

# The New York Central Railroad Company

BUFFALO DIVISION

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## Time-Table No. 57

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M. Eastern Standard Time

SUNDAY, JUNE 27, 1943

C. A. RAYMONDA  
SUPERINTENDENT



COMPANY SURGEONS

Buffalo, N. Y.		
Marcy, W. H.....	32 West Utica Street.....	Grant 4269
Sperry, F. E.....	354 Lincoln Parkway.....	Riverside 9511
East Buffalo, N. Y.		
Charters, J. W.    }	540 Walden Avenue.....	Taylor 1993
Charters, Andrew J. }		
Lackawanna, N. Y.		
Trevett, I. P.....	628 Ridge Road.....	Triangle 0791
Lancaster, N. Y.		
Irish, C. G.....	34 East Main Street.....	621
Niagara Falls, N. Y.		
Hodge, W. H.    }	United Office Bldg., First Street and Elk Place.....	5248
Stebbins, E. C. }		
Wilson, W. L. }		
North Tonawanda		
Beatty, H. C.....	79 Bryant Street.....	146

OCULISTS

Buffalo, N. Y.		
Glosser, H. H.	448 Franklin Street	Grant 0975
Glosser, John F.		
Hague, Eliot B.	454 Franklin Street	Grant 0633

HOSPITALS

Buffalo, N. Y.		
Millard Fillmore	875 Lafayette Avenue	Lincoln 6180
Niagara Falls, N. Y.		
Mount St. Mary's	Ferry Ave. and 6th Street	5761
Niagara Falls Memorial	621 10th Street	8211
North Tonawanda, N. Y.		
DeGraff Memorial	Tremont Street	90

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 live-stock 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.

o—oo, 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 before passing and trainmen flag them over the following crossings:

Wurlitzer	—Niagara Falls Boulevard.
Trainmen	must flag trains or engines over following crossings:
North Tonawanda	—Main Street.
Island Industrial	—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.
	Scajaquada Parkway.
Harriet	—Sheridan Drive Extension.

Curtissair Genesee Street.  
All rail movements passing over the highway must be brought to a stop at a distance of not less than 50 feet from the center of said highway and then flagged over the highway by a member of the crew operating the movement, 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 derrails 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.
Blasdel 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
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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.
East Buffalo	{ Engine House. H C yard masters office. Train masters office.
Gardenville	{ Engine house. General yard masters office.

North Tonawanda	Yard office.
SP	Yard masters office.
	Engine house.
Suspension Bridge	{ 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.

Blasdel 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 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 65 and GD.  
Signal Stations T and H, Belt Line.  
Signal Stations I and 55, Belt Line.  
Signal Station Erie 3 and Tonawanda Jct.  
Depew and Signal Station 46, Gardenville Line.  
WN and GV.

Except where Rule D-261 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, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees 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 50 sacks— 3 ft.	251 to 300 sacks—18 ft.
51 to 100 " — 6 ft.	301 to 350 " —21 ft.
101 to 150 " — 9 ft.	351 to 400 " —24 ft.
151 to 200 " —12 ft.	401 to 450 " —27 ft.
201 to 250 " —15 ft.	451 to 500 " —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.

#### 397. ENGINE WHISTLE AND BELL.

Between Signal Stations 50 and 47, inclusive; and between Signal Station 48 and Military Road via Belt Line.

Engineman will not sound whistle except in emergency, or ring bell except when about to move.

Rules 30, 31 and 937 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	Direc- 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 Diesel-Electric 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:

	Brake Valve	Position of Handle	
		Double Heading Cock	
		Under Brake Valve Having Handles On	Under Brake Valve Having Handles Off
On single locomotive and on leading locomotive when coupled to others.....		No. 1	No. 2
On other than leading locomotive when coupled to others: DES-3.....	Running	No. 3	No. 2
DES-5 DES-6 DES-7....	Running	No. 2	

NOTE: When double heading cock is in position No. 1 the automatic brake valve is cut in; when it is in position No. 2 or No. 3 the automatic brake valve is cut out.

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

When making running test of brakes with DES-3 locomotives, 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 must be run continuously as follows:



**Class**  
DES-3) In road service, when sustained current does not exceed 400 amperes, and in switching service..... **Low**

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rain storms 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 660 does not clear signals at SS-49; SS-49A; SS-59; and SS-63, 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 or L, coupled, must not be operated over Gardenville Line Bridges T17, T18 or T19.

Engines, Class H-10 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 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, 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: Engines, Class H-10, J and L must not be operated over yard tracks.

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

**North Tonawanda and Beach Ridge.**

Engines, Class 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	And Car next ahead is	Carry equipment in following location:	
		Storm clothing	Containers and lanterns
Pullman Obs.	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.
Private.....	Pullman..		
DeLuxe, Obs. coach.....	Pullman..		
Diner.....	Pullman..		
	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.

Grips 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 JD 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.....	30
Engines, Class B and U, under steam or being towed.....	20
Engines, light or with caboose, except Class B and U.....	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
Rail motor cars operating under their own power or being towed:	
M-14 and 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 3, 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 . . . . .	75	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 and L. Between Signal Station 55, Suspension Bridge and Tonawanda Junction . . . . .	35
Passenger, mail, express, milk. Between North Tona- wanda and Franklin St., Tonawanda . . . . .	40
Between Signal Station Erie 3 and Tonawanda Jct. Engines Class J and K . . . . .	45
Engines Class L . . . . .	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 and L-4 . . . . .	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 tele-  
phones.  
Track motor cars must not be placed on main track un-  
til movement has been authorized and must be re-  
moved promptly at completion of trip and Train Dis-  
patcher 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 fol-  
lowing 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
<b>Between Depew and Bay View</b>		
Depew. . . . .	Wires. . . . .	Siding, Buffalo Batt & 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

**Location Description Tracks**

<b>Between Depew and Bay View</b>		
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 230.
Car Shops. . . . .	Doors. . . . .	Siding 201.
Car Shops. . . . .	Frame & Brace. . . . .	Siding 219.
Car Shops. . . . .	Wires. . . . .	Paint Shop siding 267.
Ice House. . . . .	Chute. . . . .	Siding 140.
Ice House. . . . .	Chute. . . . .	Siding 145.
Transfer. . . . .	Wires & Platform. . . . .	All sidings.
Platform		
VI Yard. . . . .	Wires. . . . .	Siding 159.
Stock Yards. . . . .	Wires. . . . .	Siding 13.
Stock Yards. . . . .	Wires. . . . .	Siding 30.
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. . . . .	Bridge. . . . .	Erie Interchange track.
Fillmore Ave. . . . .	Pipes, Wire & . . . . .	Siding, J. Dold Packing Co. Gates
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 3.80. 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 5.94. Bridge. . . . .		Tracks 2, 1, 4, 3.
Mile Post 6.12. Bridge. . . . .		Tracks 2, 1, 4, 3.
Mile Post 7.27. 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 1.15. Bridge. . . . .		Tracks 6, 5.
Mile Post 1.18. Bridge. . . . .		Tracks 6, 5.
Mile Post 1.33. Bridge. . . . .		Tracks 6, 5.
Mile Post 1.36. Bridge. . . . .		Tracks 6, 5.
Mile Post 2.10. Bridge. . . . .		Tracks 6, 5.
Mile Post 2.23. 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.
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 6.90. Bridge. . . . .		Tracks 6, 5.

**Location Description Tracks**

Mile Post 9.37. Bridge. . . . .		Tracks 6, 5.
Mile Post 10.36. Bridge. . . . .		Tracks 6, 5.
Mile Post 10.77. Bridge. . . . .		Track 6.
Mile Post 10.95. Bridge. . . . .		Track 5.
Blasdell Jct. . . . .	Bridge - NYC & . . . . .	Tracks Seneca Yd. connection.
Blasdell Jct. . . . .	StL RR Bridge - Erie RR. . . . .	Tracks Seneca Yd. connection.
Blasdell Jct. . . . .	Bridge - Main Line . . . . .	Tracks Seneca Yd. connection.
Blasdell Jct. . . . .	Bridge - PRR, . . . . .	Tracks Seneca Yd. connection.
	LV RRs. . . . .	
<b>West Shore.</b>		
Bowmansville. . . . .	Bridge. . . . .	Track 5.
Bowmansville. . . . .	Stone Chute. . . . .	Siding, Bflo. Crushed Stone Co.
East Buffalo. . . . .	Wires. . . . .	Siding, King Fuel Co.
W. S. Engine. . . . .	Wires. . . . .	Siding 50.
House		
W.S. Engine. . . . .	Roof of Pit. . . . .	Siding 51.
House		
W.S. Engine. . . . .	Chutes. . . . .	Sidings at Coaling Plant.
House		
East Buffalo. . . . .	Wires. . . . .	Siding, Bero Engr. & Const. Co.
East Buffalo. . . . .	Bridge - Erie RR. . . . .	Tracks 5, 6 & sidings.
East Buffalo. . . . .	Bridge - Bailey. . . . .	Tracks 5, 6 & sidings.
	Ave. . . . .	
East Buffalo. . . . .	Bridge - DL&W. . . . .	Tracks 5, 6 & sidings.
	RR . . . . .	
East Buffalo. . . . .	Roof. . . . .	Sidings, Hedstrom- Spaulding.
<b>Western Transit. Unldg. connections Commercial Molasses</b>		
Dock Siding . . . . .		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.
<b>Buffalo Belt Line.</b>		
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.
Delevan Ave. . . . .	Guy Wire. . . . .	Siding, Rock Asphalt & Con. Co.
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.
Amherst St. . . . .	Bridge. . . . .	Tracks 2, 1.
Elmwood Ave. . . . .	Chute. . . . .	Siding, Pierce-Arrow Mtr. Car Co.
Elmwood Ave. . . . .	Wires & Chute. . . . .	Siding, American Radiator Co.
Cross Cut. . . . .	Overhanging Tree. . . . .	Siding, Lead to Hospital. Branch
Cross Cut. . . . .	Door. . . . .	Siding, State Hospital. Branch
Cross Cut. . . . .	Wires. . . . .	Sidings, Air Reduction Sales Co.
Cross Cut. . . . .	Wires. . . . .	Siding, Iroquois Gas Co. Branch
Cross Cut. . . . .	Door. . . . .	Siding, Bflo. Structural Steel.
Cross Cut. . . . .	Pipe & Shaft. . . . .	Siding, Hard Mfg. Co.
Cross Cut. . . . .	Doors & Cranes. . . . .	Sidings, Pratt & Letchworth.
Branch		
Cross Cut. . . . .	Trolley Wires. . . . .	Siding, Grant St.



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 Frt. 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 Terl.
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 Bdge.....	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, Sikes 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.
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 Prdts.
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.
Gratwick.....	Pipes.....	Siding, Dold Farm.
LaSalle.....	Wires.....	Siding, Power City Coal Co.
LaSalle.....	Wires.....	Siding, Schrack Coal Co.
Echota.....	Bridge.....	Tracks 2, 1 and siding.
Echota.....	Wires.....	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.....	Gillette Coal Co. Siding.
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.
Hyde Park Blvd.....	Spout.....	Siding 61.
Hyde Park Blvd.....	Bridge.....	Siding to Incinerator.

Ontario Branch.

Suspension.....	Pipe & Wires.....	Siding 3, Niagara Bridge Smelting Co.
Suspension.....	Pipe & Wires.....	Sidings, International Cooperage.
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 Mlg. 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.

C. A. RAYMONDA, Superintendent.  
M. R. DWYER, Assistant Superintendent.

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

Train Masters.

W. J. BARNES, Assistant Train Master.

Location	Tracks
Albany St.....	G.L.F. Holding Corp. siding 203.
Ferry St.....	Carey Co. siding 26.
North Buffalo.....	DL&W connection 53.
North Buffalo - DL&W Bridge.....	Tracks 2, 1, Sidings 58, 51 and 3.
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.

J. P. MANGINE, Chief Train Dispatcher.  
A. J. BUCKLEY  
F. C. SHAW

Assistant Chief Train Dispatchers.

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

Train Dispatchers.



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No. 1421 will not carry passengers.  
Nos. 119 and 131 will not carry passengers.  
Nos. 119 and 131 will not run July 6 and September 7, 1943.

[illegible]

No. X5 will not carry passengers.  
No. 137 will not carry passengers.  
No. 9307 will not run July 5 and Labor Day, 1943.  
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	245	39	5741	339	9111	41	37	15				
		Niagara Falls	North Shore Limited	P. R. R.	M. C.	P. R. R.	The Knicker-bocker	Advance Commo-dore Vanderbilt	The Ohio State Limited				
		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.				
1.27	Depew.....		9.51				10.59	11.34	11.40				
	Signal Station 46A.....												
6.91	Buffalo.....	A P. M.	10.02	P. M.	P. M.	P. M.	11.10	11.45	11.50				
		L 9.00	P. M.	10.00	10.20	10.30	11.31	11.53	12.02				
8.41	Signal Station 50.....	9.04		10.08	10.24	10.38	11.34	11.57	12.05				
14.06	Blasdell.....	P. M.		P. M.	P. M.	P. M.							
15.66	Bay View.....						11.46	12.08	12.17				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				

BAY VIEW TO DEPEW

EASTWARD—FIRST CLASS

TRACK No. 2

Miles from Bay View	STATIONS	308	2	12	8	68	98	26	142	324	10	24	124
		M. C.	The Pace-maker	The South Western Limited	The Wolverine	The Commo-dore Vanderbilt	The New England Wolverine	The 20th Century Limited	The Cayuga	M. C.	The Water Level Limited	Advance Knicker-bocker	The Knicker-bocker
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	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.
1.60	Bay View.....		12.05	12.19		12.35		1.05			2.56	3.30	3.50
7.25	Blasdell.....	A. M.								A. M.			
	Signal Station 50.....	12.01	12.15	12.30		12.46		1.16		2.40	3.06	3.41	4.01
8.75	Buffalo.....	A 12.05	12.20	12.34	A. M.	12.50	A. M.	1.20	A. M.	2.45	3.11	3.45	4.05
		L A. M.	12.30	12.44	12.20	1.01	12.51	1.25	1.05	A. M.	3.23	3.55	4.15
14.39	Signal Station 46A. . .												
15.66	Depew.....		12.42	12.55	12.31	1.13	1.03	1.36	1.17		3.35	4.07	4.27
	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	132	22	272	158	18	5752	358	9142	58	204	64	9302
		Henry Hudson	The Lake Shore Limited	Cleveland Pittsburgh Buffalo Express	Local	Number Eighteen	P. R. R.	M. C.	P. R. R.	The Niagara	Buffalo	Mail and Express	See Note
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	See Note
	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.....	4.30	5.09	5.35		6.35							
7.25	Blasdell.....						A. M.	A. M.	A. M.		A. M.		A. M.
	Signal Station 50.....	4.41	5.20	5.46		6.45	7.34	8.00	7.56		8.20		8.50
8.75	Buffalo.....	A 4.45	5.24	5.50	A. M.	6.50	7.55	8.05	8.25	A. M.	8.24	A. M.	8.55
		L A. M.	5.39	A. M.	5.55	A. M.	A. M.	A. M.	A. M.	8.21	A. M.	8.30	A. M.
14.39	Signal Station 46A. . .												
15.66	Depew.....		5.51		6.07					8.33		8.42	
	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. 64 will not carry passengers.  
No. 9302 will not run July 5 and Labor Day, 1943.



BAY VIEW TO DEPEW													
EASTWARD—FIRST CLASS													
TRACK NO. 2													
Miles from Bay View	STATIONS	340	210	38	40	90	372	60	216	50	350	56	374
		M. C.	Buffalo	The Missourian	NorthShore Limited	The Forest City	M. C.	Cleveland Buffalo Special	Buffalo	Empire State Express	M. C.	The DeWitt Clinton	M. C.
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.60	Bay View.....			9.25		10.45		12.45		12.55			
7.25	Blasdell.....	A. M.	A. M.				A. M.		P. M.		P. M.		P. M.
	Signal Station 50.....	9.24	9.21	9.36		10.56	10.55	12.56	12.55	1.06	1.10		4.35
8.75	Buffalo..... <sup>A</sup>	9.29	9.25	9.40	A. M.	11.00	11.00	1.00	1.00	1.10	1.15	P. M.	4.40
	<sup>L</sup>	A. M.	A. M.	9.55	9.46	11.16	A. M.	P. M.	P. M.	1.31	P. M.	2.16	P. M.
14.39	Signal Station 46A...												
15.66	Depew.....			10.06	9.57	11.27				1.41		2.27	
	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.

[illegible]

No. 14 will not carry passengers east of Buffalo.  
No. 32 will not carry passengers.

[illegible]



SIGNAL STATION 50 TO SUSPENSION BRIDGE													
WESTWARD—FIRST CLASS													
TRACK No. 1													
Miles from Buffalo	STATIONS	317	333	347	1421 See Note	371	677	305	207	335	9305 See Note	375	211
		M. C.	M. C.	M. C.	Mail and Express	M. C.	L. V.	M. C.	Niagara Falls	M. C.	P. R. R.	M. C.	Niagara Falls
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	LEAVE												
1.50	Buffalo .....	2.55	3.05	3.47	3.45	5.02		5.35	7.01	8.16		8.46	9.16
2.48	Signal Station 50.....	2.59	3.09	3.51	3.50	5.06		5.39	7.05	8.20	8.26	8.50	9.20
2.98	Exchange St.....							5.42	7.08		8.35	8.53	9.25
2.98	Terrace.....							s 5.45	s 7.11		A. M.	s 8.56	s 9.28
4.50	Porter Ave.....												9.31
5.74	Ferry St.....								7.17				f 9.35
6.42	Potomac Ave.....								7.18				9.37
6.87	Black Rock.....	3.16	3.26	4.08	4.04	5.23		5.59	s 7.20	8.37		9.10	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 4.17	A. M.		s 7.28					s 9.48
13.65	Signal Station Erie 3..					5.41		7.30					9.50
14.11	North Tonawanda...				s 4.29	5.43		s 7.35					s 9.55
15.79	Gratwick.....					7.37		7.37					f 9.59
20.10	La Salle.....							q 7.43					s 10.07
22.86	Echota.....				4.46	5.53		f 7.46					f 10.11
25.07	Niagara Falls.....				s 5.08	s 5.58		s 7.56					s 10.21
26.90	Suspension Bridge....				A 5.15	A 6.05		A 8.07					A 10.31
	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	223	233	379	9307 See Note	257	351	383	245	339			
		Niagara Falls	Niagara Falls	M. C.	P. R. R.	Niagara Falls	M. C.	M. C.	Niagara Falls	M. C.			
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
	LEAVE												
1.50	Buffalo .....	11.21	2.36	3.01	4.50	5.30	5.18	5.50	9.00	10.20			
2.48	Signal Station 50...	11.25	2.40	3.04	4.54	5.34	5.22	5.54	9.04	10.24			
2.98	Exchange St.....	11.30	2.45	3.07	5.00	5.39	5.26	5.59	9.08				
2.98	Terrace.....	s 11.33	s 2.48	s 3.11	P. M.	s 5.42	s 5.28	s 6.00	s 9.11				
4.50	Porter Ave.....	11.36	2.51			5.45			9.14				
5.74	Ferry St.....	11.40	f 2.55			f 5.49			9.17				
6.42	Potomac Ave.....	11.42	2.57			5.51			9.19				
6.87	Black Rock.....	s 11.43	s 2.58	3.25		s 5.52	5.42	6.14	s 9.20	10.41			
7.23	Amherst St.....			P. M.			P. M.	P. M.		P. M.			
8.00	North Buffalo Jct....	11.46	3.01			5.55			9.23				
12.57	Tonawanda.....	s 11.53	s 3.08			s 6.02			s 9.29				
13.65	Signal Station Erie 3..	11.55	3.10			6.04			9.31				
14.11	North Tonawanda...	s 12.00	s 3.14			s 6.06			s 9.33				
15.79	Gratwick.....	f 12.04	f 3.18			f 6.10			9.35				
20.10	La Salle.....	s 12.11	s 3.24			f 6.16			f 9.41				
22.86	Echota.....	12.15	f 3.29			s 6.21			9.45				
25.07	Niagara Falls.....	s 12.26	s 3.41			s 6.27			s 9.52				
26.90	Suspension Bridge....	A 12.36	A 3.51			A 6.37			A 10.00				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
No. 1421 will not carry passengers. Nos. 9305 and 9307 will not run July 5 and Labor Day, 1943.													

SUSPENSION BRIDGE TO SIGNAL STATION 50													
EASTWARD—FIRST CLASS													
TRACK No. 2													
Miles from Suspension Bridge	STATIONS	324	204 See Note	3158	358	9302 See Note	340	210	372	216	350	374	230
		M. C.	Buffalo	M. C.	M. C.	P. R. R.	M. C.	Buffalo	M. C.	Buffalo	M. C.	M. C.	Buffalo
		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	LEAVE												
1.83	Suspension Bridge....		L 7.15	L 7.37				L 8.20		L 11.50			L 3.15
4.04	Niagara Falls .....		s 7.25	A 7.45				s 8.27		s 12.00			s 3.25
	Echota.....		s 7.29	A. M.				f 8.31		12.04			
6.80	La Salle.....		s 7.34					f 8.36		f 12.09			
11.11	Gratwick.....		s 7.39					8.41		f 12.14			3.41
12.79	North Tonawanda...		s 7.45					s 8.46		s 12.19			s 3.45
13.25	Signal Station Erie 3..		7.47					8.49		12.21			
14.33	Tonawanda.....		s 7.49					s 8.51		s 12.23			s 3.50
18.90	North Buffalo Jct....		7.56					8.58		12.31			
19.67	Amherst St.....	A. M.	7.58		A. M.		A. M.	9.00	A. M.	12.34	P. M.	P. M.	3.56
20.03	Black Rock.....	2.23	s 8.01		7.40		9.07	s 9.02	10.35	s 12.37	12.50	4.15	s 3.58
20.48	Potomac Ave.....		8.02					9.03		12.40			
21.16	Ferry St.....		f 8.05					f 9.05			12.57	4.23	4.07
22.40	Porter Ave.....		f 8.08					9.09	10.44		s 1.02	s 4.28	s 4.12
23.92	Terrace.....		s 8.13		s 7.50	A. M.		s 9.13	s 10.49	s 12.45			
24.42	Exchange St.....					8.40							
25.40	Signal Station 50 .....	2.40	8.20		8.00	8.50	9.25	9.21	10.55	12.55	1.10	4.35	4.19
26.90	Buffalo .....	2.45	8.24		8.05	8.55	9.29	9.25	11.00	1.00	1.15	4.40	4.24
	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.
Miles from Suspension Bridge	STATIONS	9310 See Note	302	236	380	246	344	678	248	382	348	308	
		P. R. R.	M. C.	Buffalo	M. C.	Buffalo	M. C.	L. V.	Buffalo	M. C.	M. C.	M. C.	
		Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	LEAVE												
1.83	Suspension Bridge....			L 5.30		L 8.05		L 10.02	L 10.30				
4.04	Niagara Falls .....			s 5.40		s 8.22		s 10.09	s 10.40				
	Echota.....			f 5.47									
6.80	La Salle.....			s 5.51									
11.11	Gratwick.....			f 5.56		8.39			10.57				
12.79	North Tonawanda...			s 6.04		s 8.48		10.24	s 10.59				
13.25	Signal Station Erie 3..			6.06				10.26					
14.33	Tonawanda.....			s 6.08		s 8.58		P. M.					
18.90	North Buffalo Jct....			6.16									
19.67	Amherst St.....		P. M.	6.18	P. M.	9.04	P. M.		11.09	P. M.	P. M.	P. M.	
20.03	Black Rock.....		6.15	s 6.21	8.57	s 9.06	9.15		s 11.11	10.47	11.03	11.43	
20.48	Potomac Ave.....			6.22									
21.16	Ferry St.....			f 6.24									
22.40	Porter Ave.....			6.27	9.06	9.13			11.17	10.56			
23.92	Terrace.....		s 6.27	s 6.32	i 9.11	s 9.18	i 9.28		s 11.21	s 11.01			
24.42	Exchange St.....	5.35											
25.40	Signal Station 50 .....	5.40	6.35	6.40	9.17	9.26	9.36		11.30	11.07	11.20	12.01	
26.90	Buffalo .....		6.40	6.45	9.22	9.30	9.40		11.35	11.12	11.25	12.05	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
No. 204 will not carry baggage. Nos. 9302 and 9310 will not run July 5 and Labor Day, 1943.													







## 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	42993	42991	43012	43011	43016	Cabin	N	T. D.
46 A	West Shore Connection Forks	CS	431.4	INT.	INT.	43111	43112	43211	43212	Booth	S	Local T. D.
		CS	433.0	43214	43213	43211	43212	43324	43323	Freight Station 429.8.	N	T.D.-M.
		CS		43324	43323	43321	43322	43364	43363	Signal Station	N	T. D.
		CS		43444	43443	43431	43432	43484	43483	Booth 433	N	T. D.
47	East Buffalo Open Day and Night	CS	435.9	INT.	INT.	INT.	INT.	43512	43511	New City Car Co., on pole	S	T. D.
		CS		43553	43552	43551	43550	43553	43552	West end middle on pole	N	T. D.
		CS		43553	43552	43551	43550	43553	43552	Cabin	N	Local
		CS		43553	43552	43551	43550	43553	43552	HC yard office	N	T. D.
48	Buffalo, east end Open Day and Night	CS	436.6	INT.	INT.	INT.	INT.	43553	43552	VI yard office	N	T. D.
49	Buffalo, west end. Open Day and Night	CS	437.0	INT.	INT.	INT.	INT.	43553	43552	Broadway yard office	N	T. D.
		CS	437.2	43793	43794	43791	43792	43795	43796	Signal Station	N	T. D.
49 A	Clinton St. Open Day and Night	CS	438.2	INT.	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.	INT.	Signal Station	N	T. D.
EX	Erie R. R. Crossing Open Day and Night	CS		INT.	INT.	INT.	INT.	INT.	INT.	Larkin Co., on pole	S	SS-50
SP	Buffalo Yard, east end Open Day and Night	CS	438.8	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.
FO	Buffalo Yard, west end Open Day and Night	CS	439.2	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.
RB	River Bridge Open Day and Night	CS	439.5	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.
BC	Buffalo Creek Open Day and Night	CS	439.9	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.
		CS	440.8	INT.	INT.	INT.	INT.	INT.	INT.	Cabin	S	T. D.
D	Seneca Open Day and Night	CS	443.2	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	N	T. D.
BV	Bay View Open Day and Night	CS	445.8	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	S	T. D.

## SIGNAL STATION 50 TO EXCHANGE ST.

No.	Location	Office Calls	Miles from New York	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Track No. 5	Track No. 6	Location	Side of Track	Line
51	Erie R. R. Crossing Open Day and Night	CS		INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	S	T. D.
52	Chicago St. Open Day and Night	CS		INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	S	T. D.
	Ohio St. Line	CS		INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	S	T. D.
	Exchange St.	CS		INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	S	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	.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			
				35	36			
		CS		35	36	Niagara Lithographic Co., on pole	N	T.D.-M.
		CS		35	36	Thomas Power Plant, on pole	N	T.D.-M.
		CS		35	36	Carey Co. switch, on pole	N	T.D.-M.
		CS		35	36	Meyers Malt House Crossover, on pole	S	T.D.-M.
		CS		35	36	Burt & King Spring Co., on pole	S	T.D.-M.
F	Black Rock Open Day and Night	CS		INT.	INT.	Forest Ave., on pole	S	T. D.
H	Black Rock, Erie Crossing Open Day and Night	CS	5.14	INT.	INT.	Signal Station	N	T.D.-M.
55	North Buffalo Jct. Open Day and Night	CS	5.54	INT.	INT.	Black Rock yard office	N	T.D.-M.
		CS		INT.	INT.	Signal Station	S	T.D.-M.
		CS		INT.	INT.	Signal Station	N	T.D.-M.
		CS		INT.	INT.	D. L. & W. Bridge, in cabin	S	SS 55
		CS		INT.	INT.	Ontario St., on pole	N	T. D.-M.
		CS		INT.	INT.	Ontario St. Yard, east wye, cabin	S	T. D. local
		CS		INT.	INT.	Eastern States Mill, on pole	N	T. D.-M.
		CS		INT.	INT.	Eastern States Crossover, on pole	S	T. D. local
		CS		INT.	INT.	Linde Air, on pole	N	T. D.-M.
		CS		INT.	INT.	Lucidol Co., on pole	N	T. D.-M.
		CS		INT.	INT.	Spaulding's crossover, on pole	N	T. D.-M.
		CS		INT.	INT.	Kardex, on pole	N	T. D.-M.
		CS		INT.	INT.	Fillmore Ave., Tonawanda, booth	N	SS
Erie 3	Tonawanda Open Day and Night	CS	RO 11.17	INT.	INT.	Signal Station	N	Erie 3 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		INT.	INT.	Wheatfield St., on pole	S	SS 59
	Gratwick	CS	13.44	INT.	INT.	West end of middle on pole	N	T.D.-M. Local
		CS		INT.	INT.	Dold's Farm switch, on pole	N	T. D.-M.
		CS		INT.	INT.	Station, and outside	S	T.D.-M.
		CS		INT.	INT.	Hooker's Works, .76 mile east of Echota, on pole	N	T. D.-M.
		CS		INT.	INT.	West end Hooker, on pole	S	T. D.-M.
		CS		INT.	INT.	Echota station, outside	S	T. D.-M.
		CS		INT.	INT.	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		INT.	INT.	Signal Station	S	T.D.-M.
		CS		INT.	INT.	Niagara Falls station, outside	S	T. D.
		CS		INT.	INT.	Niagara Falls, watchman's cabin, Niagara and Main Sts.	N	SS 63
65	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	Erie 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.
45	Depew Open Day and Night	CS	....	....	43016	Freight Station 429.8 . . . . .	N	T.D.-M.
46	Signal Station Open Day and Night	CS	FS	1.09	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	BV	12.87	INT.	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 Open Day and Night	CS	RO	INT.	INT.	Signal Station . . . . .	S	T. D.-M.
				344	345	Coal Dock, on pole . . . . .	S	T. D.
	Tonawanda Jct. . . . .	CS	1.92	INT.	INT.	Cabin . . . . .	S	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 . . . . . Open Day and Night	CS	Q	0.14	INT.	INT.	Signal Station . . . . .	N	T.D.-M.
	0.99			INT.	INT.				
	Station LL . . . . .	CS		3.06	....	....	Wurlitzer Switch, on pole . . . . .	S	T. D.
	Wurlitzer . . . . .			4.86			Beach Ridge, on pole . . . . .	S	T. D.

## BOWMANVILLE, WN AND SIGNAL STATION T VIA WEST SHORE

STATIONS		Office Calls	Miles from Weehawken	SIGNALS		TELEPHONES		
No.	Location			SINGLE TRACK		Location	Side of Track	Line
				Westward	Eastward			
				4141				
	Bowmansville . . . . .	CS	415.3	4153		Station, outside . . . . .	S	T. D.-M.
A	Signal Station . . . . .	CS	417.0	4161		Signal Station . . . . .	S	T. D.-M.
				INT.				
				Track No. 5	Track No. 6			
(46)	WN . . . . .	CS	FS	INT.	INT. M.B.	Cabin . . . . .	N	T. D.-M.
(46)	JD . . . . .	CS	FS	INT.	4184	Cabin . . . . .	S	T. D.
	West Shore Jct. . . . .	CS				Walden Ave., yard office . . . . .	S	Local
	Bailey Ave., W. S. . . . .	CS	422.6			Middle yard, on pole . . . . .	S	Local
				4233		Cabin . . . . .	S	T. D.
						Cabin . . . . .		T. D.



## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## SUSPENSION BRIDGE TO GD

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

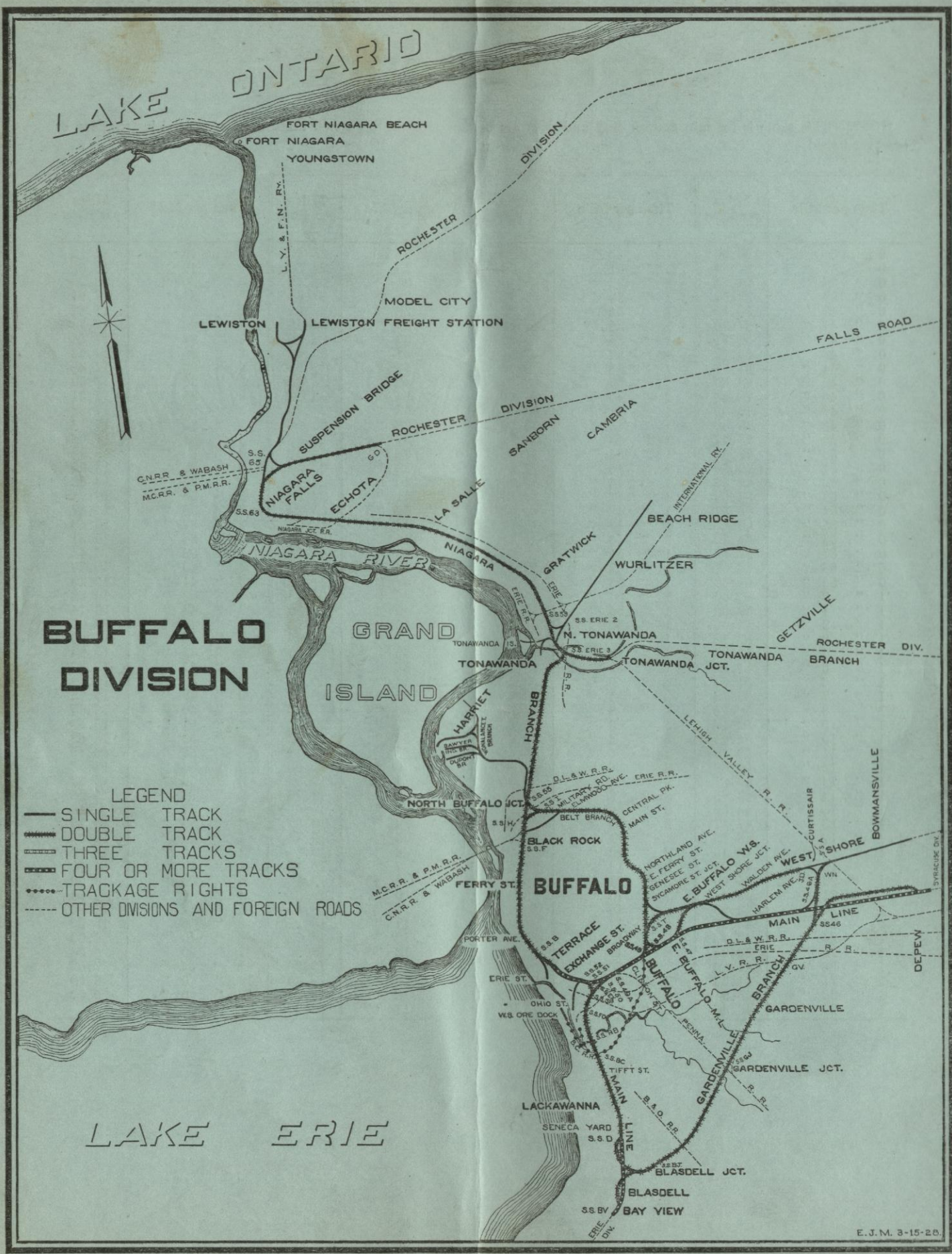


# SPEED TABLE

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
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
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
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
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
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
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		





# BUFFALO DIVISION

## LEGEND

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