

**Created with SANE, Gimp and PDFlib on RedHat Linux 7.1
by Derrick J. Brashear (shadow@dementia.org)**



Distribute Freely

Pennsylvania Railroad System

CENTRAL REGION

Northern Division

BUFFALO DIVISION

Time Table No. 1

effect 12.01 A. M., Sunday, April 26, 1925

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. CLEMENT,
General Manager.

J. B. FISHER,
General Supt. Transportation.

R. K. ROCHESTER,
General Superintendent.

G. M. SIXSMITH,
Supt. Pass. Transportation.

ROB'T FARIES,
Superintendent.

Pennsylvania Railroad System

CENTRAL REGION

Northern Division

BUFFALO DIVISION

Time Table No. 1

In effect 12.01 A. M., Sunday, April 26, 1925

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

M. W. CLEMENT,
General Manager.

J. B. FISHER,
General Supt. Transportation.

R. K. ROCHESTER,
General Superintendent.

G. M. SIXSMITH,
Supt. Pass. Transportation.

ROB'T FARIES,
Superintendent.

INDEX.

Stations, Distances, Siding Capacity, etc.	Page 3
Schedule pages	10
Extra Stops by Passenger Trains	31
Arranged Freight Train Service	32
Milk Trains	32
Ticket Offices open for sale of tickets	33

SPECIAL INSTRUCTIONS.

Abbreviations	69
Block Signal Rules	53
Automatic Block System	57
Manual Block System	55
Bulletin Boards	37
Employees Registers	58
Engine and Other Equipment Restrictions	58
First Aid Boxes	61
General Orders	38
Hospitals	60
Letters and Characters	35
Medical Examiners and Company Surgeons	59
Miscellaneous	61
Movement by Train Orders	42
Movement of Trains	38
Non-Interlocked Switches Connected	57
Personal Injuries	59
Signal Rules	36
Color Signals	36
Communicating Signals	36
Engine Whistle Signals	36
Train Signals	36
Signal Aspects	49
Speed Restrictions	44
Speed Table	44
Superiority of Trains	37
Time Table, Symbols	35
Track Assignments	38
Track Cars, etc.	57
Train Rules, Standard Time	35
Unattended Block Stations	55
Use of Telephones	61
Yards and Yard Instructions	42

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Buffalo	STATIONS	Station Signals	Siding assigned direct's Car capacity 45 ft. cars		
							N	S	Both
					BUFFALO (N.Y.C.R.R.)				
	I		1.4	1.4	N. Y. C. R. R. JCT.				
		LD	0.1	1.5	LD BLOCK STATION	LD			
		JG	0.3	1.8	JG BLOCK STATION	JG			
		FY	2.1	3.9	FY BLOCK STATION	FY			
	I	DM	1.0	2.8	DM BLOCK STATION	DM			
			1.9	4.7	WINCHESTER				
	I		1.1	5.8	EBENEZER JCT.				
		Z	0.9	6.7	EBENEZER	Z			
		DT	3.8	10.5	DT BLOCK STATION	DT			
			0.1	10.6	SPRING BROOK				
			2.3	12.9	ELMA				
	I	JK	1.7	14.6	JAMISON ROAD	JK	77	73	
			2.6	17.2	EAST AURORA				
		AU	0.8	18.0	AU BLOCK STATION	AU			149
			1.6	19.6	BLAKELEY				
			2.4	22.0	SOUTH WALES				
		SW	0.4	22.4	SW BLOCK STATION	SW	104	88	
		HO	3.5	25.9	HO BLOCK STATION	HO	73	81	
			0.8	26.7	HOLLAND				
		P	3.6	30.3	PROTECTION	P			87
		CF	2.6	32.9	CHAFFEE	CF	165	70	
			2.8	35.7	ARCADE	D			
		DV	2.4	38.1	DV BLOCK STATION	DV	77	83	
			0.8	38.9	DELEVAN				
			4.0	42.9	LIME LAKE	W			
		JC	0.8	43.7	JC BLOCK STATION	JC			88
			0.8	44.5	MACHIAS	CH			
		FK	4.2	48.7	FK BLOCK STATION	FK			
			1.0	49.7	FRANKLINVILLE				
		CZ	3.5	53.2	CZ BLOCK STATION	CZ	80	80	
			2.1	55.3	HUMPHREYS				
			1.9	57.2	ISCHUA				
		IA	1.0	58.3	IA BLOCK STATION	IA			
		HD	6.1	63.3	HINSDALE	HD	98	43	
	I		5.9	69.3	ERIE R. R. CROSSING				
		AD	0.1	69.4	AD BLOCK STATION	AD			
		WA	0.7	70.1	WA BLOCK STATION	WA			
			0.2	70.3	OLEAN				
		OW	1.4	71.7	OW BLOCK STATION	OW			112
		VR	4.4	76.1	PORTVILLE	VR			133
	I		1.1	77.2	P.S.&N.R.R. CROSSING				
	I	SN	1.7	79.8	SN BLOCK STATION	SN	100	100	
			0.9	79.9	BULLIS MILL				
			4.6	84.4	ELDRED				
	I	CR	1.1	85.5	CR BLOCK STATION	CR		100	
			1.9	87.4	CLERMONT BR. JCT.				
		BR	0.2	87.6	LARABEE	BR			43
			2.3	89.9	SARTWELL				
		KI	1.7	91.6	TURTLE POINT	KI	100	100	
		PY	5.1	96.7	PORT ALLEGANY	PY		211	137
			5.1	101.7	WRIGHTS				
	I	NR	1.2	102.9	NR BLOCK STATION	NR			77
			1.6	104.6	LIBERTY				
			2.8	107.4	KEATING SUMMIT				
		KS	0.1	107.5	KS BLOCK STATION	KS			
		S	7.3	114.8	SIZERVILLE	S	87		
		WB	5.5	120.3	WB BLOCK STATION	WB			
	I	JN	0.8	121.1	EMPORIUM JCT.	JN			

NOTE.—Block Stations are open continuously except—

P	Closed	Daily 10:00 P. M. to 6:00 A. M.
FK	Closed	Daily 4:00 P. M. to 8:00 A. M.
IA	Closed	Daily
VR	Closed	Daily
BR	Closed	Daily

Supplement No. 1, to Time Table No. 1. In effect 12.01 A. M.,
Friday, June 12, 1925.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Clean	STATIONS	Station Signals	Siding assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
					OLEAN				
		WA	0.2	0.2	WA BLOCK STATION	WA			
		BS	0.7	0.9	BS BLOCK STATION	BS			
		AY	2.2	3.1	ALLEGANY	AY			53
		†AY			AY BLOCK STATION	AY			
			3.2	6.3	MORITZ				
		†VN	2.5	8.8	VN BLOCK STATION	VN			151
			0.5	9.3	VANDALIA				
	I	RJ	2.4	11.7	RIVERSIDE JCT.	RJ			56
			4.1	4.1	LIMESTONE				
			4.1	8.2	EAST BRADFORD				
		BH	1.2	9.4	BRADFORD	BH			
		†CW			CW BLOCK STATION	CW			
			1.9	13.6	CARROLLTON				112
		†SA	5.6	19.2	SA BLOCK STATION	SA			
		SA	0.1	19.3	SALAMANCA	SA			105
			3.8	23.1	SHONGO				
		HU	2.2	25.3	RED HOUSE	HU			110
			3.5	28.8	COLD SPRING				
		†QA			QA BLOCK STATION	QA			
		QA	2.4	31.2	QUAKER BRIDGE	QA			104
			2.1	33.3	WOLF RUN				
			3.2	36.5	ONOVILLE				99
		†OB	0.4	36.9	OB BLOCK STATION	OB			
		CY	2.3	39.2	CORYDON	CY			
		†CY	8.0	40.0	CY BLOCK STATION	CY			108
		†GW	3.2	43.2	GAWANGO	GW			116
			2.4	45.6	SUGAR RUN				
		†KA			KA BLOCK STATION	KA			
		KA	2.2	47.8	KINZUA	KA			112
			3.3	51.1	BIG BEND				
			2.9	53.7	HEMLOCK				
		†HM	0.3	54.0	HM BLOCK STATION	HM	73	111	
			3.8	57.8	GLADE				95
			1.4	59.2	STRUTHERS				
	I	DW	0.7	59.9	DW BLOCK STATION	DW			
	I	VA	6.5	66.4	IRVINGTON	VA			
			0.7	67.1	STONE HOUSE				
			5.7	72.8	ALTHOM		90	90	
		†ON	2.5	72.8	ON BLOCK STATION	ON			
			2.5	75.3	COBHAM				
			2.1	77.4	MAGEE				96
		†MG	0.7	78.1	MG BLOCK STATION	MG			
		DI	3.0	81.1	TIDIOUTE	DI			97
		†UK	5.2	86.3	UK BLOCK STATION	UK			
		UK	0.1	86.4	TRUNKYVILLE	UK			95
			3.3	89.7	WEST HICKORY				109
			2.9	92.6	DAWSON RUN				
			1.8	94.4	JAMISON				
		OA	1.4	96.0	TIONESTA	OA			77
		†OA			OA BLOCK STATION	OA			
		†HS	2.5	98.5	HS BLOCK STATION	HS			
			0.3	98.8	HUNTER				93
			2.4	101.2	BAUM				
			1.9	103.2	PRESIDENT				
		†AC			AC BLOCK STATION	AC			
		AC	1.2	104.3	EAGLE ROCK	AC			110
			2.1	106.4	HENRYS BEND				
			1.0	107.4	OLEOPOLIS				95
		†OP	0.5	107.9	OP BLOCK STATION	OP			
			1.6	109.5	WALNUT BEND				
		RO	3.3	112.8	ROCKMERE	RO			
			3.7	116.5	OIL CITY				

SALAMANCA BRANCH

NOTE—Block Stations are open continuously except—

AY	Closed	Daily 11:00 P. M. to 7:00 A. M.
SA	Closed	Daily 4:00 P. M. to 7:00 A. M.
HU	Closed	Daily 10:00 P. M. to 7:00 A. M.
QA	Closed	Daily 11:00 P. M. to 7:00 A. M.
CY	Closed	Daily 4:00 P. M. to 7:00 A. M.
KA	Closed	Daily 11:00 P. M. to 7:00 A. M.
DI	Closed	Daily 11:00 P. M. to 7:00 A. M.
UK	Closed	Daily 7:00 A. M. to 11:00 P. M.
OA	Closed	Daily 3:00 P. M. to 7:00 A. M.
AC	Closed	Daily 3:00 P. M. to 7:00 A. M.

NOTE—Unattended Block Stations controlled by open Block Stations.

AY	Daily 11:00 P. M. to 7:00 A. M.	BS—Block Station
VN	Continuously	Riverside Jct.
CW	Continuously	Riverside Jct.
SA	Daily 4:00 P. M. to 7:00 A. M.	Riverside Jct.
QA	Daily 11:00 P. M. to 7:00 A. M.	Riverside Jct.
OB	Daily 7:00 A. M. to 11:00 P. M.	Quaker Bridge
	Daily 11:00 P. M. to 7:00 A. M.	Riverside Jct.
CY	Daily 4:00 P. M. to 11:00 P. M.	Quaker Bridge
	Daily 11:00 P. M. to 7:00 A. M.	Riverside Jct.
GW	Daily 7:00 A. M. to 11:00 P. M.	Kinzua
	Daily 11:00 P. M. to 7:00 A. M.	Riverside Jct.
KA	Daily 11:00 P. M. to 7:00 A. M.	Riverside Jct.
HM	Continuously	DW—Block Station
ON	Daily 7:00 A. M. to 11:00 P. M.	Tidioute
	Daily 11:00 P. M. to 7:00 A. M.	Trunkeyville
MG	Daily 7:00 A. M. to 11:00 P. M.	Tidioute
	Daily 11:00 P. M. to 7:00 A. M.	Trunkeyville
UK	Daily 7:00 A. M. to 11:00 P. M.	Tidioute
OA	Daily 3:00 P. M. to 11:00 P. M.	Tidioute
	Daily 11:00 P. M. to 7:00 A. M.	Trunkeyville
HS	Daily 7:00 A. M. to 3:00 P. M.	Eagle Rock
	Daily 3:00 P. M. to 11:00 P. M.	Tidioute
	Daily 11:00 P. M. to 7:00 A. M.	Trunkeyville
AC	Daily 3:00 P. M. to 11:00 P. M.	Tidioute
	Daily 11:00 P. M. to 7:00 A. M.	Trunkeyville
OP	Continuously	RO—Block Station

Bradford Branch—No fixed signals. Signalman at Riverside Jct. has absolute control of block, between Block Limit Board, 165 feet south of Passenger Station and B. R. & P. RY. INTERSECTION, Bradford. Conductors or Engineers will report clear of, and obtain block permission to occupy the branch from signalman in charge. Trainmen will handle switches at B. R. & P. Ry. Intersection.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Rochester	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
					ROCHESTER	HF			
		RB	3.6	3.6	TERMINAL	RB			
		GO	2.2	5.8	GENESEE JCT.	GO			
			1.9	7.7	WHITES				
			2.1	9.8	SEVERANCE				
			2.7	15.1	GARBUTT (Scottville Branch)				
		†SC	0.1	12.3	SC BLOCK STATION	SC			
		SC	2.6	12.4	SCOTTSVILLE	SC			35
			2.5	14.9	WADSWORTH JCT.				
			1.0	15.9	HONEOYE JCT.				
		†WG	3.2	19.1	WG BLOCK STATION	WG			85
			0.6	19.7	CANAWAUGUS				
		FW	4.1	23.8	FOWLerville	FW			22
			2.5	26.3	YORK				
		BN	2.9	29.2	PIFFARD	BN			40
		†BN	2.9	29.2	BN BLOCK STATION	BN			
		†QS	2.3	31.5	QS BLOCK STATION	QS			
			0.6	32.1	STERLING SALT CO.				
		Q	0.9	33.0	CUYLERVILLE	Q			
	I		2.2	35.2	D. L. & W. R. R. JCT.				
		MS	1.6	36.8	MT. MORRIS	MS			91
		SF	3.8	40.6	SONYEA	SF			23
		†FE	3.3	43.9	FISHERS	FE			45
			1.2	45.1	TUSCARORA	RA			
		Y	2.2	50.4	NUNDA (Nunda Branch)	Y			
		†JU	3.2	48.3	JU BLOCK STATION	JU			
		JU	3.2	48.3	NUNDA JCT.	JU			
			2.2	50.5	WEST NUNDA				
			1.1	51.6	OAKLAND				
		†DC	1.2	52.8	DC BLOCK STATION	DC			81
			0.7	53.5	LEWIS				
			2.7	56.2	LETCHWORTH PK.				
			1.3	57.5	PORTAGEVILLE	DO			39
		†DO	0.2	57.7	DO BLOCK STATION	DO			
			1.1	58.8	BLUESTONE				
			1.3	60.1	AMBLUCO				
		WC	3.7	63.8	ROSSBURG	WC			39
		†FM	0.1	67.8	FM BLOCK STATION	FM			
			3.9	67.7	FILLMORE	FM			
		HN	4.1	71.9	HOUGHTON	HN			80
		†HN	0.8	72.7	HN BLOCK STATION	HN			
			2.2	74.9	CANEADEA				
			1.6	76.5	ORAMEL				
		†FA	1.9	78.4	FA BLOCK STATION	FA			
		FA	1.9	78.4	BELFAST	FA			38
			4.0	82.3	ROCKVILLE				
		BK	3.9	86.2	BLACK CREEK	BK			55
			4.7	90.9	CUBA	CB			
		†CB	0.7	91.6	CB BLOCK STATION	CB			82
		HD	6.9	98.5	HINSDALE	HD			

ROCHESTER BRANCH

NOTE.—Block Stations are open continuously except—

RB	Closed	Daily 11:00 P. M. to 7:00 A. M.
SC	Closed	Daily 11:00 P. M. to 7:00 A. M.
WG	Closed	Daily
FW	Closed	Daily 5:15 P. M. to 8:15 A. M.
BN	Closed	Daily 9:50 P. M. to 6:50 A. M.
Q	Closed	Daily
SF	Closed	Daily 11:50 P. M. to 7:50 A. M.
JU	Closed	Daily 4:00 P. M. to 7:00 A. M.
HN	Closed	Daily 5:00 P. M. to 8:00 A. M.
FA	Closed	Daily 10:00 P. M. to 6:00 A. M.
CB	Closed	Daily

NOTE.—Unattended Block Stations controlled by open Block Stations.

SC	Daily 11:00 P. M. to 7:00 A. M.	Genesee Jct.
WG	Daily 7:00 A. M. to 11:00 P. M.	Scottsville
	Daily 11:00 P. M. to 7:00 A. M.	Genesee Jct.
BN	Daily 9:50 P. M. to 6:50 A. M.	Mt. Morris
QS	Continuously	Mt. Morris
FE	Daily 11:50 P. M. to 7:50 A. M.	Mt. Morris
	Daily 7:50 A. M. to 11:50 P. M.	Sonyea
JU	Daily 4:00 P. M. to 7:00 A. M.	Rosburg
DC	Continuously	Rosburg
DO	Continuously	Rosburg
FM	Continuously	Rosburg
HN	Daily 5:00 P. M. to 8:00 A. M.	Rosburg
FA	Daily 10:00 P. M. to 6:00 A. M.	Rosburg
CB	Continuously	Hinsdale

The Block between Scottsville and Garbutt is controlled by signalman at Scottsville 7.00 A. M. to 11.00 P. M. and by signalman at Genesee Jct. 11.00 P. M. to 7.00 A. M.

The block between Nunda Jct. and Nunda is controlled by signalman at Nunda Junction, 7.00 A. M. to 4.00 P. M., and by signalman at Rosburg, 4.00 P. M. to 7.00 A. M. Trains must obtain block permission from signalman before entering Nunda Branch at Wye switch, Nunda Junction.

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Clermont Jct.	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
					CLERMONT BR JCT.				
		BR	0.2	0.2	LARABEE	BR			
			2.2	2.4	CORYVILLE				
			2.9	5.3	FARMERS VALLEY				38
		SM	3.7	9.0	SMETHPORT	SM			37
			2.2	11.2	BURBANK				
		CG	2.8	14.0	CROSBY	CG			
			1.2	15.2	COLEGROVE				
			0.9	16.1	HAMLIN				
		CN	6.1	22.2	CLERMONT	CN			

NOTE.—Block Stations are open continuously except—

BR	Closed	Daily
SM	Closed	Sunday Week days 5:00 P. M. to 8:30 A. M.
CG	Closed	Sunday Week days 5:00 P. M. to 8:00 A. M.
CN	Closed	Sunday Week days 5:00 P. M. to 8:00 A. M.

The block between Clermont Branch Jct. and Clermont is extended 5:00 P. M. to 8:00 A. M. daily except Sunday, and for the entire 24 hours on Sunday and controlled by signalman at CR Block Station.

BR Block Station in charge of Signalman at CR Block Station continuously.

WEST SENECA BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Ebenezer Jct.	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							N	S	Both
					EBENEZER JCT.				
		PW	0.2	0.2	PW BLOCK STATION	PW			
	I	SQ	4.1	4.3	SQ BLOCK STATION	SQ			
					SB DOCK EXTENSION	SB			80
	I	SQ	4.1	4.3	SQ BLOCK STATION	SQ			
		GB	1.0	5.3	GB BLOCK STATION	GB			

NOTE.—Block Stations are open continuously except—

PW	Closed	Daily.
----	--------	--------

Signalman at SQ will have charge of Block on West Seneca Branch between Ebenezer Jct. and SQ, and also have charge of the Block on Dock Extension.

STATIONS	FIRST CLASS		
	9400	960	9302
	DAILY	DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	A. M.	A. M.
BUFFALO (N. Y. C. R. R.)		\$ 7.15	\$ 7.30
N. Y. C. R. R. JCT.		7.20	7.35
LD BLOCK STATION	R 6.30	\$ 7.21	\$ 7.36
JG BLOCK STATION	6.32	7.22	7.37
FY BLOCK STA. (Chaut. Br.)			
DM BLOCK STATION	6.36	7.26	7.40
WINCHESTER	R 6.40		
EBENEZER JCT.			
EBENEZER	R 6.53	\$ 7.33	\$ 7.47
DT BLOCK STATION		7.38	7.52
SPRING BROOK		F 7.39	F 7.53
ELMA		F 7.44	F 7.57
JAMISON ROAD		\$ 7.48	\$ 8.03
EAST AURORA		\$ 7.53	\$ 8.09
AU BLOCK STATION		7.56	8.11
BLAKELEY			F 8.14
SOUTH WALES		\$ 8.02	\$ 8.18
SW BLOCK STATION		8.03	8.19
HO BLOCK STATION		8.09	8.25
HOLLAND		\$ 8.11	\$ 8.28
PROTECTION		\$ 8.20	\$ 8.36
CHAFFEE		\$ 8.25	\$ 8.41
ARCADE		\$ 8.31	\$ 8.48
DV BLOCK STATION		8.36	8.52
DELEVAN		\$ 8.38	\$ 8.55
LIME LAKE		\$ 8.47	\$ 9.04
JC BLOCK STATION		8.49	9.06
MACHIAS		\$ 8.52	\$ 9.09
FK BLOCK STATION		8.57	9.16
FRANKLINVILLE		\$ 9.02	\$ 9.19
CZ BLOCK STATION		9.07	9.25
ISCHUA		\$ 9.14	\$ 9.31
IA BLOCK STATION		9.16	9.33
HINSDALE		\$ 9.23	\$ 9.39
AD BLOCK STATION		9.33	9.47
WA BLOCK STATION		9.35	9.49
OLEAN		\$ 9.47	\$ 9.50
OW BLOCK STATION		9.50	
PORTVILLE		\$ 9.57	
SN BLOCK STATION		10.02	
BULLIS MILL		F 10.05	
ELDRED		\$ 10.16	
CR BLOCK STATION		10.18	
CLERMONT BR. JCT.			
LARABEE		\$ 10.28	
SARTWELL		F 10.33	
TURTLE POINT		\$ 10.38	
PORT ALLEGANY		\$ 10.54	
WRIGHTS		\$ 11.02	
NR BLOCK STATION		11.05	
LIBERTY		F 11.09	
KEATING SUMMIT		\$ 11.20	
KS BLOCK STATION		11.21	
SIZERVILLE		\$ 11.32	
WB BLOCK STATION		11.40	
EMPORIUM JCT.		\$ 11.45	
Arrive	A. M.	A. M.	A. M.
	9400	960	9302

Train 575 is superior by direction to Train 960 and Train 9302.
 Train 9305 is superior by direction to Train 960.
 Train 577 is superior by direction to Train 960 and Train 9302.

FIRST CLASS					
	570	900	9332	9306	
	DAILY	DAILY	DAILY	SAT. ONLY	
	A. M.	A. M.	P. M.	P. M.	
	\$ 9.10	\$ 9.15		\$ 12.20	
	9.14	9.19		12.24	
	9.15	9.20		\$ 12.25	
	9.16	9.21		12.27	
		9.30			
	9.20			12.31	
	9.26			\$ 12.37	
	9.31			12.42	
				F 12.43	
				F 12.48	
	9.37			\$ 12.54	
	\$ 9.41			\$ 1.00	
	9.43				
	9.49				
	9.54				
	10.02				
	10.06				
	10.13				
	10.23				
	\$ 10.25				
	10.30				
	\$ 10.33				
	10.40				
	10.46				
	10.52		\$ 12.41		
	11.00		12.53		
	11.02		12.55		
	\$ 11.08		\$ 1.00		
	11.10				
	11.17				
	11.21				
	11.29				
	11.31				
	11.34				
	11.39				
	\$ 11.48				
	11.58				
	12.08				
	12.19				
	12.28				
	\$ 12.30				
	P. M.	A. M.	P. M.	P. M.	
	570	900	9332	9306	

Train 577 is superior by direction to Train 9306.

STATIONS	FIRST CLASS			
		9402	962	950
		DAILY	DAILY	DAILY
Leave		P. M.	P. M.	P. M.
BUFFALO (N. Y. C. R. R.)			\$ 3.15	\$ 3.25
N. Y. C. R. R. JCT.			3.22	3.30
LD BLOCK STATION	R	2.25	\$ 3.24	3.31
JG BLOCK STATION		2.27	3.26	3.32
FY BLOCK STA. (Chaut. Br.)				3.40
DM BLOCK STATION		2.31	3.30	
WINCHESTER	R	2.35		
EBENEZER JCT.				
EBENEZER	R	2.41	\$ 3.41	
DT BLOCK STATION			3.50	
SPRING BROOK			F 3.51	
ELMA			F 3.56	
JAMISON ROAD			\$ 4.01	
EAST AURORA			\$ 4.10	
AU BLOCK STATION			4.12	
BLAKELEY				
SOUTH WALES			\$ 4.19	
SW BLOCK STATION			4.22	
HO BLOCK STATION			4.29	
HOLLAND			\$ 4.31	
PROTECTION			\$ 4.40	
CHAFFEE			\$ 4.47	
ARCADE			\$ 4.54	
DV BLOCK STATION			4.58	
DELEVAN			\$ 5.02	
LIME LAKE			\$ 5.10	
JC BLOCK STATION			5.12	
MACHIAS			\$ 5.15	
FK BLOCK STATION			5.21	
FRANKLINVILLE			\$ 5.26	
CZ BLOCK STATION			5.32	
ISCHUA			\$ 5.38	
IA BLOCK STATION			5.40	
HINSDALE			\$ 5.47	
AD BLOCK STATION			5.56	
WA BLOCK STATION			5.58	
OLEAN			\$ 6.10	
OW BLOCK STATION			6.13	
PORTVILLE			\$ 6.20	
SN BLOCK STATION			6.25	
BULLIS MILL			F 6.28	
ELDRED			\$ 6.38	
CR BLOCK STATION			6.40	
CLERMONT BR. JCT.				
LARABEE			\$ 6.47	
SARTWELL			F 6.53	
TURTLE POINT			\$ 6.58	
PORT ALLEGANY			\$ 7.09	
WRIGHTS			\$ 7.18	
NR BLOCK STATION			7.22	
LIBERTY			\$ 7.27	
KEATING SUMMIT			\$ 7.37	
KS BLOCK STATION			7.38	
SIZERVILLE			\$ 7.50	
WB BLOCK STATION			7.59	
EMPORIUM JCT.			\$ 8.05	
Arrive		P. M.	P. M.	P. M.
		9402	962	950

Train 571 is superior by direction to Train 962.

FIRST CLASS					
9310	9312	9314	9334	574	576
DAILY	SUN.	DAILY	DAILY	DAILY	DAILY
EX. SUN.	ONLY	EX. SUN.			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.25	\$ 4.25	\$ 5.15		\$ 7.45	\$ 10.15
4.29	4.29	5.19		7.49	10.19
\$ 4.30	\$ 4.30	\$ 5.20		7.50	10.20
4.31	4.31	5.21		7.51	10.21
4.35	4.35	5.25		7.55	10.25
\$ 4.42	\$ 4.42	\$ 5.31		8.01	10.31
4.47	4.47	5.36		8.06	10.36
F 4.48	F 4.48	F 5.37			
\$ 4.53	\$ 4.53	\$ 5.42			
\$ 4.59	\$ 4.59	\$ 5.48		8.12	10.42
\$ 5.05	\$ 5.05	\$ 5.55		\$ 8.17	\$ 10.46
5.08	5.08	5.59		8.21	10.49
\$ 5.12	\$ 5.12	\$ 6.05			
\$ 5.17	\$ 5.17	\$ 6.12			
5.18	5.18	6.14		8.28	10.55
5.24	5.24	6.20		8.33	11.00
\$ 5.27	\$ 5.27	\$ 6.23			
\$ 5.37	\$ 5.37	\$ 6.31		8.41	11.08
\$ 5.46	\$ 5.44	\$ 6.36		8.45	11.12
\$ 5.55	\$ 5.51	\$ 6.45			
	5.56			8.52	11.19
	\$ 5.59			8.55	
	\$ 6.09				
	6.12			9.05	11.29
	\$ 6.15			\$ 9.07	
	6.22			9.14	11.36
	\$ 6.25			\$ 9.17	
	6.32			9.23	11.44
	\$ 6.39				
	6.41			9.29	11.51
	\$ 6.49		\$ 9.17	9.36	11.58
	6.57		9.26	9.45	12.07
	6.58		9.27	9.47	12.08
	\$ 7.00		\$ 9.30	\$ 9.54	\$ 12.15
				9.57	12.18
				10.04	12.25
				10.08	12.29
				F 10.16	
				10.18	12.39
				10.22	12.43
				10.27	12.49
				\$ 10.35	\$ 12.58
				10.45	1.08
				10.55	1.18
				11.06	1.28
				11.15	1.37
				\$ 11.20	\$ 1.40
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
9310	9312	9314	9334	574	576

Train 571 is superior by direction to Train 9310, Train 9312, Train 9314, Train 574 and Train 576.

STATIONS	FIRST CLASS			
	9410	904		
	DAILY	DAILY		
Leave	P. M.	P. M.		
BUFFALO.....(N. Y. C. R. R.)	\$	11.00		
N. Y. C. R. R. JCT.....		11.05		
LD BLOCK STATION.....	R 10.36	11.06		
JG BLOCK STATION.....	10.37	11.07		
FY BLOCK STA.. (Chaut. Br.)		11.15		
DM BLOCK STATION...	10.40			
WINCHESTER.....	R 10.45			
EBENEZER JCT.....				
EBENEZER.....	R 10.50			
DT BLOCK STATION.....				
SPRING BROOK.....				
ELMA.....				
JAMISON ROAD.....				
EAST AURORA.....				
AU BLOCK STATION.....				
BLAKELEY.....				
SOUTH WALES.....				
SW BLOCK STATION.....				
HO BLOCK STATION.....				
HOLLAND.....				
PROTECTION.....				
CHAFFEE.....				
ARCADE.....				
DV BLOCK STATION.....				
DELEVAN.....				
LIME LAKE.....				
JC BLOCK STATION.....				
MACHIAS.....				
FK BLOCK STATION.....				
FRANKLINVILLE.....				
CZ BLOCK STATION.....				
ISCHUA.....				
IA BLOCK STATION.....				
HINSDALE.....				
AD BLOCK STATION.....				
WA BLOCK STATION.....				
OLEAN.....				
OW BLOCK STATION.....				
PORTVILLE.....				
SN BLOCK STATION.....				
BULLIS MILL.....				
ELDRED.....				
CR BLOCK STATION.....				
CLERMONT BR. JCT.....				
LARABEE.....				
SARTWELL.....				
TURTLE POINT.....				
PORT ALLEGANY.....				
WRIGHTS.....				
NR BLOCK STATION.....				
LIBERTY.....				
KEATING SUMMIT.....				
KS BLOCK STATION.....				
SIZERVILLE.....				
WB BLOCK STATION.....				
EMPORIUM JCT.....				
Arrive	P. M.	P. M.		
	9410	904		

[illegible]

STATIONS	FIRST CLASS			
	● 9301	911		
Arrive	A. M.	A. M.		
BUFFALO.....(N. Y. C. R. R.)	\$ 6.50	\$ 7.15		
N. Y. C. R. R. JCT.....	6.40	7.02		
LD BLOCK STATION.....	\$ 6.39	7.01		
JG BLOCK STATION.....	6.38	7.00		
FY BLOCK STA....(Chaut Br.)		6.54		
DM BLOCK STATION	6.35			
WINCHESTER.....				
EBENEZER JCT.....				
EBENEZER.....	\$ 6.28			
DT BLOCK STATION.....	6.21			
SPRING BROOK.....	F 6.20			
ELMA.....	\$ 6.15			
JAMISON ROAD.....	\$ 6.12			
EAST AURORA.....	\$ 6.08			
AU BLOCK STATION.....	6.05			
BLAKELEY.....	\$ 6.01			
SOUTH WALES.....	\$ 5.56			
SW BLOCK STATION.....	5.55			
HO BLOCK STATION.....	5.50			
HOLLAND.....	\$ 5.49			
PROTECTION.....	\$ 5.42			
CHAFFEE.....	\$ 5.35			
ARCADE.....	\$ 5.30			
DV BLOCK STATION.....				
DELEVAN.....				
LIME LAKE.....				
JC BLOCK STATION.....				
MACHIAS.....				
FK BLOCK STATION.....				
FRANKLINVILLE.....				
CZ BLOCK STATION.....				
ISCHUA.....				
IA BLOCK STATION.....				
HINSDALE.....				
AD BLOCK STATION.....				
WA BLOCK STATION				
OLEAN.....				
OW BLOCK STATION				
PORTVILLE.....				
SN BLOCK STATION.....				
BULLIS MILL.....				
ELDRED.....				
CR BLOCK STATION.....				
CLERMONT BR. JCT.....				
LARABEE.....				
SARTWELL.....				
TURTLE POINT.....				
PORT ALLEGANY.....				
WRIGHTS.....				
NR BLOCK STATION.....				
LIBERTY.....				
KEATING SUMMIT.....				
KS BLOCK STATION.....				
SIZERVILLE.....				
WB BLOCK STATION.....				
EMPORIUM JCT.....				
Leave	A. M.	A. M.		
	● 9301	911		
	DAILY	DAILY		
	EX. SUN.			

FIRST CLASS					
		575	9305	9303	9333
		A. M.	A. M.	A. M.	A. M.
		\$ 7.25	\$ 7.45	\$ 7.45	
		7.15	7.35	7.35	
		7.14	\$ 7.34	\$ 7.34	
		7.13	7.32	7.32	
		7.10	7.28	7.28	
			E 7.23	E 7.23	
		7.03	\$ 7.17	\$ 7.17	
		6.58	7.12	7.12	
			F 7.11	F 7.11	
			\$ 7.06	F 7.06	
		6.53	\$ 7.02	\$ 7.02	
	B	6.48	\$ 6.57	\$ 6.57	
		6.44	6.56	6.56	
			\$ 6.52	\$ 6.52	
			\$ 6.44	\$ 6.44	
	(B)	6.38	(B) 6.38	(B) 6.38	
		6.33	6.18	6.18	
			\$ 6.17	\$ 6.17	
		6.27	\$ 6.09	\$ 6.09	
		6.23	\$ 6.03	\$ 6.03	
			\$ 5.55	\$ 5.55	
		6.16		5.49	
				\$ 5.48	
				\$ 5.38	
		6.09		5.35	
	M	6.08		\$ 5.33	
		5.59		5.26	
	\$	5.57		\$ 5.24	
		5.50		5.15	
				\$ 5.10	
		5.44		5.08	
		5.38		\$ 5.02	\$ 5.51
		5.29		4.53	5.42
		5.27		4.51	5.40
	\$	5.26		\$ 4.50	\$ 5.39
		5.13			
		5.08			
		5.03			
		4.56			
		4.53			
		4.47			
	\$	4.41			
		4.32			
		4.26			
		4.04			
		3.56			
	\$	3.54			
		A. M.	A. M.	A. M.	A. M.
		575	9305	9303	9333
		DAILY	DAILY	SUN. ONLY	DAILY

Train 575 is superior by direction to Train 960 and Train 9302.
Train 9305 is superior by direction to Train 960.

STATIONS	FIRST CLASS			
	961	951	577	
	Arrive	A. M.	P. M.	P. M.
BUFFALO.....(N. Y. C. R. R.)	\$ 10.45	\$ 12.13	\$ 12.40	
N. Y. C. R. R. JCT.....	10.33	12.05	12.27	
LD BLOCK STATION.....	F 10.32	12.04	12.26	
JG BLOCK STATION.....	10.31	12.03	12.25	
FY BLOCK STA. (Chaut. Br.)		11.57		
DM BLOCK STATION.....	10.28		12.22	
WINCHESTER.....				
EBENEZER JCT.....				
EBENEZER.....	\$ 10.20		12.16	
DT BLOCK STATION.....	10.14		12.11	
SPRING BROOK.....				
ELMA.....	F 10.09			
JAMISON ROAD.....	\$ 10.05		12.05	
EAST AURORA.....	\$ 10.00		\$ 12.00	
AU BLOCK STATION.....	9.55		11.56	
BLAKELEY.....				
SOUTH WALES.....	\$ 9.50			
SW BLOCK STATION.....	9.49		11.51	
HO BLOCK STATION.....	9.40		11.46	
HOLLAND.....	\$ 9.39		\$ 11.45	
PROTECTION.....	\$ 9.32		11.38	
CHAFFEE.....	\$ 9.27		11.34	
ARCADE.....	\$ 9.21		\$ 11.29	
DV BLOCK STATION.....	9.16		11.24	
DELEVAN.....	\$ 9.15		\$ 11.22	
LIME LAKE.....	\$ 9.08			
JC BLOCK STATION.....	9.08		11.15	
MACHIAS.....	\$ 9.04		\$ 11.13	
FK BLOCK STATION.....	8.58		11.07	
FRANKLINVILLE.....	\$ 8.56		\$ 11.05	
CZ BLOCK STATION.....	8.48		10.57	
ISCHUA.....	\$ 8.43			
IA BLOCK STATION.....	8.40		10.50	
HINSDALE.....	\$ 8.33		F 10.43	
AD BLOCK STATION.....	8.23		10.33	
WA BLOCK STATION.....	8.21		10.31	
OLEAN.....	\$ 8.20		\$ 10.30	
OW BLOCK STATION.....	8.11		10.20	
PORTVILLE.....	\$ 8.04		\$ 10.13	
SN BLOCK STATION.....	7.58		10.07	
BULLIS MILL.....	F 7.56			
ELDRED.....	\$ 7.48		\$ 9.59	
CR BLOCK STATION.....	7.45		9.56	
CLERMONT BR. JCT.....				
LARABEE.....	\$ 7.42		\$ 9.53	
SARTWELL.....	F 7.35			
TURTLE POINT.....	\$ 7.30		9.43	
PORT ALLEGANY.....	\$ 7.23		\$ 9.37	
WRIGHTS.....	\$ 7.13			
NR BLOCK STATION.....	7.10		9.27	
LIBERTY.....	F 7.07			
KEATING SUMMIT.....	\$ 7.02		\$ 9.21	
KS BLOCK STATION.....	7.01		9.20	
SIZERVILLE.....	\$ 6.40		8.59	
WB BLOCK STATION.....	6.32		8.52	
EMPORIUM JCT.....	\$ 6.30		\$ 8.50	
Leave	A. M.	A. M.	A. M.	
	961	951	577	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.		

Train 577 is superior by direction to Train 960, Train 9302 and Train 9306.

[illegible]

Workmen's Train. does not carry Revenue Passengers.

STATIONS	FIRST CLASS			
	963	9335	9315	
	P. M.	P. M.	P. M.	
Arrive				
BUFFALO.....(N. Y. C. R. R.)	\$ 5.45		\$ 6.30	
N. Y. C. R. R. JCT.	5.34		6.22	
LD BLOCK STATION	\$ 5.33		\$ 6.21	
JG BLOCK STATION	5.32		6.19	
FY BLOCK STA. (Chaut. Br.)				
DM BLOCK STATION	5.28		6.15	
WINCHESTER				
EBENEZER JCT.				
EBENEZER	\$ 5.19		\$ 6.06	
DT BLOCK STATION	5.10		5.59	
SPRING BROOK	F 5.09		F 5.58	
ELMA	F 5.04		F 5.53	
JAMISON ROAD	\$ 4.59		\$ 5.48	
EAST AURORA	\$ 4.51		\$ 5.43	
AU BLOCK STATION	4.43		5.39	
BLAKELEY				
SOUTH WALES	\$ 4.38		\$ 5.32	
SW BLOCK STATION	4.36		5.31	
HO BLOCK STATION	4.29		5.24	
HOLLAND	\$ 4.25		\$ 5.20	
PROTECTION	\$ 4.18		\$ 5.13	
CHAFFEE	\$ 4.13		\$ 5.08	
ARCADE	\$ 4.06		\$ 5.01	
DV BLOCK STATION	4.00		4.54	
DELEVAN	\$ 3.57		\$ 4.52	
LIME LAKE	\$ 3.46		\$ 4.41	
JC BLOCK STATION	3.45		4.40	
MACHIAS	\$ 3.43		\$ 4.38	
FK BLOCK STATION	3.35		4.30	
FRANKLINVILLE	\$ 3.33		\$ 4.28	
CZ BLOCK STATION	3.25		4.20	
ISCHUA	\$ 3.19		\$ 4.14	
IA BLOCK STATION	3.16		4.12	
HINSDALE	\$ 3.09	\$ 3.40	\$ 4.06	
AD BLOCK STATION	3.00	3.31	3.57	
WA BLOCK STATION	2.58	3.29	3.55	
OLEAN	\$ 2.57	\$ 3.28	\$ 3.54	
OW BLOCK STATION	2.49			
PORTVILLE	\$ 2.42			
SN BLOCK STATION	2.36			
BULLIS MILL	F 2.34			
ELDRED	\$ 2.26			
CR BLOCK STATION	2.22			
CLERMONT BR. JCT.				
LARABEE	\$ 2.19			
SARTWELL	F 2.13			
TURTLE POINT	\$ 2.09			
PORT ALLEGANY	\$ 2.02			
WRIGHTS	\$ 1.49			
NR BLOCK STATION	1.46			
LIBERTY	\$ 1.43			
KEATING SUMMIT	\$ 1.38			
KS BLOCK STATION	1.35			
SIZERVILLE	\$ 1.15			
WB BLOCK STATION	1.07			
EMPORIUM JCT.	\$ 1.05			
Leave	P. M.	P. M.	P. M.	
	963	9335	9315	
	DAILY	DAILY	SUN.	
	EX. SUN.		ONLY	

FIRST CLASS					
				571	9411
				P. M.	P. M.
				\$ 8.00	
				7.50	
				7.49	R 11.40
				7.48	11.35
				7.45	11.30
					R 11.23
				7.38	R 11.15
				7.33	
				7.27	
				\$ 7.22	
				7.20	
				7.15	
				7.10	
				7.05	
				7.00	
				6.53	
				6.47	
				6.38	
				\$ 6.36	
				6.29	
				6.22	
				6.16	
				6.08	
				6.06	
				\$ 6.05	
				6.56	
				6.51	
				6.47	
				F 5.40	
				5.37	
				U 5.34	
				5.26	
				\$ 5.20	
				5.11	
				5.05	
				4.46	
				4.39	
				\$ 4.37	
				P. M.	P. M.
				571	9411
				DAILY	DAILY

Workmen's Train, does not carry Revenue Passengers.

Train 571 is superior by direction to Train 962, Train 9310, Train 9312, Train 9314, Train 574 and Train 576.

STATIONS	FIRST CLASS			
	9352 DAILY EX. SUN.	9358 DAILY EX. SUN.	9360 DAILY	
	A. M.	A. M.	A. M.	
Leave				
OLEAN.....	\$ 7.05		\$ 11.25	
WA BLOCK STATION.....	7.06		11.26	
BS BLOCK STATION.....	7.08		11.28	
ALLEGANY.....	\$ 7.14		\$ 11.35	
MORITZ.....	F 7.22		F 11.41	
VANDALIA.....	\$ 7.27		\$ 11.53	
RIVERSIDE JCT.....	\$ 7.36		\$ 11.59	
LIMESTONE.....		F 7.43	F 12.06	
EAST BRADFORD.....		F 7.50	F 12.13	
BRADFORD.....		\$ 8.01	\$ 12.25	
RIVERSIDE JCT.....	\$ 7.36			
CARROLLTON.....	F 7.41			
SALAMANCA.....	\$ 7.53			
SHONGO.....	F 8.00			
RED HOUSE.....	\$ 8.05			
COLD SPRING.....	F 8.11			
QUAKER BRIDGE.....	\$ 8.16			
WOLF RUN.....	F 8.21			
ONOVILLE.....	\$ 8.27			
CORYDON.....	\$ 8.32			
GAWANGO.....	F 8.39			
SUGAR RUN.....	F 8.44			
KINZUA.....	\$ 8.50			
BIG BEND.....	F 8.57			
HEMLOCK.....	\$ 9.02			
HM BLOCK STATION.....	9.03			
GLADE.....	\$ 9.10			
STRUTHERS.....	\$ 9.14			
DWBLOCK STATION.....	9.17			
IRVINETON.....	\$ 9.34			
STONE HOUSE.....	9.37			
ALTHOM.....	F 9.46			
COBHAM.....	F 9.51			
MAGEE.....	F 9.55			
TIDIOUTE.....	\$ 10.03			
TRUNKYVILLE.....	\$ 10.12			
WEST HICKORY.....	\$ 10.19			
DAWSON RUN.....	F 10.25			
JAMISON.....	F 10.29			
TIONESTA.....	\$ 10.34			
HUNTER.....	F 10.39			
BAUM.....	F 10.44			
PRESIDENT.....	F 10.48			
EAGLE ROCK.....	\$ 10.52			
HENRY'S BEND.....	F 10.57			
OLEOPOLIS.....	F 11.00			
WALNUT BEND.....	F 11.05			
ROCKMERE.....	\$ 11.13			
OIL CITY..... (Ally Div.)	\$ 11.25			
Arrive	A. M.	A. M.	P. M.	
	9352	9358	9360	

FIRST CLASS			
	9356 DAILY	9362 DAILY	
	P. M.	P. M.	
	\$ 5.05	\$ 6.30	
	5.06	6.31	
	5.08	6.33	
	\$ 5.14	\$ 6.36	
	F 5.22	F 6.44	
	\$ 5.28	F 6.49	
		\$ 6.55	
		F 7.08	
		F 7.15	
		\$ 7.25	
	F 5.34		
	F 5.39		
	\$ 5.48		
	F 5.55		
	\$ 6.00		
	F 6.07		
	\$ 6.16		
	F 6.21		
	\$ 6.26		
	\$ 6.31		
	F 6.38		
	F 6.43		
	\$ 6.47		
	F 6.54		
	\$ 7.00		
	7.01		
	\$ 7.09		
	\$ 7.14		
	7.17		
	\$ 7.58		
	8.01		
	F 8.09		
	F 8.15		
	F 8.19		
	\$ 8.28		
	\$ 8.38		
	\$ 8.48		
	F 8.54		
	F 8.58		
	\$ 9.05		
	F 9.10		
	F 9.15		
	F 9.19		
	\$ 9.23		
	F 9.30		
	F 9.35		
	F 9.39		
	\$ 9.49		
	\$ 10.00		
	P. M.	P. M.	
	9356	9362	

Train 9356 is superior by direction to Train 9363.

STATIONS	FIRST CLASS			
	9359	9361	9351	
	Arrive	A. M.	A. M.	A. M.
OLEAN		\$ 9.35	\$ 11.55	
WA BLOCK STATION		9.31	11.42	
BS BLOCK STATION		9.29	11.40	
ALLEGANY		\$ 9.25	\$ 11.35	
MORITZ		F 9.17	F 11.27	
VANDALIA		F 9.12	\$ 11.22	
RIVERSIDE JCT.	\$ 7.30	\$ 9.07	F 11.15	
LIMESTONE	F 7.20	F 9.00		
EAST BRADFORD	F 7.11	F 8.53		
BRADFORD	\$ 7.05	\$ 8.45		
RIVERSIDE JCT.				
CARROLLTON			F 11.08	
SALAMANCA			\$ 10.54	
SHONGO			F 10.48	
RED HOUSE			\$ 10.40	
COLD SPRING			F 10.34	
QUAKER BRIDGE			\$ 10.29	
WOLF RUN			F 10.20	
ONOVILLE			\$ 10.12	
CORYDON			\$ 10.06	
GAWANGO			F 9.58	
SUGAR RUN			F 9.53	
KINZUA			\$ 9.48	
BIG BEND			F 9.40	
HEMLOCK			\$ 9.34	
HM BLOCK STATION			9.33	
GLADE			\$ 9.28	
STRUTHERS			\$ 9.24	
DW BLOCK STATION			9.21	
IRVINETON			\$ 8.45	
STONE HOUSE			8.41	
ALTHOM			F 8.32	
COBHAM			F 8.27	
MAGEE			F 8.23	
TIDIOUTE			\$ 8.17	
TRUNKYVILLE			\$ 8.07	
WEST HICKORY			\$ 8.00	
DAWSON RUN			F 7.53	
JAMISON			F 7.49	
TIONESTA			\$ 7.45	
HUNTER			F 7.40	
BAUM			F 7.35	
PRESIDENT			F 7.31	
EAGLE ROCK			\$ 7.28	
HENRY'S BEND			F 7.23	
OLEOPOLIS			F 7.20	
WALNUT BEND			F 7.16	
ROCKMERE			\$ 7.10	
OIL CITY (Ally. Div.)			\$ 7.00	
Leave	A. M.	A. M.	A. M.	
	9359	9361	9351	
	DAILY	DAILY	DAILY	
	EX. SUN.			

FIRST CLASS					
				9363	9355
				P. M.	P. M.
				\$ 5.52	\$ 7.35
				5.48	7.24
				5.46	7.22
				\$ 5.42	\$ 7.17
				F 5.33	F 7.09
				\$ 5.28	F 7.03
				\$ 5.18	\$ 6.55
				F 5.10	
				F 5.04	
				\$ 5.00	
					F 6.50
					\$ 6.41
					F 6.34
					\$ 6.29
					F 6.23
					\$ 6.16
					F 6.08
					\$ 6.00
					\$ 5.55
					F 5.48
					F 5.41
					\$ 5.39
					F 5.32
					\$ 5.27
					5.26
					\$ 5.21
					\$ 5.17
					5.14
					\$ 4.59
					4.58
					F 4.49
					F 4.44
					F 4.40
					\$ 4.34
					\$ 4.26
					\$ 4.20
					F 4.13
					F 4.09
					\$ 4.05
					F 4.00
					F 3.55
					F 3.51
					\$ 3.48
					F 3.43
					F 3.40
					F 3.36
					\$ 3.30
					\$ 3.20
				P. M.	P. M.
				9363	9355
				DAILY	DAILY
					EX. SUN.

Train 9356 is superior by direction to Train 9363.

STATIONS	FIRST CLASS			
	9390	9332	9392	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	P. M.	
ROCHESTER.....		\$ 8.05		
TERMINAL.....		F 8.15		
GENESEE JCT.....		\$ 8.20		
WHITES.....		F 8.25		
SEVERANCE.....		F 8.30		
SCOTTSVILLE.....		\$ 8.36		
WADSWORTH JCT.....				
HONEOYE JCT.....		F 8.43		
WG BLOCK STATION.....		8.50		
CANAWAUGUS.....		F 8.52		
FOWLerville.....		\$ 9.02		
YORK.....		F 9.09		
PIFFARD.....		\$ 9.15		
STERLING SALT CO.....		F 9.22		
CUYLERVILLE.....		\$ 9.25		
D. L. & W. JCT.....		\$ 9.30		
MT. MORRIS.....		\$ 9.37		
SONYEA.....		\$ 9.45		
FISHERS.....		9.52		
TUSCARORA.....		\$ 9.57		
NUNDA JCT.....	\$ 7.49	\$ 10.04	\$ 5.41	
NUNDA (Nunda Br.).....	\$ 7.58	\$ 10.10	\$ 5.50	
NUNDA JCT.....		10.22		
WEST NUNDA.....				
OAKLAND.....		F 10.30		
DC BLOCK STATION.....		10.34		
LEWIS.....		F 10.36		
LETCHWORTH PARK.....		F 10.46		
PORTAGEVILLE.....		\$ 10.50		
BLUE STONE.....		F 10.54		
AMBLUCO.....		F 10.58		
ROSSBURG.....		\$ 11.05		
FILLMORE.....		\$ 11.15		
HOUGHTON.....		\$ 11.24		
CANEADEA.....		\$ 11.31		
ORAMEL.....		\$ 11.38		
BELFAST.....		\$ 11.46		
ROCKVILLE.....		\$ 11.56		
BLACK CREEK.....		\$ 12.07		
CUBA.....		\$ 12.19		
CB BLOCK STATION.....		12.24		
HINSDALE.....		\$ 12.41		
Arrive	A. M.	P. M.	P. M.	
	9390	9332	9392	

Crew of Train 9333 will run Train 9390.
 Crew of Train 9332 will run Train 9393.
 Crew of Train 9335 will run Train 9392.

FIRST CLASS					
					9334
					DAILY
					P. M.
					\$ 4.50
					5.00
					F 5.05
					F 5.10
					F 5.15
					\$ 5.21
					F 5.28
					5.35
					F 5.37
					\$ 5.45
					F 5.52
					\$ 5.58
					F 6.05
					\$ 6.10
					F 6.15
					\$ 6.27
					\$ 6.35
					6.42
					\$ 6.47
					\$ 6.54
					\$ 7.00
					7.11
					F 7.19
					7.23
					F 7.25
					F 7.35
					\$ 7.39
					F 7.43
					F 7.47
					\$ 7.54
					\$ 8.03
					\$ 8.13
					\$ 8.20
					F 8.25
					\$ 8.30
					F 8.41
					F 8.50
					\$ 9.00
					9.04
					\$ 9.17
					P. M.
					9334

Crew of Train 9334 will run Train 9397.

STATIONS	FIRST CLASS			
	9333	9391		
	A. M.	A. M.		
ROCHESTER.....	\$ 10.10			
TERMINAL.....	F 9.54			
GENESEE JCT.....	F 9.46			
WHITES.....	F 9.40			
SEVERANCE.....	F 9.34			
SCOTTSVILLE.....	\$ 9.28			
WADSWORTH JCT.....				
HONEOYE JCT.....	F 9.19			
WG BLOCK STATION.....	9.13			
CANAWAUGUS.....	F 9.10			
FOWLerville.....	\$ 9.02			
YORK.....	F 8.56			
PIFFARD.....	\$ 8.51			
STERLING SALT CO.....	F 8.44			
CUYLERVILLE.....	\$ 8.41			
D. L. & W. JCT.....	F 8.36			
MT. MORRIS.....	\$ 8.32			
SONYEA.....	\$ 8.25			
FISHERS.....	8.18			
TUSCARORA.....	\$ 8.12			
NUNDA JCT.....	8.05	\$ 8.05		
NUNDA (Nunda Br.).....		\$ 7.59		
NUNDA JCT.....	7.49			
WEST NUNDA.....				
OAKLAND.....	F 7.41			
DC BLOCK STATION.....	7.37			
LEWIS.....	F 7.35			
LETCHWORTH PARK.....	F 7.25			
PORTAGEVILLE.....	\$ 7.21			
BLUESTONE.....	F 7.17			
AMBLUCO.....	F 7.13			
ROSSBURG.....	\$ 7.06			
FILLMORE.....	\$ 6.58			
HOUGHTON.....	\$ 6.48			
CANEADEA.....	\$ 6.41			
ORAMEL.....	\$ 6.36			
BELFAST.....	\$ 6.31			
ROCKVILLE.....	\$ 6.23			
BLACK CREEK.....	\$ 6.15			
CUBA.....	\$ 6.05			
CB BLOCK STATION.....	6.03			
HINSDALE.....	\$ 5.51			
Leave	A. M.	A. M.		
	9333	9391		
	DAILY	DAILY		

Crew of Train 9333 will run Train 9390 and Train 9391.

FIRST CLASS					
		9393	9335	9395	9397
		A. M.	P. M.	P. M.	P. M.
			\$ 8.05		
			7.50		
			\$ 7.43		
			F 7.37		
			F 7.32		
			\$ 7.26		
			F 7.18		
			7.10		
			F 7.09		
			F 7.00		
			F 6.53		
			\$ 6.47		
			\$ 6.39		
			F 6.34		
			\$ 6.27		
			\$ 6.17		
			6.09		
			\$ 6.05		
		\$ 10.22	5.58	\$ 5.58	\$ 7.11
		\$ 10.13		\$ 5.52	\$ 7.02
			5.41		
			F 5.33		
			5.29		
			F 5.27		
			F 5.17		
			\$ 5.13		
			F 5.09		
			F 5.05		
			\$ 4.58		
			\$ 4.50		
			\$ 4.41		
			\$ 4.34		
			\$ 4.29		
			\$ 4.24		
			\$ 4.15		
			\$ 4.07		
			\$ 3.55		
			3.52		
			\$ 3.40		
		A. M.	P. M.	P. M.	P. M.
		9393	9335	9395	9397
		DAILY	DAILY	DAILY	DAILY

Crew of Train 9332 will run Train 9393.

Crew of Train 9335 will run Train 9392 and Train 9395.

Crew of Train 9334 will run Train 9397.

ARRANGED FREIGHT TRAIN SERVICE

SOUTHWARD											NORTHWARD											MILK
STATIONS																						
BF10	BF8	RH4	BF6	BF4	BF12	BF14	BF16	BEC1	BF2		BF8	BF5	BF15	BF17	RH5	BF3	BEC2	BF1	BF7	BF11		
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
9.00			10.00	8.00	12.10	9.30	2.30	2.30	12.01	BUFFALO		7.01	1.00	3.00		2.01	12.30	1.00		10.00		
					1.10		3.30	1.00		EBENEZER							11.30					
		5.30								GB BLOCK STATION					7.30							
1.10		12.01	1.00	10.50		1.00	5.20			ROCHESTER		4.20	7.30	9.15	10.30	7.00			3.30	6.10		
1.30	2.00	2.00	1.20	11.10		1.20	5.40					10.00	4.00	7.00	9.00	8.00	6.30			6.00		
5.00	9.30		7.35	3.10		7.10	9.10				EMPORIUM JCT.		1.30	2.15	4.15		3.15			9.30	4.15	
		10.00								ROCKMERE	12.01				12.01							
8.15 P.	1.30 A.		10.30 A.	5.10 A.		10.30 P.	11.40 A.			RENOVO		3.30 P.	10.00 P.	12.01 A.		12.55 P.			5.20 P.	4.15 P.		

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
Continuously		Buffalo	Continuously	
9301	9314	Ebenezer	9302	9315
9301	9314	Jamison Road	9302	9312
575	576	East Aurora	575	576
9301	9310	South Wales	9302	9312
9301	9314	Holland	9303	9312
9305	9314	Protection	9303	9312
9301	9314	Chaffee	9303	9312
9301	9314	Arcade	9303	9312
960	962	Delevan	9303	9312
960	962	Lime Lake	9303	9315
960	574	Machias	9303	574
575	574	Franklinville	575	574
961	962	Ischua	9302	9312
961	9335	Hinsdale	9302	9315
575	576	Olean	575	576
961	962	Portville	577	577
961	962	Eldred	577	571
961	962	Larabee	577	577
575	576	Port Allegany	575	576
961	962	Keating Summit	577	577
961	962	Sizerville	Closed	
575	576	Emporium Jet.	575	576

(*) No tickets on sale.

(§) Open on for train

When an unusual number of passengers are expected for any train not included in foregoing list, Agents will open their respective ticket offices to meet demand.

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
		Salamanca Branch:		
9352	9355	Allegany	9351	9356
9359	9362	Bradford	9361	9362
9352	9355	Salamanca	9351	9356
9352	9355	Red House	9351	9356
9352	9356	Quaker Bridge	9351	9356
9352	9356	Corydon	9351	9356
9352	9356	Kinzua	9351	9356
9351	9356	Tidioute	9351	9356
9351	9356	West Hickory	9351	9356
9351	9356	Tionesta	9351	9356
9351	9356	Eagle Rock	9351	9356
		Rochester Branch:		
9332	9335	Rochester	9332	9335
9332	9335	Scottsville	9332	9335
9332	9335	Fowlerville	9332	9335
9333	9335	Piffard	9333	9335
9333	9335	Cuylerville	9333	9335
9333	9335	Mount Morris	9333	9335
9333	9334	Sonyea	9333	9334
9333	9332	Tuscarora	9333	9332
9390	9397	Nunda	9390	9397
9333	9334	Portageville	9333	9334
9333	9334	Rosburg	9333	9334
9333	9334	Fillmore	9333	9335
9332	9335	Houghton	9332	9335
9333	9334	Belfast	9333	9334
9333	9334	Cuba	9333	9334
961	9335	Hinsdale	9302	9315
		Clermont Branch:		
9341	9344	Smethport	No Sunday	Trains
9342	9343	Crosby	No Sunday	Trains
9342	9343	Clermont	No Sunday	Trains

(*) No tickets on sale.

(§) Open on for train

When an unusual number of passengers are expected for any train not included in foregoing list Agents will open their respective ticket offices to meet demand.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective Supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Train Dispatcher's office, Block Stations, and all points where Conductors and Enginemen report for duty.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—
Ⓐ Ⓑ Ⓒ Ⓓ, etc.

D301.

Ⓑ—No. 575 pass Nos. 9303 and 9305.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail, milk, newspapers or marketing.

G—Regular stop, Saturday only.

H—Regular stop to receive passengers, Saturday only.

J—Regular stop to discharge passengers, Saturday only.

K—Regular stop, Sunday only, to receive or discharge passengers.

L—Stop on signal, Sunday only, to receive or discharge passengers.

‡—Unattended Block Station.

⊙—No baggage service.

⊕—No baggage service Sunday.

‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday:

D401.

M—Stop on signal to discharge passengers from East or South of Harrisburg.

N—Stop on signal to receive passengers for——— and beyond.

O—Regular stop to receive or discharge express, milk or milk cans.

P—Stop on signal, Saturdays, to receive or discharge passengers.

Q—Stop on signal to discharge passengers from Buffalo.

R—Regular stop to receive or discharge employees.

T—Regular stop to receive or discharge U. S. Mail.

U—Regular stop week days only.

S5.

COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Territory covered by slow order not in Time Table must be indicated by a yellow flag or lamp placed to right of track 1000 ft. ahead of the actual point where the speed restriction commences. A green flag or light placed to right of track marks the end of restricted territory.

S7.

ENGINE WHISTLE SIGNALS.

D701. Rule 14-m will not apply approaching regular station stops.

D702. One long, one short, one long sound when approaching interlocking station or Block Station where Signalmen handle switches, indicates that train desires to enter siding.

S9.

COMMUNICATING SIGNALS.

D901. Passenger trains will be started by the communicating signal. At initial terminals, this will be done from rear car of train. At station stops when train is ready to start, signal will be passed from the rear brakeman, forward by hand or lamp, and the trainman nearest the engine must give the communicating signal. At other stops, when the rear brakeman has been called and has returned to the train, he will give the signal.

S10.

TRAIN SIGNALS.

D1003. Rule 21 will not apply to yard movements. Yard movements are those made by engines assigned to yard service, engines moving empty passenger equipment, light engines, or engines moving trains in either direction between engine house territory and stations or classification and departure yards or connections. Regular trains will be identified by engine numbers.

S12.

SUPERIORITY OF TRAINS.

D1201. Unless otherwise specified trains are superior by direction to trains of the same class in the opposite direction as follows:

Main Line	} Southward
Rochester Branch	
Clermont Branch	
Scottsville Branch	
Nunda Branch	
Salamanca Branch	} Northward
Chautauqua Branch	
West Seneca Branch	
Dock Extension	

D1202. Train 575 is superior by direction to train 960 and train 9302.

D1203. Train 9305 is superior by direction to train 960.

D1204. Train 577 is superior by direction to train 960, train 9302 and train 9306.

D1205. Train 571 is superior by direction to train 962, train 9310 train 9312, train 9314, train 574 and train 576.

D1206. Train 9341 is superior by direction to train 9342.

D1207. Train 9343 is superior by direction to train 9344.

D1208. Train 9356 is superior by direction to Train 9363.

D1209. GB to Ebenezer Jct. is Northward direction.

SB to SQ is Northward direction.

Garbutt to Scottsville is Southward direction.

S13.

BULLETIN BOARDS.

D1301.

Buffalo	Ticket Receiver's Office.
	Yard Office, Alabama St.
	JG Block Station.
	Foreman's Office, Coach Yard.
	Yard Office, Babcock St.
Fort Erie	Yard Office, Bailey Ave.
	Yard Office, Burrows lot.
	Yard Office.
Ebenezer	Engine House.
	Yard Office, North End.
	Yard Office, Hump.
Ebenezer Jct.	Engine House.
	Yard Office.
	Yard Office.
	Passenger Station.
	Passenger Station.
East Aurora	Passenger Station.
	Passenger Station.
	Passenger Station.
Arcade	Engine House.
	AD—Block Station.
	Yard Office, Buffalo St.
Franklinville	Passenger Station.
	Passenger Station.
	Passenger Station.
Olean	Passenger Station.
	Passenger Station.
	Passenger Station.
Smethport	Passenger Station.
	Passenger Station.
	Passenger Station.
Clermont	KS—Block Station.
	Yard Office.
	Yard Office.
Port Allegany	Engine House.
	RB—Block Station.
	Baggage Room.
Keating Summit	MS—Block Station.
	Baggage Room.
	Baggage Room.
Emporium Jct.	Baggage Room.
	Baggage Room.
	Baggage Room.
Terminal	Baggage Room.
	Baggage Room.
	Baggage Room.
Rochester	Baggage Room.
	Baggage Room.
	Baggage Room.
Mt. Morris	Baggage Room.
	Baggage Room.
	Baggage Room.
Bradford	Baggage Room.
	Baggage Room.
	Baggage Room.

S14. GENERAL ORDERS.

D1401. A conductor, engineman or track car driver who has been off duty or absent from territory over which he is qualified, for ninety days or more, before going to work again must comply with Rule 75.

S15. TRACK ASSIGNMENTS.**D1501. Double Track:**

Double track in service as follows:

Slip Switch south of Swan St., Buffalo, to DT Block Station.

PW Block Station to GB Block Station.

JC Block Station to OW Block Station.

SN Block Station to CR Block Station.

NR Block Station to Emporium Jct.

Stone House to Irvineton.

BS Block Station to WA Block Station.

Normal position of switch at Stone House is for Northward main track.

D1504. Track Assignment.

First track East of main tracks between Ebenezer Jct. and North end of receiving yard Ebenezer Hump, is assigned as Southward freight running track.

Second track East of main tracks between Ebenezer Jct. and Ebenezer, is assigned as Northward freight running Track.

Engines and trains using these tracks must observe Rules 19 (Fig. 6) and 99.

Yard Masters after arranging proper protection may authorize in writing movement against current of traffic on these tracks.

Normal position of switches in these tracks is for Southward freight running track.

Cars must not be stored on these tracks unless authorized by Yard Master who will arrange for protection.

S16. MOVEMENT OF TRAINS.**D1601.** Train Dispatchers are located as follows:

BUFFALO—Ebenezer to Emporium Jct., FY to JG, Clermont Branch, Rochester Branch, Scottsville Branch, Nunda Branch and Salamanca Branch.

EBENEZER—Yard Dispatchers, in charge between Ebenezer and Buffalo, West Seneca Branch and Dock Extension.

Movement between SB and Ore Dock will be directed by Yard Master or Yard Dispatchers.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83, written clearance issued by Superintendent or Signalman.

Rule 83a, Verbal, or written clearance issued by Superintendent or Signalman.

S16B. Rule 98.

D1603. Trains (where not otherwise provided) are required to come to a stop within not less than 200 feet, or more than 800 feet of grade crossings of other railroads, and not proceed until proper signal is displayed.

At railroad crossings, protected by interlocking, trains, after proceed signal is displayed, may proceed at a moderate speed without stopping.

The following is a law of the State of New York:

"No railroad corporation, or any officer, agent or employe thereof shall stop its cars, horses or locomotives upon a grade crossing of a railroad of another corporation for the purpose of receiving, delivering passengers or freight, or other purpose."

Employes will be governed accordingly.

Trains may cross when signals are displayed as follows:

Buffalo (N. Y. C. R. R.) when proceed interlocking signal is displayed.

Buffalo (Erie R. R.—B. C. R. R.) when proceed signal is displayed.

Buffalo (D. L. & W. R. R.) when proceed interlocking signal is displayed.

Buffalo (Erie R. R.) south of JG Block Station, when proceed signal is displayed.

Buffalo (W. S. R. R. from B. C. R. R. to N. Y. C. & St. L. R. R.) (Erie R. R.) when proceed signal is displayed.

Buffalo (B. C. R. R.) when target is horizontal; at night position is indicated by red lights.

Ebenezer Jct. (N. Y. C. R. R.) when proceed interlocking signal is displayed.

Machias (B. R. & P. Ry.) when target is horizontal; at night position is indicated by red lights.

Olean (Erie R. R.) when proceed interlocking signal is displayed.

White House (P. S. & N. R. R.) when proceed interlocking signal is displayed.

Rochester (B. R. & P. Ry.) when target is horizontal; at night position is indicated by red lights.

Genesee Jct. (W. S. R. R.) when gates are clear of P. R. R. tracks.

D. L. & W. Jct. (D. L. & W. R. R.) when proceed interlocking signal is displayed.

Riverside Jct. (B. R. & P. Ry. & Erie R. R.) when proceed interlocking signal is displayed.

Until fixed signals are installed, all trains must approach Bridge 2.94 Chautauqua Branch under full control, come to a full stop not less than 200 feet from bridge and not proceed until it is clearly seen that the draw is in position for train movements. Buffalo River is a navigable stream and boats have right of way. The boat signal for the Bridge is three blasts of whistle. When a boat calls for the draw, trains must clear it soon as possible.

S16C. Rules 106 and 106a.

D1604. Every precaution must be taken to safeguard the loading and unloading of workmen at all points, trainmen protecting against movements on opposite or adjacent tracks.

All trains run carefully and keep sharp lookout for workmen being loaded or unloaded at Lord St., Babcock St., Bailey Ave., Mineral Spring Road, Winchester, Ebenezer Engine House, Ebenezer Station.

Freight trains or yard engines must not pass Olean passenger station within 10 minutes of the time trains 9333, 9335, 9352, 9356, 9303 and 9315 are due to leave.

S16D. Rules 251, 253, 254.

D1605. Rules 251, 253, and 254 will apply between:

LD and JG
JC and AD
SN and CR
NR Middle Siding and JN

D1606. All trains must approach points where switchtenders are on duty under full control, and must not pass over the switches until they are given proper proceed signal by switchtender in charge and it is seen that track is clear.

Switchtenders are on duty at the following points:

Erie R. R. Crossing, Buffalo.
West Shore Crossing, Chaut. Br., Seneca Street, Buffalo.
DM Block Station, Buffalo.
Ebenezer Jct.

Union Road, Ebenezer, switchtenders on duty 7:00 A. M. to 11:00 P. M., when not on duty, trains must approach switches under full control and not proceed until it is plainly seen that switches are properly thrown and route clear.

Hinsdale, for all Rochester Branch movements and Main Line crossover movements.

AD Block Station, Olean.
BS Block Station, Olean.
WA Block Station, Olean.

D1607. Ebenezer Jct.—Switchtenders will operate all switches south of N. Y. C. R. R. Crossing, also switch immediately north of N. Y. C. R. R. Crossing, connecting tail track with south leg of wye. All trains except passenger trains and main line southward freight trains, using southward main track must make full stop and not proceed over these switches until it is seen that crossing signal indicates proceed, switches properly set, route clear and proper proceed signal has been given by switchtender. Passenger trains may, after receiving proper signals, proceed at a speed not to exceed 10 miles per hour, without stopping. Main line southward freight trains, using southward main track, after it is seen that crossing signals indicate proceed, switches properly set, and proper proceed signal has been given by switchtender, may proceed at a speed not greater than 10 miles per hour without stopping.

D1608. Switches are in charge of signalman as follows:

SQ Block Station, crossover switches and switch leading to Dock Extension.

JG Block Station, all switches.

DT Block Station, double track switch.

AU Block Station, switch at south end of siding.

SW Block Station, south switch of northward siding and north switch of southward siding.

HO Block Station, south switch of northward siding and north switch of southward siding.

DV Block Station, south switch of northward siding and north switch of southward siding.

JC Block Station, main track and crossover switches.

FK Block Station, all switches, when block station is open.

CZ Block Station, crossover switches, switches at north end of southward siding and south end of northward siding.

OW Block Station, all switches.

Sizer. Block Station, all switches.

Houghton, switch at north end of siding, when block station is open.

Nunda Jct., main track switch for Nunda Branch, when block station is open.

Mt. Morris, switch at south end of siding.

Fowlerville, switch at north end of siding, when block station is open.

HM Block Station. North switch northward siding, south switch southward siding and coal dock switch at south end of southward siding, when block station is open.

Signalman will not set switch for a train to enter a siding until speed of train has been reduced to 10 miles per hour, except to avoid collision. Where signalman operates switch at siding to which there is no distant signal, a train expecting to use the siding will approach such switch prepared to stop and not proceed until switch is seen to be properly set.

D1609. Trains running on schedules to and from East Aurora, Arcade, Olean, Larabee, Smethport, and Clermont have the right to use main track to and from Passenger Station avoiding superior trains. Empty equipment for passenger trains representing schedules to and from East Aurora will use main track between station and crossover under Manual Block System Rules and flag protection, and will use siding to and from Wye.

Empty equipment for passenger trains representing schedules to and from Arcade will use main track between station and crossover under Manual Block System Rules and flag protection.

D1610. When ordered to cut off a car and leave it on main track to be moved by another train or engine, Conductor must have personal understanding with Yard Master or Conductor, relieving him of responsibility for car, so that proper flag and block protection will be provided. Yard Master or Conductor assuming this responsibility, must immediately provide this flag protection and also arrange with signalman for block protection. Signalman will make proper record on block sheet and arrange for display of proper signals.

D1611. Salamanca Branch Trains 9352 and 9356 will depart from Station track east of northward main track, at Olean Station.

D1612. All trains using East Aurora siding must clear station platform, also Main Street crossing for passenger trains.

D1613. Trains using siding at SB, CZ-Northward and Southward, Hinsdale Southward, OW-East, Portville, KI-Northward, Mt. Morris, Portageville, Allegany, Riverside Jet., Glade, and West Hickory, South End, must do so carefully, expecting to find them obstructed.

D1614. Trains moving from southward main track at JG Block Station to enter Coach Yard must use crossover from southward to northward main track south of JG Block Station and northward main track between this crossover and Coach Yard switch; trains moving from N. Y. C. R. R. freight connection or south end of Fillmore Ave. yard, to yard No. 2 or southward main track south of Erie Railroad crossing must use northward main track to crossover south of crossing; these movements, must be made in accordance with Rule 366.

D1615. On account of close clearance at coal wharf at Hemlock, the track connecting northward and southward sidings must not be used for train movements.

D1616. Buffalo Division trains and engines, may use B. & S. Ry. main tracks between connection at KS Block Station and Yard Limit sign 3360 feet north of passenger station, on B. & S. Ry. tracks, governing the movement by the following B. & S. Ry. rule:

"Within yard limits the main tracks may be used protecting against first class trains; second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

A supply of B. & S. Ry. time tables will be kept at KS Block Station.

D1617. Rule 701 modified: Southward Freight Trains stopping for water at Chaffee, Lime Lake, Larabee, Canadea, and Canawaugus, and Northward Freight Trains stopping for water at Hillside Tank will not detach engines.

D1618. All trains will approach crossovers at KS Block Station and Sizerville under control and not proceed until it is clearly seen that track is clear and switches properly set.

S17. MOVEMENT BY TRAIN ORDER.

D1701. An order addressed to a train must be delivered to the Engineman of each engine pulling the train. The Engineman of each engine taken on as puller at a point where no orders are delivered to the train, must be advised by the train Engineman of all orders affecting the train in the territory covered by the additional pulling engines.

D1702. Train orders issued for movement of single or double track snow plows must specify kind of plow—whether single or double track.

D1703. Conductors and enginemen handling yard trains, between Buffalo and Ebenezer, and between other points, in the Buffalo district, upon which workmen are carried, will report this fact to block signalman and will proceed only on Train Orders as a passenger extra or as a section of a schedule.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rule 97.

D1801. Rule 97 modified—Engines or trains (other than passenger extras) may use main track within yard limits without train orders.

D1802. Yards indicated by Yard Limit Boards are located at:

Buffalo (Main Line)

Buffalo (Chaut. Branch)

Ebenezer Jet. (West Seneca Branch)

Ore Dock

Hinsdale (Rochester Branch)

Olean

Larabee (Clermont Branch)

Smethport

Clermont

Port Allegany

Emporium Jet.

Rochester

Mt. Morris

Nunda Jet. (Nunda Branch)

Struthers

D1803. Rules 18 and 19 modified—Within yard limits, engines or trains (other than trains carrying passengers) may display a yellow flag by day, and a red light by night to indicate rear end.

D1804. Yard Masters after making necessary arrangements with Signalmen are authorized to cross trains over main tracks within yard limits ahead of delayed Superior Trains, provided such movements are properly protected.

D1805. Olean and Emporium Jet.—After protecting route by flag and arranging with Block Signalmen, Yard Master may authorize, in writing, movements within yard limits ahead of delayed first class trains. He may authorize in writing a movement against current of traffic within yard limits, after protecting route by flag, arranging with Block Signalman, also with Train Dispatcher to place hold order.

S19.

SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.68						

S20.

SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, R-7, or other types of freight cars, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds at least one regular passenger equipment car must be included in the makeup of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must be operated under the highest speed restrictions which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of casting, scenery, etc, do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six quart capacity weight of lading and ice will be 60,000 pounds based on full load.

D2001. Maximum Speed:

Miles
per hour

Passenger Trains.	Main line:	
	With passenger engine.....	60
	With freight engine.....	45
	Salamanca Branch:	
	With passenger engine.....	50
	With freight engine.....	40
	Rochester Branch:	
	With passenger engine.....	40
	With freight engine.....	35
	Nunda Branch:	
	With passenger engine.....	25
	With freight engine.....	15
	Scottsville Branch:	
	With passenger engine.....	15
	With freight engine.....	15
	Terminal Branch:	
	With passenger engine.....	20
	With freight engine.....	20
	Clermont Branch:	
	With passenger engine.....	30
	With freight engine.....	25
Freight Trains....	West Seneca Branch:	
	With Passenger engine.....	25
	With freight engine.....	25
	Chautauqua Branch:	
	With passenger engine.....	60
	With freight engine.....	45
	Dock Extension:	
	With passenger or freight.....	10
	Unless otherwise specified:	
	Main line.....	45
Circus Trains....	Rochester Branch.....	30
	Nunda Branch.....	15
	Scottsville Branch.....	15
	Terminal Branch.....	20
	Clermont Branch.....	25
	Salamanca Branch.....	40
	Chautauqua Branch.....	45
	West Seneca Branch.....	25
	Dock Extension.....	10
	Arranged service trains:	
Wreck Trains....	Main Line.....	45
	Rochester Branch.....	30
	Salamanca Branch.....	40
	Main Line.....	25
	Salamanca Branch.....	20
	Rochester Branch.....	20
	Clermont Branch.....	20
	Chautauqua Branch.....	20
	Other Branches.....	10
	Main Line.....	30
	Except KS to Sizer.....	20
	Rochester Branch.....	25
	Salamanca Branch.....	25
	Chautauqua Branch.....	25
	Clermont Branch.....	20
	West Seneca Branch.....	20
	Other Branches.....	10

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Main Line:	Miles per hour	
	Passenger	Freight
Between N. Y. C. R. R. Jct. and DM.....	30	15
Union St., Olean.....	6	6
Port Allegany, Street crossings north and south of Station.....	20	20
KS to Sizer.....	45	See Spec. In. D3402-K.
{ Southward Track.....	25	
{ Northward Track.....	50	15
KS to NR.....	30	15
{ Northward Track.....	40	35
{ Southward Track.....	30	30
Curves North and South, Arcade Station.....	30	30
First curve North of AD.....	50	35
Curve South of Mile Post 81 between Poles 81/16 and 81/6 on Southward Track.....	50	35
Curves North of Mile Post 83 between Poles 82/30 and 82/11.....	50	35
First curve North of Liberty.....	40	15
Between Mile Post 120 and JN.....	40	10
Rochester Branch:		
Turnout, Atkinson St. Bridge.....	15	15
Overhead Bridge near Mile Post 1.....	20	20
Curves between Mile Posts 2 and 3.....	30	25
Reverse curves at Mile Post 5.....	20	20
Curve at Mile Post 9.....	30	25
First curve South of Mile Post 9.....	30	25
First curve South of Mile Post 11.....	30	25
First curve South of Mile Post 12.....	30	25
First curve South of Mile Post 13.....	30	25
Second curve South of Mile Post 17.....	30	25
First curve South of Mile Post 19.....	30	25
Curve at Mile Post 20.....	30	25
First curve North of Mile Post 21 to South end of first curve South of Mile Post 22.....	30	25
Mile Post 25 to South end of curve at Mile Post 26.....	30	25
Curve at Mile Post 27.....	10	10
Second curve South of Mile Post 27.....	30	25
Curve at Mile Post 28.....	30	25
Curves between Mile Posts 36 and 37.....	30	25
Fourth curve South of Mile Post 39.....	30	25
Curves between Mile Posts 41 and 42.....	30	25
First curve South of Mile Post 42.....	30	25
First curve South of Mile Post 43.....	30	25
First curve South of Mile Post 45.....	30	25
First curve South of Mile Post 51 to third curve South of Mile Post 54.....	30	25
First curve North of Mile Post 55.....	10	10
Reverse curve at Mile Post 56.....	10	10
Mile Post 56 to curve at Mile Post 57.....	30	25
Second and third curves South Mile Post 57.....	20	20
Mile Post 58.....	15	15
Curves between Mile Posts 59 and 61.....	30	25
Second curve South of Mile Post 61.....	30	25
Second curve South of Mile Post 67.....	30	25
North end passing siding, Houghton.....	10	10
First curve South of Mile Post 73.....	30	25
Mile Post 74 to first curve South of bridge 75.22.....	30	25
First curve South of Mile Post 79 to second curve South of Mile Post 80.....	30	25
First curve South of Mile Post 81 to first curve North of Mile Post 82.....	30	25
Second curve South of Mile Post 83.....	30	25
Curves at Mile Post 91.....	30	25
First curve North of Erie R. R. Bridge.....	30	25
Second curve South of Mile Post 93.....	30	25
Curves between Mile Posts 94 and 95.....	30	25
First curve South of Mile Post 98.....	30	25
First curve North of Hinsdale Station.....	15	15

D2002—Continued

		Miles per hour	
		Passenger	Freight
Clermont Branch:			
CN to Colegrove Northward.....		30	15
Salamanca Branch:			
Union Street, Olean.....		6	6
Union Street to BS.....		20	10
Pole 111/2 to Pole 112/15.....		30	30
Crossing Frogs, Riverside Jct.....		30	25
First curve North of bridge 104.31.....		30	25
First curve South of Bridge 104.31.....		30	25
First and Second curves South Mile Post 100.....		40	30
Curve at Wolf Run Station.....		30	25
First curve North of Gawango Station.....		30	25
Second curve North of Mile Post 72.....		40	30
Curves North and South of Bridge 66.08.....		20	20
Curves Pole 65/13 to Pole 65/22.....		40	30
Turnout DW Block Station Southward.....		15	15
Curve at Irvineton Station.....		30	25
First curve South of Mile Post 24.....		30	25
Curve at Mile Post 15.....		40	30
Curves between Poles 12/12 and 12/29.....		30	25
Curves between Mile Posts 6 and 7.....		40	30
Curve between Poles 5/15 and 5/17.....		30	25
Rockmere entering or leaving Southward Main track.....		15	15
Between RO and Dawson Run I, M, and N Engines		30	30

Bridge No.	Location	Class of Engine					
		All	I	M	N		
		Miles Per Hour					
2.94	Buffalo River.....	10					
3.53	South of DM Block Station.....		30	30	30		
57.36	North of Portageville.....	15					
T-0.30	North of Scottsville on Branch.....	10					
115.23	North of Allegany.....		20	20	20		
104.50	South of Riverside Jct.....		20	20	20		
48.78	South of Stone House.....		30	30	30		
47.66	South of Stone House.....		30	30	30		
43.79	North of Althom.....		30	30	30		
26.04	South of West Hickory.....		30	30	30		

D2003. Unless otherwise restricted, speed of engines indicated below must not be exceeded.

Location	Class of Engines									
	A	D								
	B	E2	F	G	H6	H8	I	K2	L	N
	E6	E7			H9	H10		K4	M	
Miles Per Hour										
Engines Running Forward										
Light—Main Line	10	50	40	50	40	40	30	50	30	30
Salamanca Branch	10	35	40	35	30	30	30	35	30	30
Other Branches	10	25			25	25				
Engines Running Forward										
With Train—Main Line	10	60	50	60	45	45	40	60	45	40
Salamanca Branch	10	50	45	50	40	40	40	45	40	30
Other Branches	10	40			35	35				
Engines Running Backward										
With or Without Train—										
Main Line	10	25	25	25	25	25	20	25	20	20
Salamanca Branch	10	15	15	15	15	15	20	15	20	20
Other Branches	10	15			15	15				

D2004. Maximum speed for extra trains within single track yard limits and assigned running tracks Ebenezer, 12 miles per hour.

D2005. All Trains to and from Sidings, through Crossovers, and Turnouts not otherwise restricted 15

Speed of 10 miles per hour must not be exceeded over slip switches, 20 miles per hour over turnouts at end of double track, JN and JC Block Stations; 30 miles per hour over other turnouts at end of double track.

D2006. Steam Derricks 30 or more tons capacity with boom trailing 30

With boom forward 20

These speeds must be further reduced around curves and at other points consistent with safety. In making road movements, boom must be trailing.

On Nunda and Clermont Branches, an idler car must be kept between steam derrick and engine.

D2007. Passenger trains hauled by engines equipped with diamond type tender trucks 30

D2008. Snow Plows in Service, Main Line 35

Salamanca Branch 30

Rochester Branch 25

Clermont Branch 25

Other Branches 15

Snow Flangers in Service, Main Line 20

Salamanca Branch 20

Other Branches 15

Speed must be reduced around curves, over switches and crossing frogs.

Snow plows on single track when meeting or passing passenger trains 4

Snow plows on double track when passing passenger train occupying opposite main track 4

D2009. Electrically equipped Multiple Unit Cars moved deadhead in Steam trains 20

If it is known that the motors have been removed from such cars before deadhead movement is made, this restriction does not apply.

D2010. Track Cars 20

D2012. SOUTHWARD TRAINS.

	Passenger	Freight
Ebenezer Junction—Southward distant crossing signal	45	
Elma—Southward distant switch signal	55	
SW Block Station—Southward distant switch signal	45	
Westons—Southward distant switch signal	45	35
Portville—Southward distant switch signal	45	30
Wrights—Southward distant switch signal	45	35
WB Block Station—Southward distant block signal	35	25

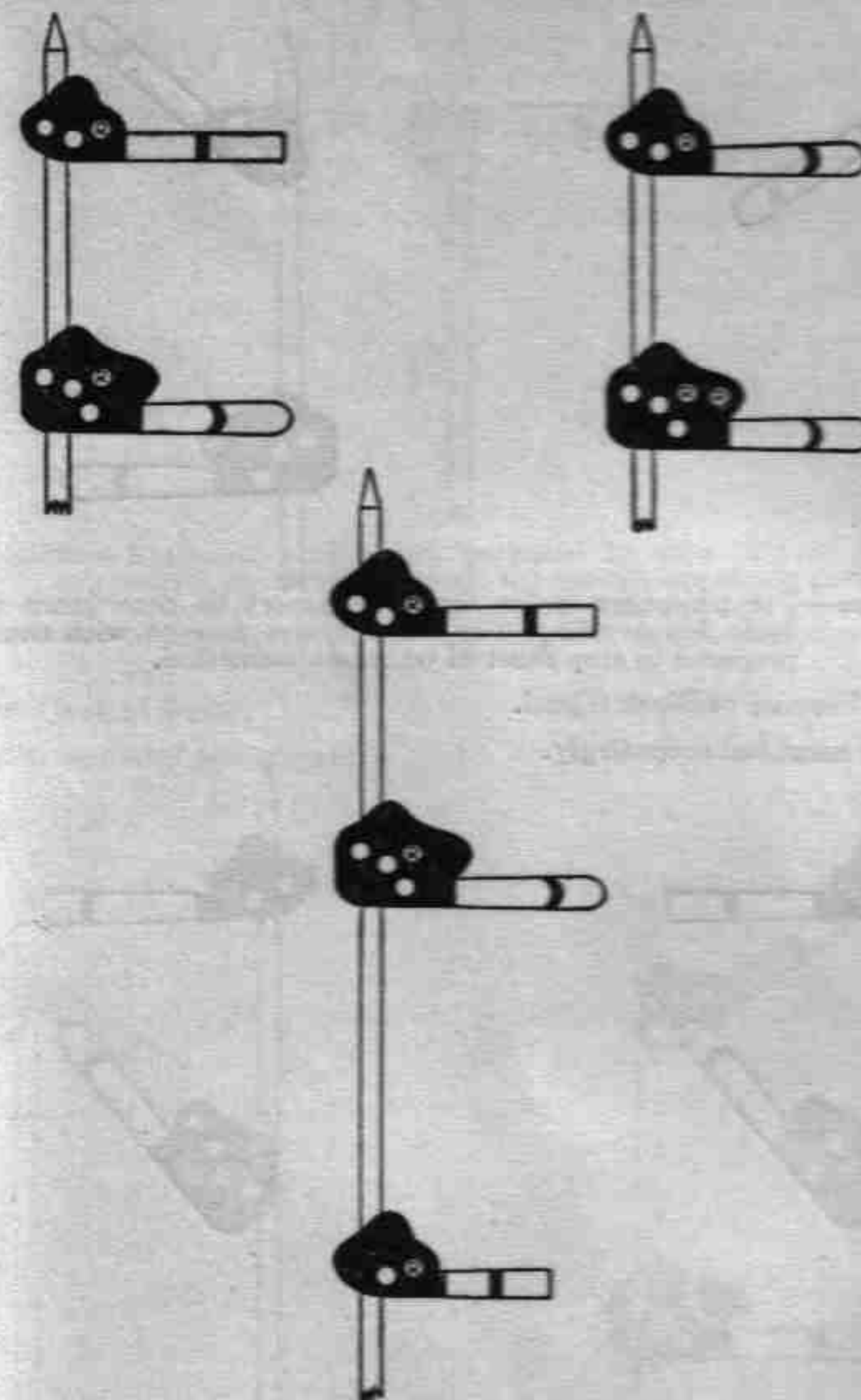
NORTHWARD TRAINS.

PG Storage Track—Northward distant switch signal	45	25
Portville—Northward distant switch signal	45	25
HO Block Station—Northward distant switch signal	40	15
Ebenezer, South End Yard—Northward distant switch signal	40	15
Ebenezer Jct.—Northward distant crossing signal	40	15

S21.

SIGNAL ASPECTS

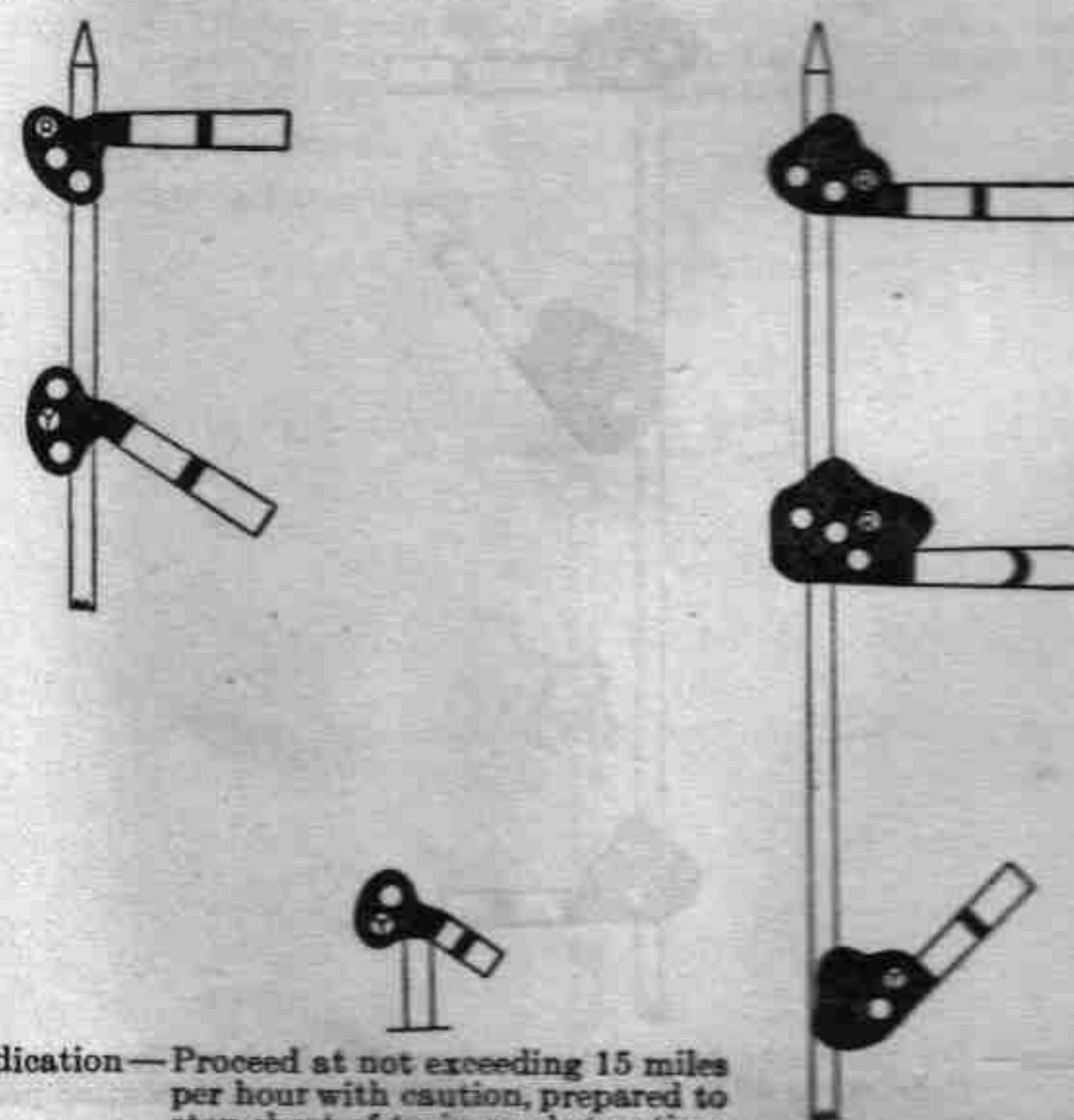
D2101. Additional signal aspects in service on this Division not shown in Rules 275 to 290 inclusive.



Indication—Stop

Name—Stop—Signal

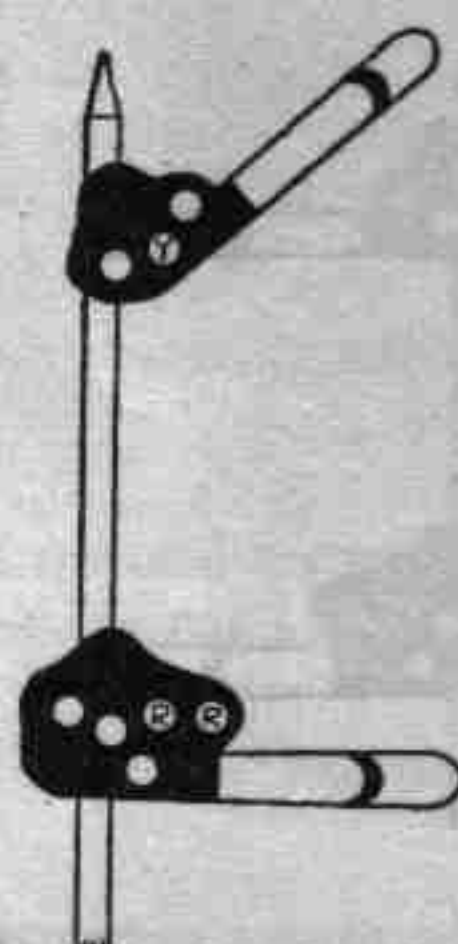
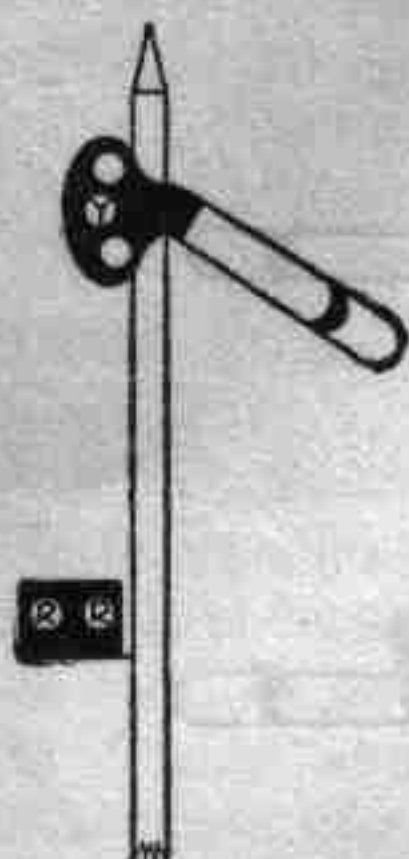
Rule 275 amplified accordingly.



Indication—Proceed at not exceeding 15 miles per hour with caution, prepared to stop short of train or obstruction.

Name—Caution Slow Speed Signal.

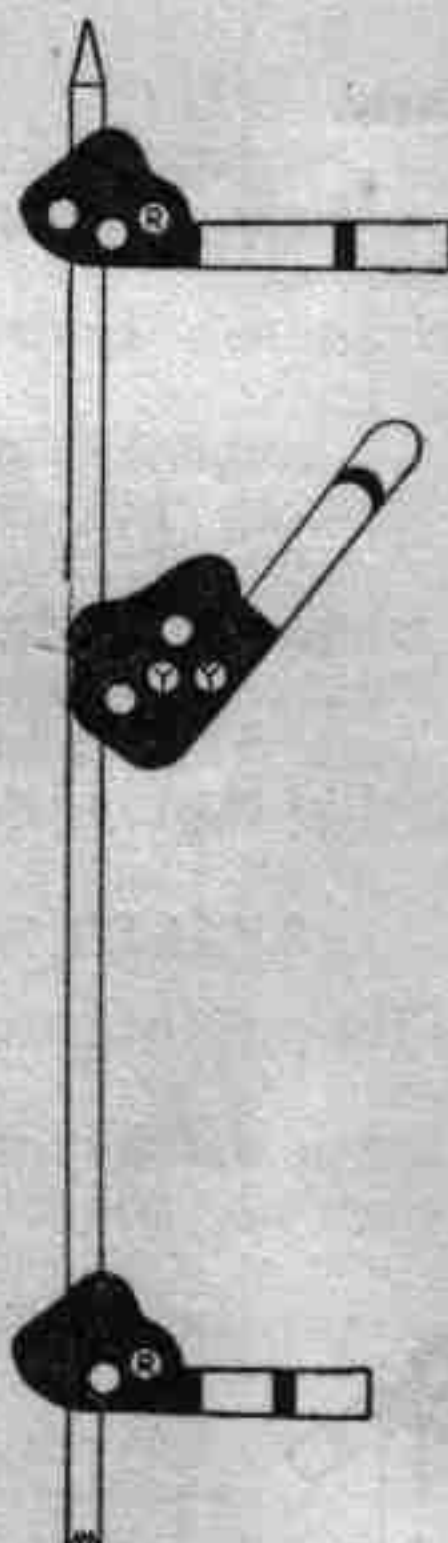
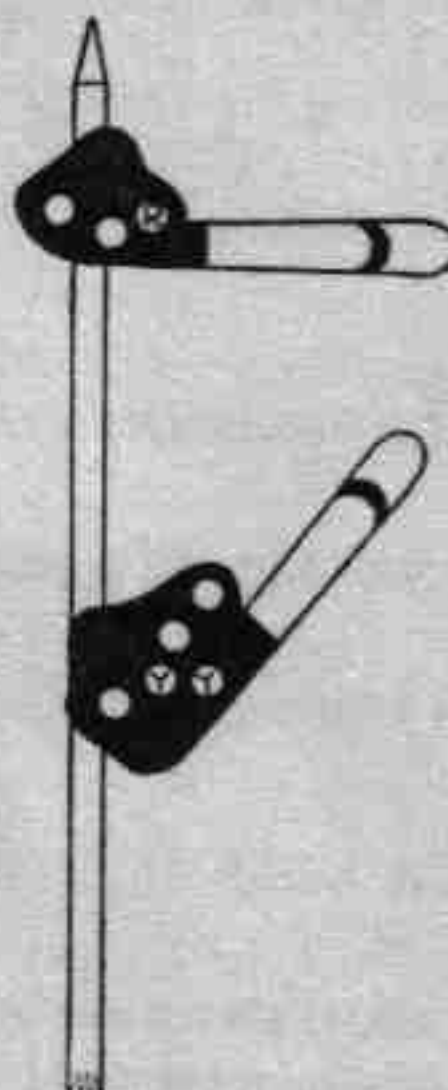
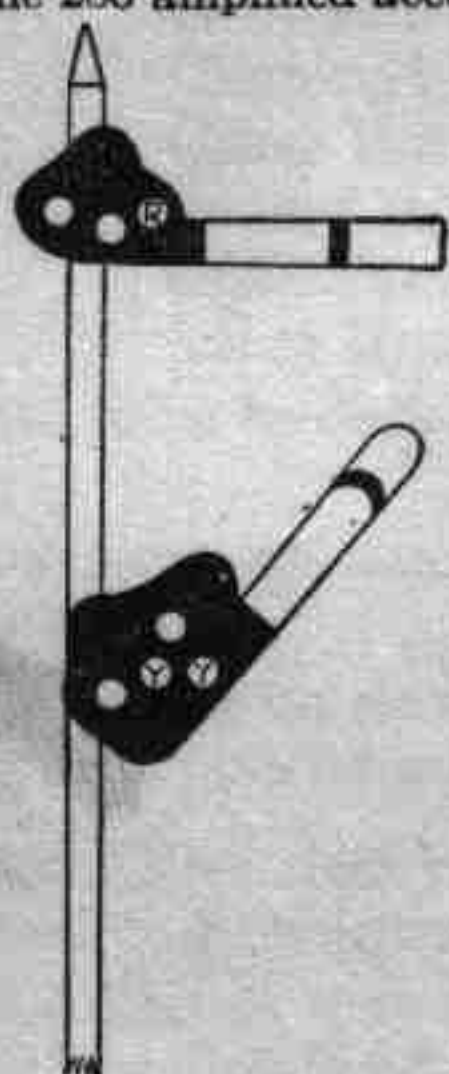
Rule 278 amplified accordingly.



Indication—For passenger trains stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of train or obstruction.

Name—Permissive Block Signal.

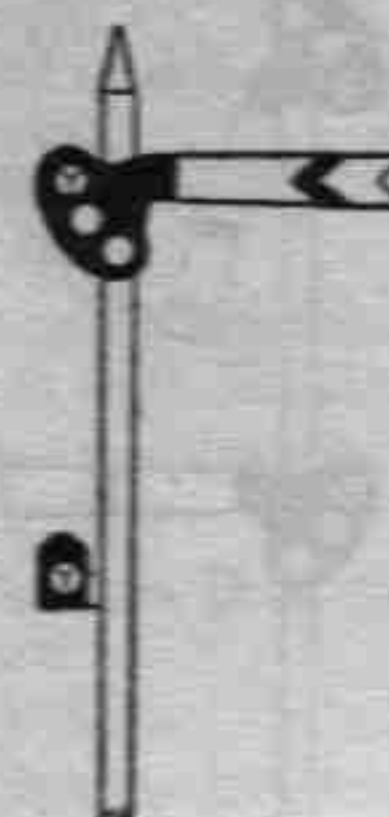
Rule 280 amplified accordingly.



Indication—For passenger trains stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of train or obstruction.

Name—Restricting Permissive Block Signal.

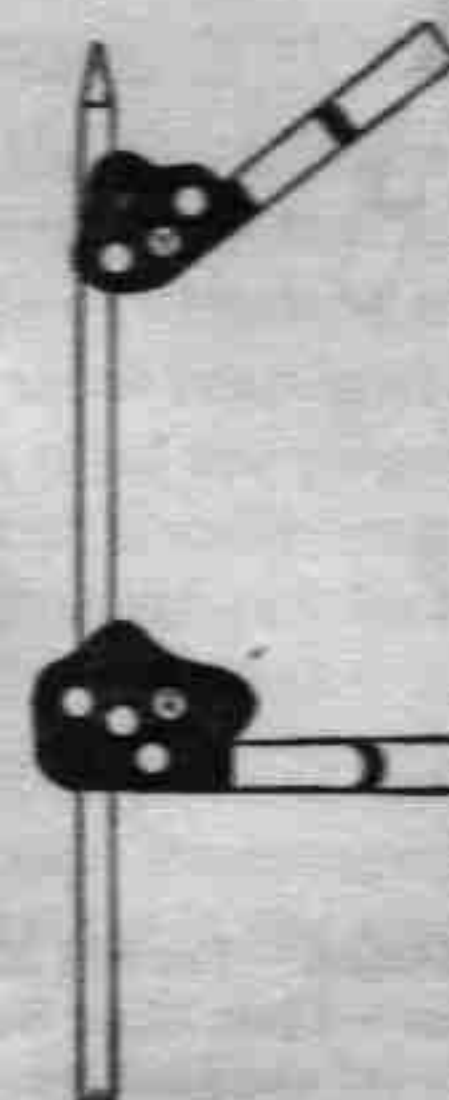
Rule 280 amplified accordingly.



Indication—Approach next signal prepared to stop. Where a facing switch is connected with the signal, approach that switch prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.

Name—Caution Signal.

Rule 282 amplified accordingly.



Indication—Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.

Name—Approach Signal.

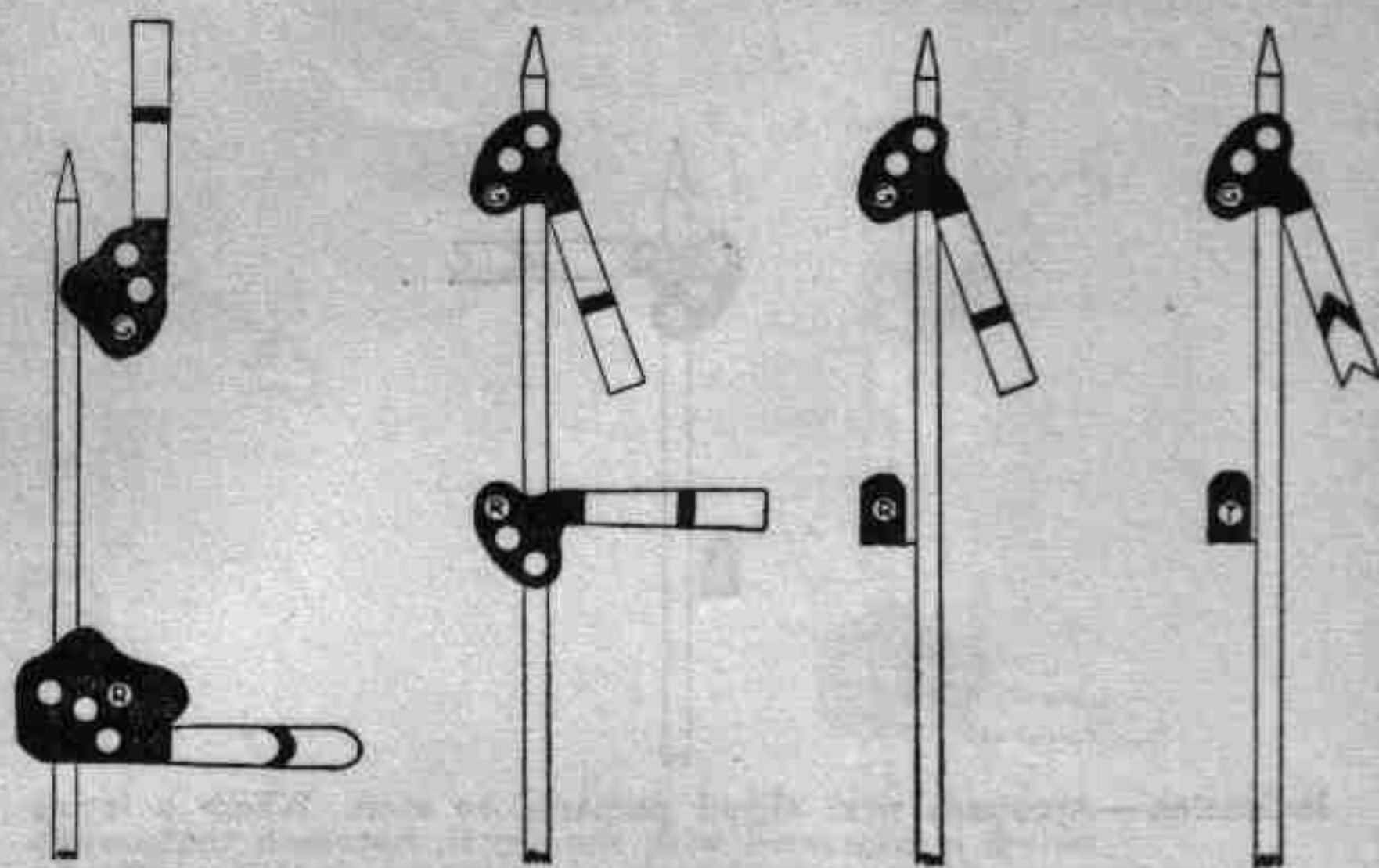
Rule 283 amplified accordingly.



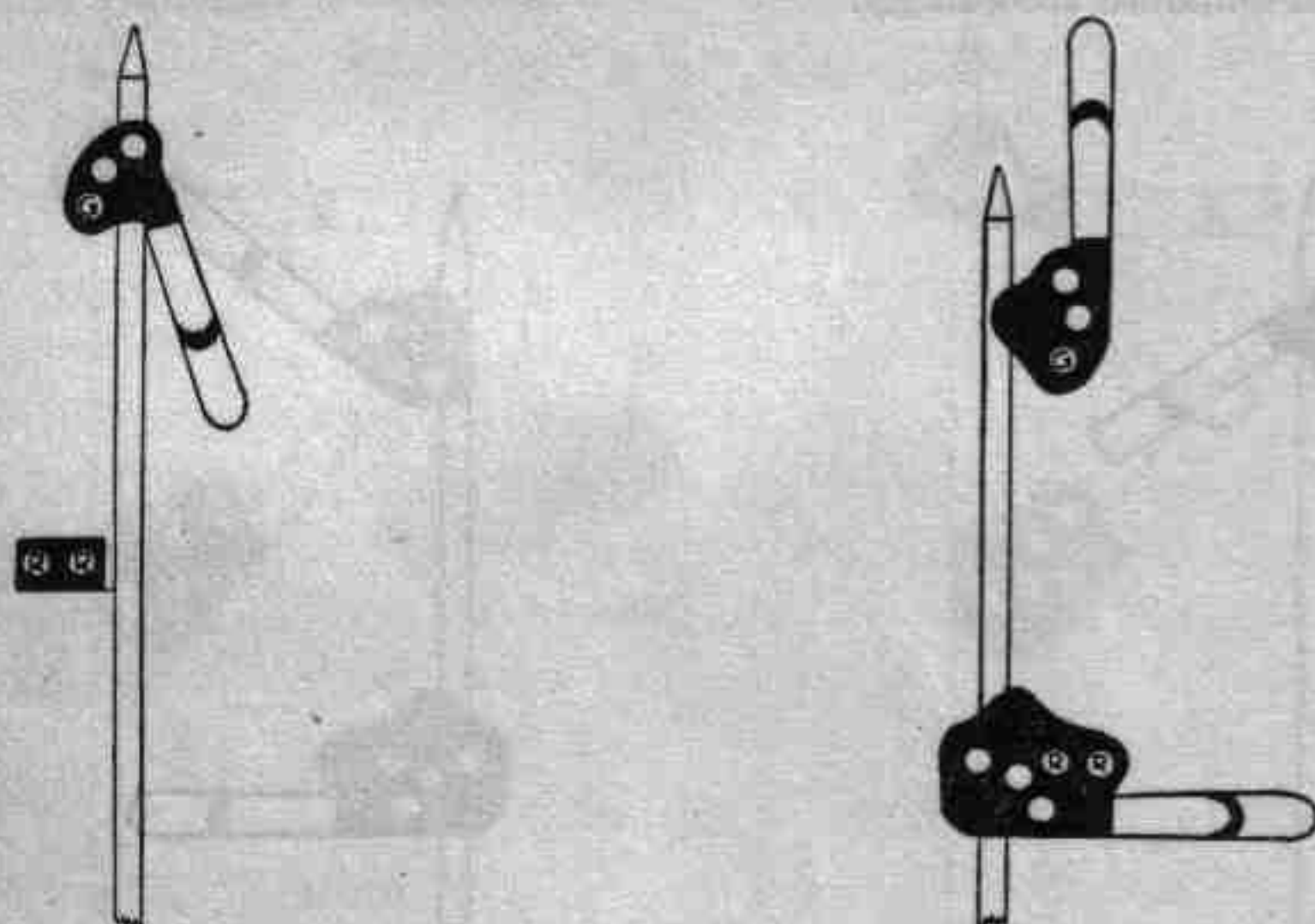
Indication—Train proceed at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour.

Name—Clear Restricting Signal.

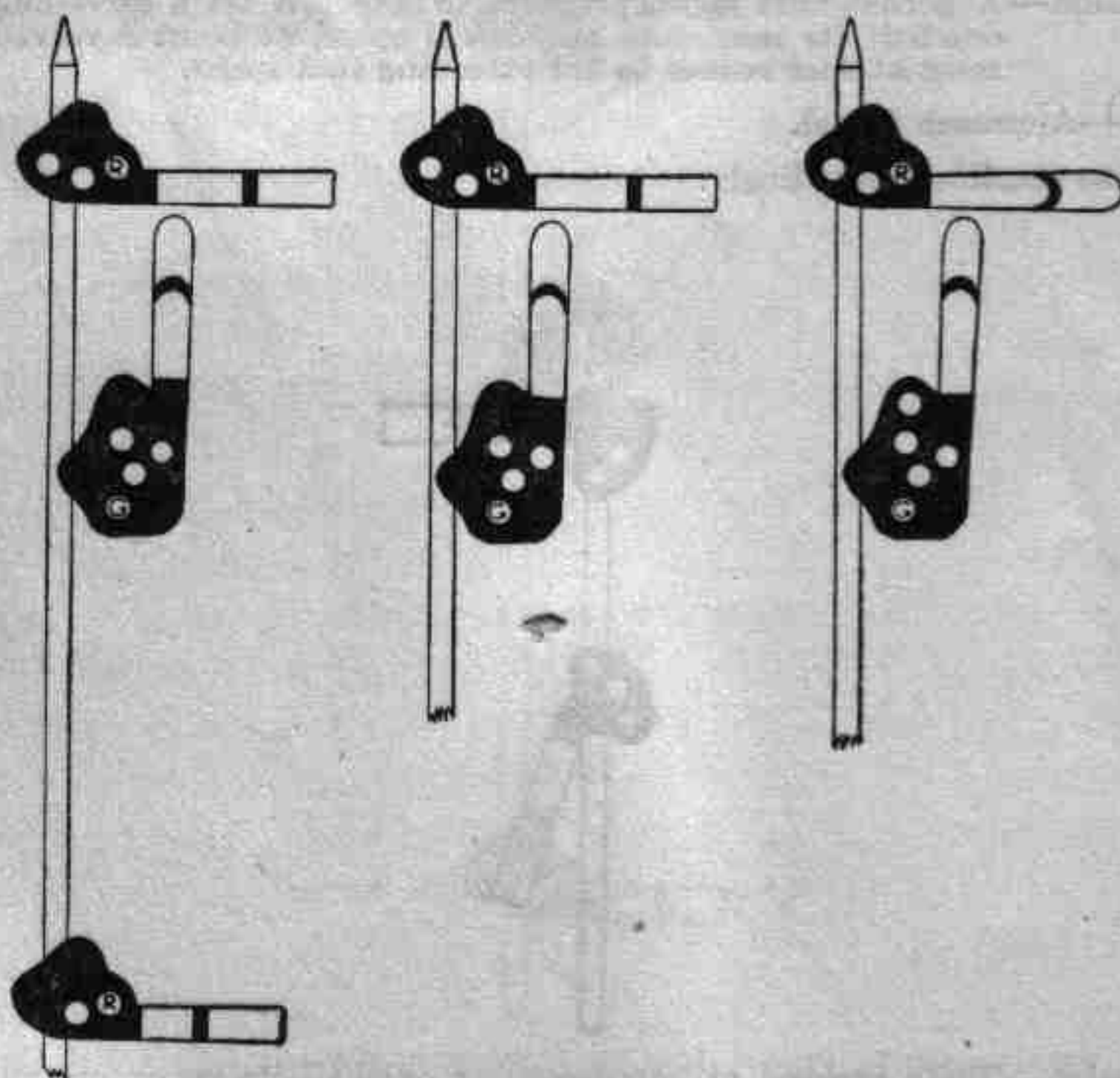
Rule 285 amplified accordingly.



Indication—Proceed
Name—Clear Signal
Rule 286 amplified accordingly.



Indication—Proceed Manual or Controlled Manual Block Clear.
Name—Clear Block Signal.
Rule 287 amplified accordingly.



Indication—Train proceed at not exceeding one-half its maximum authorized speed at point involved, but not exceeding 30 miles per hour. Manual or Controlled Manual Block Clear.

Name—Clear Restricting Block Signal.
Rule 287 amplified accordingly.

D2102. Slow Boards in service as follows:

Main Line:

DV Northward.
JC Southward and Northward.
OW Southward.
KS Southward.
Sizer. Southward.

Salamanca Branch:

BS Southward and Northward.

Rochester Branch:

HN Northward.

Chautauqua Branch:

FY Southward.

GB Northward.

West Seneca Branch:

GB Southward.

SQ Southward and Northward.

Dock Extension:

SQ Northward.

Indication—Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.

S22. BLOCK SIGNAL RULES.

D2201. After an understanding with the Block Signaller, engines may, under permissive signal and flag protection enter block occupied by a passenger train for purpose of switching such train.

Helping engines for passenger trains, must remain clear of the track which the passenger train will use, until the passenger train has come to a stop and the Yard Master or Conductor or Engineman of passenger train has made safe arrangement for taking on the helping engine.

D2202. Where distance between Block Stations is less than five miles Block Signalmen may ask for block upon receiving information that train has passed the second block station in the rear.

D2203. Rule 364 Modified:—

Assisting engines on passenger trains must not be cut out except at block stations; on freight trains at block stations or at points in telephone communication with block station.

When assisting engines have been cut out, conductor or engineman will immediately notify signalman, giving engine numbers. This information must be entered on block record. Assisting engines must not proceed until the information has been transmitted to block signalman.

Northward passenger trains with assisting engines to cut off at KS Block Station will, after receiving clear block signal, proceed, and stop to clear the switch at the south end of the "Wye," at KS Block Station, and cut off the assisting engine there. The signalman will, after train is stopped, restore block signal to normal and open the switch to let the assisting engine enter the "Wye." After assisting engine is clear, the signalman will restore the main track switch to normal and place block signal at clear and then verbally notify the conductor and engineman of train to proceed under clear block indication. Conductor will be in position to receive this notification.

D2204. A train handling snow plow in service must not be admitted to a block which is occupied by another train.

On double track, passenger trains and a train handling single track snow plow in service must not be moved in opposite directions between two block stations.

D2205. At Erie R. R. Crossing, Buffalo—Permission to enter main tracks must be obtained from switchtender, trains or engines clearing main track will report clear to switchtender; except that trains enroute to N. Y. C. R. R. freight connection, to coach yard or to north end of Yard 2 will be reported clear by switchtender, and such trains or engines will not again occupy main track without permission.

At Bailey Avenue, Buffalo—Trains or engines enroute to south end of Yard 3 will be reported clear of main tracks by switchtender and such trains or engines will not again occupy main track without permission.

At Ebenezer Jct.—Switchtender instead of conductor or engine-man will obtain block permission for all movements to or from south leg of wye, Departure Tracks Nos. 1 and 2, Freight Running Tracks and Outbound Engine Tracks, also for all crossover movements, giving such permission to conductors and enginemen verbally, and will report all movements clear to block signalman. Trains or engines will not again occupy main tracks without permission.

D2206. West Seneca Branch—PW Block Station closed. Block in charge of Signalman at SQ Block Station. Northward trains report clear of branch. Switchtenders at Ebenezer Jct. will report trains using south leg of wye. Southward trains must obtain block for branch from switchtender at Ebenezer Jct. when entering south leg of wye, and from signalman at SQ Block Station when entering north leg of wye, trains from branch must obtain block permission before entering northward or southward main line, main tracks and must report clear of northward and southward main line main tracks, and will protect against opposing trains on wye at Ebenezer Jct. The normal position of switches in northward track, is for movement to south leg of wye and in southward track, for movement from north leg of wye.

D2207. Northward road trains pulling out of yard using crossover between main tracks at AD Block Station will be reported clear of southward main track by signalman, when rear of train with markers displayed has properly cleared.

D2208. Dock Extension—No fixed signals at SB Block between SQ Block Station and Block Limit Board at SB—in charge of Block Signalman at SQ Block Station. Trains must obtain Block permission before entering Dock Extension at SB and must report clear of same at SB.

The Manual block Rules under which passenger trains are operated, will apply to all trains used exclusively for the transportation of employees.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375 inclusive are in effect on entire division except where automatic signals govern between N. Y. C. R. R. Jct. and LD except Rules 317a, 317b, 318a and 318b.

D2302. Rule 317a will apply between:

KS and Sizer. Southward against current of traffic
KS and NR Northward against current of traffic

D2303. Rule 317b, will apply between:

SB and SQ
DT and JC
OW and SN
CR and NR
BS and DW
Stone House and RO
Clermont Branch Jct. and CN
Hins. and Troupe St., Rochester
Nunda Jct. and Nunda
SC and Garbutt
JG and FY

B. R. and P. Ry. Intersection and Bradford, and for movements against the current of traffic, except as provided for in D2302.

D2304. Rule 318a will apply between:

KS and Sizer. Southward with current of traffic
KS and NR Northward with current of traffic

D2305. Rules 318b will apply between:

LD and DT
JC and OW
SN and CR
NR and KS Southward
Sizer. and JN
Sizer. and KS Northward
BS and WA
PW and GB
Irvineton and Stone House

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the signalman specified in Time Table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable correct it, or replace the light, and report the fact to the Superintendent.

FORM
K

PENNSYLVANIA RAILROAD SYSTEM **CLEARANCE CARD**

FORM
K

Block Station, M. 19

To Conductor and Engineman: Train
Proceed at as though signal was displayed.
Report Clear at

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2308. Form K card will not be authority to pass a block station which is open according to Time Table or Special Instructions, but conductor or engineman must identify their train to Signalman before accepting a signal to proceed at that station and surrender to Signalman all form K cards.

D2309. If when obtaining permission from the Signalman to enter block in advance, the Signalman knows that it will be unnecessary for the train to report clear of the block in the rear, he may authorize the conductor or engineman to proceed without so reporting clear.

(To be printed on green paper, size 5 1/8 x 3 1/2.)

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505B to 514, inclusive, are in effect as follows:—

Between N. Y. C. R. R. Jet. and LD.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

D2701.

Block Station	NON-INTERLOCKED SWITCHES CONNECTED
JG	Southward Main to Chautauqua Branch
DT	Switch end of Double track.
AU	All Main track switches.
SW	All Main track switches.
HO	All Main track switches.
P	North and South end of passing Siding.
CF	All Main track switches.
DV	All Main track switches.
JC	All Main track switches.
CZ	All Main track switches.
HINS.	All Main track switches.
AD	All Main track switches.
WA	All Main track switches except No. 24 switch, Salamanca Branch.
OW	All Main track switches.
KS	All Main track switches.
SIZER	All Main track switches, except town track switch.
WB	All Main track switches.
	Salamanca Branch:
BS	All main track switches.
	Rochester Branch:
HN	North end passing siding.
MS	South end passing siding and south end freight house track.
FOWLER	North end passing siding.
	Chautauqua Branch:
FY	All main track switches.
GB	All main track switches

S28. TRACK CARS, ETC.

D2801. Track Cars will be operated on all portions of Division as per Rule 80.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named.

Main Line:

B.C.R.R.	Engines Heavier than H Class.
North of N.Y.C.R.R. Jct.	Engines Heavier than H Class.
Ebenezer Jct. Wye.....	{ Engines Heavier than L-1, speed of 6 miles per hour.
Arcade Wye.....	{ Engines Heavier than H Class, K, Engines 5 miles per hour.
Larabee Wye.....	K and Engines Heavier than H Class.
Keating Summit Wye....	{ Engines Heavier than I-1-s, E, F, G, H, I, K and L Engines, 4 miles per hour on trestle.
	{ E, G and K and Engines Heavier than H-6.
Clermont Branch:	{ E, G, K, H-8, H-9, H-10, L-1, M and N Engines may operate on Branch between North End of Bridge 0.86 and Clermont Branch Jct. at a speed of 10 miles per hour.

Salamanca Branch:

Riverside Jct. Wye.....	G, K and Engines Heavier than H Class.
Salamanca Wye.....	G, K and Engines Heavier than H Class.
Hemlock Coal Trestle...	G, K and Engines Heavier than H-6.

Bradford Branch:

Engines Heavier than L Class.

Rochester Branch:

{ F, G, K and Engines Heavier than H Class.

Nunda Branch:

{ F, G, K and Engines Heavier than H Class.

Scottsville Branch:

{ E, F, G, K and Engines Heavier than H-6.

Terminal Branch: (Rochester)

{ F, G, K and Engines Heavier than H Class.

Dock Extension:

Smokes Creek Bridge
South Buffalo Ry.
Interchange Track

{ E, G, K and Engines Heavier than H-6.

D2902. Engines turning at Salamanca must enter south leg of wye. Engines turning at Keating Summit must enter north leg of wye. Engines turning at Lime Lake must enter north leg of wye, must not back in, they must head in. Two engines must not occupy tail track on Lime Lake Wye at same time.

S31. EMPLOYES REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master Agent, Engine House Foreman or their representative, or Operator, when register is signed at Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

	{ Ticket Receiver's Office
	{ Yard Office, Alabama St.
Buffalo	{ Coach Yard, Foreman's Office
	{ Yard Office, Babcock St.
	{ Yard Office, Bailey Ave.
	{ Burrows Lot
Fort Erie.....	{ Yard Office
	{ Engine House
Ebenezer Jct.....	Yard Office
Ore Dock	Yard Office

Ebenezer.....	{ Yard Office, North End
	{ Yard Office, Hump
	{ Engine House
East Aurora.....	Passenger Station
Arcade.....	Passenger Station
	{ AD Block Station
Olean.....	{ Engine House
	{ Yard Office, Buffalo St.
	{ Passenger Station
Smethport.....	Passenger Station
Port Allegany.....	Passenger Station
Emporium Jct.....	Yard Office
Rochester.....	Passenger Station
Terminal.....	{ Engine House
	{ RB-Block Station
Mt. Morris.....	MS-Block Station
Bradford.....	Passenger Station

S32. PERSONAL INJURIES

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on Company property, or while on Company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on Company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the Company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS AND COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Buffalo—	Dr. Marshall Clinton, 556 Franklin St.,	Tupper 0014
	Dr. W. L. Machemer (Sub.), 115 Crescent Ave.	Crescent 4166
	Dr. F. J. Parmenter, 519 Franklin St.	Tupper 0015
	Dr. F. W. McGuire (Sub.), 470 Franklin St.,	Tupper 0175
	Dr. A. R. Johnson, Medical Examiner, 314 Babcock St., (Walking Cases, 9.00 A. M. to 4.00 P. M.)	Jefferson 3300
	Dr. B. S. French, Examiner, 314 Babcock St.,	Jefferson 3300
	Dr. W. H. Ehinger, Main St.,	Garden 68
	Dr. F. H. Ehinger, (Sub.), Main St.,	Garden 16
East Aurora—	Dr. A. W. Phelps, 126 Park Place,	East Aurora 59
	Dr. W. H. Putney, (Sub.), Ball Building,	East Aurora 201
Olean—	Dr. P. E. Deckard, Medical Examiner, Riley Wand Building,	Olean 1002-J
	Dr. H. E. Shaver, Asst. Med. Examiner, Riley Wand Building,	Olean 1002-J
	Dr. J. E. K. Morris, 119 Laurens St.,	Olean 154
	Dr. R. B. Morris, (Sub.), 119 Laurens St.,	Olean 154

Smethport—	Dr. Burg Chadwick, Main St.,	191
	Dr. H. L. McCoy, (Sub.), Main St.,	9-J
Port Allegany—	Dr. J. V. Otto, Corner Arnold Ave. and Pine St.,	46-R-3
	Dr. W. J. McGranor, (Sub.), Port Allegany Hospital,	64-R-2
Emporium—	Dr. W. H. Bush, 321 East Allegany Ave.,	124
	Dr. D. J. Fullner, (Sub.), 8 West 4th St.,	48
Rochester—	Dr. Frank T. Bascom, 80 East Ave.,	Stone 3397
	Dr. William Perrin, (Sub.), 80 East Ave.,	Stone 603
Mt. Morris—	Dr. F. J. Bowen, 120 Main St.,	148-J
	Dr. A. E. Leach, (Sub.), 116 Main St.,	142
Fillmore—	Dr. A. H. Lyman, Main St.,	8-A
	Dr. C. M. Stewart, (Sub.), Hume, N. Y.	342
Bradford—	Dr. G. E. Benninghoff, 9 Main St.,	102-J
	Dr. Wade Paton, (Sub.), 21 Main St.,	273-M
Salamanca—	Dr. L. D. Gunn, 98 Main St.	566
Corydon—	Dr. C. C. Flatt, Kinzua, Pa.,	12-R-3
Warren—	Dr. C. J. Frantz, 128 Pennsylvania Ave., East,	105-J
	Dr. M. T. Smith, (Sub.), 418 Pennsylvania Ave., East,	275
Tionesta—	Dr. F. J. Bovard, Tionesta, Pa.	7-J
	Dr. Wm. G. Morrow, (Sub.), West Hickory, Pa.,	16-R-2

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Buffalo—	Emergency Hospital, 108 Pine St.,	Seneca 2703
	Buffalo General Hospital, 100 High St.,	Tupper 9700
Olean—	Olean General Hospital, North Main St.,	22
Port Allegany—	McGranor Hospital, Mill St.,	64-R-2
Rochester—	Rochester General Hospital, 471 West Main St.,	Stone 110
Warren—	Warren General Hospital, Crescent Park,	760
Salamanca—	City Hospital, 32 Academy St.,	480

D3203. First Aid Boxes, location of, and Stretchers in cars:**First Aid Boxes:**

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and enginehouses, camp cars, and on each track and hand car.

Stretchers:

One Stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

S33.**USE OF TELEPHONES.**

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at all points necessary, in train operation.

S34.**MISCELLANEOUS.**

D3401. The following practice will be observed in controlling trains on descending grades:

Instructions Nos. 2, 7 and 8, Air Brake and Train Air Signal Instructions, No. 99-A-1, must be observed on all grades.

Mixed trains having 75% or more empty cars will be considered empty trains, when less than 75% empty cars they will be considered as loaded trains.

All trains must be controlled by power brakes including trains on all grades.

D3402. INSTRUCTIONS COVERING OPERATION OF FREIGHT TRAINS ON KEATING SUMMIT GRADE SOUTHWARD.

Supplementary instructions to the Air Brake and Train Air Signal Instruction Book No. 99-A-1.

A—Air brake equipment must be inspected, tested and repaired in accordance with Locomotive Maintenance Instructions L-14-C, and the Enginehouse Foremen must at all times know that these instructions are properly followed.

B—The Engineman must also inspect and test the air-brake equipment on his locomotive prior to departure from the engine terminal, and on his locomotive and train prior to departure from yard terminal, in accordance with Paragraphs 5, 28 and 29, respectively, of the Air Brake and Train Air Signal Instruction Book No. 99-A-1.

C—The engineman and conductor moving trains over this grade southward, must know that the air-brake equipment on their locomotive and the cars is in a serviceable condition to safely handle trains on descending grade from KS Block Station to Sizerville.

D—Piston Adjustment: The piston travel must be adjusted on all cars to not less than six inches nor more than seven inches, properly equalized on both trucks.

E—Conductors and Trainmen must make a retainer test at a point south of WA Block Station where it can be done with the least delay provided it is always done before leaving NR Block Station. Terminal test must be made at Port Allegany or NR Block Station. Use 70-pounds brake-pipe pressure for retainer test and terminal test. A terminal test and a retainer test must be made of all cars picked up before reaching Keating Summit.

F—If the retaining valve value of the train (see paragraphs "V" and "X") is not equal to or greater than the gross tonnage of the train, the make-up of the train must be changed, and a sufficient number of cars of low capacity added to make the retaining valve value of the train equal or exceed the gross tonnage of the train.

G—No locomotive shall be used to handle a train of cars of more than 40 tons per effective brake, unless it is equipped with a Cross Compound Pump, Double—top type of governor, set to maintain the reservoir pressure at 100 and 130 pounds, respectively, as per paragraph 2 of Instruction Book No. 99-A-1.

If after making test, Conductor finds the above does not permit the use of the engine, he will notify Dispatcher at once, who will give instructions.

H—The brake-pipe pressure must be 95 to 100 pounds before descending grade with freight trains of loaded cars; pressure to be obtained by placing the automatic-brake-valve handle in full release position, and the engineman must operate the air brakes in such a manner as to obtain a brake-pipe pressure of 70 pounds at all times. On trains of empty cars on this grade, brake-pipe pressure must be standard 70 pounds. The pressure-retaining valves must be operated in high-pressure position on all cars in loaded train and in low-pressure position on 30 to 50% of the cars in empty trains as required.

Conductors must instruct trainmen each trip as to number of retainers to be used, using one retainer for each loaded car and one retainer for each three empty cars, except that this number may be increased if required.

I—Trains delayed at any point previous to reaching the head of the grade after the terminal test has been made, or at any point on the grade, a road test of the air brakes must be made in accordance with Paragraph 5 of the Air Brake and Train Air Signal Instruction Book No. 99-A-1.

J—The speed of southward freight trains passing KS Block Station must not exceed 8 miles per hour. Engineman, both front and rear, must so regulate the speed as to obtain this result.

K—The following is the maximum speed for southward freight trains on Keating Summit Grade:—

TRAINS HAVING AN AVERAGE TONNAGE OF 51 TO 95 TONS
PER EFFECTIVE BRAKE

	Grade	Distance in Miles	Miles per Hour	Min. bet. each Mile- post
Milepost 108 to Milepost 109	2.0%	1.0	15	4
Milepost 109 to Milepost 110	2.2%	1.0	10	6
Milepost 110 to Milepost 111	2.0%	1.0	10	6
Milepost 111 to Milepost 112	2.2%	1.0	10	6
Milepost 112 to Milepost 113	2.0%	1.0	10	6
Milepost 113 to Milepost 114	0.9%	1.0	15	4
Milepost 114 to Milepost 115	0.8%	1.0	15	4

TRAINS HAVING AN AVERAGE TONNAGE OF 50 TONS
OR LESS PER EFFECTIVE BRAKE

	Grade	Distance in Miles	Miles per Hour	Min. bet. each Mile- post
Milepost 108 to Milepost 109	2.0%	1.0	15	4
Milepost 109 to Milepost 110	2.2%	1.0	15	4
Milepost 110 to Milepost 111	2.0%	1.0	15	4
Milepost 111 to Milepost 112	2.2%	1.0	15	4
Milepost 112 to Milepost 113	2.0%	1.0	15	4
Milepost 113 to Milepost 114	0.9%	1.0	15	4
Milepost 114 to Milepost 115	0.8%	1.0	15	4

In the event of trains stopping between these points, the number of minutes delayed must be added to the minimum time.

L—In order to avoid exceeding the maximum allowable speed, the engineman must make a brake application as soon as practicable after locomotive passes over the Summit, followed by additional applications of a sufficient number to keep the speed uniform. When making brake applications, the brake-valve handle should be moved from release to service position, promptly, and held on lap as conditions may require, then moved to release position. To keep speed as required by the schedule, it will require frequent applications to maintain the desired pressures and allow maximum time for recharging of the auxiliary reservoirs on the cars.

M—Should it become evident to the engineman when operating on this grade that the brake is not controlling the train effectually, or if in attempting to do so he is running the risk of depleting the air supply below 70-pounds brake-pipe pressure, he must immediately stop the train, and if the brake-pipe pressure cannot be restored to the maximum, he will arrange with conductor for correcting the defect or for the necessary assistance in order that he may

proceed to his destination. When a train is stopped for any cause on this grade, trainmen must immediately apply sufficient hand brakes to hold the train. The air brakes must be released and not used to secure the train on a grade.

N—Retaining valves must not be released until called for by the engineman. When the engineman desires retainers turned down, he will sound two long blasts of the whistle. When this signal is given, trainmen will immediately start to turn down retainers, beginning at rear of train. On this grade southward, this must not be done until train has stopped or locomotive has passed Mile Post 113.

O—Southward freight trains will not be required to stop at KS Block Station to cut helping engines off the rear end of trains.

P—Conductors and enginemen who have not handled trains on this grade for a period of 90 days or more, will be required to qualify on the grade before they can be allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over this grade until above requirements have been fulfilled and they have been qualified by Trainmaster, Road Foreman of Engines, or their assistant or representative.

Q—When a southward freight train descending this grade gets beyond control, conductor and engineman will report the facts to Superintendent from first available telegraph or telephone office, the engineman will notify engine house foreman and conductor will notify yard master at Emporium Jct. who will hold the train and engine intact for special inspection which must be made promptly with the same engine attached and train must not be released until authorized by the Superintendent.

R—Not more than three dead locomotives on their own wheels will be moved in one train, first locomotive must be spaced 15 cars from head end of train and at least two cars placed between the dead locomotives.

S—Descending the grade conductor must be out on the front end of the train to properly instruct and locate his trainmen. The flagman must be out on the rear of the train.

T—The air-brake equipment on all cars of trains dispatched for movement over this grade southward, must be inspected, tested and repaired at Buffalo or Olean in accordance with the following instructions:—

U—Break-Pipe Leakage: Charge the brake pipe to not less than 70 pounds, after which, make a 15-pound-brake-pipe reduction and note the leakage, which must not exceed 5 pounds per minute.

V—Brake Cylinder and Retaining Valve Test: The brake cylinder and retaining valve leakage must not exceed an amount which will permit the brake cylinder pressure to leak off in three minutes with retaining valve handle in horizontal position (crosswise of the pipe) and triple valve in release position. In making retaining valve tests, Car Inspector will record each retaining valve which blows as the handle is turned down as an effective brake. The two-position retaining valve may be computed as an effective grade brake for 50 tons, and the three-position retaining valve for 95 tons. Example, multiply the total number of two-position retaining valves that hold three minutes by 50 tons and the total number of three-position retaining valves by 95 tons, and the sum of the two will equal the retaining valve value of the train, which must be equal to or greater than the gross tonnage of the train.

The Foreman of Car Inspectors will be held responsible for the condition of the air-brake equipment in trains dispatched from his respective terminals.

W—Air-Brake Clearance Card: After tests and repairs have been completed, the Foreman of Car Inspectors, or his representative, will fill out air-brake clearance card in duplicate as outlined below, showing the condition of air-brake equipment on cars in train, and forward the original copy to Trainmaster, Desk 25, Buffalo, N. Y., retaining carbon copy for his file:

"PENNSYLVANIA RAILROAD SYSTEM

AIR-BRAKE CLEARANCE CARD FOR FREIGHT TRAINS OPERATING ON HEAVY DESCENDING GRADES

Place.....	Date.....	Locomotive No.....
No. of Cars in Train—Loaded.....	Empty.....	Total.....
Was Piston Travel Adjusted as per Special Instructions.....		
No. of 2-position Retaining Valves.....	No. Effective.....	x 50 tons=.....
No. of 3-position Retaining Valves.....	No. Effective.....	x 95 tons=.....
Total.....		Total.....
Total Retaining Valve value in tons.....		
Gross Tonnage of Train.....	Tons per Effective Brake.....	
Brake Pipe Leakage.....	Lbs. per Minute.....	
Conductor.....	Engineman.....	Foreman of Car Inspectors.....

X—After the brake-pipe pressure is charged to the standard pressure, the engineman will then make a 15-pound brake-pipe reduction, and note the brake-pipe leakage which must not exceed 8 pounds per minute. The engineman will sound four blasts of the whistle when ready to make the retainer test. The train crew will place the handle of the pressure-retaining valves on the cars in a horizontal position (crosswise of the pipe), which is the minimum pressure retained by the retaining valve, after which the engineman will sound one long blast of the whistle and immediately make a 25-pound brake-pipe reduction and release the brakes. At the expiration of two and one half minutes he will sound two short blasts of the whistle, and after one and one half minute, one long blast of the whistle, and repeat the operation until test is completed. The trainmen will then make an inspection of the train brakes, and all brakes that leak off before a period of two and one half minutes shall be considered ineffective air brakes. In making retaining valve tests, trainmen will record each retaining valve which blows as the handle is turned down as an effective brake. Compute one two-position type retaining valve passing the prescribed test as one effective brake for 50 tons; and one three-position type retaining valve passing the prescribed test as one effective grade brake for 95 tons. Example, multiply the total number of two-position retaining valves that will hold two and one half minutes by 50 tons, and the total number of three-position retaining valves that will hold two and one half minutes by 95 tons, and the result of the two will equal the retaining valve value of the train, which must be equal to or greater than the gross tonnage of the train.

On low tonnage trains, when it is desirable to operate the three-position retaining valve in a low-pressure position, its value will be 50 tons.

Y—The conductor moving the train will fill out his own air-brake clearance card after the air-brake test has been made at the designated point, showing the condition of the train brakes, which must be signed by him and turned over to the engineman at Port Allegany or NR Block Station, with any comments he may have to make as to the condition of the train brakes, together with the number of tons per effective brake. The engineman will sign and mail to Trainmaster, Desk 25, Buffalo, N. Y., promptly at end of run.

Z—All conductors and enginemen must be duly qualified and instructed as to their duties and knowledge in connection with making air-brake tests and operation of trains controlled by air brakes on this grade.

The following form to be prepared for permanent file:—

"PENNSYLVANIA RAILROAD SYSTEM

Conductors and Enginemen Air-Brake Qualification Card

..... Division Date.....

..... Descending Grade.

"This is to certify that.....
NAME

.....
OCCUPATION

has been duly instructed and qualified to operate and control trains on Keating Summit grade by use of power brakes.

.....
Road Foreman of Engines

....."
Trainmaster

D3403.

**KEATING SUMMIT GRADE NORTHWARD AND
OTHER HEAVY DESCENDING GRADES**

The brake-pipe pressure must be 95 to 100 pounds except empty trains, on which 70-pound-brake-pipe pressure may be used descending grades as follows:

A—KS Block Station to NR Block Station.

Lime Lake to Ebenezer.

DC Block Station to Nunda Junction.

Clermont to Colegrove.

Northward freight trains will not be required to stop at Keating Summit to cut helping engines off the rear end of trains.

B—A terminal test of the air brake must be made on all northward freight trains at Emporium Junction or Sizerville and Clermont. If after a terminal test has been completed the train is delayed, a road test must be made before proceeding, to insure that no angle cock has been closed and that the air is working throughout the train.

C—Northward freight trains must make a road test at Machias and at DC Block Station and if delayed between Emporium Junction and KS Block Station, Machias and Elma or between DC Block Station and Sonyea a road test must be made before proceeding.

D—Pressure retaining valves will be used on following descending grades:

KS Block Station to Liberty.

Lime Lake to Delevan.

Chaffee to SW Block Station.

Jamison Road to Ebenezer.

Clermont to Colegrove.

Black Creek to Belfast.

DC Block Station to Nunda Jet.

E—Descending Keating Summit northward, Clermont and DC grades, the conductor must be out on the front end of the train to properly instruct and locate his trainmen. The flagman must be out on the rear of the train. On other grades conductor must see that trainmen are properly instructed and located.

The speed of northward freight trains passing KS Block Station must not exceed 8 miles per hour. Enginemen, both front and rear, must so regulate the speed as to obtain this result.

F—Light engines will not exceed 20 miles per hour between KS Block Station and Liberty.

G—When a freight train gets beyond control at any point on a descending grade, the conductor and engineman will report from first available telegraph or telephone office, giving all facts.

H—When stop is made by passenger train to detach assisting engine, the brakes must be held on train until angle cocks are closed between the two engines; release must be made by regular engine and road test made, before starting.

I—Passenger trains will make a running test of air brakes approaching descending grades as follows:

Northward, KS Block Station, Clermont and DC Block Station.
Southward, NR Block Station.

D3405. Northward freight trains and empty engines are prohibited from taking water at Arcade except in emergency cases. Trains taking coal and water at Hemlock will leave train standing to clear crossover.

D3406. When any part of a train is standing on southward siding at SN Block Station, a trainman must flag the highway crossing located just south of State line post.

D3407. Guards, or trainman and enginemen handling passenger train equipment when making back-up main track movements, will be governed as follows:

Guard or trainman upon coupling back-up hose, must give engineman one blast of the signal whistle, engineman must lap brake valve, guard or trainman will then make a reduction in brake pipe pressure from back-up hose at rear of train, applying brakes, which must remain applied until guard or trainman has examined the brakes on each car and tender of locomotive in train. If the guard or trainman finds the brakes applied properly, he must so notify engineman who shall then release the brakes. Guard or trainman must then examine brakes on tender and each car and see that same have released properly.

D3408. When a freight train ascending Keating Summit Grade, with helper engines on rear, stops, it must not attempt to start when a passenger train is due on the opposite track.

If a passenger train is over-due, and not in sight, freight train may start after putting out a flag to protect passenger train, until it is known, that the entire train has been started and there is no danger of it buckling in starting.

D3409. Cuylerville (road crossing north of station).

Automatic Crossing Signals flashing type in service.

When a train, engine or car is standing or switching on the track in the vicinity of this crossing, so that the signal shall be operated when it is not the intention of the train, engine or car to cross the highway, one of the crew must be stationed at the crossing to give adequate warning to travelers on the highway by signaling to such travelers when it is safe for them to cross. He shall remain at said crossing during all the time train, engine car is using the track in a manner to cause the signal to continuously operate.

D3410. When it is necessary for an engine to be detached from its train except in shifting movement at stations and yards, a member of the train crew must be stationed at the front end of the train, in such position and with proper signals to protect the train on return movement of engine, necessary torpedoes to be placed a sufficient distance away to give warning. When engine is detached, near a highway crossing this member of train crew must also protect the crossing. Enginemen and Conductors will see that train is stopped at least 300 feet from a crossing whenever possible. If a member of crew is not available to leave with train as outlined above, light and torpedoes must be properly placed to afford the protection.

D3411. Sidings of Assigned Direction.

	Southward Siding	Northward Siding
JAMISON ROAD	West Siding	East Siding
SW BLOCK STATION	West Siding	East Siding
HO BLOCK STATION	West Siding	East Siding
CHAFFEE	West Siding	East Siding
DV BLOCK STATION	West Siding	East Siding
CZ BLOCK STATION	West Siding	East Siding
HINSDALE	West Siding	East Siding
SN BLOCK STATION	West Siding	East Siding
CR BLOCK STATION	West Siding	East Siding
TURTLE POINT	West Siding	East Siding
PORT ALLEGANY	South of Crossover	
ALTHOM	River Siding	Hill Siding
HM BLOCK STATION	North of Block Station	South of Block Station

D3412. Following abbreviations will be used in TRAIN ORDERS, also in all telegrams addressed to Officers or employees of Buffalo Division:

SIDINGS	Abbreviations
JG Block Station	JG
DM Block Station	DM
Ebenezer Jct.	Eben
Ebenezer	Z
DT Block Station	DT
Jamison Road	JK
AU Block Station	AU
SW Block Station	SW
HO Block Station	HO
Protection	P
Chaffee	CF
DV Block Station	DV
JC West Siding	JC West
JC Block Station	JC
FK Block Station	FK
CZ Block Station	CZ
IA Block Station	IA
Hinsdale	Hins
AD Block Station	AD
OW Block Station	OW
OW East Siding	OW East
SN Block Station	SN
CR Block Station	CR
Clermont Branch Jct.	Branch
Turtle Point	KI
Port Allegany	Port A
NR Block Station	NR
NR Middle Siding	NR Middle
KS Block Station	KS
Sizerville	Sizer
WB Block Station	WB
Emporium Jct.	JN
Clermont Branch:	
Smethport	SM
Crosby	CG
Clermont	CN
Salamanca Branch:	
BS Block Station	BS
Allegany	AY
Vandalia	VN
Riverside Jct.	RJ
Carrollton	Carroll
Salamanca	Sala
Red House	Red
Quaker Bridge	Quaker
Onoville	Ono
Gawango	Wango
HM Block Station	HM
DW Block Station	DW
Stonehouse	MO
Tidioute	DI
Trunkville	UK
West Hickory	Hick
Eagle Rock	Eagle
Oleopolis	Oleo
Rockmere	RO

Rochester Branch:

Terminal
 Genesee Jct.
 Scottsville
 WG Block Station
 Fowlerville
 Cuyler
 Retsof Jct.
 Mt. Morris
 DC Block Station
 Portageville
 Caneadea
 Black Creek
 CB Block Station

RB
 GO
 SC
 WG
 Fowler
 Cuyler
 Retsof
 MS
 DC
 Portage
 Cand
 Black
 CB

Chautauqua Branch:

FY Block Station

FY

West Seneca Branch:

PW Block Station
 SQ Block Station
 GB Block Station

PW
 SQ
 GB

Dock Extension:

SB

SB

BUFFALO DIVISION

APRIL 26, 1925

GENERAL ORDER No. 101

Effective 12.01 A. M., Sunday, April 26, 1925

Time Table No. 1 and New Book of Rules takes effect 12:01 A. M., Sunday, April 26, 1925, and contains the necessary instructions issued in General Orders up to and including General Order No. 814.

General Orders Nos. 801 to 814 inclusive must be removed from Bulletin Boards.

Each employe must carefully examine Time Table No. 1 to see that his copy is complete, noting changes in schedules and in Special Instructions.

Employes must turn in old Time Tables to Bulletin Board attendants after Time Table No. 1 takes effect, old ones to be salvaged as waste paper.

This General Order is printed in Time Table No. 1 and will not be issued in sticker form. Acknowledgment not required by receipt card.

DV BLOCK STATION

Home signals relocated and second arm added. Southward position light distant signal (No. 375) located 3065 feet from Southward home signal, in service.

FRANKLINVILLE

Deraill at south end of local track, pipe connected with main track switch, in service.

ROBT FARIES,
Superintendent.

BUFFALO DIVISION

JUNE 2, 1925

GENERAL ORDER No. 102

Effective 12:01 A. M., Sunday, June 7, 1925

GARBUTT

Derail installed on Main track, Scottsville Branch, eight feet north of highway crossing, in service.

TELEGRAPH POLES 45/20 (Main Line)

Trailing point crossover in service.

FARMERS VALLEY

Trains using siding must do so carefully expecting to find same obstructed.

SMETHPORT

P. R. R. engines must not use K. & S. track more than three hundred feet from P. R. R. Main track at K. & S. Jet.

CURVE NORTH OF PORTVILLE

Passenger trains reduce speed to fifty miles per hour and freight trains to thirty-five miles per hour from a point two hundred feet north of, to a point two hundred feet south of Mile Post 74.

TELEGRAPH POLES 81/16—81/6 (Main Line)

Passenger trains reduce speed to fifty miles per hour, Freight trains to thirty-five miles per hour on northward track.

TELEGRAPH POLES 82/30—82/11 (Main Line)

Passenger trains reduce speed to fifty miles per hour, Freight trains to thirty-five miles per hour on northward track.

Paragraph D-2002, Time Table No. 1, modified accordingly.

BETWEEN RO AND DAWSON RUN

Maximum speed for Class L Engines thirty miles per hour. Paragraph D-2002, Time Table No. 1, amplified accordingly.

Maximum speed for Circus trains corrected to read as follows:

	Miles per hour
Main Line.....	45
Salamanca Branch.....	40
Rochester Branch.....	30
Clermont Branch.....	20
Chautauqua Branch.....	30
Other Branches.....	10

Paragraph D-2001, Time Table No. 1, amplified accordingly.

ROB'T. FARIES,
Superintendent.

BUFFALO DIVISION

JUNE 8, 1925

GENERAL ORDER No. 103

Effective 12:01 A. M., Wednesday, June 10, 1925

Supplement No. 1 to Time Table No. 1 which takes effect at 12:01 A. M., Friday, June 12, 1925, is ready for distribution.

Supplement No. 1 consists of pages 5 and 6 which must be secured and pasted over corresponding pages in Time Table No. 1, by all employees required to have this Time Table.

MACHIAS

Crossover No. 10 between main tracks moved from point 1600 feet north of Mile Post 45 to point 2500 feet south of Mile Post 45 and made trailing point.

ROB'T. FARIES,
Superintendent.

BUFFALO DIVISION

JUNE 26, 1925

GENERAL ORDER No. 104

Effective 12:01 A. M., Wednesday, July 1, 1925

SQ INTERLOCKING

Out of Service.

SQ BLOCK STATION

In service with fixed signals. Open 7:00 A. M. to 11:00 P. M. Signalman in charge of switches.

Telephone in box at crossover switches.

The following instructions will be in effect during hours Block Station is closed:

Trains entering Dock Extension from West Seneca Branch will obtain permission before entering Dock Extension and will report when clear of West Seneca Branch and also when clear of Dock Extension.

Trains entering West Seneca Branch from Dock Extension will obtain permission before entering West Seneca Branch and will report when clear of Dock Extension.

All trains on West Seneca Branch and Dock Extension must run under same restrictions as are imposed by permissive signal.

Trainmen will operate switches when signalman is not on duty.

The normal position of switches will be for West Seneca Branch movement. All trains will approach switches prepared to stop until switches are seen to be in proper position and route clear. Crossover movements must be protected.

Signalmen at GB Block Station will have charge of the block on West Seneca Branch between Ebenezer Jct. and SQ Block Station and also have charge of the block on Dock Extension during the hours that SQ Block Station is closed.

Page 9 and Special Instructions D-1608, Time Table No. 1, modified accordingly.

AD BLOCK STATION

Switchtenders discontinued.

Main Track switches are bolt locked with signals and switch-tender's hand signal not required for movements with current of traffic.

Switches leading to and from tracks 12 and 13 are not bolt locked with signals and switchtender's hand signals are required, also Main Track movements against current of traffic will require hand signals.

Signalman will operate all switches for road movements. Yard men will operate all switches for yard movements.

Special Instructions D-1606, Time Table No. 1, modified accordingly.

Special Instructions D-1608, Time Table No. 1, amplified accordingly.

OA BLOCK STATION

Unattended Block sign moved to clearance point at north end of siding.

ROB'T. FARIES,
Superintendent

BUFFALO DIVISION

JULY 15, 1925

GENERAL ORDER No. 105

Effective 9:30 A. M., Monday, July 20, 1925

LD BLOCK STATION

LD Block Station with southward home block signal and northward automatic signal No. 15 out of service.

Automatic block system extended and in effect between N.Y.C. R. R. Junction and JG Block Station. Special Instructions D-1605, D-2301, D-2305 and D-2501 Time Table No. 1, modified accordingly.

Southward automatic signal No. 14 changed to No. 13.

New southward semaphore automatic signal No. 15, located just south of Lord Street Station in service.

New northward position light automatic signal No. 18, located just north of JG Block Station in service.

JG BLOCK STATION

Signal on northward main track changed to show aspects Figure 5, Rule 275 and Figure 4, Rule 283.

Signal to northward main track from the Chautauqua Branch changed to show aspects Figure 3, Rule 275 and Figure 2, Rule 278.

ROB'T. FARIES,
Superintendent

BUFFALO DIVISION

JULY 25, 1925

GENERAL ORDER No. 106

Effective 12:01 A. M., Thursday, July 30, 1925

RB ATTENDED BLOCK STATION

Closed.

RB UNATTENDED BLOCK STATION

In service continuously in charge of Signalman at Genesee Junction, located at clearance point south of former RB Block Station. Pages 7 and 8, Time Table No. 1, modified accordingly.

RED HOUSE

Block Station open 7.00 A. M. to 3.00 P. M. Page 6, Time Table No. 1, modified accordingly.

ROB'T. FARIES,
Superintendent

BUFFALO DIVISION

JULY 28, 1925

GENERAL ORDER No. 107

Effective 12:01 A. M., Sunday, August 2, 1925

SQ BLOCK STATION

Closed. Page 9 and Special Instructions D-1608, Time Table No. 1, and General Order No. 104 modified accordingly.

AY BLOCK STATION

Closed 4:00 P. M. to 7:00 A. M. Page 6, Time Table No. 1, modified accordingly.

AY UNATTENDED BLOCK STATION

Open 4:00 P. M. to 7:00 A. M., in charge of Signalman at BS. Page 6, Time Table No. 1, modified accordingly.

ROB'T. FARIES,
Superintendent

BUFFALO DIVISION

AUGUST 4, 1925

GENERAL ORDER No. 108

Effective 12:01 A. M., Sunday, August 9, 1925

WA BLOCK STATION

Switchtenders discontinued.

Main track switches are bolt locked with signals and switch-tender's hand signal not required for movement with current of traffic. Movements against current of traffic will require hand signal.

Signalmen will operate all switches for road movements. Yardmen will operate all switches for yard movements.

Special Instructions D-1606, Time Table No. 1, modified accordingly.

Special Instructions D-1608, Time Table No. 1, amplified accordingly.

ROB'T. FARIES,
Superintendent