

**ERIE RAILROAD COMPANY**  
**EASTERN DISTRICT**

**Buffalo and Rochester**  
**Divisions and Branches**

Time Table No. 17

Effective 12:01 A. M.

**SUNDAY, SEPT. 27, 1936**  
**FOR EMPLOYES ONLY**

**EASTERN STANDARD TIME**

**17**

**THINK!**  
**THEN**  
**ACT**  
**SAFELY**

**D. J. MALEY,**  
Superintendent

**R. H. BOYKIN,**  
Assistant General Manager

**WM. WHITE,**  
General Manager



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

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

### COMPANY SURGEONS

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

Dr. J. FRANK DINNEN,

Chief Surgeon

Cleveland, Ohio

LOCATION	NAME	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Buffalo	Dr. J. C. O'Gorman (Oculist)	1324 Jefferson Ave.	Garfield 0139	61 Fordham Dr.	Riverside 1400
Buffalo	Dr. A. L. Bennett (Oculist)	150 N. Pearl St.	Grant 0617	193 St. James St.	Grant 6215
Buffalo	Dr. D. C. O'Connor	373 Elmwood Ave.	Grant 6706	373 Elmwood Ave.	Grant 6706
Buffalo	Dr. M. J. Downey	852 Seneca St.	Washington 3158	2142 Main St.	Parkside 5331
Tonawanda	Dr. H. C. Fairbanks	43 Delaware St.	Tonawanda 764	43 Delaware St.	Tonawanda 764
Niagara Falls	Dr. W. Lewis Wilson	United Office	Niagara Falls 137	617 Buffalo Ave.	Niagara Falls 2273
Attica	Dr. W. D. Preston	Main St.	Bell 138	Main St.	Bell 138
Castile	Dr. Richard B. Bean	Main St.	" 101J	Main St.	" 101J
Hornell	Dr. C. G. Schwan (Oculist)	19 Seneca St.	" 715	206 Main St.	" 715
Hornell	Dr. B. A. Barney (Oculist)	5 Center St.	" 339	5 Center St.	" 339
Hornell	Dr. J. R. Kelly	27 Elm St.	" 196	27 Elm St.	" 196
Hornell	Dr. G. E. Taylor	37 Church St.	" 103	37 Church St.	" 103
Rochester	Dr. J. A. Stapleton	258 Alexander St.	Monroe 347	94 Frost Ave.	Genesee 767
Rochester	Dr. C. V. Costello	258 Alexander St.	Monroe 174	258 Alexander St.	Monroe 174
Rochester	Dr. W. D. Edwards (Oculist)	339 Monroe Ave.	Monroe 5	1371 Monroe Ave.	Monroe 585
Avon	Dr. E. C. Perry	Park Place	Bell 113	12 Park Place	Bell 113
Bath	Dr. S. Z. Selleck	{ 5 Liberty St. Bath Hospital	" 84 " 382	129 E. Steuben St.	" 242
Corning	Dr. Thomas L. McNamara	47 E. Market St.	" 101	175 E. First St.	" 1476

# SPECIAL INSTRUCTIONS

## RULES OF THE OPERATING DEPARTMENT

Effective July 1, 1930

### STANDARD CLOCKS.

Buffalo .....	{	Train Dispatchers Office Engine Dispatchers Office Callers Office Q X Yard Office
Attica .....	{	Telegraph Office
Hornell .....	{	Telegraph Office Engine Dispatchers Office
Black Rock .....	{	Yard Office
Suspension Bridge .....	{	Freight Office
Rochester .....	{	Waiting Room
Avon .....	{	Dispatchers Office
Mt. Morris .....	{	Telegraph Office
Corning .....	{	General Yardmasters Office

### TIME TABLES.

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

### FLAG STOPS.

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

### SIGNS, Additional to Rule 6.

- D. Day train order office.
- N. Day and night train order office.

\* Conditional stops as follows:

No. 5, 480 and B & S W 514 will stop at Seneca St., to receive and discharge passengers.

No. 5 will stop at Dalton to discharge passengers from Hornell and points east and receive passengers for points where train is scheduled to stop.

No. 5 will stop at Washington Hunt to unload U. S. mail.

No. 6 will stop at Alden to discharge passengers from Buffalo and to receive passengers for stations where train is scheduled to stop.

No. 467 will stop at West Henrietta to discharge passengers from points east of Avon.

The following trains only will carry baggage: 409 and 416 between Rochester and Mount Morris.

Motor car trains, Nos. 408, 416, 440, 420, 424, 428, 401, 403, 409, 415, 419, will stop on signal at Shakers, Jones, Cuylerville, Jaycocks, Seven Nations, Houstons, South Avon, Pierces, Fowler, Ashantee, Linden St., and Spring St.; Wiards, Elm Place, Meadowwood, Gannett, Blair, Martin, Brooks, Fenners, Baileys, Crittenden, Westfall and South Park. Signals have been located at each point.

Motor car trains 404 and 425 will stop on signal at South Park, Westfall, Crittenden, Baileys, Fenners, Brooks, Martin, Blair, Gannett, Meadowwood, Elm Place and Wiards. Signals have been located at each point.

Nos. 403 and 416 will receive and deliver U. S. mail, Mt. Morris Branch.

The term "holiday" as used in this time table applies to the following dates only:

Thanksgiving Day .....	Nov. 26, 1936
Christmas Day .....	Dec. 25, 1936
New Year's Day .....	Jan. 1, 1937

### CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (Except passenger extras) in double or multiple track territory, except Allegany Division trains between Hornell and River Junction.

Operating Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

pam 2285

**26B, SPEED RESTRICTIONS.**

<b>General</b>	<b>Miles per hour</b>
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Engines must not operate backward at a speed to exceed 15 miles per hour on curves, over grade crossings, or through crossovers, and must not exceed 25 miles per hour at other points.	
Engines must not operate backward beyond a point where turn table or wye is located without special authority from the Superintendent.	
Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
Freight trains handling eight wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Freight trains handling loaded covered hoppers and loaded series H-43000 and H-44000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000 and H-44000) and freight cars with six wheel trucks to be restricted as follows:	
Buffalo Division between Buffalo and Hornell	30
Except between River Jct. and Hornell eastbound	40
Rochester Division and Niagara Falls Branch	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 except as otherwise provided	10
Class J-2, K-2, and K-2-A engines 2901, 2903 and 2908 must not operate over Conley Frogs.	
<b>BUFFALO DIVISION</b>	
Passenger trains	60
Passenger trains between Wm. Junction and Summit on eastward and westward unrestricted track	70
Passenger trains between River Junction and V N Crossover on eastward and westward unrestricted track	70
Passenger Trains (Double Headed)	50
Passenger, express and milk trains when using freight engine will not exceed a speed of	50
Freight trains	50
Class R-1, R-2 and N-2 engines handling trains	40
Class R-3 engines handling trains	45
Class J-2 engines handling trains	35
Trains handling wrecking derrick	30

Trains hauling dead engines	20
To and from River Line (River Jct.)	40
Class K-1 engines will not be operated in either direction from eastward freight main track to west leg of J U Wye.	
J U Crossover, west leg of wye	10
J U Crossover, all diamonds	5
Stock Yard Crossing, Babcock Street, East Buffalo	15
East Wye, I Q Tower, East Buffalo	15
West Wye, I Q Tower, East Buffalo	15

**BUFFALO DIVISION**

Class C-1, C-2, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A and R-3 engines, over bridge 421.83 Clinton Street, Buffalo, New York. All tracks	20
PORTAGE BRIDGE 361.66 Portage, N. Y.	
Class R-1, R-2 and all S type engines are restricted from operating over this bridge. All other class engines	10
Class N-1, N-2, N-3, N-3-A, K-2-A and R-3 engines must not be double-headed over bridge.	
Trains operating over Portage Bridge will see that the slack is not allowed to bunch and be taken out while passing over the bridge in order to prevent slack running in and out.	
Air Brakes will not be used while any part of train is on the Bridge unless absolutely necessary.	
After the engine has passed over the bridge no part of the train will exceed 20 miles per hour while on viaduct.	

**EASTWARD TRACK**

Curve 89, M. P. 420.75 to M. P. 420.81	30
Curve 88, M. P. 420.15 to M. P. 420.05	25
Curve 87, M. P. 415.51 to M. P. 415.24	60
Curve 83, M. P. 404.49 to M. P. 404.24	60
Curve 72, M. P. 392.80 to M. P. 392.55	40
Curve 71, M. P. 392.49 to M. P. 392.13	50
Curves 70, 69, 68 & 67, M. P. 391.95 to M. P. 388.88	45
Curve 30, M. P. 362.62 to M. P. 362.13	50
Curve 29, M. P. 362.12 to M. P. 361.80	20
Curves 28 & 27, M. P. 361.48 to M. P. 360.48	40
Curve 26, M. P. 360.41 to M. P. 360.06	45
Curve 23, M. P. 358.11 to M. P. 358.07	45

**WESTWARD TRACK**

Curve 26, M. P. 360.07 to M. P. 360.41	45
Curves 27 and 28, M. P. 360.48 to M. P. 361.48	40
Curves 29 and 30, M. P. 361.82 to M. P. 362.60	25
Curves 31 and 32, M. P. 362.74 to M. P. 364.15	40
Curve 71, M. P. 392.13 to M. P. 392.49	50
Curve 72, M. P. 392.55 to M. P. 392.80	40
Curve 87, M. P. 415.24 to M. P. 415.51	60
Curve 88, M. P. 420.05 to M. P. 420.15	25
Curve 89, M. P. 420.75 to M. P. 420.81	20

**NIAGARA FALLS BRANCH**

Passenger trains .....	40
Freight trains .....	40
Trains handling wrecking derrick .....	25
All public street crossings at grade within incorporated limits City of Niagara Falls	20
Curves west of Falls Junction.....	15
To and from International Branch .....	15
To and from single track Intl. Jct. ....	25
Class C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A, H-21, H-21-A, H-21-B over bridge 3.55 over N. Y. C. tracks, three-fourths mile west of East Buffalo, East and Westward Tracks .....	15
Class N-1, N-2, N-3, N-3-A over bridge 22.49 over Gill Creek east of Niagara Falls, N. Y. ....	20

**INTERNATIONAL BRANCH**

All trains .....	20
Trains handling wrecking derricks .....	15
Class C-1, C-2, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A over bridges: 1.63 Virgil Avenue and 2.73 Hertel Avenue, Buffalo, N. Y. East and Westward Tracks .....	15

**ROCHESTER DIVISION**

Passenger trains .....	50
Passenger, Express, Milk trains and Mixed Passenger trains unless otherwise restricted .....	50
Freight trains .....	35
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
Reverse Curve, Bath M. P. 310.45 .....	15
Lackawanna Street, Bath .....	5
Curve, Atlanta M. P. 330 .....	35
Passenger trains between Wayland and east end of curve east of South Lima, M. P. 356.5 .....	45
Reverse Curve between M. P. 339 and M. P. 340, east of Springwater .....	30
Between east end of curve east of South Lima, M. P. 356.5 and M. P. 363.4.....	35
Lakeville Branch .....	15
Ballantyne crossing just east of Mortimer station .....	10
Passenger trains between Mortimer M. P. 380.00 and Clarissa Street, Rochester..	45
Between Rochester Passenger Station and Clarissa Street .....	15

**MOUNT MORRIS BRANCH**

Passenger trains .....	45
Freight trains .....	35
Trains handling Wrecking Derrick.....	25
Spring Street, Avon, N. Y. ....	15
State Road Crossing — Cuylerville, N. Y. After coming to a full stop, all trains will be flagged over crossing.	
Curve, Canaseraga Creek, Bridge 379.60 west of Mt. Morris .....	25
Class E-3, G-15-A, G-15-B, H-20-B, H-21, H-21-A, H-21-B, H-22, J-2, G-8 and K-1 engines over bridges: 367.54 1½ miles east of Avon, N. Y....	20
376.89 just east of Cuylerville, N. Y. ..	20
379.60 just west of Mt. Morris .....	20
4-axle cars up to and including 180,000 lbs. and 6-axle cars up to and including 200,000 lbs. ....	20

**ATTICA BRANCH**

Passenger trains .....	35
Freight trains .....	35
Trains handling Wrecking Derrick .....	25
Between crossover and yard limit board on Attica Branch, Avon Yard .....	15
NYC R.R. Crossing, Batavia, N. Y. ....	10
Between Harvester Avenue and Passenger Station, Batavia, N. Y. ....	10
Class C-3, C-3-A, N-1, N-2 and K-2-A with large tender engines over bridge 367.14, Genesee River west of Avon, N. Y. ....	15
Class C-3, C-3-A, N-1 and N-2 engines over bridge 368.22 over P RR tracks west of Avon, N. Y. ....	15
Class C-3, C-3-A, N-1 and N-2 engines over bridge 384.66 east of Stafford, N. Y. ...	15
Class C-1, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1 and N-2 engines over bridge 390.80, Tonawanda Creek, Batavia, N. Y. ....	15

**SUPERIORITY OF TRAINS.**

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

**ROCHESTER DIVISION**

- No. 425 is superior to No. 404 to Rochester.
- No. 401 is superior to No. 404 to Mortimer.
- No. 404 will take siding.
- No. 403 is superior to No. 408 to Rochester.
- No. 404 will take siding at Avon for No. 403.
- No. 409 is superior to No. 468 to West Henrietta.
- No. 415 is superior to No. 416 to West Henrietta.
- No. 415 is superior to No. 440 to Rochester.
- No. 419 is superior to No. 420 to Avon. No. 420 takes siding.
- No. 141 is superior to No. 140 to Attica.

**CLEARING OF TRAINS.**

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

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

Trains will not leave Rochester, Avon, Attica, Mt. Morris or A Q Tower without train order or a clearance (Form A).

**TRAIN REGISTERS.**

- Buffalo.
- Hornell.
- Suspension Bridge.
- Painted Post.
- Avon.
- Rochester.
- Attica.
- Mt. Morris.

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 employee in charge of the Register station at points where trains are authorized to throw off Train Register slips, to enter the information on the Train Register and preserve the slip.

**SPECIAL ORDER BOOKS AND BULLETIN BOARDS.**

- Buffalo..... { Train Dispatchers Office. Engine Dispatchers Office. Callers Office Q X Yard Office.
- Attica..... { Telegraph Office.
- Hornell..... { Telegraph Office. Engine Dispatchers Office.
- Black Rock..... { Yard Office
- North Tonawanda..... { Freight Office
- Suspension Bridge..... { Freight Office
- Painted Post ..... { Passenger Depot
- Avon ..... { Dispatchers Office
- Rochester ..... { Waiting Room
- Mt. Morris ..... { Telegraph Office

SIDINGS	Car Capacity	
	Eastward	Westward
Attica .....	89	88
Warsaw .....	85	
Silver Springs .....		76
Castile .....	84	
C S Siding.....	185	
Lewis Siding .....	68	
North Tonawanda .....	65	
LaSalle .....	75	
Niagara Junction .....	26	
Falls Junction .....	29	
Campbell .....	26	
Savona .....	23	
Bath .....	25	
Kanona .....	40	
Avoca .....	18	
Wallace .....	33	
Cohocton .....	40	
Atlanta .....	27	
Wayland .....	50	
Springwater .....	25	
Websters .....	20	
Conesus .....	20	
Livonia .....	35	
South Lima .....	16	
Conesus Lake Junction .....	33	
Industry .....	18	
West Henrietta .....	30	
Mortimer .....	24	
Houstons .....	14	
Geneseo .....	8	
Mt. Morris .....	20	
Caledonia .....	32	
Lime .....	25	
LeRoy .....	14	
Stafford .....	20	
Batavia .....	14	
Alexander .....	15	

Passing sidings are designated as follows:  
 Falls Junction all trains, Long Siding.

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

Niagara Junction, all trains Siding South Side.

- Campbell, all trains East, Long, South.
- Bath, all trains Front.
- Kanona, all trains East.
- Avoca, all trains East.
- Wayland, all trains East.

- Conesus, all trains West.
- Livonia, all trains Front.
- LeRoy, all trains West.
- Batavia, all trains 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 indication as per Operating Rule 291-a must not proceed until flagman is sent ahead to protect movement over crossing.

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

Buffalo.

N. Y. C. & St. L. R. R. near Seneca St., J. U. Crossover, target diagonal, proceed on Erie R. R. will be restored to normal position horizontal and will be operated by N. Y. C. signalman.

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.

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.

Indication on switch targets of crossing of Attica Branch and Rochester Division, west of Avon station, indicate normal position as defined in Blue-print Special Order No. 1712 Dated July 16, 1923.

Intersection is controlled by hand thrown tilting board, to be operated by trainmen of Attica Branch trains. "Normal position HORIZONTAL," indicates proceed on Rochester Division. "DIAGONAL" position, indicates proceed on Attica Branch.

It is required that all trains, engines or motors moving in any direction on or over the intersection of Attica Branch and Rochester Division tracks, be brought to "FULL STOP" at stop boards and proceed when proper switch targets and tilting board indication is displayed except that passenger trains moving west on westward track on south side of Avon station may proceed without stopping, pro-

vided stop is made at Avon station, when proper switch targets and tilting board indication is displayed.

#### Golah

N. Y. C. R. R. Crossing. Controlled by tilting board. Tilting board in VERTICAL position, indicates to proceed on Erie R. R.; night position of tilting board indicated by two (2) red lights.

#### G. & W. Junction

G. & W. R. R. Crossing. Controlled by semaphore signals operated by G. & W. R. R. operator. Semaphore arm 45 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 B. & O. 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 member of Train Crew. 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.

#### One Mile West of Batavia

N. Y. C. R. R. Crossing. Controlled by tilting board, operated by member of Train Crew. Tilting board in VERTICAL position, indicates to proceed on Erie R. R.; night position of tilting board indicated by two (2) red lights.

#### 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 Buffalo Yard. This does not relieve Enginemen and Trainmen from protecting the movements as per Rule 99.

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

The operations of the crossover at Painted Post is as follows:

1st. Call dispatcher's office, on telephone, located on the outside of Painted Post station, to get permission to cross over and advice as to whether first class trains that are overdue have passed.

2nd. After getting permission, observe if train approaching, if not, open crossovers from east to west. Allow two minutes to elapse. Then open Rochester Division switch and proceed to eastward track without stop, until entire train is on eastward track, closing switches behind you from west to east.

#### YARD LIMITS. INDICATED BY SIGNS.

Hornell

Silver Springs

W. M. Junction to Buffalo passenger station.

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

Black Rock—All of International Branch  
North Tonawanda  
Suspension Bridge

#### ROCHESTER DIVISION

Attica—Attica Branch

Batavia

LeRoy

Avon

Rochester

Bath.

#### 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.

Silver Springs and between VN Crossover and Cass Street, Hornell Yard.

#### MOVEMENTS NOT PROVIDED BY TIME TABLE.

In double track territory, between Hornell and Buffalo, and East Buffalo & Black Rock, extra trains will proceed without running orders.

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

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

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

Rochester Division, between Rochester and Mt. Morris, will be operated under Manual Block System rules between 6 A. M. and 10 P. M.

Indications of manual block signals do not convey information as to the condition of that part of a block within yard limits. It must be understood that a clear block, displayed at a manual block station at and extending to a block in which there are yard limits, indicates condition of the block outside of yard limits only.



When trains take siding at Houstons, to meet or be passed by other trains, permission to re-occupy the block, will be obtained from Operators at Geneseo and Avon. Eastward trains will obtain such permission from the Operator at Geneseo and westward trains from the Operator at Avon. Telephone for use of train crews is located in tower.

Freight trains will procure block on telephone located at Clarissa Street, Rochester Yard.

Westward freight trains will report to Train Dispatcher when clear of main track.

Trains departing Rochester will procure block from Train Dispatcher and also report arrival at Rochester during the hours that Operator is not on duty.

Trains operating in Automatic Block signal districts governed by telephone train order signals may run with the current of traffic, upon signal indication which signal indication supercedes time table superiority.

TELEPHONE TRAIN ORDER SIGNALS.

Westward

- Auto Signal 333-1-B, V N Crossover.
- “ “ 343-1-B, C S Siding.
- “ “ 385-1-B, Linden.
- “ “ 390-1-B, Attica.
- “ “ 392-1-B, Attica.
- “ “ 394-1-B, Summit.
- “ “ 414-1-B, Depew.

Eastward

- Auto Signal 414-2-B, Depew.
- “ “ 393-2-B, Attica.
- “ “ 385-2-B, Linden.
- “ “ 365-2-B, Castile.
- “ “ 345-2-B, C S Siding.

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

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite tracks, signal may be passed without first bringing train to a stop and may proceed at

restricted speed until the rear end of train clears the crossover.

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

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

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

- Cass St.—Hornell.
- River Junction. For trains via main line and Eastward trains from River Line.
- Portage.
- North Tonawanda.
- Mortimer.

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

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

- North Tonawanda.
- West Henrietta.
- Geneseo.
- Industry.

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

- Rochester .....9:40 A. M. to 2:00 P. M.
- “ .....3:00 P. M. to 6:40 P. M.
- “ Sunday.....Closed
- West Henrietta .....6:00 A. M. to 9:45 A. M.
- “ .....12:35 P. M. to 4:50 P. M.
- “ Sunday...Closed
- Industry .....7:30 A. M. to 12:00 Noon
- “ .....1:00 P. M. to 4:30 P. M.
- “ Sunday .....Closed
- Avon .....8:00 A. M. to 8:00 A. M.
- South Lima .....8:00 A. M. to 12:00 Noon
- “ .....1:00 P. M. to 5:00 P. M.
- “ Sunday .....Closed
- Livonia .....8:00 A. M. to 12:00 Noon
- “ .....1:00 P. M. to 5:00 P. M.
- “ Sunday .....Closed
- Websters .....8:00 A. M. to 12:00 Noon
- “ .....1:00 P. M. to 5:00 P. M.
- “ Sunday .....12:00 Noon to 2:00 P. M.
- Springwater .....9:00 A. M. to 12:00 Noon
- “ .....1:00 P. M. to 3:00 P. M.
- “ Sunday .....Closed
- Wayland .....8:00 A. M. to 5:00 P. M.
- “ Sunday .....Closed

Atlanta	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	Closed
Cohocton	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	2:00 P. M. to 4:00 P. M.
Wallace	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	2:00 P. M. to 4:00 P. M.
Avoca	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	Closed
Kanona	8:00 A. M. to 4:00 P. M.
" Sunday	10:00 A. M. to 12:00 Noon
Bath	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	2:00 P. M. to 4:00 P. M.
Savona	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	Closed
Campbell	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	3:00 P. M. to 5:00 P. M.
Mt. Morris	6:15 A. M. to 6:30 P. M.
Geneseo	6:20 A. M. to 2:20 P. M.
" Sunday	8:00 A. M. to 1:00 P. M.
Caledonia	8:00 A. M. to 12:00 Noon
"	1:00 P. M. to 5:00 P. M.
" Sunday	Closed
Batavia	8:00 A. M. to 11:30 A. M.
"	12:30 P. M. to 5:00 P. M.
" Sunday	Closed

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

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

## RATING FOR ORDINARY TRAINS.

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

## RULE 525 OF "RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, TRAIN AIR SIGNAL, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS, EFFECTIVE, 1931" AND AMENDMENTS THERETO:

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

**EASTWARD.** At M.P. 395, East of Griswolds, if train does not stop at station.  
At M.P. 364, East of Castile, if train does not stop at station.

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

## INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL. INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Rotary: **First**, Headlight Generator must be running: **Second**, main reservoir must be pumped up: **Third**, reset button must be depressed for two seconds: **Fourth**, brake valve must be moved to full service position, thus latching up handle to rotary valve.

## ACTUATOR

The actuator is controlled automatically. The rotary in the brake valve moves to service position when an automatic application is received, but the brake handle does not move. The engineer, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button, located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to R.

It is then possible for the engineer to relatch the brake handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

### BROKEN AIR PIPES

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

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

### ACKNOWLEDGING CONTACTOR

When desiring to acknowledge, the acknowledger handle must be pulled down before passing a caution or stop signal. It must not be held down for more than fifteen seconds as an automatic application will result. When the engine passes the signal which is at caution or stop, the acknowledger handle must be pulled down and released after whistle stops or inductor has passed.

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

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

### CONTROL CUTOUT COCK

Is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder.

This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

### LIGHT DEFECTS

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

### DEFECTS OR FAILURE OF APPARATUS

Shall be reported on regular engineer's defect form. Improper applications at clear signals or other point should be reported at first telegraph office.

- A. W. Baker.....Train Master
- G. O. Murray .....Chief Train Dispatcher
- H. J. Lycett .....Asst. Chief Train Dispatcher

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**THE RAILROAD ENTHUSIASTS, Inc.**



# BUFFALO DIVISION

## WESTWARD TRAINS

Distance from Jersey City	<b>STATIONS AND SIDINGS</b>	FIRST CLASS								
		5	B & S W 514	B & S W 516	477	B & S W 518	1	B & S W 520		
		Daily	Daily Except Sundays and Holidays Note	Daily	Daily	Daily Except Sundays and Holidays Note	Daily	Daily		
	P.M.				Midnight		A.M.			
	7.30				12.00		8.40			
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		
	NEW YORK . . . L.									
331.3	HORNELL . . . L.N	5.20			9.30		5.12			
	1.9 V N CROSSOVER									
333.2	ARKPORT . . . S	5.28			9.38					
	3.7 BURNS									
336.9	CANASERAGA . . . S	5.38			9.50					
	2.8 GARWOODS									
339.7	SWAIN'S . . . F				9.57					
	4.1 DALTON	* 5.53			s 10.07					
343.8	WASHINGTON HUNT . . *	5.58			s 10.12					
	2.1 RIVER JUNCTION . . N	5.59			10.13		5.42			
346.2	PORTAGE . . . N	6.04			s 10.19		5.48			
	0.4 CASTLE	s 6.12			s 10.28		s 5.56			
348.1	SILVER SPRINGS . . S	6.17			s 10.34		s 6.01			
	2.8 ROCK GLEN									
355.3	WARSAW . . . S	6.29			s 10.48		s 6.12			
	4.3 DALE									
357.4	LINDEN . . . S				s 11.02					
	4.3 ATTICA . . . N S	6.55			s 11.15		s 6.36			
357.8	SUMMIT . . . S	7.02								
	1.8 GRISWOLD'S									
361.5	DARIEN CENTER . . S	7.07			s 11.26					
	2.2 ALDEN	s 7.15			s 11.35		s 6.53			
365.3	MARILLA . . . S	7.20								
	2.8 TOWN LINE	s 7.23								
368.1	LANCASTER . . . S	7.30			s 11.47					
	4.8 DEPEW	s 7.33								
371.1	W M JUNCTION . . .	7.41			11.59		7.10			
	5.3 I Q TOWER . . . N				12.01		7.11			
375.4	EAST BUFFALO . . S	7.43								
	1.1 J U CROSSOVER	7.48	7.56	10.45	12.05	3.50	7.15	7.20		
377.8	BUFFALO . . . A.N	7.55	8.02	10.50	12.10	3.55	7.20	7.25		
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.		

**ROCHESTER DIVISION.**

**EASTWARD TRAINS**

**FIRST CLASS**

Distance from Rochester	STATIONS AND SIDINGS	404	408	464	468	428	416	440	420	424
		Daily Except Sundays and Holidays Note	Daily	Sunday Only	Daily Except Sunday	Saturday Only Note	Daily Except Sundays and Holidays Note	Daily	Daily Except Sundays and Holidays Note	Daily
385.0	NEW YORK.....A			P.M. 11.59	P.M. 11.59					
94.8	CORNING.....A N N. Y. C. R. R. 1.9	A.M.	A.M.	P.M. 4.00	P.M. 4.20	P.M.	P.M.	P.M.	P.M.	P.M.
92.9	PAINTED POST..... D. L. & W. R. R. 3.3			s 3.50	s 4.08					
89.6	COOPERS..... 2.5			f 3.41	f 4.00					
87.1	CURTIS..... 1.8			3.36	3.55					
85.3	CAMPBELL.....D 4.6			s 3.32	s 3.51					
80.7	SAVONA.....D 6.2			s 3.00	s 3.31					
74.5	BATH.....D 3.8			s 2.50	s 3.21					
70.7	KANONA.....D 3.6			s 2.35	s 3.05					
67.1	AVOCA.....D 2.9			s 2.14	s 2.53					
64.2	WALLACE.....D 4.9			s 2.09	s 2.43					
59.3	COHOCTON.....D 4.3			s 1.59	s 2.32					
55.0	ATLANTA.....D 6.0			s 1.44	s 2.18					
49.0	WAYLAND.....D 4.7			s 1.34	s 2.08					
44.3	SPRINGWATER.....D 2.9			s 1.26	s 1.58					
41.4	WEBSTERS.....D 3.8			s 12.55	s 1.39					
37.6	CONESUS..... 3.7			f 12.48	s 1.33					
33.9	SOUTH LIVONIA..... 3.6			s 12.42	s 1.27					
30.3	LIVONIA.....D 2.6			s 12.36	s 1.21					
27.7	SOUTH LIMA.....D 1.8			f 12.30	s 1.15					
25.9	CONESUS LAKE JCT..... 7.2			f 12.25	1.11					
18.7	AVON.....L N			11.50	s 12.59					
33.9	MT. MORRIS.....A D D. L. & W. R. R. 6.5		10.25			2.35	5.35	6.25	7.35	11.25
27.4	GENESEO.....D 3.3		s 10.12			s 2.23	s 5.21	s 6.11	s 7.21	s 11.13
24.1	HOUSTONS..... 5.4		10.06			2.15	5.11	6.05	7.13	11.07
18.7	AVON.....A N 4.3	8.00	s 9.56		12.52	s 2.04	s 5.00	s 5.55	s 7.04	s 10.57
14.4	GOLAH..... N. Y. C. R. R. 2.3	s 7.51	s 9.48		12.46	s 1.55	s 4.47	s 5.45	s 6.51	s 10.48
12.1	INDUSTRY.....D 3.2	s 7.46	s 9.43		12.41	s 1.50	s 4.42	s 5.40	s 6.46	s 10.43
8.9	WEST HENRIETTA.....D 4.2	s 7.40	s 9.37		12.35	s 1.43	s 4.34	s 5.33	s 6.38	s 10.37
4.7	MORTIMER.....N S N. Y. C. R. R. 4.7	s 7.30	s 9.30		12.28	s 1.35	s 4.25	s 5.25	s 6.27	s 10.30
0.0	ROCHESTER.....L D	7.20	9.20		12.20	1.25	4.15	5.15	6.15	10.20
		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Single Track

**ROCHESTER DIVISION.**

**WESTWARD TRAINS**

**FIRST CLASS**

Distance from Jersey City	STATIONS AND SIDINGS	463	425	401	403	467	409	415	419		
		Sunday Only	Daily Except Sundays and Holidays Note	Daily Except Sundays and Holidays Note	Daily	Daily Except Sunday	Daily Except Sundays and Holidays Note	Daily	Daily		
	<b>NEW YORK</b> .....L					Midnight 12.00					
290.2	<b>CORNING</b> .....LN N. Y. C. R. R. 1.9	A.M. 3.30	A.M.	A.M.	A.M.	A.M. 8.20	A.M.	P.M.	P.M.		
292.1	<b>PAINTED POST</b> .....S D. L. & W. R. R. 3.3	3.37				s 8.27					
295.4	<b>COOPERS</b> .....S 2.5	3.43				f 8.33					
297.9	<b>CURTIS</b> .....S 1.8	3.49				8.37					
299.7	<b>CAMPBELL</b> .....DS 4.6	3.53				s 8.43					
304.3	<b>SAVONA</b> .....DS 6.2	4.02				s 8.52					
310.5	<b>BATH</b> .....DS 3.8	4.16				s 9.05					
314.3	<b>KANONA</b> .....DS 3.6	4.23				s 9.13					
317.9	<b>AVOCA</b> .....DS 2.9	4.30				s 9.21					
320.8	<b>WALLACE</b> .....DS 4.9	4.35				s 9.27					
325.7	<b>COHOCTON</b> .....DS 4.3	4.45				s 9.36					
330.0	<b>ATLANTA</b> .....DS 6.0	4.52				s 9.45					
336.0	<b>WAYLAND</b> .....DS 4.7	5.02				s 9.55					
340.7	<b>SPRINGWATER</b> .....DS 2.9	5.10				s 10.03					
343.6	<b>WEBSTERS</b> .....DS 3.8	5.26				s 10.10					
347.4	<b>CONESUS</b> .....S 3.7	5.34				s 10.17					
351.1	<b>SOUTH LIVONIA</b> .....S 3.6	5.43				f 10.24					
354.7	<b>LIVONIA</b> .....DS 2.6	5.51				s 10.31					
357.3	<b>SOUTH LIMA</b> .....DS 1.8	5.56				s 10.37					
359.1	<b>CONESUS LAKE JCT</b> ..... 7.2	6.01				10.40					
366.3	<b>AVON</b> .....AN 7.2	6.15				s 10.52					
381.5	<b>MT. MORRIS</b> .....LD D. L. & W. R. R. 6.5			6.30	7.30		11.45	3.40	6.35		
375.0	<b>GENESEO</b> .....D 3.3			s 6.42	s 7.43		s 11.58	s 3.53	s 6.47		
371.7	<b>HOUSTONS</b> ..... 5.4			6.47	7.48		12.03	3.58	6.52		
366.3	<b>AVON</b> .....N 4.3	s 6.00	s 7.02	s 8.00	11.00	s 12.15	s 4.15	s 7.04			
370.6	<b>GOLAH</b> ..... N. Y. C. R. R. 2.3	s 6.07	s 7.10	s 8.07	11.07	s 12.22	s 4.22	s 7.13			
372.9	<b>INDUSTRY</b> .....D 3.2	s 6.12	s 7.15	s 8.12	s 11.14	s 12.28	s 4.27	s 7.19			
376.1	<b>WEST HENRIETTA</b> .....D 4.2 N. Y. C. R. R.	s 6.18	s 7.22	s 8.18	* 11.19	s 12.35	s 4.34	s 7.27			
380.3	<b>MORTIMER</b> .....N 4.7	s 6.25	s 7.30	s 8.27	11.26	s 12.45	s 4.45	s 7.36			
385.0	<b>ROCHESTER</b> .....AD A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		

Single Track





### ATTICA BRANCH

EASTWARD TRAINS				WESTWARD TRAINS						
SECOND CLASS			Distance from Attica	STATIONS AND SIDINGS		Distance from Jersey City	SECOND CLASS			
140							141			
Daily Except Sunday							Daily Except Sunday			
		A.M.		Single Track			P.M.			
.....		2.50	34.8		A.....	366.3	8.00	.....		
.....		2.25	27.8		7.0	373.3	8.15	.....		
.....		2.15	26.2		1.6					
.....		2.05	24.0		G. & W. R. R.	374.9	8.25	.....		
.....		1.50	20.6		2.2					
.....		1.30	16.3		LIME	377.1	8.35	.....		
.....		1.10	10.7		3.4					
.....		12.45	3.2		B. & O. R. R.	380.5	9.05	.....		
.....		12.30	0.0		LE ROY	384.8	9.20	.....		
.....		A.M.			N. Y. C. R. R.	390.4	10.05	.....		
.....					4.4					
.....					5.6					
.....				N. Y. C. R. R.	397.9	10.30	.....			
.....				7.5						
.....				3.2	401.1	10.50	.....			
.....				D.....		P.M.	.....			

### CONESUS LAKE BRANCH

EASTWARD TRAINS				WESTWARD TRAINS					
			Distance from Jersey City	STATIONS AND SIDINGS		Distance from Conesus Lake Jct.			
.....			359.1	Single Track	CONESUS LAKE JCT.	0.0	.....		
.....			360.7		1.6	1.6	.....		
.....					LAKEVILLE.....		.....		