

The
New York Central
Railroad Company

BUFFALO DIVISION

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Time-Table No. 61

FOR EMPLOYEES ONLY

EFFECTIVE

2:00 A. M. Eastern Standard Time

SUNDAY, APRIL 28, 1946

M. R. DWYER,
SUPERINTENDENT

COMPANY SURGEONS

Buffalo, N. Y.

Marcy, W. H.	32 West Utica St.	Grant 4269
Marcy, Geo. H.	32 West Utica St.	Grant 4269
Sperry, F. E.	354 Lincoln Parkway	Riverside 9511

East Buffalo, N. Y.

Charters, Andrew J.	540 Walden Avenue	Taylor 1993
Militello, Samuel	945 Genesee St.	Taylor 2826

Lackawanna, N. Y.

Trevett, I. P.	628 Ridge Road	Triangle 0791
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Lancaster, N. Y.

Irish, C. G.	5460 Broadway	621
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Niagara Falls, N. Y.

Stebbins, E. C.	United Office Bldg., First St. and Elk Place	5248
Wills, R. A.		

North Tonawanda

Beatty, H. C.	79 Bryant St.	146
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OCULISTS

Buffalo, N. Y.

Glosser, H. H.	448 Franklin St.	Grant 0975
Glosser, John F.		
Hague, Elicot B.	454 Franklin St.	Grant 0633

HOSPITALS

Buffalo, N. Y.

Millard Fillmore	875 Lafayette Avenue	Lincoln 6180
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Niagara Falls, N. Y.

Mount St. Mary's	Ferry Ave. and 6th St.	5761
Niagara Falls Memorial	621 10th St.	8211

North Tonawanda, N. Y.

DeGraff Memorial	Tremont St.	90
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SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number relate to Rules for the Government of the Operating Department with corresponding letter or number.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective en route, when loaded with livestock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service. Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used; beyond the first side track. Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20-F and 20-G, effective January 7, 1941, govern. Rules to be followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern. Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited. In cases of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members, or responsible engineer or inspectors, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad, including the right for such inspection purposes to ride upon any passenger or freight engine or train while in service on presentation of proper transportation.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Buffalo	{ Stationmasters office. Train dispatchers office.
East Buffalo	{ Engine house. Train masters office.
Gardenville	{ Engine house. General yard masters office.
Suspension Bridge	{ Engine house. General yard masters office. Passenger station.

6. LETTERS AND SIGNS.

i Stop only to discharge passengers.
q Stop on signal to discharge passengers from points beyond Buffalo.

12. HAND, FLAG AND LAMP SIGNALS.

A blue signal, displayed from SS-BC (Buffalo Creek), indicates train is to stop in Buffalo Yard to leave cars. A blue signal, displayed from SS-BV (Bay View), indicates train is to stop at Seneca to leave cars.

13. EMERGENCY SIGNALS.

Whistles are located at Signal Stations 46, 47, 48, 49, 49A, 50, 51, 52, H, 65, RB, BC, D and BV

14. ENGINE WHISTLE SIGNALS.

0—00, must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.

19. MARKERS.

Depew, Bowmansville, Bay View and Suspension Bridge. A red flag by day and a red light by night will be displayed to indicate rear of train, except, Depew and Bay View, through trains. Buffalo and Suspension Bridge, M. C. trains. Suspension Bridge and Tonawanda Junction, L. V. trains. Exchange Street and Central Terminal, P. R. R. trains. Michigan Central trains will display as markers, lights showing green to the front and side and red to the rear. Lights in fixed receptacles will be used as markers on cars so equipped. Rule 19 modified accordingly

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows: Trains will not leave the following stations without clearance Form A: Signal Station Erie 2, Rochester Division, Tonawanda Branch trains. Signal Station 65, Rochester Division, Ontario Branch trains.

93. YARD LIMITS.

Main Line:
Depew and Bay View, inclusive.
West Shore:
Bowmansville and Signal Station 49, inclusive.
West Shore Connection:
Signal Stations 46, 46A, A and JD, inclusive.
Gardenville Branch:
Depew and Seneca, inclusive.
Belt Line:
Signal Station 48 to Signal Stations H and 55, inclusive.
Niagara Falls Line:
Signal Station 50 and Gratwick, inclusive. LaSalle and Suspension Bridge, inclusive.
Falls Road:
Suspension Bridge and GD, inclusive.
Tonawanda Branch:
Tonawanda.
Passenger Trains must be given full protection at all times.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from the Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Signal Station EX	Erie	Interlocking.
Signal Station FO	Erie	Interlocking.
Chicago St., Ohio St. Line	Lehigh Valley	Interlocking.
Signal Station BC	Buffalo Creek	Interlocking.
Signal Station Erie 2	Erie	Interlocking.
Signal Station Erie 3	Erie	Interlocking.
Signal Station H	Erie	Interlocking.
Signal Station I	Erie	Interlocking.
Station LL	International	Interlocking.
Signal Station 49A	Pennsylvania	Interlocking.
Signal Station 51	Erie	Interlocking.
Signal Station 59	Erie	Interlocking.
Signal Station 65	Erie, C. N., M. C.	Interlocking.
Signal Station GJ	Pennsylvania	Interlocking.

98. DRAWBRIDGES.

Location	Signals
North Tonawanda Yard Tracks	Interlocking.
Signal Station RB, Buffalo River Bridge	Interlocking.

103. PUBLIC CROSSINGS AT GRADE.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains or engines must stop not less than 50 feet from center of highway before passing and trainmen will flag them over the following crossings:

- Harriet —Sheridan Drive Extension
- Wurlitzer —Niagara Falls Boulevard

Trainmen must flag trains or engines over following crossings:

- North Tonawanda
- Island Industrial Track —Main Street.
Island Street.
- Beach Ridge Branch —Robinson Street.
Schenck Street.
Payne Avenue.
Thompson Street.
Vandervoort Street.
Division Street.
- Tonawanda —Fremont Street.
Fillmore Avenue.
- Black Rock —Grant Street.
Tonawanda Street.
Amherst Street.
Seajaquada Parkway.

Curtissair Genesee Street.

All rail movements passing over the highway must be brought to a stop at a distance of not less than 50 ft. from center of said highway. Before move is made over Genesee Street, a member of the crew will operate traffic signal to show a red light in both directions along the highway. Lights will be operated from switch located in box each side of the highway. A member of the crew will continue to flag train movements over the highway, who shall warn highway traffic of the approach of said movement.

Trains or engines using Middle Track, also when operating against current of traffic on Track No. 4, Sheldon Avenue, Depew, must stop before passing over crossing.

104. SWITCHES.

At middle sidings, except where details are provided, the normal position of siding switches is:

- East end: for eastward track.
- West end: for westward track.

104a. NORMAL POSITION OF SWITCHES.

- Signal Station A: Gardenville Branch.
- Blasdell Jct.: Bay View-Gardenville Branch.
- JD: Wye switch for Gardenville Branch.
- Tonawanda Jct.: Lehigh Valley.

105. SIDINGS.

Two or More Tracks.

Capacity based on 44-Foot cars.	Westward and Eastward
Depew, between Tracks No. 3 and No. 4	88
North Tonawanda, between Tracks No. 2 and No. 1	128

Single Track.

Bowmansville.....116

Trains and engines may use the track north of No. 1 track between Signal No. 217, located just west of Niagara Street, Niagara Falls, and Suspension Bridge on proper signal from the signalman. Permission to use this track must be obtained by signalman from train dispatcher. Markers of trains using this track by night must show yellow to the rear, except markers of M. C. trains which must show green to the rear.

109. BULLETIN BOARDS AND BOOKS.

- Black Rock General yard masters office
- Buffalo Crew dispatchers office.
{ Engine House.
- East Buffalo { H C yard masters office.
Train masters office.
- Gardenville { Engine house.
General yard masters office.

- North Tonawanda Yard office.
- SP Yard masters office.
- Suspension Bridge { Engine house.
General yard masters office.
Passenger station.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between Signal Station 46A and WN.
Signal Station A and JD.
WN and JD.
WN and Bowmansville.

D-151.

Two Tracks:

- Between GD and Suspension Bridge.
Signal Station 52 and Suspension Bridge.
Signal Station Erie 3 and Tonawanda Junction.
Signal Stations I and 55.
Signal Stations T and H via Belt Line.
Signal Stations 50 and D.
Signal Stations 51 and SP.

Tracks are numbered from the south:

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward.
No. 1, Westward.

Between WN and Signal Station BV via Gardenville Branch.

Depew and Signal Station 46 via Gardenville Branch.

Blasdell Junction and Signal Station D.
Signal Station 49 and JD via West Shore.

Tracks are numbered from the south:

No. 6, No. 5.

Tracks will be used as follows:

No. 6, Eastward.
No. 5, Westward.

Between Signal Stations 47 and 49.

Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward.
No. 3, Westward.

Between Signal Stations 48 and T, via Belt Line.

Tracks are numbered from the south:

No. 10, No. 9.

Tracks will be used as follows:

No. 10, Eastward.
No. 9, Westward.

Four Tracks:

Between Depew and Signal Station 47.

Tracks are numbered from the south:
No. 2, No. 1, No. 3, No. 4.

Tracks will be used as follows:

No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.

Between Signal Stations 47 and 48.

Tracks are numbered from the south:

No. 8, No. 2, No. 1, No. 7.

Tracks will be used as follows:

No. 8, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 7, Westward—Passenger.

Between Signal Stations 50 and 52.

Tracks are numbered from the south:

No. 2, No. 1, No. 4, No. 3.

Tracks will be used as follows:

No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward—Freight.
No. 3, Westward—Freight.

Between Signal Stations D and BV.

Tracks are numbered from the south:

No. 2, No. 1, No. 4, No. 3.

Tracks will be used as follows:

- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 4, Eastward—Freight.
- No. 3, Westward—Freight.

Six Tracks:

Between Signal Stations 49 and 50.

Tracks are numbered from the south:

- No. 6, No. 5, No. 2, No. 1, No. 4, No. 3.

Tracks will be used as follows:

- No. 6, Eastward—Freight.
- No. 5, Westward—Freight.
- No. 2, Eastward—Passenger.
- No. 1, Westward—Passenger.
- No. 4, Eastward—Freight.
- No. 3, Westward—Freight.

S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Between Signal Station 46A and Bowmansville, WN and JD.

D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between Signal Stations 50 and 65.
 Signal Stations 65 and GD.
 Signal Stations GJ and BV.
 Depew and Gardenville GV.
 Depew and Bay View Main Line.
 Signal Stations 48 and T.
 Signal Stations 49 and H via Belt Line.
 Signal Stations I and 55.
 Signal Stations SP and 51.
 Signal Station Erie 3 and Tonawanda Jct.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Signal Station	Tracks
Central States Equipment	
Switch and 47	No. 2.
47 and 48	No. 1, No. 2, No. 3, No. 4, No. 7 and No. 8.
48 and T	No. 9 and No. 10.
48 and 49	No. 3 and No. 4.
T and 49	No. 5 and No. 6.
49 and 49A	No. 1, No. 2, No. 3, No. 4, No. 5 and No. 6.
49A and 50	No. 3, No. 4, No. 5 and No. 6.
RB and BC	No. 1.
F and H	No. 1 and No. 2.
H and 55	No. 1 and No. 2.
Elmwood Ave.	
and I	No. 1 and No. 2.
I and H	No. 1 and No. 2.
I and 55	No. 1 and No. 2.
55 and	
Woodward Ave.	No. 1 and No. 2.
Erie 3 and Erie 2	No. 1 and No. 2.
Erie 2 and 59	No. 1 and No. 2.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Fig. 104
285A

Proceed preparing to stop at next switch or signal. Train exceeding medium speed when indication is seen must at once reduce to that speed.

290. RESTRICTED SPEED INDICATIONS.

Engine and train crews will not accept signal indication, Rule 290, Figures 175 and 181, to proceed through a block without instructions. Rule 290 modified accordingly.

293. SWITCH TARGETS.

Lights on main track switches are not in use:

- Between: SS-BV and BC.
Depew and Gardenville, GV.
Lancaster and SS-47.
SS-T and Elmwood Avenue, Belt Line.
SS-B and 65.

Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between WN and Bowmansville, eastward.
 Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.
 Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or More Tracks:

Between Signal Stations B and 52.
 Signal Stations GJ and BV.
 Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.
 Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.
 Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.
 Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.
 Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two or More Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.
 Indications of Manual Block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
 Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones, and will indicate condition of track only between automatic signal and fixed signal reading, "End of Automatic Block."
 Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.
 Issuance of Clearance Forms A and B or display of permissive indication will be authorized by the train dispatcher except in case of failure of communication.

373. BLOCK STATIONS.

Block stations are open as specified in list of Stations Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Bowmansville and WN westward.
WN and Signal Station 46A.

Two or More Tracks:

Between Depew and Signal Station D, Tracks No. 1 and No. 2.
 Depew and Signal Station 50, Tracks No. 3 and No. 4.
 Signal Stations 49 and 50, Tracks No. 5 and No. 6.
 Signal Stations 51 and SP.
 Signal Stations D and BV.

Signal Stations 50 and 52, Tracks No. 1, No. 2, No. 3 and No. 4.
 Signal Stations B and 65.
 Signal Stations 66 and GD.
 Signal Stations T and H, Belt Line.
 Signal Stations I and 55, Belt Line.
 Signal Station Erie 3 and Tonawanda Jet.
 Depew and Signal Station 46, Gardenville Line.
 WN and GV.

Except where Rule D-251 governs, Manual Block System Rules will govern movements against the current of traffic, except that between the following points movements may be made against current of traffic under arrangements as outlined:

East end of westbound receiving yard, Gardenville, and Signal Station 46, by permission of Signalman at Signal Station 46.

Signal Stations F and B, by permission of Signalman.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

In Automatic Block signal territory the normal position of interlocking signals for main track movement will be proceed, except at—

Signal Stations 47, 48, 49, 49A, 50, SP, FO, 51, 52, B, F, H, 55, Erie 3, Erie 2, 59, 63, 65, BC, 46, T and I.

Rule 611 modified accordingly.

515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car.

Rule 515 modified accordingly.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT-M.B. in list of Stations, Office Calls, Signals and Telephones.

668. INTERLOCKING.

Location	Signal Station	Tracks
WN	46	No. 5 and No. 6.
JD	46	

Enginemen or trainmen finding signal governing movement over switch displaying stop indication will call signalman at Signal Station for instructions.

Additional instructions are located in telephone box.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Caboose must be handled on rear of trains except as otherwise provided.

705. LEAVING CARS ON SIDE TRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and

milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length are limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 48 sacks—	3 ft.	241 to 288 sacks—	18 ft.
49 to 96 "	— 6 ft.	289 to 336 "	— 21 ft.
97 to 144 "	— 9 ft.	337 to 384 "	— 24 ft.
145 to 192 "	— 12 ft.	385 to 432 "	— 27 ft.
193 to 240 "	— 15 ft.	433 to 480 "	— 30 ft.

Two (2) outside parcels equal one sack except that one box of baby chicks equals one sack.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

ENGINE WHISTLE AND BELL.

Between Signal Stations 50 and 47, inclusive; and between Signal Station 48 and Military Road via Belt Line Enginemen will not sound whistle except in emergency, or ring bell except when about to move.

Rules 30 and 31 modified accordingly.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approach- ing	Dirac- tion	Open rear end train pipe valve	Engineman shut off steam at
Buffalo	Eastward	SS BC	SS FO
Buffalo	Westward	Harlem Ave.	SS 47
Buffalo	Eastward	Porter Ave.	SS B

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.

When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and en route to provide maximum comfort to passengers according to existing weather conditions.

Electric fans will be shut off on arrival at terminal by train crews if cars are to be stored.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal, effective February 1, 1930, govern. The note at foot of Air Brake Rule 1554 issued in poster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brakes, etc. effective February 1, 1930, modified as follows:

Note:—It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

Retaining valves must be used on cars in freight trains between Suspension Bridge and Lewiston. Conductors must know that test is made before leaving Suspension Bridge.

Diesel-Electric Locomotives:

When operating one or more locomotives, there shall be only two brake valve handles in position on each locomotive, one automatic and one independent, and on the same brake valve.

Handles of brake valves and double heading cocks must be in position as indicated below:

	Position of Handle			
	Auto Brake Valve	Ind. Brake Valve	Double Heading Cock	
			Under Brake Valve Having Handles ON	Under Brake Valve Having Handles OFF
Single locomotive, or lead locomotive coupled to others: DEs-3, R-2 & P-1a DPA DFA Other Classes	Running Release Running Running	Running Release Running Running	No. 1 Open (Two) Open Open	No. 2 — — Closed

	Position of Handle			
	Auto Brake Valve	Ind. Brake Valve	Double Heading Cock	
			Under Brake Valve Having Handles ON	Under Brake Valve Having Handles OFF
On other than lead- ing locomotive when in multi- ple-unit service: (See NOTE 1) R-2 & P-1a DPA (See NOTE 2) DFA	Lap Lap Running	Running Release Lap	No. 2 Closed (Two) Closed	No. 2 — —
On other than lead- ing locomotive when in double- heading service: DEs-3, R-2 & P-1a DPA DFA Other Classes	Running Release Running Running	Running Release Running Running	No. 3 (See NOTE 3) Closed Closed	No. 2 — — Closed
Hauling locomotive "dead" with com- pressors inopera- tive: DEs-3, R-2 & P-1a DPA DFA Other Classes	Running Lap Running Running	Running Release Running Running	No. 3 (See NOTE 3) Closed Closed	No. 2 — — Closed

Open dead engine fixture cock on all units.

NOTE 1—Multiple Unit service consists of operating two similar units together which are equipped with special hose connections in addition to the usual brake pipe and signal pipe connections, all of which must be connected and cut-out cocks open to provide both independent and automatic brake control from lead locomotive on all connected units.

NOTE 2—Close safety control cut-out cock on "M" brake application valve.

NOTE 3—Close double cut-out cock under automatic brake valve, leave double cut-out cock under independent brake valve open, and close safety control cut-out cock.

Rule 1551 of Rules for the Operation and Supervision of Air Brakes, effective February 1, 1930, modified accordingly.

When making running test of brakes, controller handle must be in series position.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines, operated between:

Depew and Signal Station 47.

Automatic Signal No. 111 Buffalo Yard and Signal Station BV.

Automatic Signal No. 754 Suspension Bridge and GD, must be equipped with automatic train stop device in working order, and cut in, except:

a—When used as pusher or second engine.

b—By specific authority of Superintendent.

c—When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express, and milk trains, must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour, engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to

again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

Double inductors are located:
Depew to Signal Station 47, track No. 3.

DIESEL — ELECTRIC LOCOMOTIVES.

When taking locomotive for service, enginemen must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position; and compressors, blowers and headlights working properly, and know that all valves in engine cooling system are in proper position.

After brakes have been tested, release hand brakes and see that blocks have been removed.

When leaving locomotive, engineman must:

Lock reverse wrench in proper receptacle.

Open main, control and light switches.

Shut down Diesel engine.

Shut down compressors unless otherwise instructed.

See that hand brakes are set and wheels blocked.

Close windows, and in winter, close movable ventilators.

Drain engine cooling system if Diesel locomotive is to be left in cold weather where facilities for preventing freezing are not provided, except when third rail shoes are in contact with third rail and heaters working.

Shut down blowers when instructions do not require them to be left running.

Employees, other than engine crews, must not enter or pass through interior of Diesel locomotives, except in emergency.

Safety chain hooks when not in use must be placed back of the toeboard of switching step and under the drawbar carrier.

When coupling Diesel locomotives to cars or locomotives, care must be used to see that coupler is properly adjusted due to locomotive being equipped with double swivel coupler.

Blowers:

Radiator blowers on Diesel locomotives must be so operated as to keep engine cooling water between 140 degrees F and 180 degrees F, as shown by thermometers.

Traction motor blowers on Diesel locomotives must be run continuously whenever the engine is run. On DEs-3 locomotives, the blower speed must be LOW, except that in road service, when the sustained current exceeds 400 amperes, it must be HIGH.

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rainstorms in winter, and open at other times.

ENGINE AND CAR RESTRICTIONS.

Rail Detector car X8015 must not be operated in freight train.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from the superintendent.

Rotary plow 860 does not clear signals at SS-49; SS-49A; SS-59; and SS-62, and may be run only by special arrangements.

Depew and Bay View via Buffalo.

Engines, Class NU, do not clear signals between SS-47 and Bay View, and may be run only by special arrangement.

Depew and Bay View via Gardenville.

Engines, Class H-10 S1, or L, coupled, must not be operated over Gardenville Line Bridges T17, T18 or T19.

Engines, Class H-10, S1 or L and Class NU, must not be operated over Gardenville Line Bridges T17, T18 or T19 when opposite track is occupied.

Engines, B&A, Class A-1, not to be operated on Gardenville Branch west of Signal Station GJ.

Signal Station 50 and Suspension Bridge.

Between Exchange Street and SS-55: Engines, Class H-7, must not be operated.

Between Exchange Street and SS-B: Engines, Class L, must not be operated.

Between SS-50 and Black Rock: Engines, Class S1, must not be operated.

Between Exchange Street and Suspension Bridge: Engines, Class NU, must not be operated.

Erie Street. Bridge B3 and B3a, Engines heavier than Class B-10 must not be operated.

Between Suspension Bridge and Lewiston: Engines, Class L, J, S1, H-7, H-10, U-1, U-3 and NU, must not be operated.

Wonalancet Line: Engines must not be operated over bridges I23 and I24 (Buffalo General Electric Co.) and bridges I33 and I34 (Wickwire Spencer Steel Corporation).

North Tonawanda: Bridges B18A and B18C: Engines heavier than Class B-98a must not be operated.

Bridges B-18-A and B-18-C.

Cars weighing up to 140000 pounds total weight, may be operated unrestricted.

Cars with a total weight of 160000 pounds must be separated from motive power and each other by a car weighing not in excess of 120000 pounds.

A single car weighing not in excess of 170000 pounds preceded and followed by two cars weighing not in excess of 64000 pounds each, may be operated.

Niagara Falls, Bridge B-28: N. Y. C. Engines, Class H-10, S1, J and L and Lehigh Valley Engines Class K, N, R S and T must not be operated over yard tracks, except Lehigh Valley engines Class N2 may be operated single headed on track north of track I at a speed not to exceed twenty (20) miles per hour providing the adjacent yard track is not occupied by an engine on the bridge at the time move is made.

Suspension Bridge, SS-65: Engines, Class L, S1 must not be operated over west leg of wye.

North Tonawanda and Beach Ridge.

Engines, Class S1, L, J, H-7, H-10 and NU, must not be operated.

Engines, Class U1 and U3, must not be operated between Wurlitzer and Beach Ridge.

Signal Station Erie 3 and Tonawanda Junction: Engines, Class NU, must not be operated.

Signal Stations 48 and I via Signal Station T, Engines, Class NU, must not be operated.

Suspension Bridge and GD

Engines, Class NU must not be operated

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body and, such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

HAND BRAKE TEST.

When backing freight trains, sufficient hand brakes must be applied on the rear to prevent slack running out.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, engineman to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is operating properly. In case hand

brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

LUBRICATION AND CARE OF JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out. Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

Cooling Compound

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment, and train crew equipment in passenger service.

Cooling compound shall be used for treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear Car is	Aad Car next ahead is	Carry equipment in following location:	
		Storm clothing	Containers and lanterns
Pullman Obs. Private DeLuxe, Obs. coach Diner	Pullman Pullman Pullman Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passage-way and so placed as to avoid inconvenience to persons using vestibule.
	Coach	Rear of coach.	Rear of coach.
Pullman, without observation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Cribs or other personal effects not required in line of duty must not be carried at rear of train.

RAIL MOTOR CARS.

Live locomotives must not be placed on pits next to a rail motor car when car is in house.

At lay-over points, hand brakes must be set on vestibule end and wheels blocked.

Car must be brought to a stop before being placed on turn table.

When car is in motion, the engineman's brake handle must not be tied or weighted down; the operator must hold the handle down.

When a car is to be towed or hauled dead in a train, the brake valve handle must be removed, and valves and cocks adjusted as follows:

Valves and Cocks	Position
Brake pipe cut-out cock under both brake valves.	Closed.
The 3 cut-out cocks in pipe to application valve which are connected by valves.	Closed.
Cut-out cock in supplementary reservoir branch pipe.	Closed.
Cock in brake cylinder pipe to safety valve.	Open.
Drain cock in auxiliary reservoir.	Closed.
All other reservoir drain cocks.	Open.

At points from which car may be towed during a lay-over period, brakes should be cut out for deadhead operation.

Car must not be coupled between a locomotive and any other car while switching, except with its own trailers.

When necessary to tow a car to or from a shop, it should be accompanied by a rider who is qualified on operation of car.

When a car is being towed in a train and tanks have not been drained, gasoline tanks should be placarded as "Inflammable Material".

Gasoline filler connections should be equipped with "Protecto Seal Caps".

Gasoline filler covers and tool boxes accessible from outside of car should be locked with Yale padlock.

Fire extinguishers should be fully charged.

SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train and in case of emergency, assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed, by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

SPECIAL USE OF TRACKS

Trains and engines will obtain permission from Signalman at SS-46 before using the single track between J11 and Signal Station A.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

General	
Unless otherwise restricted.	
Circus trains with freight equipped cars.	20
Engines, Class B and U, under steam or being towed	20
Engines, light or with caboose, except Class B U and DES	35
Engines, other than class B or U, not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory	30
Engines running backward	30
Engines running backward by night over public crossings	15
Engines Class DES	40
Freight and work trains, except as otherwise indicated	35

Freight trains, more than 6000 tons, except between Depew and Bay View	30
Freight trains with pushers	30
Freight trains handling ten (10) or more loaded tank cars in one group not separated by cars of other lading	40
(Conductor must inform engineman before leaving terminal whenever make-up of train is such as to make this restriction applicable.)	
Rail motor cars operating under their own power or being towed:	
M-404	50
M-10 and M-201	55
All others	60
Rail Detector car X8015.	
Under own power or on rear of passenger train.	40
Revenue freight trains with cranes moving on their own wheels	25
Signal Stations, 49A, 50, 51, 52, H, I, Erie 8, Erie 2, 63, 65, SP and FO.	
Rule 287, slow speed	10
Rule 290, restricted speed	10
Snow plows and flangers	35
Switches and crossovers other than interlocking, when diverging	10
Trains with dead engines not having all side or main rods	20
Trains with steam cranes except as shown above	35
Trains with scale test car or Jordan spreader	25
Work trains with locomotive cranes	30
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use;	
Over all hand operated switches	10
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling,	
Passenger, mail, express and milk trains	35
Other trains	20

Local

Unless otherwise restricted.

Buffalo, over streets at grade.	6
Belt Line	35

Between Depew and Bay View

	Tracks No. 1 & No. 2	Tracks No. 3 & No. 4
Passenger, mail and express trains:		
18 cars or less	80	45
Passenger trains:		
19 to 25 cars, incl	70	45
26 to 30 cars, incl	65	45
Milk trains:		
18 cars or less	75	45
Mail, Express, Milk Trains:		
19 to 40 cars inclusive	65	45
Freight trains:		
6000 tons or less	50	45
More than 6000 tons	45	45
Trains with steam cranes except as shown above	45	40
Passenger, Mail, Express, Milk, Trains;		
With freight equipped cars.	50	45
With engines, Class H	40	40
With engines, Class L-1 and L-2	60	40
With engines, Class L-3	70	45
With engines, Class L-4	70	45
Between Signal Stations 47 and 50	30	
Between Signal Stations 50 and SP	15	
Between Signal Stations SP and BC	35	

Between Depew, Seneca and Bay View Via Gardenville Branch.

Depew to M. P. 4.25	30
M. P. 4.25 to M. P. 10.50	40
(Except over the Railroad Crossing at SS-GJ)	20
M. P. 10.50 to M. P. 11.00	15
M. P. 11.00 to Bay View	25
Blasdell Jct. to Seneca	15

Between Bowmansville and Signal Station T, West Shore.

All trains and engines.	35
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West Shore Connection.

Between Signal Stations 46, 46A, A and JD.	35
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Between Signal Station 50, Suspension Bridge and Tonawanda Jct.

Passenger, mail, express, milk	60
Passenger, mail, express, milk, with freight equipped cars	35
Passenger, mail, express, milk, Between Signal Station 50 and East end of Tunnel, Washington St	30
Between East end of Tunnel, Washington St. and Signal Station B	8
Canal bridge curves, west of Porter Avenue	20
Between Signal Station B and Signal Station 55.	
Engines, Class H (Except H-7) and L	25
Passenger, mail, express, milk, with engines Class H, L, and SI. Between Signal Station 55, Suspension Bridge and Tonawanda Junction	35
Passenger, mail, express, milk, Between North Tonawanda and Franklin St., Tonawanda	40
Between Suspension Bridge and Tonawanda Jct	
Lehigh Valley engines Class S'T and R	35
Lehigh Valley engines Class G and L	20
Between Signal Station Erie 3 and Tonawanda Jct.	
Engines Class J and K	45
Engines Class L and SI	25
Station LL, International Railway Crossing	15
North Tonawanda, over streets	8
Niagara Falls.	
Over streets	20
Through passenger station	15
Between Signal Station 55 and Suspension Bridge, freight trains 4000 tons or less	40
Suspension Bridge, tracks forming triangle and slip switches	10

Between Suspension Bridge and GD.

Passenger, mail, express and milk trains:	
With engines Class J, K, L-3, L-4 and SI	55
With engines Class H, L, except L-3 and L-4	35
Motor cars not equipped with automatic train stop device	30
Between GD and Sugar Street, Suspension Bridge, Track No. 1	30

TRACK MOTOR CARS.

Manual Block Rules will not apply to track motor cars. Markers and train signals will not be displayed. Track motor cars must be equipped with portable telephones. Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and Train Dispatcher notified.

WATER STATIONS.

- Belt Line.
 - East Ferry St.
 - Elmwood Ave.
- Central Terminal.
 - East End
 - West End
- East Buffalo.
 - Harlem Ave., Track No. 4.
- Signal Station 50 to Lewiston.
 - Amherst St., Black Rock.
 - North Tonawanda

OVERHEAD CLEARANCES.

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

Location	Description	Tracks
Between Depew and Bay View		
Depew	Wires	Siding, Buffalo Batt ^l & Felt Co.
Forks	Door	Siding, Lackawanna Steel Con. Co.
Forks	Crane	Siding, Lackawanna Steel Con. Co.
Forks	Door	Siding, Central States Equip. Co.
Mile Post 435.57	Bridge	Tracks 2, 1, 3, 4 and sidings
East Buffalo	Pipe Brace	Siding, S. Greenfield.
East Buffalo	Craneway	Siding, J. T. Ryerson.
East Buffalo	Guy Cables	Siding, Morrison & Risman.
Bailey Ave.	Door	Siding, Crane House.
Bailey Ave.	Wires	Siding, Abbott Coal & Coke Co.
Bailey Ave.	Bridge	Tracks 2, 1, 3, 4 and sidings.
Mile Post 436.32	Bridge	Tracks 2, 1, 3, 4 and sidings.
Central Terminal	Doors	Siding, Coach Shop.
Central Terminal	Bridge	Tracks 2, 1, 3, 4 and sidings.
Central Terminal	Doors	Siding, Power House.
Express Bldg.	Canopies	Sidings 81, 82, 83.
William St.	Crane	Siding, Buffalo Sash Weight & Foundry.
Car Shops	Wires	Siding 280.
Car Shops	Doors	Siding 201.
Car Shops	Frame & Brace	Siding 219.
Ice House	Chute	Siding 140.
Ice House	Chute	Siding 145.
Transfer	Platform	All sidings.
Vi Yard	Wires & Air Lines	Siding 159 & 22
Stock Yards	R. R. Bridge	Compromise tracks and sidings.
Stock Yards	Foot Bridge	Compromise tracks and sidings.
Stock Yards	Cattle Bridge	Compromise tracks and sidings.
Stock Yards	Bridges	Erie Interchange track.
Howard St.	Bracket on Gate	G. F. Zeller
Howard St.	Bracket on Gate	H. Fox & Co.
Mile Post 437.90	Signal Bridge	Tracks 2, 1.
Seneca St.	Bridge	Tracks 2, 1.
Hamburg St.	Bridge	Connections and sidings.
SS-SP	Wires	Sidings, Globe Plaster Co.
SS-SP	Bridge	Tracks 2, 1 and sidings.
Perry St.	Bridge	Tracks 2, 1 and sidings.
Elk St.	Bridge	Tracks 2, 1 and sidings.
SS-FO	Canopy	Sidings, Pratt Food Co.
SS-FO	Door	Siding, Beals, McCarthy & Rogers.
SS-FO	Bridge	Tracks 2, 1 and sidings.
SS-BC	Wires	Sidings, Concrete Elevator.
Mile Post 438.00	Bridge	Tracks 2, 1 and sidings.
SS-D	Bridge	Tracks 2, 1, 3 and sidings.
SS-D	Bridge	Tracks 2, 1, 3 and sidings.
Mile Post 438.94	Bridge	Tracks 2, 1, 4, 3.
Mile Post 439.12	Bridge	Tracks 2, 1, 4, 3.
Mile Post 439.27	Signal Bridge	Tracks 6, 2, 1, 4, 3, 5.
Between Depew and Bay View via Gardenville.		
Depew	Bridge - Main Line	Tracks 6, 5.
Depew	Bridge - Main Line	W. S. Connecting Tracks.
Depew	Bridge Ellicott St.	W. S. Connecting Tracks.
Mile Post 441.15	Bridge	Tracks 6, 5.
Mile Post 441.18	Bridge	Tracks 6, 5.
Mile Post 441.33	Bridge	Tracks 6, 5.
Mile Post 441.36	Bridge	Tracks 6, 5.
Mile Post 442.10	Bridge	Tracks 6, 5.
Mile Post 442.28	Bridge	Tracks, 6, 5 and siding.
Gardenville	Bridge	Tracks 6, 5, all sidings.
Gardenville	Bridge	All sidings, E. B. Receiving Yd
Gardenville	Wires	Siding—No. 2 Phila. Quartz.
Gardenville	Roof Coal Pit	Siding—No. 1 Phila. Quartz.

Location	Description	Tracks
Gardenville	Chute	Sidings—Coal Trestle.
Gardenville	Wires	Siding, Track 21.
Gardenville	Ice Chutes	Siding, Ice House.
Gardenville	Ice House Bldg.	Siding, Ice House.
Mile Post 442.90	Bridge	Tracks 6, 5.
Mile Post 442.97	Bridge	Tracks 6, 5.
Mile Post 443.86	Bridge	Tracks 6, 5.
Mile Post 443.77	Bridge	Track 6.
Mile Post 443.95	Bridge	Track 5.
Blasdell Jct.	Bridge - NYC & StL RR	Tracks Seneca Yd. connection.
Blasdell Jct.	Bridge - Erie RR.	Tracks Seneca Yd. connection.
Blasdell Jct.	Bridge-Main Line	Tracks Seneca Yd. connection.
Blasdell Jct.	Bridge - PRR, LV RRa.	Tracks Seneca Yd. connection.
West Shore.		
Curtissair	Doors, Pipes & Platform	Curtiss Wright Corp.
Bowmansville	Bridge	Track 5.
Bowmansville	Stone Chute	Siding, Bflo. Crushed Stone Co.
W. S. Engine House	Wires	Siding 118.
W.S. Engine House	Roof of Pit	Siding 51.
W.S. Engine House	Chutes	Sidings at Coaling Plant.
East Buffalo	Bridge - Erie RR.	Tracks 5, 6 & sidings.
East Buffalo	Canopy	Grennan Bakery Inc.
East Buffalo	Bridge - Bailey Ave.	Tracks 5, 6 & sidings.
East Buffalo	Bridge - DL&W RR	Tracks 5, 6 & sidings.
East Buffalo	Roof	Sidings, Hedstrom-Spaulding.
Western Transit, Unldg. connections		
Dock Siding	Commercial Molasses Corp.	
W.S. Ore Dock	Wires	Sidings 1, 2, 5, 6.
W.S. Ore Dock	Ore unloaders	Sidings 1, 3, 4, 5.
W.S. Ore Dock	Stone Bin	Siding 5.
Howard St.	Wires & Conveyors	Sidings, Danahy Packing Co.
Buffalo Belt Line.		
Signal Station T.	Wires & Door	Siding, Farrar & Trefts.
Broadway	Wires & Canopy	Siding, Rodak Grocery Co.
Walden Ave.	Door	Siding, L.V. Coal Sales Co.
Urban St.	Canopy	Siding, Geo. Urban Milling Co.
Fillmore Ave.	Doors	Sidings, Bflo. Fdry. & Mach. Co.
Fillmore Ave.	Doors	Sidings, Hedstrom-Spaulding.
Northland Ave.	Doors	Siding, Otis Elevator Co.
Delevan Ave.	Canopy	Siding, City Ice & Fuel.
Kensington Ave.	Bridge	Tracks 2, 1 and sidings.
Kensington Ave.	Canopy & Wires	Siding, Hewitt Rubber Co.
Dewey Ave.	Bridge	Track 2.
Main St.	Bridge	Tracks 2, 1.
Amberst St.	Bridge	Tracks 2, 1.
Elmwood Ave.	Chute & Wires	Siding, Pierce-Arrow Mtr. Car Co.
Elmwood Ave.	Wires & Chute	Siding, American Radiator Co.
Cross Cut Branch	Overhanging Tree	Siding, Lead to Hospital.
Cross Cut Branch	Door	Siding, State Hospital.
Cross Cut Branch	Wires	Sidings, Air Reduction Sales Co.
Cross Cut Branch	Wires	Siding, Iroquois Gas Co.
Cross Cut Branch	Door	Siding, Bflo. Structural Steel.
Cross Cut Branch	Pipe & Shaft	Siding, Hard Mfg. Co.
Cross Cut Branch	Doors & Cranes	Sidings, Pratt & Letchworth
Cross Cut Branch	Crane	Usheo Mfg. Co. Inc.

Location	Description	Tracks
Between Signal Station 50 and Suspension Bridge.		
Seneca St.	Bridge	Tracks 2, 1, 4, 3.
Seneca St.	Door & Bridge	Sidings, Larkin Co.
Hamburg St.	Bridge	Tracks 2, 1, 4, 3 & all sidings.
Louisiana St.	Bridge	Tracks 2, 1, 4, 3 & all sidings.
Louisiana St.	Wires	Sidings 110, 112 at Prt. Hse.
Chicago St.	Bridge	Tracks 2, 1, 4, 3 & all sidings.
Fulton St.	Doors & Canopies	Sidings, Hecker Products Corp.
Elk St.	Bridge	All sidings.
Ohio St.	Bridge	All sidings.
Ohio St.	Wires	Siding, Mann Bros. Co.
Mackinaw St.	Wires	Sidings, Gravel Products Corp.
Michigan Ave.	Bridge	Tracks 2, 1, 4, 3 and sidings.
Washington St.	Bridge	Tracks 2, 1.
Main St.	Bridge	Tracks 2, 1.
Pearl St.	Foot Bridge	Tracks 2, 1.
Franklin St.	Foot Bridge	Tracks 2, 1.
Church St.	Wires in Street	Tracks 2, 1.
Genesee St.	Power Wires	Sidings, Crane Co.
Genesee St.	Wires	Sidings, Iroquois Gas Co.
Erie St.	Wires	Sidings, Barge Canal Ter.
River St.	Door	Siding, Geo. Irish Paper Co.
Mile Post 1.28.	Signal Bridge	Tracks 2, 1.
Porter Ave.	Crane	Siding, Ward Pumping Sta.
Mile Post 2.35.	Portals - Canal Bidge	Tracks 2, 1.
Ferry St.	Roof & Door	Sidings, Mass. Ave. Pumpg. Sta.
Ferry St.	Wires	Industrial Siding 4.
Brace St.	Canopies	Sidings, G. Meyer Malt Co.
Delevan Ave.	Wires	Siding, Mentholatum Co.
Potomac Ave.	Wires	Siding, E. E. Hambleton
Black Rock	Doors, Gates & Wires	Sidings, N.Y. Car Wheel Co.
Black Rock	Guy Wires	Siding, Sikas Chair Co.
Black Rock	Wires	Sidings, Coaling Plant.
Black Rock	Doors & Spouts	Sidings, Black Rock Milling Co.
Black Rock	Doors	Sidings, American Brass Co.
Mile Post 6.06.	Bridge	Tracks 2, 1 and sidings.
Ontario St.	Wires	Siding 107, Certainteed Prod. Co.
Ontario St.	Platform & Wires	Siding 8, Certainteed Prod. Co.
Woodward Ave.	Pipes	Siding, Hygrade Petr. Corp.
Woodward Ave.	Doors	Siding into Bldg. Eastern States Mill.
Ensminger Rd.	Beam	A. E. Anderson Constr. Corp.
Kenmore Ave.	Doors & Wires	Sidings, Curtiss-Wright Co.
Kenmore Ave.	Crane & Door	Sidings, J. H. Williams Co.
Kenmore Ave.	Doors	Sidings, Farrel-Birmingham.
Kenmore Ave.	Pipes	Sidings 102, 109, 113, 147, E. I. DuPont.
Harriet	Doors - Coal Unloader	Siding 149, Bfo. Niagara Electric Corp.
Harriet	Pipes & Wires	Sidings, Frontier Fuel Oil Corp.
Tonawanda	Doors	Linde Air Prods.
Tonawanda	Conveyor	Siding, Spaulding Fibre Co.
Tonawanda	Wires & Cables	Sidings, National Mfg. Co.
Tonawanda	Wires	Siding, H. B. Voelcker Co.
Tonawanda	Crane & Door	Sidings, Buffalo Steel Co.
N. Tonawanda	Wires	Siding, Tr. 2, Lead to Goose Is.
N. Tonawanda	Bridge	Siding over Barge Canal.
N. Tonawanda	Bridge	Siding over Niagara River.
N. Tonawanda	Door	Siding into Bldg. International Paper Co.
N. Tonawanda	Wires	Sidings, Water Works.
N. Tonawanda	Canopy	Siding, Robert Gair Co.

Location	Description	Tracks
N. Tonawanda	Trolley Wires	Sidings, American Dist. Steam Co.
N. Tonawanda	Door	(In Bldg.) - Siding, American Dist. Steam Co.
Signal Sta. LL.	Trolley Wire	Siding.
N. Tonawanda	Power Wires	Siding, Greer Bros.
N. Tonawanda	Trolley Wire	Siding, U. S. Gypsum Co.
N. Tonawanda	Trolley Wire	Siding, Maxol Petroleum Co.
Wurlitzer	Door	Siding, 15 Wurlitzer Mfg. Co.
LaSalle	Wires	Siding, Schrack Coal Co.
Echota	Bridge	Tracks 2, 1 and siding.
Echota	Wires A Frame	Siding, Hooker Elec. Co.
Echota	Doors	Siding, Hooker Elec. Co.
Niagara Falls	Trolley Wire	Siding, Niagara Jet. Rwy.
Niagara Falls	Bridge	Tracks 2, 1 and sidings Canal Bridge.
Niagara Falls	Crane	Siding, Niagara Falls Power Co.
Niagara Falls	Door & Beam	Siding, Aluminum Co. of America.

Lewiston Branch.

Suspension	Wires	Conc. Stone & Coal Co.
Bridge		
Mile Post 1.67	Bridge	Track 1.
Mile Post 4.70	Bridge	Track 1.
Mile Post 4.78	Bridge	Sidings at Freight House.

Suspension Bridge to GD.

Eleventh St.	Bridge	Tracks 2, 1 and sidings.
Car Shops	Wires	Siding 81.
Sugar St. Yard	Wires	Siding, Niagara Falls Power Co.
Sugar St. Yard	Wires	Sidings 50, 52.
Sugar St. Yard	Wires	Siding, Brown Coal Co.
Sugar St. Yard	Wires	Siding leading to car body.
Coaling Plant	Door over hopper	Siding 35.
Coaling Plant	Foot Bridge	Sidings 38, 51, 40.
Susp. Bridge	Wires	Sand House
Hyde Park Blvd.	Spout	Siding 61.
Hyde Park Blvd.	Bridge	Siding to Incinerator.
Susp. Bridge	Canopy	Freight House

Ontario Branch.

Suspension	Pipe & Wires	Siding 3, Niagara
Bridge	A. Frames	Smelting Co.
Susp. Bridge	Wire	Niagara University
Suspension	Pipe & Wires	Sidings, International Cooperage
Susp. Bridge	Wires	Forgione Lbr. Co. Inc.
Suspension	Canopy	Siding 2, Titanium Alloy Co.
Suspension	Door	Siding, Chisholm-Ryder Co.
Suspension	Wires	Sidings 2, 32.
Suspension	Conveyor	Siding 41, National Carbon Co.
Suspension	Doors	Siding 50, National Carbon Co.
Suspension	Pipes & Wires	Sidings, General Abrasive Co.
Suspension	Wires	Siding, Pittsburgh Met. Co.

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

Location	Tracks
Between Depew and Bay View.	
SS-46 - Station WN	West leg of Wye.
SS-50	Lead to Larkin Sidings.
SS-50	Sidings, Larkin Co.
SS-BV	NKP connection 3.

Location	Tracks
Buffalo Belt Line.	
Urban St.....	Sidings 41, 42, 43 - Urban Mfg, Co.
Ferry St.....	Siding 31.
Between Signal Station 50, Suspension Bridge and Tonawanda Jct.	
SS-50.....	Tracks 2, 1, 4 and 3 between Seneca St. and Hamburg St.
SS-52.....	Sidings 8, 96, 97 and 46.
Washington St. 400 ft. east.....	Tracks 2 and 1.
Terrace Station.....	Tracks 2 and 1.
Jersey St. 500 ft. east.....	Tracks 2 and 1, Sidings 32 and 34.
Niagara Lithograph Co.....	Siding No. 4.

Location	Tracks
Albany St.....	C.L.F. Holding Corp. siding 203.
North Buffalo.....	DL&W connection 53.
North Buffalo - DL&W Bridge.....	Tracks 2, 1, Sidings 58, 51 and 8.
North Buffalo DL&W Bridge, west }.....	Siding 69.
North Buffalo DL&W Bridge, east }.....	Sidings 53 and 46.
Kenmore Ave., east.....	John W. Cowper Co. siding 4
Kenmore Ave., east.....	Flexlume Corp. siding 6.
Woodward Ave., east.....	Sidings 25 and 29.
Woodward Ave., east.....	Peterson Coal Co. siding 38.
SS-Erie-3.....	Tonawanda Branch.
SS-Erie-3, 450 ft. west.....	Tonawanda Branch.
SS-Erie-3, east.....	Buffalo Steel Co. siding 1.

M. R. DWYER, Superintendent.

R. H. McGRAW, Assistant Superintendent.

J. E. GUILFOYLE
H. D. JOHNSTON
H. F. NEVILLE
I. A. OLP
J. F. NASH
L. BABCOCK
J. E. BRENNAN

} Train Masters.

R. J. BARNES, Assistant Train Master.

J. P. MANGINE, Chief Train Dispatcher.

A. J. BUCKLEY }
F. C. SHAW } Assistant Chief Train Dispatchers.

S. C. IDE
C. S. DeWOLF
E. C. NEWMAN
H. J. MICHELS
R. D. NEWMAN
A. R. REED
J. I. POTTER
M. H. GUINAN

} Train Dispatchers.

DEPEW TO BAY VIEW

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Depew	STATIONS	25	27	169	97	279	33	209	333	17	1421	317	19
		The 20th Century Limited	The New England States	Buffalo Special	The Paul Revere	Buffalo Pittsburgh Express	The New England Wolverine	Number Two Naught Nine	M. C.	The Wolverine	Mail and Express	M. C.	The Lake Shore Limited
		Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.27	Depew Signal Station 46A	12.10	12.40	12.49	1.10		2.04			2.34			2.49
6.91	Buffalo	A 12.19	12.51	1.00	1.20	A. M.	2.15	A. M.	A. M.	2.45	A. M.	A. M.	3.00
		L 12.27	1.01	A. M.	1.30	1.51	A. M.	2.26	2.35	A. M.	2.45	2.55	3.15
8.41	Signal Station 50	12.31	1.05		1.34	1.55		2.30	2.39		2.50	2.59	3.19
14.06	Blasdell								A. M.		A. M.	A. M.	
15.66	Bay View	12.42	1.16		1.45	2.06		2.41					3.30
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

DEPEW TO BAY VIEW

WESTWARD—FIRST CLASS

TRACK NO. 1

Miles from Depew	STATIONS	119	11	47	347	57	371	21	305	29	207	131	59
		See Note	The Southwestern Limited	The Detroit	M. C.	The Cleveland Limited	M. C.	The Ontario	M. C.	The Niagara	Niagara Falls	Mail	The Iroquois
		Mail and Express	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.27	Depew Signal Station 46A	2.54	3.12	3.18		3.52		4.39		6.34		6.52	6.57
6.91	Buffalo	A 3.05	3.23	3.30	A. M.	4.03	A. M.	4.50	A. M.	6.45	A. M.	7.03	7.08
		L A. M.	3.35	A. M.	3.47	4.15	5.02	5.10	5.35	A. M.	7.01	A. M.	7.18
8.41	Signal Station 50		3.39		3.51	4.19	5.06	5.14	5.39		7.05		7.22
14.06	Blasdell				A. M.		A. M.		A. M.		A. M.		
15.66	Bay View		3.50			4.30		6.25					7.33
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 119, 1421 and 131 will not carry passengers.
 Nos. 119 and 131 will not run May 31, July 5 and Sept. 3.

DEPEW TO BAY VIEW

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Depew	STATIONS	35	159	151	335	375	135 <small>See Note</small>	5701	211	43	137 <small>See Note</small>	379	233
		The Genesee	Chicago Express	Interstate Express	M. C.	M. C.	West Side Mail	P. R. R.	Niagara Falls	South Shore Express	Railway Express	M. C.	Niagara Falls
		Daily	Daily	Daily	Daily	Daily	Daily except Monday	Daily	Daily	Daily	Daily Except Monday	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
1.27	Depew Signal Station 46A	7.19	7.35				8.13			12.44			
6.91	Buffalo	A 7.30	7.45	A. M.	A. M.	A. M.	8.25	A. M.	A. M.	12.55	P. M.	P. M.	P. M.
		L 8.05	7.55	8.11	8.16	8.31	8.45	8.45	9.16	1.15	1.50	2.11	2.36
8.41	Signal Station 50	8.09	7.59	8.15	8.20	8.35	8.49	8.53	9.20	1.19	1.55	2.15	2.40
14.06	Blasdell				A. M.	A. M.		A. M.	A. M.			P. M.	P. M.
15.66	Bay View	8.20	8.10	8.26			9.00			1.30	2.08		
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

DEPEW TO BAY VIEW

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Depew	STATIONS	399	9907 <small>See Note</small>	51	351	257	83	383	9 <small>See Note</small>	6	9111	39	5741
		Local	P. R. R.	Empire State Express	M. C.	Niagara Falls	Pittsburgh Cleveland Express	M. C.	Mail	The Mohawk	P. R. R.	North Shore Limited	P. R. R.
		Sunday Only	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.27	Depew Signal Station 46A	2.54		3.50					3.34	7.37		9.50	
6.91	Buffalo	A 3.05	P. M.	4.00	P. M.	P. M.	P. M.	P. M.	3.45	7.48	P. M.	10.02	P. M.
		L P. M.	3.50	4.16	4.18	4.31	4.41	5.16	6.01	8.11	9.45	P. M.	10.00
8.41	Signal Station 50		3.54	4.20	4.22	4.35	4.45	5.20	6.05	8.15	9.53		10.08
14.06	Blasdell		P. M.		P. M.	P. M.		P. M.			P. M.		P. M.
15.66	Bay View			4.31			4.56		6.16	8.26			
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 135 will not carry passengers west of Buffalo.

No. 137 will not carry passengers

No. 9907 will not run May 30, July 4, Sept. 2nd.

No. 9 daily except Sunday east of Buffalo and will not carry passengers west of Buffalo.

DEPEW TO BAY VIEW

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Depew	STATIONS	339		49	41	65	67	15	1						
		M. C.	The Advance Knickerbocker	The Knickerbocker	Advance Commodore Vanderbilt	The Commodore Vanderbilt	The Ohio State Limited	The Pacemaker							
		Daily	Daily	Daily	Daily	Daily	Daily	Daily							
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
1.27	Depew Signal Station 46A		10.29	10.44	11.14	11.34	11.40	11.57							
6.91	Buffalo	A	10.40	10.55	11.25	11.45	11.50	12.07							
		L	10.20	11.20	11.30	11.55	12.02	12.12							
8.41	Signal Station 50		10.24	11.24	11.34	11.59	12.06	12.16							
14.05	Blasdell														
15.66	Bay View	P. M.		11.35	11.45	12.10	12.17	12.27							
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							

BAY VIEW TO DEPEW

EASTWARD - FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	308	8	16	26	98	142	64	24	310	10	22	272
		M. C.	The Wolverine	The Ohio State Limited	The 20th Century Limited	The Paul Revere	Mail & Express	The Water Level Limited	The Knickerbocker	M. C.	The Mohawk	The Lake Shore Limited	Cleveland Pittsburgh Buffalo Express
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.60	Bay View			12.18	12.24	12.50		1.35	2.25		3.55	5.27	5.35
7.25	Blasdell	A. M.								A. M.			
	Signal Station 50	12.06		12.29	12.35	1.01		1.46	2.36	2.56	4.06	5.38	5.46
8.75	Buffalo	12.10	A. M.	12.33	12.39	1.05	A. M.	1.50	2.40	3.00	4.10	5.42	5.50
		A. M.	12.20	12.55	12.45	1.20	1.25	1.55	2.50	A. M.	4.20	5.55	A. M.
14.39	Signal Station 46A												
15.66	Depew		12.31	1.07	12.55	1.32	1.37	2.06	3.02		4.32	6.07	
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

BAY VIEW TO DEPEW

EASTWARD - FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	9142	218	204	5752	9912	358	72	18	340	40	38	372
		P. R. R.	Number Two Eighteen	Buffalo	P. R. R.	P. R. R.	M. C.	The Henry Hudson	Mail and Express	M. C.	North Shore Limited	The Missourian	M. C.
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.60	Bay View		7.00									9.25	
7.25	Blasdell	A. M.		A. M.	A. M.	A. M.	A. M.			A. M.			A. M.
	Signal Station 50	6.45	7.11	7.20	7.34	7.40	8.26			9.25		9.36	10.51
8.75	Buffalo	7.00	7.15	7.24	7.55	7.45	8.30	A. M.	A. M.	9.29	A. M.	9.40	10.55
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	8.30	9.05	A. M.	9.46	9.55	A. M.
14.39	Signal Station 46A												
15.66	Depew							8.41	9.17		9.57	10.06	
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 9912 will not run May 30, July 4 and Sept. 2.

BAY VIEW TO DEPEW

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	90	96	60	50	216	350	56	374	230	42	52	32
		The Iroquois	The Advance Ruppice	Cleveland Buffalo Special	Ruppice State Express	Buffalo	M. C.	The DeWitt Clinton	M. C.	Buffalo	Boston Express	The Easterner	Mail
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.60	Bay View.....	11.00		12.35	12.55							4.45	5.25
7.25	Blasdell.....					P. M.	P. M.		P. M.	P. M.			
	Signal Station 50.....	11.11		12.46	1.06	12.56	1.11		3.36	3.50		4.56	5.36
8.75	Buffalo.....	11.15	P. M.	12.50	1.10	1.00	1.15	P. M.	3.40	3.54	P. M.	5.00	5.40
		11.31	12.01	P. M.	1.31	P. M.	P. M.	2.15	P. M.	P. M.	4.01	5.41	6.30
14.39	Signal Station 46A....												
15.66	Depew.....	11.42	12.13		1.43			2.27			4.12	5.53	6.45
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

BAY VIEW TO DEPEW

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	302	236	34	5712	244	380	246	46	344	14	44	84
		M. C.	Buffalo	The Cayuga	P. R. R.	Number Two Forty-Four	M. C.	Buffalo	Interstate Express	M. C.	Mail	New York Special	Pittsburgh Buffalo Express
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.60	Bay View.....					9.10			9.25		9.30		10.25
7.25	Blasdell.....	P. M.	P. M.		P. M.		P. M.	P. M.		P. M.			
	Signal Station 50.....	6.36	6.41		8.08	9.21	9.16	9.21	9.36	9.36	9.41		10.36
8.75	Buffalo.....	6.40	6.45	P. M.	8.25	9.25	9.20	9.25	9.40	9.40	9.45	P. M.	10.40
		P. M.	P. M.	8.01	P. M.	P. M.	P. M.	P. M.	10.01	P. M.	9.55	10.11	P. M.
14.39	Signal Station 46A....												
15.66	Depew.....			8.12					10.13		10.07	10.23	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 14 will not carry passengers.

No. 82 will not carry passengers.

BAY VIEW TO DEPEW

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	6	28	66	382	348	48	58	12	2	68		
		Fifth Avenue Special	The New England States	Advance Commo- dore Vanderbilt	M. C.	M. C.	The Durociter	The Cleveland Limited	The South Western Limited	The Pace- maker	The Commo- dore Vanderbilt		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
1.60	Bay View.....	10.38	10.57	11.05				11.15	11.22	11.35	11.50		
7.25	Blasdell.....				P. M.	P. M.							
	Signal Station 50.....	10.49	11.08	11.16	11.08	11.21		11.26	11.33	11.46	12.01		
8.75	Buffalo..... ^A	10.53	11.12	11.20	11.12	11.25	P. M.	11.30	11.37	11.50	12.05		
	.....^L	11.01	11.22	11.25	P. M.	P. M.	11.35	11.40	11.52	12.01	12.10		
14.39	Signal Station 46A...												
15.66	Depew.....	11.12	11.34	11.37			11.47	11.52	12.04	12.13	12.22		
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		

SIGNAL STATION 50 TO SUSPENSION BRIDGE

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Buffalo	STATIONS	333	1421 <small>See Note</small>	317	347	371	677	305	207	9915 <small>See Note</small>	335	375	211
		M. C.	Mail and Express	M. C.	M. C.	M. C.	L. V.	M. C.	Niagara Falls	P. R. R.	M. C.	M. C.	Niagara Falls
		Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.50	Buffalo	2.35	2.45	2.55	3.47	5.02		5.35	7.01		8.16	8.31	9.16
	Signal Station 50	2.39	2.50	2.59	3.51	5.06		5.39	7.05	7.16	8.20	8.35	9.20
2.48	Exchange St.							5.42	7.08	7.25		8.38	9.25
2.98	Terrace							s 5.45	s 7.11	A. M.		s 8.41	s 9.28
4.50	Porter Ave.												9.31
5.74	Ferry St.								7.17				9.35
6.42	Potomac Ave.								7.18				9.37
6.87	Black Rock	2.56	3.04	3.16	4.08	5.23		5.59	s 7.20		8.37	8.55	s 9.38
7.23	Amherst St.	A. M.		A. M.	A. M.	A. M.		A. M.			A. M.	A. M.	
8.00	North Buffalo Jct.								7.22				9.41
12.57	Tonawanda		s 3.17				A. M.		s 7.28				s 9.48
13.65	Signal Station Erie 3.						5.04		7.30				9.50
14.11	North Tonawanda		s 3.29				5.06		s 7.35				s 9.55
15.79	Gratwick								7.37				f 9.59
20.10	La Salle								g 7.43				s 10.07
22.86	Echota		3.46				5.16		f 7.46				f 10.11
25.07	Niagara Falls		s 4.08				s 5.21		s 7.56				s 10.21
26.90	Suspension Bridge		4.15				5.28		8.15				10.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Miles from Buffalo	STATIONS	379	233	9907 <small>See Note</small>	351	257	383	389					
		M. C.	Niagara Falls	P. R. R.	M. C.	Niagara Falls	M. C.	M. C.					
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
1.50	Buffalo	2.11	2.36	3.50	4.18	4.31	5.16	10.20					
	Signal Station 50	2.15	2.40	3.54	4.22	4.35	5.20	10.24					
2.48	Exchange St.	2.20	2.45	4.00	4.26	4.40	5.24						
2.98	Terrace	s 2.22	s 2.48	P. M.	s 4.28	s 4.43	s 5.26						
4.50	Porter Ave.		2.51			4.46							
5.74	Ferry St.		2.55			4.50							
6.42	Potomac Ave.		2.57			4.52							
6.87	Black Rock	2.36	s 2.58		4.42	s 4.53	5.40	10.41					
7.23	Amherst St.	P. M.			P. M.		P. M.	P. M.					
8.00	North Buffalo Jct.		3.01			4.56							
12.57	Tonawanda		s 3.08			s 5.03							
13.65	Signal Station Erie 3.		3.10			5.05							
14.11	North Tonawanda		s 3.14			s 5.07							
15.79	Gratwick		f 3.18			f 5.11							
20.10	La Salle		s 3.24			s 5.17							
22.86	Echota		f 3.29			f 5.22							
25.07	Niagara Falls		s 3.41			s 5.28							
26.90	Suspension Bridge		3.51			5.38							
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					

No. 1421 will not carry passengers.

No. 9915 and 9907 will not run May 30, July 4 and Sept. 2.

SUSPENSION BRIDGE TO SIGNAL STATION 50

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Suspension Bridge	STATIONS	310	204 <small>See Note</small>	358	9912 <small>See Note</small>	340	372	216	350	374	230	9900 <small>See Note</small>	236
		M. C.	Buffalo	M. C.	P. R. R.	M. C.	M. C.	Buffalo	M. C.	M. C.	Buffalo	P. R. R.	Buffalo
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.83	Suspension Bridge		L 6.15	L 7.25				L 11.50			L 2.45		L 5.20
4.04	Niagara Falls		s 6.25	i 7.35			s 12.00				s 2.55		s 5.40
	Echota		f 6.29				12.04						f 5.47
6.80	La Salle		s 6.34				s 12.09						s 5.51
11.11	Gratwick		s 6.39				f 12.14				3.11		f 5.56
12.79	North Tonawanda		s 6.45	i 7.54			s 12.19				s 3.15		s 6.04
13.25	Signal Station Erie 3.		6.47				12.21						6.06
14.33	Tonawanda		s 6.49				s 12.23				s 3.20		s 6.08
18.90	North Buffalo Jet.		6.56				12.31						6.16
19.67	Amherst St.	A. M.	6.58			A. M.	12.34	P. M.	P. M.	3.26			6.18
20.03	Black Rock	2.38	s 7.01	8.05		9.07	10.30	s 12.37	12.50	3.15	s 3.28		s 6.21
20.48	Potomac Ave.		7.02				12.40						6.22
21.16	Ferry St.		7.05										6.24
22.40	Porter Ave.		f 7.08						12.57		3.37		6.27
23.92	Terrace		s 7.13	i 8.16	A. M.		s 10.44	s 12.45	s 1.02	s 3.28	s 3.42	P. M.	s 6.32
24.42	Exchange St.				7.30							4.35	
25.40	Signal Station 50	2.56	7.20	8.26	7.40	9.25	10.51	12.56	1.11	3.36	3.50	4.40	6.41
26.90	Buffalo	A 3.00	7.24	8.30	7.45	9.29	10.55	1.00	1.15	3.40	3.54	P. M.	6.45
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Miles from Suspension Bridge	STATIONS	302	380	246	678	344	382	348	308			
		M. C.	M. C.	Buffalo	L. V.	M. C.	M. C.	M. C.	M. C.			
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
1.83	Suspension Bridge			L 7.55	L 9.00							
4.04	Niagara Falls			s 8.17	s 9.10							
	Echota											
6.80	La Salle											
11.11	Gratwick			s 8.34								
12.79	North Tonawanda			s 8.42	9.25							
13.25	Signal Station Erie 3.				9.27							
14.33	Tonawanda			s 8.53	P. M.							
18.90	North Buffalo Jet.											
19.67	Amherst St.	P. M.	P. M.	8.59		P. M.	P. M.	P. M.	P. M.			
20.03	Black Rock	6.15	8.54	9.01		9.15	10.47	11.03	11.48			
20.48	Potomac Ave.											
21.16	Ferry St.											
22.40	Porter Ave.	6.22	9.03	9.08			10.56					
23.92	Terrace	s 6.27	s 9.08	s 9.13		i 9.28	s 11.01					
24.42	Exchange St.											
25.40	Signal Station 50	6.36	9.16	9.21		9.36	11.08	11.21	12.06			
26.90	Buffalo	A 6.40	9.20	9.25		9.40	11.12	11.25	12.10			
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			

No 204 will not carry baggage.
Nos. 9912 and 9900 will not run May 30, July 4 and Sept. 2.

NORTH TONAWANDA AND TONAWANDA JCT.

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from Tonawanda Jct.	STATIONS	677											
		L. V.											
		Daily											
		LEAVE	A. M.										
1.70	Tonawanda Jct.	5.01											
2.16	Signal Station Erie 3.	5.04											
	North Tonawanda.	5.06											
	ARRIVE	A. M.											

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from North Tonawanda	STATIONS	678										
		L. V.										
		Daily										
		LEAVE	P. M.									
0.46	North Tonawanda.	9.25										
2.16	Signal Station Erie 3.	9.27										
	Tonawanda Jct.	9.30										
	ARRIVE	P. M.										

BELT LINE

WESTWARD

TRACK No. 1

Miles from Buffalo	STATIONS				
		LEAVE			
0.87	Buffalo.				
1.18	Broadway.				
	Genesee St.				
1.76	East Ferry St.				
2.37	Northland Ave.				
3.52	Main St.				
3.94	Central Park.				
5.70	Elmwood Ave.				
6.37	Military Road.				
6.70	Signal Station H.				
	ARRIVE				

EASTWARD

TRACK No. 2

Miles from Signal Station H	STATIONS				
		LEAVE			
0.33	Signal Station H.				
1.00	Military Road.				
	Elmwood Ave.				
2.76	Central Park.				
3.18	Main St.				
4.33	Northland Ave.				
4.94	East Ferry St.				
5.52	Genesee St.				
6.33	Broadway.				
6.70	Buffalo.				
	ARRIVE				

GD TO SUSPENSION BRIDGE

WESTWARD—FIRST CLASS

TRACK No. 1

Miles from G D	STATIONS	139 See Note	749											
		Railway Express	Buffalo											
		Daily Except Monday	Daily											
	LEAVE	A. M.	P. M.											
2.37	GD	9.38	7.38											
	Suspension Bridge... A	9.43	7.45											
	ARRIVE	A. M.	P. M.											

SUSPENSION BRIDGE TO GD

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Suspension Bridge	STATIONS	742											
		Mail											
		Daily Except Sunday											
	LEAVE	A. M.											
2.37	Suspension Bridge....	4.40											
	GD	4.45											
	ARRIVE	A. M.											

BOWMANVILLE AND SIGNAL STATION 46A

WESTWARD—FIRST CLASS

EASTWARD—FIRST CLASS

Miles from Bowmanville	STATIONS					Miles from Signal Station 46A	STATIONS				
	LEAVE						LEAVE				
1.62	Bowmansville					2.12	Signal Station 46A...				
3.74	Signal Station A					3.74	Signal Station A				
	Signal Station 46A						Bowmansville				
	ARRIVE						ARRIVE				

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
 No. 139 will not carry passengers.
 No. 139 will not run May 31, July 5 and Sept. 3.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

DEPEW TO BAY VIEW VIA BUFFALO

STATIONS		Office Calls	Miles from New York	SIGNALS						TELEPHONES		
No.	Location			Track No. 4	Track No. 3	Track No. 1	Track No. 2	Track No. 5	Track No. 6	Location	Side of Track	Line
45	Depew Open Day and Night	CS	429.9	43014	42998 43111	42991 43112	43012	43016	Cabin Booth	N S	T. D. Local T. D.	
46 A	West Shore Connection Forks	CS	431.4	INT.	INT.	43211	43212		Freight Station 429.8.	N	T. D.-M.	
		CS	433.0	43324	43323	43321	43322		Signal Station Booth 433	N N	T. D. T. D.	
		CS		43324	43323	43321	43322		New City Car Co., on pole	S	T. D.	
				43438	43431	43432			West end middle on pole	N	T. D.	
				43444								
				43484			43512					
47	East Buffalo Open Day and Night	CS	435.9	INT.	INT.	INT.	INT.		Signal Station	S	T. D.	
		CS							EA yard office	N	T. D.	
		CS							Main track yard office	S	T. D.	
		CS							Signal Station	N	T. D.	
48	Buffalo, east end Open Day and Night	CS	436.6	INT.	INT.	INT.	INT.		Signal Station	N	T. D.	
		CS										
49	Buffalo, west end. Open Day and Night	CS	437.0	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.	
		CS	437.2	43793	43794	43791	43792	43795	43796			
49 A	Clinton St. Open Day and Night	CS	438.2	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.	
50	Seneca St. Open Day and Night	CS	438.5	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.	
		CS							Larkin Co., on pole	S	SS-50	
EX	Erie R. R. Crossing Open Day and Night	CS			INT.	INT.			Signal Station	N	T. D.	
SP	Buffalo Yard, east end Open Day and Night	CS	438.8			INT.	INT.	092	Signal Station	S	T. D.	
FO	Buffalo Yard, west end Open Day and Night	CS	439.2			INT.	INT.	111	Signal Station	N	T. D.	
RB	River Bridge Open Day and Night	CS	439.5			INT.	INT.		Signal Station	N	T. D.	
BC	Buffalo Creek Open Day and Night	CS	439.9			INT.	INT.		Signal Station	N	T. D.	
		CS	440.8			301	322		Cabin	S	T. D.	
			442.2			361	422					
D	Seneca Open Day and Night	CS	443.2	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.	
		CS		633	634	631	632					
BV	Bay View Open Day and Night	CS	445.8	INT.	INT.	INT.	INT.		Signal Station	S	T. D.	
		CS			733	734	731	732		Mile Strip Crossing, on pole	N	T. D.
					904		902		Signal Station	S	T. D.	
									East of Big Tree Road, on pole	S	SSBV	

SIGNAL STATION 50 TO EXCHANGE ST.

				Track No. 3	Track No. 4	Track No. 1	Track No. 2					
51	Erie R. R. Crossing Open Day and Night	CS		INT.	INT.	INT.	INT.			Signal Station	S	T. D.
52	Chicago St. Open Day and Night	CS		INT.	INT.	INT.	INT.			Signal Station	S	T. D.
	Exchange St.	CS				MB				Washington St., on pole	N	T. D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

EXCHANGE ST. TO SUSPENSION BRIDGE

STATIONS			Office Calls	Miles from Exchange Street	SIGNALS		TELEPHONES			
No.	Location				Track No. 1	Track No. 2	Location	Side of Track	Line	
	Exchange St.				.05	.04				
					.06					
B	Buffalo Crosstown Jct. Open Day and Night	CS			INT.	INT MB	Signal Station	N	T.D.-M.	
		CS			15	14	Porter Ave. crossing watchman's cabin	N	T.D.-M.	
					19	20				
					27	26				
		CS						Niagara Lithographic Co., on pole	N	T.D.-M.
		CS						Thomas Power Plant, on pole	N	T.D.-M.
		CS						Carey Co. switch, on pole	N	T.D.-M.
		CS				35		Meyers Malt House Crossover, on pole	S	T.D.-M.
		CS					36	Burt & King Spring Co., on pole	S	T.D.-M.
		CS						Forest Ave., on pole	S	T. D.
F	Black Rock Open Day and Night	CS			INT.	INT.	Signal Station	N	T.D.-M.	
		CS					Black Rock yard office	N	T.D.-M.	
H	Black Rock, Erie Crossing Open Day and Night	CS		5.14	INT.	INT.	Signal Station	S	T.D.-M.	
55	North Buffalo Jct. Open Day and Night	CS	X	6.54	INT.	INT.	Signal Station	N	T.D.-M.	
		CS					D. L. & W. Bridge, in cabin	S	SS 55	
		CS			65	64	Ontario St., on pole	N	T. D.-M.	
		CS					Ontario St. Yard, east wye, cabin	S	T. D. local	
		CS			73	74	Eastern States Crossover, cabin	S	T. D. local	
		CS					Linde Air, on pole	N	T. D.-M.	
		CS			81	80	Lucidol Co., on pole	N	T. D.-M.	
		CS			91		Spaulding's crossover, on pole	N	T. D.-M.	
							92	Kardex, on pole	N	T. D.-M.
		CS				103	104	Filmore Ave., Tonawanda, booth	N	SS
Erie 3	Tonawanda Open Day and Night	CS	RO	11.17	INT.	INT.	Signal Station	N	T.D.-M.	
Erie 2	North Tonawanda Open Day and Night	CS	Q	11.75	INT.	INT.	Signal Station	N	T.D.-M.	
59	N. Tonawanda, Erie Cross. Open Day and Night	CS	W	12.17	INT.	INT.	Signal Station	S	T.D.-M.	
		CS					Wheatfield St., on pole	S	SS 59	
					121					
	Gratwick	CS		13.44			West end of middle on pole	N	T.D.-M. Local	
		CS			131	132				
		CS			143	142	Dold's Farm switch, on pole	N	T. D.-M.	
		CS			153	152				
		CS			161	160				
	LaSalle Open daily except Sunday 7:30 A. M. 3:30 P. M.				169	170	Station, and outside	S	T.D.-M.	
		CS			177	182				
		CS			191	190	Hooker's Works, .75 mile east of Echota, on pole	N	T. D.-M.	
		CS			199	200	West end Hooker, on pole	S	T. D.-M.	
		CS			207	208	Echota station, outside	S	T. D.-M.	
		CS			211					
		CS				214	Top End Falls Yard, Cabin		SS 63	
63	Niagara Falls Open Day and Night	CS	FC	22.55	INT.	INT.	Shredded Wheat, on pole	S	T. D.-M.	
		CS					Signal Station	S	T.D.-M.	
		CS					Niagara Falls station, outside	S	T. D.	
		CS					Niagara Falls, watchman's cabin, Niagara and Main Sts.	S	T. D.	
							221		N	SS 63
					2281	2282				
66	Suspension Bridge Open Day and Night	CS	SU	24.23	INT-MB	INT.	Signal Station	S	T.D.-M.	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BELT LINE

STATIONS		Office Calls	Miles from William Street	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
T	Signal Station Open Day and Night	CS	0.64	INT.	INT.	Signal Station	S	T. D.
	Sycamore St.	CS	1.21	11	12	Cabin	N	T. D.
				21	....		
				....	24			
	East Ferry St.	CS	2.21	....	....	Cabin	S	T. D.
	Northland Ave.	CS	2.85	....	....	On pole	S	T. D.
				29	....		
	Kensington Ave.	CS		....	34	On pole	S	T. D.
						
	Dewey Ave.	CS		37	....	On pole	N	T. D.
						
	Parkside Ave.	CS	4.81	....	42	On pole	N	T. D.
				47	....		
	Colvin St.	CS	5.14	....	....	Cabin	N	T. D.
				....	52			
	Delaware Ave.	CS		....	....	On pole	N	T. D.
	Elmwood Ave.	CS	6.07	....	60	Yard Office	S	T. D.
						
	Military Road	CS	6.83	....	....	Yard Office	S	T. D.
I	Erle Crossing Open Day and Night	CS	6.85	INT.	INT.	Signal Station	N	T. D.

DEPEW TO BAY VIEW VIA GARDENVILLE

STATIONS		Office Calls	Miles from Depew	SIGNALS		TELEPHONES		
No.	Location			Track No. 5	Track No. 6	Location	Side of Track	Line
						Booth	S	T. D.
						Cabin	N	T. D. Local
45	Depew Open Day and Night	CS	....	....	43016 061	Freight Station 429.8	N	T. D.-M.
46	Signal Station Open Day and Night	CS	1.09	INT.	INT.	Signal Station	N	T. D.
				....	16			
				....	21			
	Gardenville GV.	CS	2.16	....	INT.	Cabin	S	T. D.
				....	28			
	Gardenville Yard	CS	3.35	....	....	Yard Office	N	T. D.
	Gardenville	CS	3.43	....	....	Engine House	S	T. D.
	Gardenville Yard	CS	3.61	....	....	Westward Hump Office	N	T. D.
G.J	P. R. R. Crossing Open Day and Night	CS	6.08	INT.MB	INT.	Signal Station	S	T. D.
				99	....		
	Blasdell Jct.	CS	10.69	INT.	....	Signal Station	S	T. D.
				115	....		
				121	....		
BV	Bay View Open Day and Night	CS	12.87	INT.	INT.MB	Signal Station	S	T. D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION ERIE 3 TO TONAWANDA JCT.

STATIONS		Office Calls	Miles from Erie 3	SIGNALS		TELEPHONES		
No.	Location			Track No. 2	Track No. 1	Location	Side of Track	Line
Erie 3	Tonawanda	CS	RO	INT.	INT.	Signal Station	S	T. D.-M.
	Open Day and Night			844	845	Exelon Switch, on pole	S	T. D.
	Tonawanda Jct.	CS	1.92	INT.	INT.	Cabin	N	T. D.

NORTH TONAWANDA TO BEACH RIDGE

STATIONS		Office Calls	Miles from North Tonawanda	SIGNALS		TELEPHONES				
No.	Location			SINGLE TRACK		Location	Side of Track	Line		
				Westward	Eastward					
Erie 2	North Tonawanda	CS	Q	0.14	INT.	INT.	Signal Station	N	T. D.-M.	
	Open Day and Night									
	Station LL				0.99	INT.				INT.
	Wurlitzer				8.06
	Beach Ridge		4.86							

BOWMANVILLE, WN AND SIGNAL STATION T VIA WEST SHORE

STATIONS		Office Calls	Miles from West-hawkan	SIGNALS		TELEPHONES		
No.	Location			SINGLE TRACK		Location	Side of Track	Line
				Westward	Eastward			
A	Bowmansville	CS	415.3	4141		Station, outside	S	T. D.-M.
	Signal Station			4153	4151				INT.	Signal Station . . . . .	S	T. D.-M.
(46)	WN	CS		INT.	INT. M.B	Cabin	N	T. D.-M.
(46)	JD	CS		INT.	4184	Cabin	S	T. D.
	West Shore Jct.	CS				Walden Ave., yard office	S	Local
	Bailey Ave., W. S.	CS	422.6	4233		Middle yard, on pole	S	Local
						Cabin	S	T. D.
						Cabin	S	T. D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO GD

STATIONS		Office Calls	Miles from Rochester	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
	GD	CS	73.46	731	732	On pole	S	Local
		CS		743	740	Suspension Bridge, engine house	S	T.D.-M.
		CS		751	748	Sugar St., general yard masters office	S	T.D.-M.
		CS		753	754	Thirteenth St. yard office	N	T.D.
65	Suspension Bridge	CS		INT.	INT.	Suspension Bridge, station masters office	N	T.D.-M.
	Open Day and Night	SU				Signal Station	S	T.D.-M.

ABBREVIATIONS

AUTOMATIC	NUMBER
COMMUNICATION STATION	CS.
INTERLOCKING	INT.
MANUAL BLOCK	M. B.
MESSAGE CIRCUIT	M.
RAILROAD CROSSINGS AT GRADE	X.
SIGNAL STATION	SS.
TRAIN DISPATCHING	T. D.
TRAIN ORDER	T. O.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
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0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
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0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
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1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
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1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
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1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
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1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

LAKE ONTARIO

FORT NIAGARA BEACH
FORT NIAGARA
YOUNGSTOWN

LEWISTON
LEWISTON FREIGHT STATION

SUSPENSION BRIDGE
ROCHESTER DIVISION
ROCHESTER
S.S. 60
ECHOTA

BUFFALO DIVISION

NIAGARA RIVER
NIAGARA
GRAND ISLAND
TONAWANDA
HARRIET

GRATWICK
WURLITZER
BEACH RIDGE
INTERNATIONAL RY.

TONAWANDA
N. TONAWANDA
TONAWANDA JCT.
ROCHESTER DIV. BRANCH
GETZVILLE

LEGEND

- SINGLE TRACK
- == DOUBLE TRACK
- ≡≡≡ THREE TRACKS
- ≡≡≡≡ FOUR OR MORE TRACKS
- TRACKAGE RIGHTS
- OTHER DIVISIONS AND FOREIGN ROADS

NORTH BUFFALO JCT.
BELT BRANCH
BLACK ROCK
S.S.F.

BUFFALO

M.C.R.R. & P.M.R.R.
C.N.R.R. & WABASH
FERRY ST.
PORTER AVE.

ERIE R.R.
O.L. & W.R.S.
MILITARY RD.
CLIMWOOD AVE.
CENTRAL PK.
MAIN ST.
NORTHLAND AVE.
E. FERRY ST.
GENESEE ST.
SYCAMORE ST. JCT.
E. BUFFALO W.S.
WEST SHORE JCT.
WALDEN AVE.
HARLEM AVE.
CURTISSAIR
SHORE
BOWMANVILLE
DEPEW

TERRACE
EXCHANGE ST.
BROADWAY
BUFFALO
P. BUFFALO W.S.
GARDENVILLE
GARDENVILLE JCT.

LACKAWANNA
SENECA YARD
S.S.D.
BLASDELL JCT.
BLASDELL
BAY VIEW

LAKE ERIE

