

ERIE RAILROAD COMPANY
EASTERN DISTRICT

Buffalo and Rochester
Divisions and Branches

Time Table No. 42

Effective 12:01 A. M.

SUNDAY OCTOBER 28, 1956

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

42

THINK!
THEN
ACT
SAFELY

J. M. MOONSHOWER
Superintendent

T. J. SANOK
Assistant General Manager

A. E. KRIESIEN
Ass't. Vice Pres. and Gen. Mgr.

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. M. J. Downey	740 Seneca St.	Washington 8236	2142 Main St.	Parkside 5331
Buffalo	Dr. Paul V. Downey	740 Seneca St.	Washington 8236	2142 Main St.	Parkside 5331
Buffalo	Dr. Joseph V. Carr	367 Linwood Ave.	Grant 7850	367 Linwood Ave.	Grant 7864
Buffalo	Dr. S. A. Militello	1003 Genesee St.	Taylor 2826	988 Humboldt Pkwy.	Bailey 5365
Niagara Falls	Dr. Edw. Stebbins	United Office	Niagara Falls 5248	832 College Ave.	Niagara Falls 9620
N. Tonawanda	Dr. R. P. Reagan	345 Goundry St.	867	345 Goundry St.	1105W
Lockport	Dr. Dudley Fitzgerald	136 Walnut St.	3-2681	550 Vine St.	4-1311
Lockport	Dr. H. Braden Fitzgerald	136 Walnut St.	3-2681	330 Washburn St.	3-9494
Attica	Dr. Fred H. Volk	55 Main St.	133	55 Main St.	133
Warsaw	Dr. George W. Nairn, (Oculist)	26 Clinton St.	410	66 Park St.	10
Warsaw	Dr. J. W. Leachman, (Oculist)	26 Clinton St.	410	205 W. Buffalo St.	506
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 S.	339	5 Center St.	339
Hornell	Dr. G. W. Cheesman, (Oculist)	7 Union St.	Hornell 1521	382 First St.	368
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	Dr. Wm. J. Tracy	80 Broadway	1139	45 Genesee St.	1189
Hornell	Dr. Arthur J. Karl	66 Maple St.	650	68 Maple St.	650
Hornell	Dr. C. O. Sahler	25 Spring St.	Hamilton 8329	750 Landry Rd.	Hillside 1783
Rochester	Dr. W. D. Edwards, (Oculist)	389 Monroe Ave.	Monroe 0005	1371 Monroe Ave.	Monroe 0585
Rochester	Dr. George E. Lynch	59 Clinton St.	2271	59 Clinton St.	2271
Avon	Dr. Geo. S. Young	Summer St.	99	52 Clinton St.	2044
Batavia	Dr. S. Z. Selleck	Bath Hospital	84	Savona Road	242
Bath	Dr. Thomas L. McNamara	116 E. First St.	6-6441	175 E. First St.	6-7911
Corning					

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

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

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

Effective November 30, 1952

STANDARD CLOCKS

Buffalo	{ 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
Gang Mills ...	Yard Office

TIME TABLES

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

SPEED RESTRICTIONS

Miles per Hour

Freight trains handling eight wheel swivel truck cranes, steam shovels and other similar pivoted machinery to be hauled on rear of trains not more than 15 cars from caboose	30
Trains hauling spreader cars: Blades must be in trailing position	30
Loaded cars carded Form 5432	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminals until so notified.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers as otherwise provided	10
Freight trains from eastward extension to eastward main track, William Street, operating on clear slow signal ..	15

Buffalo Division

Passenger trains	50
Freight trains	50
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
East and West Wye, I Q Tower, East Buffalo	15
All classes of yard engines when operating as a single unit running light	25
Yard engines, Classes SA—(except SA-3) SB, SE, MSA and MSL when operating with train or towed in train ..	40
All classes of road engines when operating as a single unit running light	35

PORTAGE BRIDGE 261.66, Portage, N. Y.

All class engines unless otherwise restricted, will operate at a speed not to exceed thirty (30) miles per hour, over bridge and the speed of the entire train must not exceed the above speed.

Curve 23, at N. T. Tower, M. P. 358.07 to M. P. 358.11 Eastward track	30
Curves 26-27-28 east of Portage, M. P. 360.06 to M. P. 361.48, Eastward and Westward tracks	40
Curve 29, west of Portage, M. P. 361.80 to M. P. 362.12 ..	30
Curve 30, west of Portage, M. P. 362.13 to M. P. 362.62 ..	40
Curve 31, east of Castile, M. P. 362.74 to M. P. 362.69 ...	40

Niagara Falls Branch

All 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 102nd Street	20
Curves west of Falls Junction	15
Between interlocking limits of Erie 2, North Tonawanda, and Erie 3, Tonawanda	15
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

International Branch

All trains	20
Trains handling wrecking derrick	15
All class engines over bridge: 2.73 Hertel Avenue, Buffalo, N. Y., Eastward and Westward Tracks	15

Lockport Branch

All trains (North Tonawanda to Lockport)	20
All trains (Gulf Line)	10
Trains handling wrecking derrick	15

Rochester Division

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 298.18 east of Campbells	20
Bridge 304.64 west of Savona	20
Reverse Curve at Bath (M.P. 310.53 to M.P. 310.58)	15
Lackawanna St., Bath	5
Bridge 310.96 west of Bath	20
Bridge 320.38 east of Wallace	20
Bridge 322.22 west of Wallace	20
Bridge 324.38 east of Cohocton	20
Bridge 326.01 west of Cohocton	20
Bridge 327.30 east of Atlanta	20
Bridge 328.40 east of Atlanta	20
Lakeville Branch	15
Bridge 365.71 east of Avon	20
Main St., Avon, N. Y. After coming to full stop, all trains will be flagged over crossing.	

Jefferson Ave., Road crossing east of Mortimer Station ..	10
Between Rochester and Genesee River Bridge east of Rochester	15
North leg of Wye, Avon, N. Y.	10

Attica Branch

Freight trains	35
Trains handling wrecking derrick	25
All trains to and from Attica Branch to Buffalo Division	15
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
All engines over Bridge 390.80, Tonawanda 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

SUPERIORITY OF TRAINS

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

- No. 75 is superior to No. 98 to Attica.
- No. 137 is superior to No. 138 to Wayland.
- No. 145 is superior to No. 144 to Batavia.

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

Rochester Division trains will depart Gang Mills Yard without Clearance Form "A".

TRAIN REGISTERS

Buffalo.	Gang Mills.
Hornell.	Avon.
Susp. Bridge.	Rochester.
Attica (Attica Branch Trains).	

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

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Buffalo	{ Engine Dispatchers Office. Callers Office. Q X Yard Office.
Hornell	{ Telegraph Office. Engine Dispatchers Office.
Black Rock	Yard Office.
North Tonawanda..	Freight Office.
Lockport	Freight House.
Susp. Bridge	Telegraph Office.
Gang Mills	Yard Office.
Avon	Telegraph Office.
Batavia	Freight Office.
Rochester	Yard Office.

SIDINGS

	Car Capacity
Alden	228
Attica	115
Linden	175
Silver Springs (West of Law's)	95
Canaseraga	169
North Tonawanda	57
Niagara Junction	76
Falls Junction	29
Bath	23
Kanona	11
Wallace	15
Cohocton	35
Atlanta	22
Wayland	19
Livonia	23

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.

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.

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.

LL Junction, signals are normally set for restricting positions on N.Y.C. R.R. When trains operating on Erie tracks desire to move over this crossing they must come to a positive

stop in advance of signals and then proceed as follows: trainmen to observe signals on N.Y.C. R.R., if they show restricting and track appears clear, then set N.Y.C. R.R. signals to stop position, set Erie home signals to restricting position then move train over crossing. After movements over crossing have been completed, trainmen will set Erie home signals to stop position and N.Y.C. R.R. signals to restricting position. Signals to remain in this position.

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, and be governed by framed instructions inside house.

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 will be given by signal indication.

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.

YARD LIMITS. INDICATED BY SIGNS BUFFALO DIVISION

Hornell

Silver Springs

Union Road to Old 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.

Lockport to North Tonawanda

ROCHESTER DIVISION

Attica—Attica Branch

Batavia

LeRoy

Avon

Rochester

Wayland

Bath

Painted Post

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.

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

SPRING SWITCHES

Spring switches are located at points indicated below, Rules 155, 155(a) and 155(b), Rules of the Operating Department effective Nov., 30, 1952 will govern:-

Portage, West Linden, West Alden, Union Road, East End of Extension William Jct., "FW" Tower and International Jct.

The Spring Switch at International Junction is protected by dwarf signal for trains operating against current of traffic as follows:-

Clear indication proceed over switch.

Restricting indication proceed to point of switch then stop, examine point 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 Superintendent.

RULES GOVERNING MANUAL BLOCK SIGNAL SYSTEMS, AUTOMATIC BLOCK SIGNAL SYSTEMS, TRAFFIC CONTROL SYSTEMS, OPERATING RULES AND INTERLOCKING RULES EFFECTIVE NOVEMBER 30, 1952.

Between Hornell and Portage, "UR" and William Jct., East Buffalo, Buffalo division, automatic block signal system rules will govern.

Between "UR" and Portage, traffic control system operating rules will govern.

Niagara Falls Branch will be operated under manual block signal system rules.

Rochester Division and Attica Branch will be operated under manual block signal system rules.

Indications of manual block signals do not supersede Rule 93. Trains arriving and departing Rochester, Gang Mills and Attica will procure block from and report arrival to Train Dispatcher.

Trains operating in automatic block signal system 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 D 251, Rules of the Operating Department.

TELEPHONE TRAIN ORDER SIGNALS

Westward

Auto Signal 333-1-B, V N Crossover.

" " 343-1-B, Canaseraga.

Eastward

Auto Signal 345-2-B, Canaseraga.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

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

IQ Tower, except Niagara Falls Br.

Tower 2 North Tonawanda.

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

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

IQ Tower—Niagara Falls Br.—Westward

Atlanta

Cohocton

Avoca

Kanona

Bath

Savona

Campbell

Caledonia

Batavia

RATING FOR ORDINARY TRAINS

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

RULES FOR THE OPERATION AND MAINTENANCE OF AIR BRAKES AND AIR SIGNAL EQUIPMENT:

Effective March 2, 1954

Running test provided for in Rule 51, passenger trains will make running test of air brakes before descending grades at following points:-

EASTWARD. At M.P. 395, East of Griswolds.

At M.P. 364, east of Castile.

WESTWARD. At M.P. 387, west of Linden.

MISCELLANEOUS

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

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

HOT JOURNALS

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

By night—Hold lantern in hand and swing in small vertical circle.

CONNECTIONS DRAGGING

By day or night—Give stop signal.

CAR DOOR SWINGING OR ABOUT TO FALL

By day—Raise hand above head and hold it stationary.

By night—Same signal with lantern, in addition give stop signal.

BRAKES STICKING

By day—Shove hand in sliding movement from body.

By night—Same signal with lantern, in addition give stop signal.

FLAT WHEELS

By day—Place palms of both hands together in horizontal position.

By night—Hold lantern at arm's length in horizontal position.

ALL CLEAR

By day or night—Proceed signal.

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

When noticing a hot journal in train or receiving hot journal signal from operators and all others stop will be made as soon as possible and journal inspected and if necessary repair before moving to first switch.

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

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

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

Powdered Chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to engines and cabooses (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.

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

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

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

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

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

The "B" and "C" units of all of our freight diesels have had brackets installed for carrying jumpers and all of the "C" units have been equipped with MU and field jumpers.

Whenever a locomotive is cut in two, the jumper should be removed and placed in the "B" unit on the bracket provided for carrying.

A dragging equipment detector device has been placed in service between rails 100 feet east of signal 366.2B located at M. P. 366.60 west of Castile, N. Y. When actuated by dragging equipment, a sign, attached to eastward color light signal 363-2B at M. P. 363.69 west of Portage, N. Y. will be illuminated displaying letter "E". When letter "E" is displayed train should be stopped and inspected to locate dragging equipment and notify the dispatcher. Actuation of dragging equipment device prevents home signal at west end Portage, governing eastward normal movements, from clearing. When train reaches this signal, dispatcher should be notified as to cause of delay, then, to permit signal to clear break seal on switch key controller marked with "E", located 10 feet west of this signal, insert key, turn clockwise and hold (10) seconds then remove key. If no train for conflicting movement is approaching, signal will clear if not confer with dispatcher for further instructions.

A dragging equipment detector has been placed in service between rails of Westward track 500 feet west of Westward Home Signal at MP 358.07 River Junction.

When actuated by dragging equipment, a sign attached to Westward Signal 359-1B at MP 359.85 will be illuminated displaying letter "E". When letter "E" is displayed, train should be stopped and inspected to locate dragging equipment and notify the dispatcher.

Actuation of dragging equipment device prevents Westward Home Signal at Portage, governing westward normal movements from clearing. When train reaches this signal, dispatcher should be notified as to cause of delay, then, to permit signal to clear break seal on switch key controller marked with "E" located ten (10) feet east of this signal, insert key, turn clockwise and hold ten (10) seconds, then remove key.

If no train for conflicting movement is approaching, signal will clear; if not, confer with dispatcher for further instructions.

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

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

FE-13, FE-15, FA-15, PE-15, PA-20 (800 Series) engines will not pass one another on tracks 10 to 19 inclusive, 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.

FE-13, FE-15, FA-15 or PE-15, PA-20 (800 Series) 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.

When necessary to shut diesel engines down during cold weather, engine and cooling systems must be drained.

When two or more units of diesel road switchers or diesel switch engines are handled dead in train, they must be kept separated by placing an idler or freight car between each unit, and they should be put in train not more than sixty (60) cars from the locomotive when handled in long freight trains. Sufficient time (tests indicate approximately 20 minutes is required to charge an empty main reservoir on a road switcher) should be allowed to charge the main reservoir on the locomotive being handled dead. This applies on all makes of diesel engines, as well as horse-power capacities.

Whenever a diesel engine becomes derailed good judgment should be used in rerailing same to avoid possibility of damage to traction motors.

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

Account of insufficient clearance between crossovers just east of Can. Natl. Yard Office at Black Rock and switch leading into Erie No. 2 track, train and engine movements over Erie No. 2 switch must be suspended while movement is being made through the crossover.

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.

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
And except between Erwins Jct. and Avon		
4 wheel trucks	200,000	pounds gross

Lockport Branch & Gulf Line

4 wheel trucks	220,000	pounds gross
----------------------	---------	--------------

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 main track is located in Main Street Crossing Cabin and will be operated by Crossing Watchman between the hours of 8:00 A.M. and 5:00 P.M. school days only and by member of crew between the hours of 5:00 P.M. and 8:00 A.M. daily, when switching operations are in progress.

When main track east of Main Street is blocked with cars, "Cut-out" button should be used. When track is clear of cars and then blocked again, it will be necessary to operate the "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

Attica-Main Street Crossing (Attica Branch)

Track circuits have been installed and start 75 ft. each side of crossing and upon entering such circuits, all trains in both directions shall come to a full stop and flag over crossing. Stop signs have been erected 75 ft. each side of crossing.

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 of Exchange Street and 250 ft. east of Exchange St. Gates will raise if these circuits are occupied longer than 1½ minutes, train or engines so occupying these circuits and proceeding east or west will approach Exchange Street Crossing slowly and not pass over until gates have lowered except by flag protection.

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

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

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

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

Short track circuits installed on switching track at Exchange Street, Attica, N. Y. All trains using this track will stop approximately 25 ft. from crossing and will proceed only after gates have lowered or by flag protection.

Niagara Falls-Hyde Park Blvd. Evershed Road-56 Street Crossing

Auto-Manual controller is located North side of Niagara Junction Yard office, Niagara Falls, New York and controls flashers during switching operations on Main Track between Niagara Junction Yard office and clearance point of the East end of passing siding.

When trains or cars of switching movement are standing on the above section of tracks, member of crew will operate controller by pushing top button on East side of panel until light appears below buttons. Each time all cars are cleared from controlled section of track, light will be out and then returned, push button operation must be repeated.

After train is ready to proceed East, and in the circuit with highway flashers cut-out, before starting train, operation of flashers will be resumed by pushing lower button located on East side of panel.

Top and lower push buttons on West side of panel will control Hyde Park Blvd. flashers in the same manner as noted above for Evershed (56th Street) except lower button will be used when train is ready to proceed West.

Housing must be kept closed and locked when not in use.

Portage Road, Niagara Falls

Electric crossing gates at Portage Road will be operated from the crossing tower at Portage Road, Niagara Falls.

These gates will be operated 24 hours daily. Before trains or engines are operated over these crossings, the crews must know that gates are lowered.

*South Avenue-Cleveland Avenue, Niagara Avenue
Niagara Falls*

Crossing gates at Cleveland Avenue and South Avenue, Niagara Falls, N. Y., are controlled from Michigan Avenue and Lockport Avenue. Crossing gates at Niagara Avenue are controlled from Ontario Avenue, Niagara Falls, N. Y. It must be known that the gates are down before crossing these crossings with cars, trains or engines. The running track and siding derails located west of Michigan Avenue must be placed in derailing position after each train movement.

Operators at "JH" must notify gateman at Michigan Avenue, Lockport Avenue and Ontario Avenue via telephone of any train movements over these crossings in both directions.

Sheridan Drive

Sign reading "Start of Crossing Circuit" is located 150 feet east of Harrison Ave., Crossing, Town of Tonawanda, N. Y., (Niagara Falls Branch) which will control crossing flashers at Sheridan Drive. Crews leaving cars at Sheridan Drive team track will cut off east of this sign, and when returning it will be necessary to flag over crossing, as flashers will not operate on return movement.

Goundry Street North Tonawanda

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

The following will govern operation of highway crossing signal at following locations:-

Trains moving in switching tracks, approaching crossings will stop not less than 25 feet on either side of crossing and wait until light is operating or by flag protection.

Main Street	Castile, N. Y.
Main Street	Silver Springs, N. Y.
Perry Ave.	Silver Springs, N. Y.
Buffalo Road	Warsaw, N. Y.
Linden Road	Linden, N. Y.
West Ave.	Attica, N. Y.
North Aurora St.	Lancaster, N. Y.
Penora St.	Depew, N. Y.

Passing Siding Alden, N. Y.

Trains will not exceed more than 10 miles per hour in either direction from a point 300 feet from these crossings at the following:-

Exchange Street	Alden, N. Y.
Sandridge Road	Alden, N. Y.

Automatic cut-out devices are connected to the switches east and west of the following crossings. The reversing of either of these switches will permit crossing protection to stop operating after once reversing any of these switches. Trains will approach crossings prepared to stop and not pass over crossing until lights operating or by flag protection:-

West Mill Street	Castile, N. Y.
Main Street	Castile, N. Y.
Main Street	Silver Springs, N. Y.
North Gainesville Road	Rock Glen, N. Y.
Buffalo Road	Warsaw, N. Y.
Linden Road	Linden, N. Y.
Exchange Street	Attica, N. Y.
West Avenue	Attica, N. Y.
Allegheny Road	Darien, N. Y.
Town Line Road	Town Line, N. Y.
Court Street	Lancaster, N. Y.
North Aurora Street	Lancaster, N. Y.

Lockport Branch

Following crossing restrictions:-

Bryant Street	5 MPH
Division Street	STOP—FLAG CROSSING
Niagara Falls Blvd.	STOP—FLAG CROSSING
Lyric Street	STOP—FLAG CROSSING
Shawnee Road	5 MPH
Town Line Road (Hoffman's)	5 MPH
Campbell Blvd. (Pendleton)	5 MPH
Feigle (Moje Road)	5 MPH
Hinmann Road	5 MPH
Prospect St. (Lockport Yard)	STOP—FLAG CROSSING
West Genesee St. (Lockport Yard)	5 MPH
West Ave., Lockport	STOP—FLAG CROSSING
Gooding St., Lockport	STOP—FLAG CROSSING

**Traffic Control System Rules and Operating Instructions
Buffalo Division Between "UR" East Buffalo and "PB" Portage**

In the above mentioned territory, trains or engines may proceed on proper signal indication without regard to train or time table rights against opposing trains or following superior trains.

When a failure of the system occurs, trains when authorized, will operate within the limits of the inoperative territory by time table, train orders and related train rules.

Trains or engines must not enter or foul the main track, nor re-enter any such track after having cleared it unless authorized by the proper indication of the governing signal or by permission from the Dispatcher. The move to be made, time desired, and limits of work to be done on main track, must be given to the Dispatcher, who will grant authority to use main track, state the working limits and time that the main track may be used.

Instructions or permission received must be repeated to the Dispatcher, stating name and occupation of employe and train or engine identification.

Main track hand operated switches must not be used without authority from the Dispatcher, except when a portion of train, or cars, remain standing on main track in the controlled section within which switch is located.

Protection of the rear of a train must be provided in accordance with Rule 99 in all cases, except when train is within time and work limits authorized.

Trains and engines using main track under authority will clear main track and restore all hand operated switches to normal position and report clear to the Dispatcher before the time limit has expired. If necessary to work beyond limits established, or after time limit has expired, Dispatcher must be notified and extension in working limits or time be obtained.

When switching movements are to be made over switches that are signaled and equipped with electric locks and/or spring type switch stands, an understanding must be had with the Dispatcher, who will advise working limits on main track and time in which switching may be done. When necessary to hand operate an electric locked or spring type switch special instructions posted at the location will be followed.

When a train is delayed after a proceed signal has been displayed for it, the Dispatcher must be notified promptly as to the cause and probable duration of the delay.

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

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

Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach CONTROLLED signal expecting to find that signal displaying its most restrictive indication.

Controlled sidings at Alden and Linden are not protected by signals between clearance points and trains and engines must move on these sidings expecting to find them occupied.

The electric locked hand operated main track switches between "UR" East Buffalo and "PB" Portage must be operated in accordance with special instructions covering each location where installed.

When trains meet at Alden or Linden sidings and it is not necessary to stop for opposing trains, headlight of train in siding will be dimmed instead of extinguished, and opposing trains may pass and be governed by signal indication.

Controlled signals govern movement over the spring switches at west end of Alden and Linden sidings and over the electric locked switches at east end of Alden and Linden sidings. The Eastward Controlled Signals governing movements out of sidings at east end of Alden and Linden, the Westward Controlled Signals at the east end of Alden and Linden, and the Eastward Controlled Signals at the west end of Alden and Linden are equipped with an indicator, which when illuminated displays a letter "S"; when letter "S" is displayed it is authority to throw the switch by hand without verbal permission from the Dispatcher. After throwing the switch and restoring the padlock in latch of electric lock, movement will be governed by the indication which the Controlled Signal then displays.

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

A white light known as the "Maintainer's Call Signal" will be located at the following locations:

- "UR" East Buffalo, M.P. 418.30.
- North Aurora Street, Lancaster, M.P. 413.34.
- "West ND" West End Alden Passing Siding, M.P. 406.14.
- "East ND" East End Alden Passing Siding, M.P. 403.84.
- "AT" Attica, M.P. 392.46.
- "West IN" West End Linden Passing Siding, M.P. 384.69.
- "East IN" East End Linden Passing Siding, M.P. 383.02.
- "AW" Warsaw, M.P. 375.25.
- "GE" Silver Springs, M.P. 367.80.
- "CI" Castile, M.P. 365.15.
- "PB" Portage, M.P. 361.42.

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.

In all other respects, Rules of the Operating Department, effective November 30, 1952, will govern.

Trains or engines desiring to make a westward movement from the Attica Branch to the single main track will proceed as follows:

After permission has been received from the Dispatcher to enter the single main track and switches have been properly lined, the signal will clear.

Trains or engines desiring to make a westward movement from the Attica Branch to track known as Fence Track will proceed as follows:

A member of the crew will operate Push Button Circuit Controller located just east of Dwarf Signal and will hold but-

ton in the depressed position until train or engine has passed signal.

In the event that this signal fails to clear after having complied with either of the above instructions, further communicate with Dispatcher for instructions.

OVERHEAD CLEARANCES

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

Hornell, N. Y.

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.

Lockport Branch

26.47X	West Avenue, Lockport, N. Y.
--------	------------------------------

Rochester Division

304.64	½ mile west of Savona, 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.

<i>Mile Post</i>	<i>Buffalo Division Location</i>
336.90	Eastward town track Arkport
343.81	Rowe & Kennedy Switch, Canaseraga, N. Y.
358.92	Wye track west of River Junction
365.15	Eddy coal sidetrack Castile
391.50	Prison sidetrack Attica
392.19	Westinghouse Electric and Mfg. Co. Scale track Attica
421.95	Zoladz Lumber Co., E. Buffalo, N. Y.
421.97	Junk Yard, East of Loblaw's, East Buffalo, N. Y.
421.98	Coal Track, East of Loblaw's, East Buffalo, N. Y.
422.00	Laub's No. 1 Switch east of "FW" E. Buffalo

<i>Niagara Falls Branch</i>	
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	Interchange, North Tonawanda
21.60	Niagara Jct. interchange, Niagara Jct.

<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

<i>Attica Branch</i>	
389.80	Massey-Harris Shed, Batavia, N. Y.
390.63	Main Track at N. Y. C. R. R. crossing SS No. 40 Batavia

RULES GOVERNING AUTOMATIC TRAIN STOP SYSTEM

See Rules 520, 525-A and 520-B, Rules of the Operating Department effective November 30, 1952, and Progressive Examination Questions and Answers of the Operation of Diesel Electric Locomotives, effective June 1, 1954.

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.

J. W. Conway	Train Master
C. W. Rossa	Road Foreman of Engines
E. E. Shipton	Chief Dispatcher
E. F. Jungers	Asst. Chief Train Dispatcher

BUFFALO DIVISION

Distance from Buffalo	STATIONS AND SIDINGS	Distance from Jersey City
89.8	HORNELL N	331.3
	1.9	
87.9	V N CROSSOVER.....	333.2
	3.7	
84.2	ARKPORT.....	336.9
	6.9	
77.3	CANASERAGA.....	343.8
	4.3	
73.0	SWAIN'S.....	348.1
	7.2	
65.8	DALTON.....	355.3
	2.1	
63.7	WASHINGTON HUNT.....	357.4
	0.7	
63.0	RIVER JUNCTION.....	358.1
	3.4	
59.6	PORTAGE.....	361.5
	3.8	
55.8	CASTILE.....	365.3
	2.8	
53.0	SILVER SPRINGS.....	368.1
	3.0	
50.0	ROCK GLEN.....	371.1
	4.3	
45.7	WARSAW.....	375.4
	5.8	
39.9	DALE.....	381.2
	1.3	
38.1	EAST LINDEN.....	383.0
	1.9	
36.2	WEST LINDEN.....	384.9
	7.6	
28.6	ATTICA.....	392.5
	2.2	
26.4	SUMMIT.....	394.7
	1.8	
24.6	GRISWOLD'S.....	396.5
	2.2	
22.4	DARIEN CENTER.....	398.7
	4.3	
18.1	EAST ALDEN.....	403.0
	3.3	
14.8	WEST ALDEN.....	406.3
	0.8	
14.0	MARILLA.....	407.1
	1.3	
12.7	TOWN LINE.....	408.4
	4.8	
7.9	LANCASTER.....	413.2
	1.3	
6.6	DEPEW.....	414.5
	3.5	
3.1	UNION ROAD.....	418.0
	1.8	
1.3	W M JUNCTION.....	419.8
	1.1	
0.2	I Q TOWER..... N	420.9
	0.2	
0.0	EAST BUFFALO.....	421.1

NIAGARA FALLS BRANCH

EASTWARD TRAINS

SECOND CLASS

172	184	190	178		STATIONS AND SIDINGS		Distance from Buffalo
Daily	Daily	Daily	Daily	Distance from Susp. Bridge			
P.M. 4.25	P.M. 2.30	A.M. 7.25	A.M. 1.25	22.8	A...EAST BUFFALO.....		2.7
					2 I O TOWER.....N		
				20.5	2.1 EAST FERRY STREET		5.0
				18.2	2.3 MAIN STREET		7.3
4.01	2.06	7.01	1.01	17.8	0.4 INTERNATIONAL JC..		7.7
3.48	1.48	6.48	12.48	12.3	5.5 N. Y. C. R. R. NORTH TONAWANDA N		13.2
3.30	1.30	6.30	12.30	6.2	6.1 LA SALLE	Single Track	19.3
3.24	1.24	6.24	12.24	3.9	2.3 NIAGARA JUNG.		21.6
3.19	1.19	6.19	12.19	1.9	2.0 FALLS JUNG.		23.6
3.15	1.15	6.15	12.15	0.0	1.9 L...SUSP. BRIDGE...N		25.5
P.M.	P.M.	A.M.	A.M.				

INTERNATIONAL BRANCH

Distance from Intl. Jct.	STATIONS AND SIDINGS	Distance from Buffalo
0.0	INTERNATIONAL JC	7.7
4.3	4.3 BLACK ROCK	12.0

LOCKPORT BRANCH

Distance from Lockport	STATIONS AND SIDINGS	Distance from Buffalo
13.30	NORTH TONAWANDA	13.72
10.42	2.88 MARTINSVILLE	16.60
5.73	4.69 PENDLETON	21.29
1.75	3.98 L & O JCT.	25.27
0.00	1.75 LOCKPORT	27.02
	3.80 GULF LINE L & O JCT.	25.27
	LOWERTOWN	29.07

ROCHESTER DIVISION ATTICA BRANCH

EASTWARD TRAINS

WESTWARD TRAINS

SECOND CLASS

SECOND CLASS

144	98		STATIONS AND SIDINGS		145	75
Daily Except Sat-Sun	Daily Except Sun.	Distance from Attica			Daily Except Sat-Sun	Daily Except Sun.
P.M.	A.M.				A.M.	P.M.
.....	4.00	52.5	ROCHESTER.....		4.15
		47.8	4.7 MORTIMER			
		40.4	N. Y. C. R. R. 7.4 INDUSTRY			
3.00	3.00	34.8	6.6 AVON	D	8.00	5.25
2.15	2.15	27.8	7.0 CALEDONIA	D	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. Main Line 10.7 ATTICA	D		7.55
P.M.	A.M.				A.M.	P.M.

ROCHESTER DIVISION LAKEVILLE-LIVONIA BRANCH

		Distance from Avon	STATIONS AND SIDINGS			
		11.6	LIVONIA	D		
		9.0	2.6 SOUTH LIMA			
		8.7	3.3 LAKEVILLE			
		7.2	1.5 CONESUS LAKE JCT			
		0.0	7.2 AVON	D		

ROCHESTER DIVISION WAYLAND BRANCH

EASTWARD TRAINS		WESTWARD TRAINS	
SECOND CLASS		SECOND CLASS	
138	Distance from Gang Mills	STATIONS AND SIDINGS	Distance from Jersey City
Daily Except Sun.			137
P.M.			Daily Except Sun.
			A.M.
1.30	0.0 GANG MILLS	290.2 6.00
1.05	1.9	1.9 PAINTED POST	292.1 6.20
		D. L. W. R. R.	
	5.4	3.5 COOPERS	295.6
12.30	9.5	4.1 CAMPBELL	D 299.7 6.35
12.10	14.1	4.6 SAVONA	D 304.3 7.05
11.55	20.3	6.2 BATH	D 310.5 7.20
11.25	24.1	3.8 KANONA	D 314.3 7.35
11.15	27.7	3.6 AVOCA	D 317.9 7.50
11.05	30.6	2.9 WALLACE	320.8 8.05
10.40	35.5	4.9 COHOCTON	D 325.7 8.30
10.25	39.8	4.3 ATLANTA	D 330.0 8.50
10.15	45.8	6.0 WAYLAND	D 336.0 9.05
A.M.			A.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
Castile	3365
Silver Springs	3368
Rock Glen	3371
Warsaw	3375
Linden	3386
Attica	3393
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 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>
Gang Mills	293
Painted Post	292
Coopers	6295
Campbell	6300
Savona	6304
Bath	6310
Kanona	6314
Avoca	6318
Wallace	6321
Cohocton	6326
Atlanta	6330
Wayland	6336
Livonia	6355
South Lima	6357
Avon	6366
Industry	6373
West Henrietta	6376
Mortimer	6380
Rochester	6385

CONESUS LAKE BRANCH

Conesus Lake Junction	6359
Lakeville	4360

LOCKPORT BRANCH

North Tonawanda	4431
Martinsville	8435
Pendelton	8440
L & O Junction	8443
Lockport (inc. Lower Town)	8445

ATTICA BRANCH

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



