranes, steam shovels and other similar pivoted machinery 30

Trains hauling spreader cars: Blades must be in trailing position 30

Freight trains handling loaded covered hoppers and loaded series 37000 40

Loaded cars carded Form 5432 30

Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000) and freight cars with six wheel trucks to be restricted as follows:

Buffalo Division between Buffalo and Hornell 30

Except between River Junction and Hornell eastbound 40

Rochester Division and Niagara Falls Branch 30

Trains hauling dead engines 20

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

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

Class J-2 engines must not operate over Conley Frogs.

Buffalo Division

Passenger trains 60

Passenger trains between WM Junction and Summit on eastward and westward unrestricted track 70

Passenger trains between River Junction and VN Crossover on eastward and westward unrestricted track 70

Passenger, express and milk trains when using freight engine will not exceed a speed of 50

Freight trains 50

Class R-1 and R-2 engines handling trains 40

Class R-3 engines 4212 and 4219 handling trains 45

Class J-2 engines handling trains..... 35

Trains handling wrecking derrick 30

River Junction—To and from Buffalo Division Eastward track and River Line Main track 50

River Junction—To and from Buffalo Division Westward track and River Line main track 30

Single track Buffalo Jct. (L. V. R. R.) to FW 20

Eastward and Westward tracks M. P. 419.75 WM Jct. to FW Tower 25

East Wye, I Q Tower, East Buffalo 15

West Wye, I Q Tower, East Buffalo 15

Class R and S type engines, over bridge 420.76 over Bailey Ave., Buffalo, N. Y... 20

Class C-1, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, K-5-B, N-1, N-2, N-3, R and S engines, over bridge 421.83 Clinton Street, Buffalo, New York. All yard tracks 20

PORTAGE BRIDGE 361.66 Portage, N. Y.

All class engines, unless otherwise restricted, will operate at a speed not to exceed twenty (20) miles per hour over Bridge. Speed of train may be increased to thirty (30) miles per hour on Viaduct unless otherwise restricted.

Double-heading of "R-1", "R-2", or "S" class engines is prohibited except with "K", "N", "R-3" or lighter class engines.

Curve 23, at N. T. Tower, M. P. 358.07 to M. P. 358.11 Eastward track 45

Curve 26, east of Portage, M. P. 360.06 to M. P. 360.41, Eastward and Westward tracks 45

Curves 27 & 28, east of Portage, M. P. 360.48 to M. P. 361.48, Eastward and Westward tracks 40

Curves 29 & 30, west of Portage, M. P. 361.82 to M. P. 362.60, Westward track.. 25

Curve 29, west of Portage, M. P. 361.80 to M. P. 362.12, Eastward track 30

Curve 30, west of Portage, M. P. 362.13 to M. P. 362.62, Eastward track 50

Curves 31 & 32, east of Castile, M. P. 362.74 to M. P. 364.15, Westward track 40

Curves 66, 67, 68, 69 & 70, east of Attica, M. P. 388.50 to M. P. 391.95, Eastward track 45

Curve 71, east of Attica, M. P. 392.13 to M. P. 392.49, Eastward and Westward tracks 50

Curve 72, at Attica, M. P. 392.55 to M. P. 392.80, Westward track 40

Eastward track 50

Curve 87, west of Depew, M. P. 415.24 to M. P. 415.51, Eastward and Westward tracks 60

Niagara Falls Branch

Freight trains 40

Trains handling wrecking derrick 25

All public street crossings at grade within corporate limits City of Niagara Falls. The easterly city limits are located at M. P. 18.42..... 20

Curves west of Falls Junction 15

Between interlocking limits of Erie 2, North Tonawanda, and Erie 3, Tonawanda 20

Bridge 12.39 over Ellicott Creek, East of North Tonawanda 20

To and from International Branch 15

To and from single track at Intl. Jct. 25

Class R and S engines will not be permitted to operate over Bridge 3.55 over N. Y. C. R. R. tracks three-fourths mile west of East Buffalo, east and westward tracks.

Class N-1, N-2, N-3, K-5-A, K-5-B engines with large tender and C&O R.R. Class MK-1 engines over bridge 22.49 over Gill Creek east of Niagara Falls, N. Y. 20

International Branch

All trains 20

Trains handling wrecking derrick 15

All class engines over bridges: 1.63 Virgil Avenue and 2.73 Hertel Avenue, Buffalo, N. Y., Eastward and Westward Tracks.. 15

Rochester Division

Engines other than G-15-A, G-15-B, H-20-B, H-21-A, H-21-B, J-2, K-1 and Diesels FE-13, FE-15, FA-15 and PE-15 are restricted from operating between Erwins Jct., N. Y. (M.P. 293.78) and Avon, N. Y. (M.P. 366.42).

Class N-3, R and S engines are restricted from operating between Avon, N. Y. and Rochester, N. Y.

All trains 30

Trains handling wrecking derrick 25

Steuben and Charles Sts., Painted Post ... 5

Hamilton Street, Painted Post. After coming to a full stop, all trains will be flagged over crossing.

Through village of Painted Post 10
 Bridge 296.41 west of Coopers 20
 Bridge 304.64 west of Savona 20
 Reverse Curve at Bath, M. P. 310.53 to
 M. P. 310.58 15
 Lackawanna Street, Bath 5
 Bridge 310.96 west of Bath 20
 Bridge 320.38 east of Wallace 20
 Lakeville Branch 15
 Bridge 365.71 east of Avon 20
 Main Street, Avon, N. Y. After coming to
 a full stop, all trains will be flagged over
 crossing.
 Jefferson Road crossing just east of Mortimer
 station 10
 Between Rochester and Genesee River
 Bridge east of Rochester 15

Attica Branch

Class R and S engines are restricted from
 operating on Attica Branch between
 Attica, N. Y. and Avon, N. Y.
Freight trains 35
 Trains handling wrecking derrick 25
 Between crossover and yard limit board on
 Attica Branch, Avon Yard 15
 G & W R.R. Crossing, G & W Jct. 15
 NYC R.R. Crossing, Batavia, N. Y. 10
 Between Harvester Avenue and Jackson
 St., Batavia, N. Y. 10
 Class C-3, C-3-A, N-1, N-2 and N-3 engines
 over Bridge 367.14 Genesee River west
 of Avon, N. Y. 15
 Class C-3, C-3-A, N-1, N-2, N-3 and K-2-A,
 K-4-B, K-5, K-5-A engines over Bridge
 368.22 over P. R. R. tracks west of Avon,
 N. Y. 15
 Class C-3, C-3-A, N-1, N-2 and N-3 engines
 over bridge 384.66 east of Stafford, N. Y. 15
 Class C-1, C-3, C-3-A, K-2, K-2-A, K-4,
 K-4-B, K-5, K-5-A, K-5-B, N-1, N-2 and
 N-3 engines over bridge 390.80, Tona-
 wanda Creek, Batavia, N. Y. 20

**LIGHT ENGINES, WORK EXTRAS AND
 CREWS PERFORMING SWITCHING
 SERVICE 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
 Town Track Switch.....Griswolds.... 396.4
 Demuth Switch.....Darrien Center 398.8
 Town Track Switch.....Marilla..... 407.0
 Weil Lumber Co. Switch..Lancaster.... 413.4
 Great Lakes Lumber Co.
 SwitchLancaster.... 413.7
 Town Track Switch.....Depew..... 414.3

SUPERIORITY OF TRAINS.

Eastward trains are superior to westward
 trains of the same class except:
 No. 137 is superior to No. 138 to Atlanta.
 No. 75 is superior to No. 98 to Attica.

CLEARING OF TRAINS.

First class trains will not leave Hornell or
 Buffalo without clearance (Form A)

Trains will not leave Susp. Bridge without
 train order or clearance (Form A).

Trains will not leave Rochester, Attica (At-
 tica Branch) or AQ Tower, without train order
 or clearance (Form A).

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

TRAIN REGISTERS.

Buffalo.	Painted Post.
Hornell.	Avon.
Susp. Bridge.	Rochester.

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 reg-
 ister 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.

**SPECIAL ORDER BOOKS AND
 BULLETIN BOARDS.**

Buffalo	{	Train Dispatchers Office. Engine Dispatchers Office. Callers Office. Q X Yard Office.
Hornell	{	Telegraph Office. Engine Dispatchers Office.
Black Rock .		Yard Office.
North Tonawanda .	{	Freight Office.
Susp. Bridge		Telegraph Office.
Corning		Yard Office.
Avon		Telegraph Office.
Batavia		Freight Office
Rochester ..		Yard Office.

"Conductors and Enginemen when registering
 in Special Order Books are required to sign

their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employes, other than those authorized, to make entries of any nature in Special Order Book.

SIDINGS	Car Capacity	
	Eastward	Westward
Attica	84	83
Warsaw	80	
Silver Springs		65
Canaseraga	169	
North Tonawanda	57	
Niagara Junction	76	
Falls Junction	29	
Bath	23	
Kanona	11	
Wallace	15	
Cohocton	35	
Atlanta	22	
Wayland	19	
Websters	23	
Livonia	27	
Mortimer	23	
LeRoy	18	
Batavia	48	

Passing sidings are designated as follows:
Niagara Junction, all trains, Siding South Side.

North Tonawanda, all trains, No. 1 track new yard west of Wheatfield St.

Bath, middle.

Kanona, east of station.

Wayland, west of station.

Livonia, front.

LeRoy, North Side.

Batavia, Store.

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.

Buffalo.

Stock Yard Lead Crossing Babcock St., "SK."

Trains receiving stop and proceed indication as per Operating Rule 291-a must not proceed until flagman is sent ahead to protect movement over crossing.

Yard crews operating yard engines over stock yard lead at this crossing will be governed by Operating Rule 511.

Buffalo.

N. Y. C. & St. L. R. R. near Seneca St., J. U. Crossover, target DIAGONAL, proceed on Erie R. R. Will be restored to normal position HORIZONTAL and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

Black Rock.

Dock Track, D. L. & W. R. R. target, HORIZONTAL, proceed on Erie R. R. Will be restored to normal position DIAGONAL and

will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

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.

G. & W. Junction.

G. & W. R. R. Crossing. Controlled by semaphore signals operated by G. & W. R. R. operator. Semaphore arm 60 degrees below horizontal by day, green light by night, indicates to proceed on Erie R. R.

When proper semaphore indication is displayed Erie R. R. trains may proceed without stopping, at a speed not to exceed fifteen miles per hour.

LeRoy.

B. & O. R. R. Crossing. Controlled by tilting board operated by signalmen. Tilting board in HORIZONTAL position, indicates to proceed on Erie 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 Erie 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 Erie R. R., providing the route is seen to be clear.

Erwins Crossing.

Should home signal at crossing indicate STOP without apparent cause, trainman 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:

2. Enter concrete house, unlocking switch lock on door.

3. If, when first entering concrete house, it is noted that any of the three switches have been left in the OFF position, these should be placed upward (ON position), which may permit signal to clear for train that has been stopped.

4. Telephone Lackawanna dispatcher, advising him of conditions. If unable to communicate with dispatcher report should be made at first open telegraph office.

5. Pull lever of switch representing track on which train stands (for example D. L. & W. EASTWARD TRACK) downward to OFF position. This will set all conflicting signals at STOP.

6. Note that lamp located directly above switch that has been pulled displays a red light. This shows that conflicting signals indicate STOP.

If the red lamp fails to light after switch lever has been pulled downward, full flag protection must be provided in both directions on conflicting tracks before train moves over crossing.

7. After three minutes wait go to crossing and if no train is approaching on conflicting track, give hand signal for train to proceed. Engineman will accept hand signal and proceed in accordance with rule 663 except that clearance form B will not be used.

8. After train has reached crossing, trainman will return lever of switch upward to ON position, lock the door and board his train.

The following rule governs train movement into interchange track.

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

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 D. L. & W. interchange to JU Crossover. Before opening switches to occupy crossover between North Yard and eastward main track at Bailey Avenue permission must first be secured from operator at IQ Tower. This does not relieve enginemen and trainmen from protecting the movement as per Rule 99.

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

Susp. Bridge Yard

Eastward Movements—Signalman at Tower 65 will report all eastward movements to Operator at "JH", and no movement will be permitted on main track or running track without obtaining permission from Operator at "JH". 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 Susp. Bridge Yard at Cedar Ave. and will not depart "JH" until permission is received from Operator at "JH".

Crossover Movements—Permission must be obtained from Operator at "JH" before using crossover switches at North Avenue.

The above does not supersede Rule 93.

W M Junction

For movement through crossover from extension track to eastward main track, call operator at "IQ" Tower for permission to reverse switches, movement will then be made on signal indication.

Attica Branch—Attica

Secure permission to crossover or enter Buffalo Division main track and advice as to whether First Class trains that are overdue have passed, then open switches and allow (3) three minutes to elapse before crossing over or fouling Buffalo Division Main Tracks.

This does not supersede Rule 99.

Painted Post

1. Communicate with Susquehanna Division Train Dispatcher by telephone which is located in booth in vicinity of crossover, secure permission to cross over and advice as to whether first class trains that are overdue have passed, then observe position of the indicator, which is located in booth, to know whether or not trains are approaching from either direction.
2. After securing permission to use crossover, carefully observe whether a train is approaching from either direction, if not, open crossover from east to west, allowing three minutes to elapse, then open Rochester Division switch and proceed to eastward track without stop until entire train is on eastward track, then close switches from the west to the east.

This does not supersede Rule 99.

YARD LIMITS. INDICATED BY SIGNS.

BUFFALO DIVISION

Hornell

Silver Springs

W. M. Junction to Buffalo passenger station.

East Buffalo { All territory between one
mile west of International
Junction and East Buffalo
(on Niagara Falls Branch.

Black Rock—All of International Branch
North Tonawanda
Suspension Bridge-Niagara Jct.

ROCHESTER DIVISION

Attica—Attica Branch

Batavia

LeRoy

Avon

Rochester

Wayland

Bath

Painted Post

SUSQUEHANNA DIVISION

FIRST CLASS TRAINS

EASTBOUND

Hornell

Train	Arrive	Depart	ZY Tower
6	12:24 AM	12:32 AM	12:36 AM Daily
2	11:04 AM	11:14 AM	11:18 AM Daily
8	3:09 PM	3:28 PM	3:32 PM Daily
10	7:55 PM	8:05 PM	8:09 PM Daily

WESTBOUND

Hornell

Train	ZY Tower	Arrive	Depart
5	4:01 AM	4:07 AM	4:18 AM Daily
7	9:50 AM	10:03 AM	10:15 AM Daily
1	5:19 PM	5:26 PM	5:36 PM Daily
27	12:25 AM	12:35 AM	

RULE 93-A

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

Between "VN" Crossover and Cass St. Hornell Yard.

Silver Springs.

Between Doat St. Crossover and "IQ" Tower, Niagara Falls Branch, East Buffalo Yard.

SPRING SWITCHES.

Spring switches are located at International Jct., East end of extension track W M Junction, F W Tower and at east end of old main track, west of J U Crossover. Caution must be taken to prevent back up movements, slack running out of trains or taking slack over spring switches before forward movement is completed. If necessary to make such movements switches must be handled by hand. When switching over these switches they must be hand operated.

The spring switches at International Jct., and W M Junction are protected by dwarf signals for trains operating against current of traffic as follows:

Clear indication proceed over switch.

Restricting indication proceed to point of switch then stop, examine points of switch and make sure points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using and immediately report same to the Superintendent.

Trains moving against current of traffic on clear indication will proceed over spring switches not to exceed 20 miles per hour.

MOVEMENTS NOT PROVIDED BY TIME TABLE.

In double track territory, between Hornell and Buffalo, and East Buffalo & Black Rock, extra trains, other than passenger extras, may be run without train orders.

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

Between Hornell and Buffalo, Buffalo division, Automatic Block Signal rules will govern.

Niagara Falls branch will be operated under Manual Block System Rules.

Rochester Division and Attica Branch will be operated under Manual Block System rules.

Indications of Manual Block Signals do not supersede Rule 93.

Trains arriving and departing Rochester will procure block from and report arrival to Oper-

ator at Rochester. During the hours that Operator is not on duty they will procure block from and report arrival to Train Dispatcher Buffalo.

Trains operating in Automatic Block signal districts governed by telephone train order signals may run with the current of traffic, upon signal indication which signal indication supersedes time table superiority, as per Rule D251, Rules of Operating Department.

TELEPHONE TRAIN ORDER SIGNALS.

Westward

- Auto Signal 333-1-B, V N Crossover.
- " " 343-1-B, Canaseraga.
- " " 385-1-B, Linden.
- " " 390-1-B, Attica.
- " " 392-1-B, Attica.
- " " 395-1-B, Summit.
- " " 414-1-B, Depew.

Eastward

- Auto Signal 414-2-B, Depew.
- " " 393-2-B, Attica.
- " " 385-2-B, Linden.
- " " 365-2-B, Castile.
- " " 345-2-B, Canaseraga.

See Rule 509-D, paragraph (b), Rules of the Operating Department, effective July 1, 1930 which is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite track, signal may be passed without first bringing train to a stop and may proceed at restricted speed until the rear end of train clears the crossover.

After permission has been received from the Train Dispatcher or Signaller in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

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

Cass St.—Hornell.

River Junction.

IQ Tower, except Niagara Falls Br.

North Tonawanda, Tower 2.

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

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

IQ Tower - Niagara Falls Br. - Westward

Industry	Avoca
Livonia	Kanona
Wayland	Bath
Atlanta	Savona
Cohocton	Campbell
Wallace	Caledonia
	Batavia

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

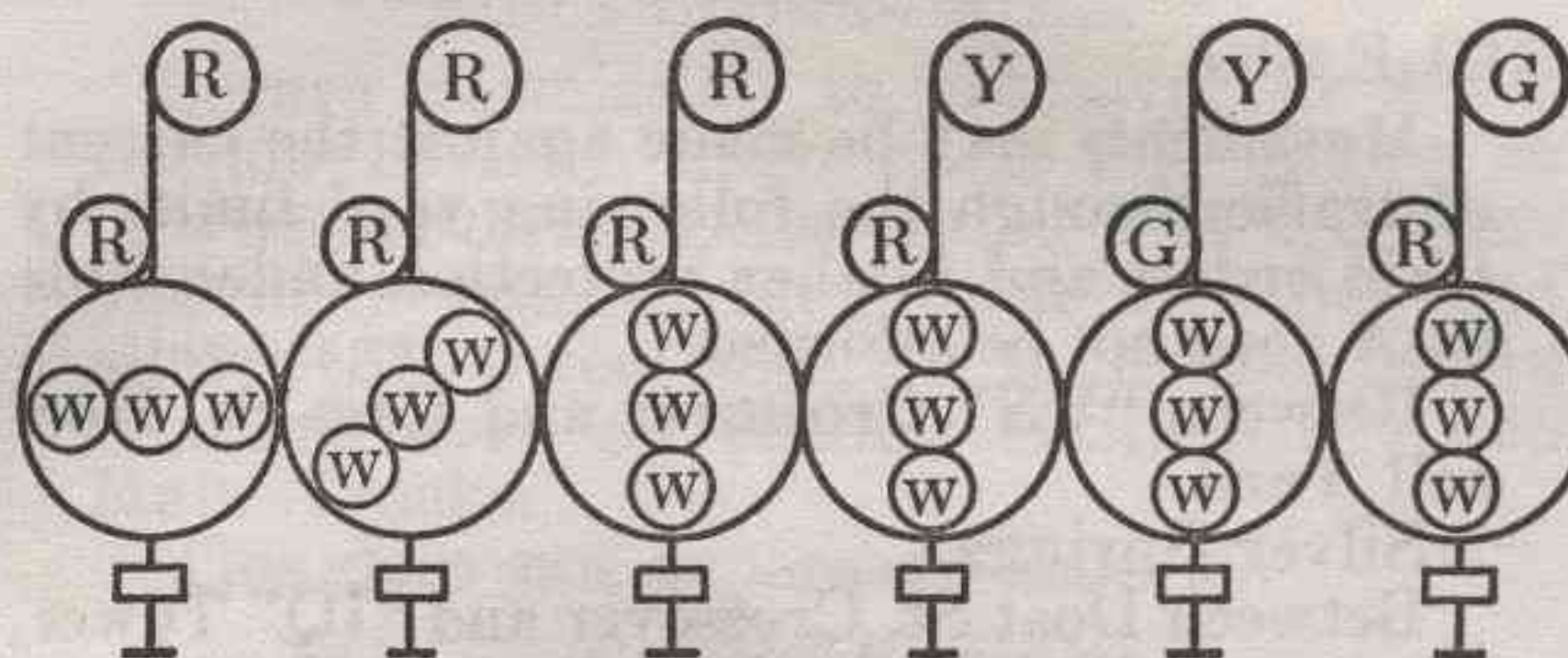
Rochester	9:00 A.M. to 12:00 Noon
"	1:00 P.M. to 6:00 P.M.
"	Sat. & Sun.... Closed
Industry	8:00 A.M. to 12:00 Noon
"	12:30 P.M. to 4:30 P.M.
"	Sat. & Sun.... Closed
Avon	6:30 A.M. to 11:00 A.M.
"	12:01 P.M. to 3:30 P.M.
"	Sun.... Closed
Livonia	7:00 A.M. to 12:00 Noon
"	1:00 P.M. to 4:00 P.M.
"	Sat. & Sun.... Closed
Wayland	7:00 A.M. to 12:00 Noon
"	1:00 P.M. to 4:00 P.M.
"	Sun.... Closed
Atlanta	8:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sat. & Sun.... Closed
Cohocton	8:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sat. & Sun.... Closed
Wallace	8:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sat. & Sun.... Closed
Avoca	8:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sat. & Sun.... Closed
Kanona	7:30 A.M. to 3:30 P.M.
"	Sat. & Sun.... Closed
Bath	7:00 A.M. to 12:00 Noon
"	1:00 P.M. to 4:00 P.M.
"	Sat. & Sun.... Closed
Savona	7:30 A.M. to 11:00 A.M.
"	Sat. & Sun.... Closed
Campbell	12:00 Noon to 4:30 P.M.
"	Sat. & Sun.... Closed
Caledonia	9:00 A.M. to 12:00 Noon
"	1:00 P.M. to 6:00 P.M.
"	Sat. & Sun.... Closed
Batavia	10:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sat. & Sun.... Closed

Day or Night Train Order Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

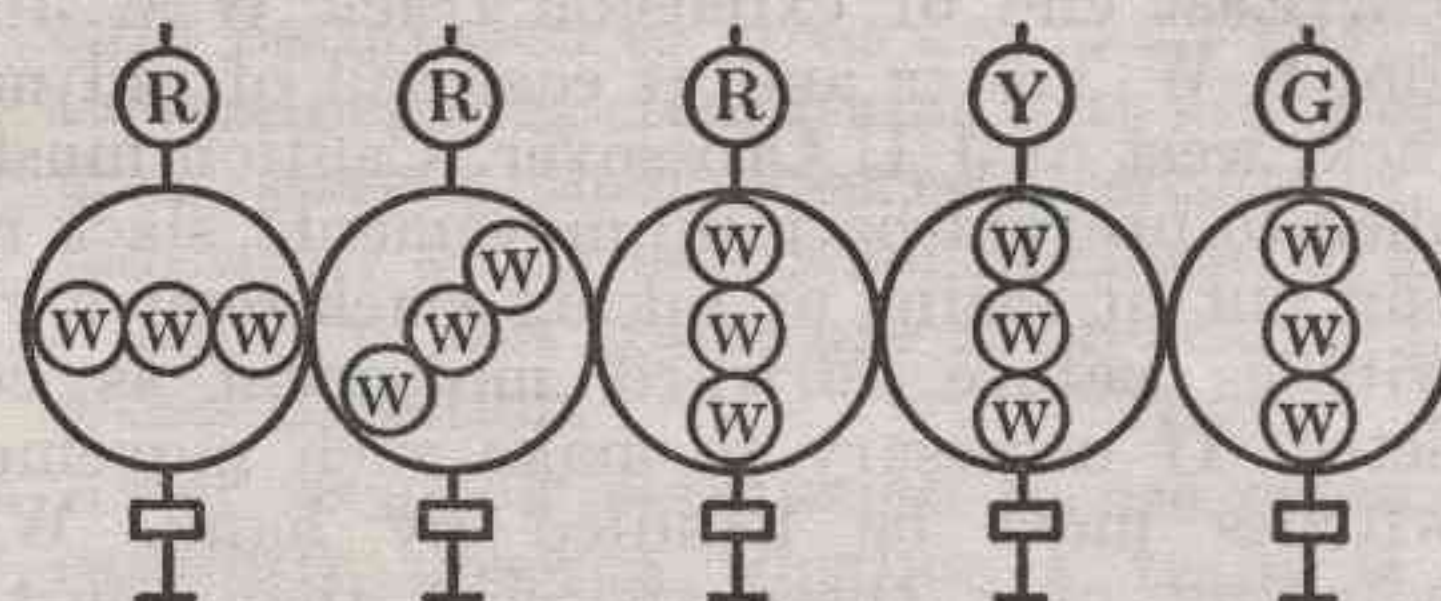
All trains entering a block under Permissive Signal Indication displayed at a Day and Night Block Signal Office will operate as per Rule 289 to the next Day and Night Block Signal Office regardless of a proceed signal that may be displayed at intermediate Day or Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal

Office is actually in operation. If a stop signal is displayed, trains will stop and ascertain cause. Position Light Telephone Train Order Signal. A position light unit attached to pole below upper unit.

RULES	RULES	RULES	RULES	RULES	RULES
291C	291C	291C	285D	282C	281E
509D	509D	509D	509D	509D	509D



RULES	RULES	RULES	RULES	RULES
296B	297B	298D	298E	298F
509D	509D	509D	509D	509D



Where position light telephone train order signals are in service Rules 509b, 509c and 509d will be observed the same as where other types of signals are in use.

RATING FOR ORDINARY TRAINS.

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

RULE 33 OF "RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, TRAIN AIR SIGNAL, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS, EFFECTIVE, JAN. 1, 1943," AND AMENDMENTS THERETO:

Passenger trains will make running test of air brakes before descending grades at following points:

EASTWARD. At M.P. 395, East of Griswolds, if train does not stop at station.

At M.P. 364, east of Castile, if train does not stop at station.

WESTWARD. At M.P. 387, west of Linden, if train does not stop at station.

MISCELLANEOUS

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

HOT JOURNALS.

By day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night—Hold lantern in hand by the guard wires around the globe 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 with globe 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 (except yard engines and yard cabooses). Following instructions will govern use of same: "Throw half of the powder from tube directly on blaze and close box lid. Wait one minute then open box, distribute remainder of powder over hot journal and close box lid. This prevents dope from taking fire again after car is set out. Car Must BE Set Out After Powder Has Been Used. Important—Box lid must be closed tight after powder is applied". 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.

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

Two "S" Type, FE-13, FE-15, FA-15 Diesel type engines will not pass one another on tracks 10, 11, 12, 13 and 14, Hornell Westbound Old Yard.

All class engines are restricted from using A. & A. R. R. wye tracks at Attica, N. Y., also the two main tracks within the wye.

All engines are restricted from using Back Track inside building at Westinghouse Mfg. Co., Attica.

All classes of engines are restricted from using north ash pit track at East Buffalo Roundhouse.

Two (2) S type or one (1) S type engine and one (1) FE-13, FE-15 or FA-15 type diesel engines 700 series or two FE-13, FE-15 or FA-15 type diesel engines must not pass each other on following tracks East Buffalo Yard. Canada

Yard—All tracks. JX Yard—Tracks 34, 35 and 36. Eastbound Receiving Yard—Tracks 6 and 7. Eastbound Departure Yard—All tracks except 3 and 4.

Locomotives in Helper service or otherwise must not couple on trains while in motion.

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

Maximum Permissible Car Loadings

Rochester Division and Attica Branch:

4 wheel trucks 220,000 pounds gross

6 wheel trucks 225,000 pounds gross

Except between Painted Post and Erwins Jct.

4 wheel trucks 260,000 pounds gross

6 wheel trucks 300,000 pounds gross

Engines heavier than Class H-21 are restricted from operating on trestle State Industrial School, Industry, N. Y.

PORTAGE**INSTRUCTIONS FOR OPERATION IN EVENT SIGNALS FAIL TO CLEAR ON APPROACH OF TRAINS.**

A. If there is no evidence of approaching train communicate by telephone with River Jct. (NT) or Dispatcher and after receiving permission operate the switch key controller located adjacent to signal governing the movement to be made, by inserting switch key in opening, turning clockwise and hold for ten (10) seconds and then remove key. Then wait four (4) minutes and fifteen (15) seconds and when signal then clears train may proceed.

B. If the signal does not then clear for the movement a member of the crew should first observe the indication displayed by the spring switch signals. In the event either of these signals display a Stop indication the spring switch must be inspected and operated by hand. After operating either spring switch by hand and the spring switch signal does not then indicate green and the signal for movement fails to indicate proceed communicate further with River Jct. (NT) or Dispatcher for further instructions and report switch to Superintendent.

C. In the event a train is stopped before reaching home signal displaying proceed aspect for the movement and for some reason may be unable to proceed at once, Dispatcher must be notified of conditions, and if found necessary indication may be annulled by operating push-button located on side of controller to permit another approaching train to proceed.

AUTOMATIC MANUAL CONTROLS TO OPERATE FLASHER SIGNALS ARE LOCATED AT THE FOLLOWING POINTS TO ELIMINATE THE UNNECESSARY OPERATION OF HIGHWAY FLASHER SIGNALS DURING SWITCHING OPERATIONS:

Silver Springs—Perry Avenue—Main St. Crossings.

Auto-manual Controlled panel consisting of "Cut-out" and "Restore" push-button and an indicator light for each main track is located in Main Street Crossing Cabin and will be operated by Crossing Watchman between the hours of 7:00 AM and 7:00 PM daily, and by member of crew between the hours of 7:00 PM and 7:00 AM daily, when switching operations are in progress.

When either eastward or westward main tracks east of Main Street are blocked with cars, "Cut-out" button for track blocked should be used. When tracks are cleared of cars and then blocked again, it will be necessary to operate "Cut-out" button and repeat after each similar operation.

"Restore" button should be operated upon the approach of a through train or when train switching is ready to depart from Silver Springs.

Attica—Exchange Street Crossing

Auto-manual Controllers on posts, identified by "End of flasher cut-out circuit" sign, are in service at following locations:

Eastward Track—300 feet west of Exchange Street Crossing on south side of track. Controls section of eastward main track from "End of flasher cut-out circuit" sign to West Ave. Crossing.

Westward Track — 20 feet east of Signal 392-1, north side of Attica Branch connection. Controls section of westward main track from "End of flasher cut-out circuit" sign for a distance of 2000 feet east.

Operation of Auto-Manual Controller — When trains or cars of switching movement are standing on the above described section of tracks, member of crew will operate "controller" by placing switch key in place provided, turn key to right to stop position, hold 5 seconds and remove key. Each time all cars are cleared from controlled section of track and then returned, key operation must be repeated. Crossing protection may be restored at any time by pressing button, located under hood on side of controller, hold 5 seconds and release.

Niagara Falls - Hyde Park Crossing

Auto-manual Controller is located on post identified by "Entrance to Circuit" sign on south side of track, 2,000 feet east of Hyde Park Crossing and controls flashers during switching operations at Niagara Junction.

Westward trains making switch movements into flasher circuit by passing "Entrance to Circuit" sign, will start flashers at Hyde Park Blvd. Flashing will be stopped by placing switch key in place provided marked "Cut-out," turn key to the right to stop position, hold for 5 seconds and remove key. Circuit will be cleared each time movement is made east of "Entrance to Circuit" sign when no cars or engines are in circuit. When circuit is re-entered, Controller will again be operated as above.

After train is ready to proceed west and in the circuit with Highway flashers cut out, before starting train, operation of flashers will be resumed by moving lever on Controller marked "Restore" to the right to stop position and hold same for 5 seconds in that position. Then release.

When necessary to back eastward trains that have passed "Entrance to Circuit" sign, into the circuit, cut out on controller will be operated as above.

Crossing gates at South Street and Niagara Avenue, Niagara Falls, N. Y. are controlled from Cleveland St., 24 hours daily. It must be known that the gates are down before crossing these crossings with cars, train or engine. The running track and siding derails located west of Michigan Ave. must be placed in derailing position after each train movement. Operators at "JH" must notify gateman at Cleveland Street via telephone of train movements over these crossings in both directions.

OVERHEAD CLEARANCES

Employees 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:

Hornell, N. Y.

Coaling Station—No. 1 and 2 ingo, sand house and outgo tracks.

Overhead bridge between ice house and ice house platform south lead.

Ice conveyors over south lead at Icing Plant.

Ice chutes over both north and south lead tracks.

Wire crossing and roof over coal track at the plant of the New York State Electric & Gas Corp.

Overhead steel frame of Cinder Loader at Power House over Cinder Track.

All tracks entering roundhouse and shop buildings.

<i>Number of Bridge</i>	<i>Buffalo Division Location</i>
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
F-420.06	William St. E. Bflo., N. Y.—D.L.& W. R. R.
FH 422.38	Seneca Street, Buffalo, N. Y.
FH 422.43	Smith Street, Buffalo, N. Y.
FH 422.77	Van Rensselaer St., Buffalo, N. Y.
FH 423.10	Hamburg St., Buffalo, N. Y.
FH 423.47	Louisiana St., Buffalo, N. Y.
FH 423.70	Chicago St., Buffalo, N. Y.
F-422.70	L. V. R. R. (Lake Line) Buffalo, N. Y.
H-422.93	Abbott Road (Lake Line) Bflo., N. Y.
F-423.15	D. L. & W. R. R. (Lake Line) Buffalo, N. Y.
H-423.75	Louisiana St. (Lake Line) Bflo., N. Y.
421.53	William St. (Stock Yards) Bflo., N. Y.
H-1.57	Seneca Street (B. & S. W.) Buffalo, N. Y.

Niagara Falls Branch

F-7.92	D.L.&W. R.R. International Jct., Bflo., N.Y.
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.
FH-24.99	Pierce Ave., Niagara Falls, N. Y.

Rochester Division

304.64	½ mile west of Savona, N. Y.
347.97	Highway west of Conesus, N. Y.
358.04	Highway west of South Lima, N. Y.
371.59	L. V. R. R. East of Industry, N. Y.
384.12	Clarissa St., Rochester, N. Y.

Attica Branch

387.13	L. V. R. R. west of Stafford, N. Y.
390.80	Tonawanda Creek, Batavia, N. Y.
391.71	L. V. R. R. west of Batavia, N. Y.
395.58	D. L. & W. R. R. west of Batavia, N. Y.

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

Buffalo Division

<i>Mile Post</i>	<i>Location</i>
336.90	Eastward town track Arkport
358.92	Wye track west of River Junction
365.15	Eddy coal sidetrack Castile
391.50	Prison sidetrack Attica
392.19	Westinghouse Electric and Mfg. Co. Scale track Attica
413.70	Lake Shore Lumber sidetrack west of Lancaster
421.12	Crockers sidetrack west of "SK" E. Buffalo
422.00	Laub's No. 1 Switch east of "FW" E. Buffalo

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	Meyers Coal sidetrack No. Tonawanda
13.90	I.R.C. interchange, North Tonawanda
21.60	Niagara Jct. interchange, Niagara Jct.

<i>Mile Post</i>	<i>Rochester Division</i>
293.80	West of Painted Post
310.54	Team track west of Bath
317.90	At Avoca Station
320.80	At Wallace Station
366.30	At Avon Station
380.40	N. Y. C. R. R. Interchange track west of "RQ" Mortimer
380.43	N. L. & O. Power sidetrack west of "RQ" Mortimer

Attica Branch

390.44	N. Y. C. R. R. interchange and Gas Company sidetrack Batavia
390.63	Main Track at N. Y. C. R. R. crossing SS No. 40 Batavia

GENERAL RAILWAY SIGNAL AUTOMATIC TRAIN STOP—SCHEDULE 2 INSTRUCTIONS FOR ENGINEMEN WITH LOCOMOTIVES EQUIPPED WITH AUTOMATIC TRAIN STOP

Open inductors are in service on engine dispatching tracks at Buffalo, Avon, Corning, Elmira, also on south rail at Painted Post, Rochester Division.

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

Engines not equipped with Automatic Train Stop, or with such device not in working order, will not be handled over train stop territory except under following restrictions:

1. Double-headed behind an engine the train stop device of which is in working order.
2. Dead, in freight train.

3. When train stop device fails between terminals seal will be broken on cutout cock, train stop device cut out, and report will be made to Superintendent at first point of communication and train will proceed in accordance with instructions received. In the event prevailing weather conditions interfere with visibility of signals, trains will proceed under caution from point where device fails to point of communication with Superintendent.
4. Crews of engines of foreign lines handling detoured trains between points intermediate to division terminals, under protection of Erie pilot, will be governed by instructions of Superintendent as to extra precautions to be taken to safeguard movement.

TO PLACE EQUIPMENT IN OPERATION: STEAM:

1. Headlight generator must be running.
2. Main reservoir must be pumped up.
3. Reset button must be depressed for two seconds.
4. Brake valve must be moved to full service position to latch up handle to rotary valve.

DIESEL:

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A.T.S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives.

OPERATION:

STEAM:

The actuator moves the rotary in the brake valve to service position only when A.T.S. application occurs, but the brake valve handle does not move. The engineman can manually go from service position to emergency position. When an A.T.S. application has been received, the train will come to a stop and it will be necessary, for the engineman to press the reset button located on the right side of the tender frame for two seconds; this will reset the system and indicator on top of the actuator will again go to the reset position, arrow pointing to "R".

Brake valve handle can then be relatched with the rotary by moving the handle to service position; after relatching brake valve can be moved to any position desired.

DIESEL:

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineman can obtain an emergency application in the usual way after receiving an A.T.S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledged handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives.

BROKEN AIR PIPES

STEAM:

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

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

ACKNOWLEDGING CONTACTOR:

When required to acknowledge, acknowledged handle must be pulled down before passing a signal displaying other than "Proceed". If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

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

CONTROL CUTOUT COCK:

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

STEAM:

This is under left hand actuator cylinder and when handle is in horizontal position the apparatus is cut in and when raised to the vertical position it is cut out.

DIESEL:

This is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

OVER SPEED GOVERNOR

DIESEL:

Speed warning whistle will sound at approximately 86 M.P.H. on passenger locomotives and approximately 62 M.P.H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 89 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledged handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives before throttle is opened.

LIGHT DEFECT:

STEAM:

When Automatic Train Stop is in service, and a short occurs on the light circuit, it causes a

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

GOVERNOR CHECK LIGHT:

DIESEL:

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

DEFECTS OR FAILURE OF APPARATUS:

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals on other points should be reported at first telegraph office.

SAFETY CONTROL (DEAD MAN)

DIESEL:

Each engineman's station in the operating cab of Diesel road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

W. M. Wiarda Train Master
E. E. Shipton Chief Train Dispatcher
M. J. McDonald ... Asst. Chief Train Dispatcher

BUFFALO DIVISION

EASTWARD TRAINS

WESTWARD TRAINS

FIRST CLASS

FIRST CLASS

EASTWARD TRAINS				WESTWARD TRAINS				
FIRST CLASS				FIRST CLASS				
10	B & S W 519	2	Distance from Buffalo	STATIONS AND SIDINGS	Distance from Jersey City	B & S W 516	477	1
Daily Except Sunday	Daily	Daily				Daily	Daily Except Sunday	Daily
A.M.	P.M.	P.M.					A.M.	A.M.
5.54		7.27	423.8	A.....NEW YORK.....L			12.05	9.00
P.M.		A.M.				A.M.	A.M.	P.M.
7.55		10.50	92.5	A.....HORNELL L.N	331.3		10.25	5.45
			90.6	V N CROSSOVER.....	333.2			
f 7.43		s 10.29	86.9	.....ARKPORT.....	336.9		s 10.33	
s 7.32		s 10.19	80.0	.....CANASERAGA.....	343.8		s 10.44s	6.00
f 7.24			75.7	.....SWAIN'S.....	348.1		f 10.50	
s 7.15			68.5	.....DALTON.....	355.3		s 11.00	
* 7.09			66.4	WASHINGTON HUNT..	357.4		s 11.05	
7.08		10.02	65.7	RIVER JUNCTION N	358.1		11.07	6.18
f 7.02		9.57	62.3	.....PORTAGE.....	361.5		s 11.12	6.23
s 6.56		s 9.51	58.5	.....CASTILE.....	365.3		s 11.19s	6.30
s 6.50		s 9.45	55.7	.....SILVER SPRINGS....	368.1		s 11.25s	6.36
			52.7	.....ROCK GLEN.....	371.1		s 11.30	
s 6.39		s 9.34	48.4	.....WARSAW.....	375.4		s 11.37s	6.47
f 6.28			42.6	.....DALE.....	381.2		f 11.44	
			38.3	.....LINDEN.....	385.5		f 11.50	
s 6.12		s 9.08	31.3	.....ATTICA.....N	392.5		s 12.03s	7.11
			29.1	.....SUMMIT.....	394.7			
s 6.04			27.3	.....GRISWOLD'S.....	396.5			
s 6.00			25.1	.....DARIEN CENTER....	398.7		s 12.13	
s 5.51		s 8.42	19.5	.....ALDEN.....	404.3		s 12.22s	7.28
s 5.44			16.7	.....MABILLA.....	407.1			
s 5.41			15.4	.....TOWN LINE.....	408.4			
s 5.34		s 8.30	10.6	.....LANCASTER.....	413.2		s 12.36*	7.39
s 5.29			9.3	.....DEPEW.....	414.5		s 12.41	
5.22		8.21	4.0	.....W M JUNCTION.....	419.8		12.49	7.48
		8.19	2.9	.....I Q TOWER.....N	420.9		12.51	7.50
s 5.20			2.7	.....EAST BUFFALO.....	421.1			
			1.6	.....F W TOWER.....	422.2			
5.15	5.25	8.15	1.3	.....J U CROSSOVER.....	422.5	10.55	12.55	7.55
			0.9	.....BUFFALO JCT.....	422.9			
5.10	5.20	8.10	0.0	L.....BUFFALO.....AN	423.8	11.00	1.00	8.00
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

ROCHESTER DIVISION.

**EASTWARD TRAINS
SECOND CLASS**

**WESTWARD TRAINS
SECOND CLASS**

		76	138	Distance from Rochester	STATIONS AND SIDINGS	Distance from Jersey City	137	99		
		Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
		P.M.	P.M.				A.M.	A.M.		
			1.30	94.8	CORNING N. Y. C. R. R.	290.2	5.30			
			1.25	92.9	1.9 PAINTED POST D. L. & W. R. R.	292.1	5.35			
				89.6	3.3 COOPERS	295.4				
			1.00	85.3	4.3 CAMPBELL	299.7	6.00			
			12.30	80.7	4.6 SAVONA	304.3	6.30			
			12.15	74.5	6.2 BATH	310.5	7.30			
			11.00	70.7	3.8 KANONA	314.3	7.55			
			10.35	67.1	3.6 AVOCA	317.9	8.10			
			10.20	64.2	2.9 WALLACE	320.8	8.35			
			10.00	59.3	4.9 COHOCTON	325.7	9.10			
			9.35	55.0	4.3 ATLANTA	330.0	9.35			
			9.00	49.0	6.0 WAYLAND	336.0	10.30			
				44.3	4.7 SPRINGWATER	340.7				
			7.50	41.4	2.9 WEBSTERS	343.6	11.00			
			7.40	37.6	3.8 CONESUS	347.4	11.15			
				33.9	3.7 SOUTH LIVONIA	351.1				
			7.25	30.3	3.6 LIVONIA	354.7	11.45			
				27.7	2.6 SOUTH LIMA	357.3				
				27.5	3.4 LAKEVILLE	360.7				
				25.9	1.6 CONESUS LAKE JCT	359.1				
		5.30	6.45	18.7	7.2 AVON	366.3	12.15	4.00		
				12.1	6.6 INDUSTRY	372.9				
				4.7	7.4 N. Y. C. R. R. MORTIMER	380.3				
		4.45		0.0	4.7 ROCHESTER	385.0		5.15		
		P.M.	A.M.				P.M.	A.M.		

ATTICA BRANCH

		98	Distance from Attica	STATIONS AND SIDINGS	Distance from Jersey City	75		
		Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	
		A.M.				P.M.		
		3.30	34.8	7.0 AVON	366.3	7.30		
		3.15	27.8	1.6 CALEDONIA	373.3	7.45		
			26.2	G & W. R. R. G. & W. JUNCTION	374.9			
		3.00	20.6	5.3 B. & O. R. R. LE BOY	380.5	8.15		
		2.40	10.7	N. Y. C. R. R. N. Y. C. R. R. BATAVIA	390.4	9.00		
		2.15	0.0	10.7 ATTICA	401.1	9.30		
		A.M.				P.M.		

STATION LIST

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

BUFFALO DIVISION	
<i>Station</i>	<i>Number</i>
Hornell, N. Y.	331
Arkport	3337
Burns	3340
Canaseraga	3344
Swains	3348
Dalton	3355
Washington Hunt	3357
River Jct.	3358
Portage	3361
Dundon Switch	3364
Castile	3365
Silver Springs	3368
Rock Glen	3371
Warsaw	3375
Dale	3381
Linden	3386
Attica	3393
Summit	3395
Griswolds	3396
Darien Center	3399
Alden	3404
Marilla	3407
Town Line	3409
Lancaster	3413
Depew	3414
East Buffalo	3421
JU Tower	3422
Buffalo (Louisiana St.)	3424

INTERNATIONAL BRANCH

International Junction	4426
Black Rock	5431

NIAGARA FALLS SPUR

Falls Junction	4442
Niagara Falls	6443

NIAGARA FALLS BRANCH

Buffalo (Louisiana St.)	3424
East Buffalo	3421
Buffalo (East Ferry St.)	4424
Buffalo (Main St.)	4425
International Junction	4426
Lewis Siding	4427
North Tonawanda	4431
LaSalle	4437
Falls Junction	4442
Susp. Bridge	4444

ROCHESTER DIVISION	
<i>Station</i>	<i>Number</i>
Corning, N. Y.	290
Painted Post	292
Coopers	6295
Campbell	6300
Savona	6304
Bath	6310
Kanona	6314
Avoca	6318
Wallace	6321
Cohocton	6326
Atlanta	6330
Wayland	6336
Springwater	6341
Websters	6343
Conesus	6347
South Livonia	6351
Livonia	6355
South Lima	6357
Avon	6366
Elm Place	6368
Industry	6373
West Henrietta	6376
Mortimer	6380
Rochester	6385

CONESUS LAKE BRANCH

Conesus Lake Junction	6359
Lakeville	4360

ATTICA BRANCH

Avon	6366
Gravel Pit	4369
Caledonia	4373
G. & W. Junction	4374
LeRoy	4380
Stafford	4385
Batavia	4390
Alexander	4398
Alexander Pit	4399
Attica	3393

WESTERN BRANCH

Branch	Number
Albany	431
Albany	432
Albany	433
Albany	434
Albany	435
Albany	436
Albany	437
Albany	438
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Albany	500

INTERNATIONAL BRANCH

International Junction	400
East Dock	401

NIAGARA FALLS BRANCH

High Falls	402
Lower Falls	403

NIAGARA FALLS BRANCH

Buffalo (Louisiana St.)	404
East Buffalo	405
Buffalo (Can. Ferry St.)	406
Buffalo (Main St.)	407
International Junction	408
Levitt Spring	409
North Tonawanda	410
Buffalo	411
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Buffalo	450

NORTHERN BRANCH

Branch	Number
Albany	431
Albany	432
Albany	433
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Albany	435
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Albany	500

CONVENTS LAKE BRANCH

Convent Lake Junction	400
Laurel	401

ARTICA BRANCH

Artica	402
Artica	403
Artica	404
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