

Lake Shore & Michigan Southern Railway.

BUFFALO DIVISION.

TIME TABLE

No. 22.—3d Edition.

To take effect Sunday, June 10th, 1877,

AT 8 O'CLOCK, P. M.

For the Government and Information of Employees only.

Read General and Special Rules carefully. **IMPORTANT CHANGES** have been made in them.

SPECIAL RULES.

Trains Nos. 2, 9 and 10 will keep entirely out of the way of all other Passenger Trains.

Trains Nos. 2 and 9 will stop at old Portland Station for Passengers.

Train No. 1, daily, except Monday.

Train No. 7, daily, except Saturday.

Train No. 4 will run through every morning except Sunday morning. No Second Class Passengers or Emigrants will be carried on this train; and no passengers will be taken except for Dunkirk, Buffalo and beyond.

Train No. 1 will stop at all Stations Saturday nights where it has passengers to get off.

Trains Nos. 5, 6 and all Freight Trains except Nos. 71, 72, 73 and 74 run daily. All other Trains run daily, except Sundays.

Trains Nos. 73 and 74 will stop at all Stations. All other Freight Trains will stop only for Water, and to meet and pass other Trains.

No. 62 will run as Way Freight between Erie and North East, and will carry passengers between those points as per Gen'l Order No. 46

Passenger Trains will reduce speed to TEN miles per hour, and Freight Trains to FOUR miles per hour, in passing over the Buffalo Creek Bridge.

Conductors and Engineers will be careful to understand what Trains they are to meet on the double track, and govern themselves by the Rules when they arrive at the end of the double track.

When Passenger Trains are at a Station on the double track, receiving or discharging passengers, Freight Trains must not pass between the standing Train and the Passenger House, and Express Trains must run carefully when passing the standing Train.

All Trains must come to a full stop within four hundred feet of, and before crossing the track of any other Railroad, and not proceed until the proper signal is shown to indicate that the way is clear.

The Targets at the crossing of the P. & E. R. R. at the East end of Erie Yard; at the crossing of the Buffalo Creek R. R. at Buffalo; at the crossing of the B., N. Y. & P. R. R., at East Buffalo, and at the two crossings of Erie Railway in Buffalo Yard, when placed horizontally, permit L. S. & M. S. R'y Trains to pass; they must not pass these places unless the targets are horizontal. The position of the targets will be indicated by red lights at night.

SIGNALS.

1. SIGNALS BY HAND.—The hand waved above the head is a signal to go ahead; waved across the body, below the head, is a signal to stop. The two arms, extended widely and horizontally, is a signal to back the Train; both arms thrown up above the head, (touching the hands together,) then thrown down by the side, is a signal that the Train is broken apart.

2. SIGNALS BY LIGHTS.—A light swung through a vertical arc, is a signal to go ahead; when swung horizontally across the track, it is a signal to stop; when raised and lowered vertically, it is a signal to back the Train; when whirled round and round, vertically across the Train, it is a signal that the Train is broken apart.

3. SIGNALS BY FLAGS AND COLORS.—Red is the special signal of danger; but any signal apparently intended to indicate alarm or danger, must be regarded, and when given to a Train on the Road, the Train must be stopped, and the meaning of the signal ascertained. Should another Train be following, a man must be immediately sent back with proper signals to stop it. Engineers, on seeing a signal for stopping, must immediately stop the Train, if possible, before reaching the signal.

A Red Signal, displayed at a Station, is a signal for a Train to stop; if at a Telegraph Station, the Conductor and Engineer must ascertain, without delay, whether there are telegraphic orders for them or not, before proceeding; set up by the side of the road, it is a signal of danger on the track, ahead; carried on the front of an Engine, it is a signal that another Train or Engine is to follow. See Rule 16 of General Rules.

A Green Signal carried upon a Train indicates that it is a **Wild Train**, and is not flagged by any other Train. See Rule 17 of General Rules.

A White Signal, exhibited at a Station, is a signal that the track is clear; carried on the front end of an Engine, it is a signal that another Engine or Train is to follow, which will keep out of the way of all Regular Trains. See Rule 16 of General Rules.

Whenever it is necessary to stop a Train, two torpedoes will be placed upon the track and a red signal exhibited, if the torpedoes and red signal can be had. Trainmen will always keep themselves supplied with torpedoes for this purpose.

A Blue and White Flag displayed, is a signal of caution, and Trains must not be run past such a flag at a speed greater than six miles per hour.

4. SIGNALS BY WHISTLE.—One short blast is a signal to apply the brakes; two long blasts is a signal to release the brakes; three short blasts is a signal that the Train will be backed; four short blasts is to call in the Flagman. Two short blasts must be given at a distance of 80 rods from every Road Crossing.

THE CONDUCTOR of every Train is responsible for its safety, and must protect it by signals under all circumstances, and whether preceded by another section or not; but the Conductor of a leading section will assist in securing the safety of the line, by signalling an approaching Train, if he believes the track to be obstructed by a following section.

W. P. TAYLOR, Sup't Buffalo Division,
Buffalo, N. Y.

CHARLES PAINE, Gen'l Sup't,
Cleveland, O.

FREIGHT TRAINS GOING WEST.

PASSENGER TRAINS GOING WEST.

STATIONS.	FREIGHT TRAINS GOING WEST.																				PASSENGER TRAINS GOING WEST.							DISTANCE FROM BUFFALO.	DISTANCES.	STATIONS.	DISTANCE FROM ERIE.	DISTANCES.					
	73	71	63		31	81	75	59	57	41	43	39	79	37	35		33	53	29	77	27	25	23		7	9							5	3		1	
	Way Freight	Oil Train.	Thro' Freight		Red Line Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	South Shore Freight	Thro' Freight	Red Line Freight	Coal Train.	Thro' Freight	Thro' Freight		Red Line Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	Red Line Freight		Special Michi'n Expres	Accom- modat n							Pacific Express	Toledo Express		Special Chicago Express	
§ E. BUFFALO.....Dep.	A M	A M	P M 10.30		P M 9.05	P M	P M 6.30	P M 5.30	P M 4.30	P M 3.50	P M 2.30	P M 1.10	A M 11.55	A M 11.00	A M 10.00		A M 9.00	A M 7.30	A M 7.00	A M 5.30	A M 3.00	A M 2.00	A M 1.00		P M 9.00	P M		P M 12.40	A M 6.55		A M 12.45		Depart. §E. BUFFALO.....Arrive.				
§ BUFFALO.....	6.15	4.45				8.25																			9.00	4.00		12.40	6.55		12.45		§BUFFALO.....	88			
§ Buff. Creek Bridge.....																									×9.20			×12.55	×7.10		×1.02		§Buffalo Creek Bridge.....				
West Seneca.....																										4.15							West Seneca.....				
Bay View.....																										4.21			7.20			8	8	Bay View.....	80	8	
§ Hamburg.....	7.00 7.25	5.35	11.50		10.05	9.25 9.35	8.00	6.50	6.00	5.00	3.50	2.30	P M 12.55 1.08	P M 12.30	11.10		10.10	9.00	8.00	6.50	4.30	3.30	2.20		×9.35	4.25		×1.08	7.25		×1.15	10	2	§Hamburg.....	78	2	
† Lake View.....	7.45	5.55	A M 12.10		10.20	9.55	8.20	7.10	6.20	5.20	4.15 4.33	2.50	1.28	1.00 1.15	11.30		10.30	9.20	8.20	7.30 7.33	4.50	3.50	2.40		9.45	4.33		×1.15	7.33		×1.23	14	4	†Lake View.....	74	4	
† Derby.....	7.58	6.05	12.25		10.30	10.05	8.35	7.25	6.30	5.35	4.45	3.10	1.40	1.30	11.45		10.45	9.35	8.35	7.45	5.05	4.05	2.55		×9.55	4.39		×1.19	7.38		×1.27	17	3	†Derby.....	71	3	
§ Angola.....	8.25	6.25	1.00 1.35		10.55	10.25	9.05	7.55	7.05	6.05	5.05	3.35	2.20	2.05	P M 12.05		11.05	10.05	8.55	8.05	5.30	4.35	3.20		10.05	4.48		×1.25	7.45		×1.35	21	4	§Angola.....	67	4	
Farnham.....	8.50	6.45	2.00		11.20	10.45	9.30	8.20	7.25	6.25	5.25	3.55	2.50	2.30	12.30		11.30	10.30	9.20	8.30	5.55	5.00	3.45		×10.15	4.56		×1.31	7.52		×1.42	26	5	Farnham.....	62	5	
† Irving.....	9.05	6.55	2.10		11.30	10.55	9.40	8.30	7.35	6.35	5.35	4.05	3.00	2.40	12.40		11.40	10.40	9.30	8.40	6.05	5.15	3.55		×10.22	5.01		×1.35	7.57		×1.46	28	2	†Irving.....	60	2	
§ Silver Creek.....	9.20	7.08	2.25		11.45	11.10	9.55	8.45	7.50	6.50	5.50	4.20	3.15	2.55	12.55		11.55	10.55	9.45	8.55	6.20	5.25	4.10		10.30	5.08		1.42	8.05		×1.51	31	3	§Silver Creek.....	57	3	
Sheridan.....																										5.18						36	5	Sheridan.....	52	5	
§ DUNKIRK.....Arr.	10.10	7.50	3.20		A M 12.30	11.50	10.35	9.35	8.40	7.40	6.40	5.00	4.15 P M	3.50	1.35		P M 12.40	11.40	10.35	9.50	7.10	6.20	5.10		10.50	5.30		2.00	8.20		2.10	40	4	Arrive. §DUNKIRK.....Depart.	48	4	
§ DUNKIRK.....Dep.	10.25	7.50	3.20		12.30	11.50	10.35	9.35	8.40	7.40	6.40	5.00		3.50	1.35		12.40	11.40	10.35	9.50	7.10	6.20	5.10		11.00	5.35		2.05	8.25		2.15		Depart. §DUNKIRK.....Arrive.				
Morians.....																										5.45						44	4	Morians.....	44	4	
§ BROCTON JUNC.....	11.10 11.20	8.30 A M	4.00		1.05	A M 12.30	11.10 11.20	10.15	9.20	8.20	7.20	5.35 5.55		4.25	2.15 2.25		1.15	P M 12.20	11.20	10.30	7.50	7.00	5.55		11.20	5.55			2.25	8.45		×2.35	49	5	§BROCTON JUNCTION.....	39	5
§ Westfield.....	P M 12.20		4.40		1.35	1.05	A M 12.05	11.00	10.00	9.00	8.00	6.30		5.00	3.15		1.55	1.00	P M 12.10	11.20	8.35 9.00	7.45	6.40		11.40	6.12		×2.40	9.00		×2.50	57	8	§Westfield.....	31	8	
Ripley Crossing.....																										6.22			9.10				62	5	Ripley Crossing.....	26	5
§ Ripley.....	1.00		5.20		2.00	1.35	12.45	11.35	10.35	9.40	8.40	7.05		5.40	4.00		2.30	1.35	12.50	11.58	9.40	8.20	7.20		11.58	6.30		×2.53	9.18		×3.05	65	3	§Ripley.....	23	3	
† State Line.....	1.15		5.35		2.10	1.45	1.00	11.45	10.47	9.55	8.55	7.15		5.50	4.15		2.40	1.47	1.05	P M 12.10	9.55	8.35	7.35		A. M. 12.06	6.38		×2.59	9.24		×3.11	68	3	†State Line.....	20	3	
§ North East.....	1.45		5.55		2.25	2.00	1.20	A M 12.05 12.20	11.05	10.15	9.20	7.30		6.10	4.35		3.00 3.10	2.10	1.25	12.30	10.20	8.55	7.55		12.20	6.46			3.10	9.34		×3.18	73	5	§North East.....	15	5
† Moorheads.....	2.05		6.15		2.40	2.12	1.35	12.40	11.30	10.30	9.35	7.45		6.25	4.55		3.30	2.25	1.40	12.45	10.35	9.10	8.10		×12.30	6.52		×3.16	9.40		×3.23	77	4	†Moorheads.....	11	4	
† Harbor Creek.....	2.25		6.30		2.55	2.30	1.50	12.55	11.35	10.45	9.50	8.00		6.45 6.59	5.10		3.45	2.40	1.55	1.00	10.55	9.25	8.25		×12.38	6.59		×3.22	9.46		×3.28	80	3	†Harbor Creek.....	8	3	
Wesleyville.....																										7.05			9.54				84	4	Wesleyville.....	4	4
§ ERIE.....Arr.	3.10 P M		7.15 A M		3.25 A M	3.00 A M	2.30 A M	1.40 A M	12.20 A M	11.30 P M	10.30 P M	8.30 P M		7.40 P M	6.00 P M		4.30 P M	3.20 P M	2.50 P M	1.50 P M	11.40 A M	9.55 A M	9.00 A M		1.00 A M	7.20 P M		3.45 P M	10.05 A M		3.45 A M	88	4	Arrive. §ERIE.....Depart.			
CLEVELAND.....Arr.			8.40 P M		1.50 P M				11.35 A M	9.59 A M	9.20 A M	4.55 A M		7.10 A M	6.00 A M		1.35 A M		3.50 A M		11.35 P M	10.00 P M	6.55 P M		5.15 A M			7.05 P M	2.00 P M		6.35 A M	183		CLEVELAND.....Depart.			
TOLEDO.....Arr.			7.45 A M		12.15 A M				11.25 P M	9.35 P M	8.55 P M	2.50 P M		7.40 P M	5.15 P M		11.50 A M		2.10 P M		9.55 A M	9.00 A M	6.35 A M		10.25 A M			11.40 P M	8.05 P M		10.45 A M	296		TOLEDO.....Depart			
CHICAGO.....Arr.					4.30 A M				11.30 P M	2.00 A M	12.30 P M		10.00 P M	8.45 P M		10.30 A M		6.00 P M		11.50 A M	9.20 A M	6.15 A M		8.00 P M				8.20 A M	6.00 A M		8.00 P M	539		CHICAGO.....Depart			
	73	71	63		31	81	75	59	57	41	43	39	79	37	35		33	53	29	77	27	25	23		7	9		5	3		1						

STATIONS.	FREIGHT TRAINS GOING WEST.																				PASSENGER TRAINS GOING WEST.							STATIONS.	DISTANCE FROM ERIE.	DISTANCES.							
	73	71	63		31	81	75	59	57	41	43	39	79	37	35		33	53	29	77	27	25	23		7	9					5	3		1			
	Way Freight	Oil Train.	Thro' Freight		Red Line Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	South Shore Freight	Thro' Freight	Red Line Freight	Coal Train.	Thro' Freight	Thro' Freight		Red Line Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	Thro' Freight	Red Line Freight		Special Mich'n Express	Accom- modat'n					Pacific Express	Toledo Express		Special Chicago Express			
§ E. BUFFALO...Dep.	A M	A M	P M 10.30		P M 9.05	P M	P M 6.30	P M 5.30	P M 4.30	P M 3.50	P M 2.30	P M 1.10	A M 11.55	A M 11.00	A M 10.00		A M 9.00	A M 7.30	A M 7.00	A M 5.30	A M 3.00	A M 2.00	A M 1.00		P M 9.00	P M		P M 12.40	A M 6.55		A M 12.45	Depart. § E. BUFFALO...Arrive.					
§ BUFFALO	6.15	4.45				8.25																			9.00	4.00		12.40	6.55		12.45	§ BUFFALO	88				
§ Buff. Creek Bridge																									9.20			12.55	7.10		1.02	§ Buffalo Creek Bridge					
West Seneca																										4.15							West Seneca				
Bay View																										4.21			7.20				Bay View	80	8		
§ Hamburg	7.00 } 7.25 }	5.35	11.50		10.05	9.25 } 9.35 }	8.00	6.50	6.00	5.00	3.50	2.30	P M } 12.55 } 1.08 }	P M } 12.30 }	11.10		10.10	9.00	8.00	6.50	4.30	3.30	2.20		9.35	4.25		1.08	7.25		1.15	§ Hamburg	78	2			
† Lake View	7.45	5.55	A M } 12.10 }		10.20	9.55	8.20	7.10	6.20	5.20	4.15 } 4.33 }	2.50	1.28	1.00 } 1.15 }	11.30		10.30	9.20	8.20	7.30 } 7.33 }	4.50	3.50	2.40		9.45	4.33		1.15	7.33		1.23	14	4	† Lake View	74	4	
† Derby	7.58	6.05	12.25		10.30	10.05	8.35	7.25	6.30	5.35	4.45	3.10	1.40	1.30	11.45		10.45	9.35	8.35	7.45	5.05	4.05	2.55		9.55	4.39		1.19	7.38		1.27	17	3	† Derby	71	3	
§ Angola	8.25	6.25	1.00 } 1.35 }		10.55	10.25	9.05	7.55	7.05	6.05	5.05	3.35	2.20	2.05	P M } 12.05 }		11.05	10.05	8.55	8.05	5.30	4.35	3.20		10.05	4.48		1.25	7.45		1.35	21	4	§ Angola	67	4	
Farnham	8.50	6.45	2.00		11.20	10.45	9.30	8.20	7.25	6.25	5.25	3.55	2.50	2.30	12.30		11.30	10.30	9.20	8.30	5.55	5.00	3.45		10.15	4.56		1.31	7.52		1.42	26	5	Farnham	62	5	
† Irving	9.05	6.55	2.10		11.30	10.55	9.40	8.30	7.35	6.35	5.35	4.05	3.00	2.40	12.40		11.40	10.40	9.30	8.40	6.05	5.15	3.55		10.22	5.01		1.35	7.57		1.46	28	2	† Irving	60	2	
§ Silver Creek	9.20	7.08	2.25		11.45	11.10	9.55	8.45	7.50	6.50	5.50	4.20	3.15	2.55	12.55		11.55	10.55	9.45	8.55	6.20	5.25	4.10		10.30	5.08			8.05		1.51	31	3	§ Silver Creek	57	3	
Sheridan																											5.18						36	5	Sheridan	52	5
§ DUNKIRK...Arr.	10.10	7.50	3.20		A M } 12.30 }	11.50	10.35	9.35	8.40	7.40	6.40	5.00	4.15 } P M }	3.50	1.35		P M } 12.40 }	11.40	10.35	9.50	7.10	6.20	5.10		10.50	5.30			8.20		2.10	40	4	Arrive. § DUNKIRK...Depart.	48	4	
§ DUNKIRK...Dep.	10.25	7.50	3.20		12.30	11.50	10.35	9.35	8.40	7.40	6.40	5.00		3.50	1.35		12.40	11.40	10.35	9.50	7.10	6.20	5.10		11.00	5.35			8.25		2.15		4	Depart. § DUNKIRK...Arrive.			
Morians																											5.45						44	4	Morians	44	4
§ BROCTON JUNC.	11.10 } 11.20 }	8.30 } A M }	4.00		1.05	A M } 12.30 }	11.10 } 11.20 }	10.15	9.20	8.20	7.20	5.35 } 5.55 }		4.25	2.15 } 2.25 }		1.15	P M } 12.20 }	11.20	10.30	7.50	7.00	5.55		11.20	5.55			2.25	8.45		2.35	49	5	§ BROCTON JUNCTION	39	5
§ Westfield	P M } 12.20 }		4.40		1.35	1.05	A M } 12.05 }	11.00	10.00	9.00	8.00	6.30		5.00	3.15		1.55	1.00	P M } 12.10 }	11.20	8.35 } 9.00 }	7.45	6.40		11.40	6.12			2.40	9.00		2.50	57	8	§ Westfield	31	8
Ripley Crossing																											6.22			9.10			62	5	Ripley Crossing	26	5
§ Ripley	1.00		5.20		2.00	1.35	12.45	11.35	10.35	9.40	8.40	7.05		5.40	4.00		2.30	1.35	12.50	11.58	9.40	8.20	7.20		11.58	6.30			2.53	9.18		3.05	65	3	§ Ripley	23	3
† State Line	1.15		5.35		2.10	1.45	1.00	11.45	10.47	9.55	8.55	7.15		5.50	4.15		2.40	1.47	1.05	P M } 12.10 }	9.55	8.35	7.35		A. M. } 12.06 }	6.38			2.59	9.24		3.11	68	3	† State Line	20	3
§ North East	1.45		5.55		2.25	2.00	1.20	A M } 12.05 }	11.05	10.15	9.20	7.30		6.10	4.35		3.00 } 3.10 }	2.10	1.25	12.30	10.20	8.55	7.55		12.20	6.46			3.10	9.34		3.18	73	5	§ North East	15	5
† Moorheads	2.05		6.15		2.40	2.12	1.35	12.40	11.20	10.30	9.35	7.45		6.25	4.55		3.30	2.25	1.40	12.45	10.35	9.10	8.10		12.30	6.52			3.16	9.40		3.23	77	4	† Moorheads	11	4
† Harbor Creek	2.25		6.30		2.55	2.30	1.50	12.55	11.35	10.45	9.50	8.00		6.45 } 6.59 }	5.10		3.45	2.40	1.55	1.00	10.55	9.25	8.25		12.38	6.59			3.22	9.46		3.28	80	3	† Harbor Creek	8	3
Wesleyville																											7.05			9.54			84	4	Wesleyville	4	4
§ ERIE...Arr.	3.10 } P M }		7.15 } A M }		3.25 } A M }	3.00 } A M }	2.30 } A M }	1.40 } A M }	12.20 } A M }	11.30 } P M }	10.30 } P M }	8.30 } P M }		7.40 } P M }	6.00 } P M }		4.30 } P M }	3.20 } P M }	2.50 } P M }	1.50 } P M }	11.40 } A M }	9.55 } A M }	9.00 } A M }		1.00 } A M }	7.20 } P M }			3.45 } P M }	10.05 } A M }		3.45 } A M }	88	4	Arrive. § ERIE...Depart.		
CLEVELAND...Arr.			8.40 } P M }		1.50 } P M }				11.35 } A M }	9.50 } A M }	9.20 } A M }	4.55 } A M }		7.10 } A M }	6.00 } A M }		1.35 } A M }		3.50 } A M }		11.35 } P M }	10.00 } P M }	6.55 } P M }		5.15 } A M }				7.05 } P M }	2.00 } P M }		6.35 } A M }	183		CLEVELAND...Depart.		
TOLEDO...Arr.			7.45 } A M }		12.15 } A M }				11.25 } P M }	9.35 } P M }	8.55 } P M }	2.50 } P M }		7.40 } P M }	5.15 } P M }		11.50 } A M }		2.10 } P M }		9.55 } A M }	9.00 } A M }	6.35 } A M }		10.25 } A M }				11.40 } P M }	8.05 } P M }		10.45 } A M }	296		TOLEDO...Depart.		
CHICAGO...Arr.					4.30 } A M }					11.30 } P M }	2.00 } A M }	12.30 } P M }		10.00 } P M }	8.45 } P M }		10.30 } A M }		6.00 } P M }		11.50 } A M }	9.20 } A M }	6.15 } A M }		8.00 } P M }				8.20 } A M }	6.00 } A M }		8.00 } P M }	539		CHICAGO...Depart.		
	73	71	63		31	81	75	59	57	41	43	39	79	37	35		33	53	29	77	27	25	23		7	9		5	3		1						

x Trains do not stop.

† Day Telegraph Stations.

§ Day and Night Telegraph Stations.

(TRAINS RUN BY COLUMBUS TIME.)

ALBANY DIVISION TIME TABLE—No. 22.—3d Edition.

C

SUPERSEDING TIME TABLE No. 22, 3d Edition, June 10th, 1877.

DISTANCE FROM BUFFALO.	DISTANCES.	STATIONS.	DISTANCE FROM ERIE.	DISTANCES.	PASSENGER TRAINS GOING EAST.										FREIGHT TRAINS GOING EAST.																		STATIONS.					
						4	2			6	10	8			42	32	58	30	34	56			62	36	52	40	54	38			22	24		26	28	72	78	74
					Special N. Y. Express	Accom- modat'n			Atlantic Express	Toledo and Buffalo Accom	Chicago and St. Louis Express			Thro' Freight	Thro' Freight	Thro' Freight	Stock Express	Thro' Freight	Thro' Freight			Thro' Freight	Thro' Freight	Stock Express	Red Line Freight	Stock Express	Thro' Freight			Stock Express	Stock Express	Stock Express		Stock Express	Oil Train.	Coal Train.	Way Freight	
		Depart. § E. BUFFALO... Arrive.			A M 6.52	A M			P M 1.15	P M	P M 8.15			A M 9.00	A M 11.45	P M 12.45	P M 3.00	P M 4.45	P M 5.35			P M 7.00	P M 7.40	P M 9.00	P M 9.15	P M 11.55	A M 1.00			A M 4.00	A M 5.00	A M 6.00	A M 6.40	P M 10.15	P M	P M	--- § Arr. E. BUFFALO...	
		§ BUFFALO	88		6.42	9.15			1.05	7.00	8.05																						3.10		3.50	--- § BUFFALO		
		§ Buffalo Creek Bridge			×6.35	×9.00			×12.55	×6.45	×7.55			8.30	11.15	12.20 P M	2.40	4.15	5.05			6.30	7.10	8.25	8.47	11.30	12.35 A M			3.15	4.30	5.40	6.20	3.00	9.45	3.40	--- § Buff. Creek Bridge	
		West Seneca				8.54			6.37																											--- West Seneca		
8	8	Bay View	80	8		8.48			6.32																											--- Bay View		
10	2	§ Hamburg	78	2	×6.24	8.44			×12.42	6.28	×7.42			7.50	10.35	11.40	2.00	3.35	4.25			5.50	6.28 6.18	7.42 7.30	8.07	10.50	11.55			2.30	3.50	5.05	5.40	2.20	9.05	3.00	--- § Hamburg	
14	4	† Lake View	74	4	×6.18	8.36			×12.35	6.20	×7.36			7.30	10.15	11.20	1.40	3.15	4.05			5.30	5.55	7.10	7.50	10.30	11.35			2.15	3.35	4.52	5.25	2.00	8.45	2.40	--- † Lake View	
17	3	† Derby	71	3	×6.14	8.31			×12.31	6.15	×7.32			7.15	10.00	11.05	1.25	3.05	3.50			5.20	5.45	7.00	7.40	10.15	11.20			2.05	3.25	4.45	5.17	1.45	8.35	2.20	--- † Derby	
21	4	§ Angola	67	4	×6.09	8.23			×12.25	6.05	×7.26			7.00	9.45	10.50	1.10	2.50	3.30			5.00	5.30	6.45	7.26 7.10	10.00	11.00			1.50	3.10	4.30	5.05	1.30	8.20	2.00	--- § Angola	
26	5	Farnham	62	5	×6.02	8.13			×12.15	5.55	×7.18			6.25	8.50	9.55	12.25	2.10	2.40			4.20	4.50	6.05	6.20	9.15	10.10			1.23	2.30	3.48	4.32	12.50	7.30	1.20	--- Farnham	
28	2	† Irving	60	2	×5.59	8.07			×12.10	5.48	×7.15			6.15	8.42	9.47	12.16	2.02	2.32			4.12	4.42	5.54	6.12	9.05	10.02			1.15	2.22	3.40	4.25	12.42	7.22	1.05	--- † Irving	
31	3	§ Silver Creek	57	3	×5.55	8.00			×12.04 P M	5.42	×7.10			6.05 5.55 5.45	8.30	9.35	12.04 P M 11.50	1.50	2.20			4.00	4.30	5.42 5.30	6.00	8.50	9.50			1.05	2.10	3.30	4.15	12.30 P. M.	7.10 6.50	12.45 P M	--- § Silver Creek	
36	5	Sheridan	52	5		7.50			5.30																											--- Sheridan		
40	4	Arrive. § DUNKIRK... Depart.	48	4	5.40	7.40			11.47	5.20	6.55			5.05	7.52	8.50	11.15	1.10	1.40			3.20	3.55	4.45	5.20	8.10	9.10			12.32	1.40	3.00	3.35	11.47 11.15	6.00 P M	11.50 11.15	--- § Dep. DUNKIRK	
		Depart. § DUNKIRK... Arrive.			5.35	7.35			11.40	5.15	6.50			5.05	7.52	8.50	11.15	1.10	1.40			3.20	3.55	4.45	5.00	8.10	9.10			12.32	1.40	3.00	3.35	10.45		11.00	--- § Arr. DUNKIRK	
44	4	Morians	44	4		7.25																														--- Morians		
49	5	§ BROCTON JUNCTION	39	5	×5.22	7.18			11.25	4.55	6.35			4.30	7.18 7.00	8.05	10.45	12.30 P M	1.00			2.40	3.15	4.10	4.25	7.30	8.30			12.02 A M	1.10	2.35	3.05	10.00 A M		10.20	--- § BROCTON JUNC.	
57	8	§ Westfield	31	8	×5.12	7.02			×11.13	4.35	×6.24			3.50	6.20	7.02 6.50	10.15	11.50	12.15 P M			1.55	2.35	3.25	3.40	6.50	7.45			11.30	12.40	2.00	2.35			9.20	--- § Westfield	
62	5	Ripley Crossing	26	5		6.50			4.25																											--- Ripley Crossing		
65	3	§ Ripley	23	3	×5.02	6.44			×11.03	4.17	×6.14			3.10	5.45	6.10	9.45	11.03 10.45	11.30			1.15	2.05	2.50	3.05	6.14 6.00	7.05			11.00	12.15	1.25	2.05			8.40	--- § Ripley	
68	3	† State Line	20	3	×4.58	6.38			×10.59	4.10	×6.10			2.57	5.30	6.00	9.35	10.30	11.15			1.05	1.55	2.40	2.55	5.45	6.50			10.50	12.05 A M	1.15	1.55			8.25	--- † State Line	
73	5	§ North East	15	5	×4.52	6.30			×10.52	4.00	6.03			2.40	5.10	5.40	9.15	10.10	10.52 10.40			12.40	1.40	2.20	2.40	5.25	6.30			10.30	11.50	1.00	1.40			8.00	--- § North East	
77	4	† Moorheads	11	4	×4.47	6.23			×10.45	3.50	×5.57			2.20	4.55	5.25	9.00	9.50	10.20			12.20	1.25	2.05	2.25	5.05	6.10			10.17	11.37	12.45	1.27			7.30	--- † Moorheads	
80	3	† Harbor Creek	8	3	×4.43	6.17			×10.40	3.42	×5.53			2.05	4.43 4.30	5.10	8.45	9.35	10.05			12.05 P M	1.10	1.50	2.10	4.50	5.53 5.40			10.05	11.25	12.32 A M	1.15			7.10	--- † Harbor Creek	
84	4	Wesleyville	4	4		6.10			3.35																											--- Wesleyville		
88	4	Arrive. § ERIE... Depart.		4	4.20 A M	6.00 A M			10.25 A M	3.25 P M	5.40 P M			1.30 A M	3.30 A M	4.30 A M	8.15 A M	8.45 A M	9.20 A M			11.30 A M	12.35 P M	1.15 P M	1.35 P M	4.10 P M	4.40 P M			9.35 P M	10.55 P M	11.55 P M	12.40 A M			6.30 A M	--- § Dep. ERIE	
83		CLEVELAND... Depart.			1.50 A M				7.30 A M	11.15 A M	2.45 P M			11.15 A M	1.30 P M	2.55 P M	10.50 P M	8.40 P M	9.50 P M			11.10 P M	2.00 A M	3.00 A M	3.30 A M	6.00 A M	4.40 A M			1.45 P M	3.20 P M	4.50 P M	5.20 P M				--- Dep. CLEVELAND	
96		TOLEDO... Depart.			11.11 P M				3.00 A M	6.25 A M	10.10 A M			12.05 A M	2.55 A M		1.45 P M	10.20 A M				3.15 P M	4.00 P M	4.40 P M	6.00 P M	8.35 P M	7.05 P M			5.20 A M	7.40 A M	8.40 A M	9.20 A M				--- Dep. TOLEDO	
99		CHICAGO... Depart.			5.05 P M				5.35 P M		10.40 P M			12.30 A M	2.30 A M		6.00 P M	9.45 A M				3.50 P M		9.00 P M		7.30 P M				12.05 P M	2.30 P M	3.40 P M	4.40 P M				--- Dep. CHICAGO	
					4	2			6	10	8			42	32	58	30	34	56			62	36	52	40	54	38			22	24	26	28	72	78	74		

The FULL FACE Figures denote Meeting and Passing Stations.

GENERAL RULES.

To be strictly observed by all Conductors, Brakemen, Engineers, and others, connected with the running of Trains or care of Track; who are expected and required always to have a copy of these Rules in their possession.

1. **The Standard Time of the Road**, is the clock in the Union Passenger Depot, Cleveland. The clocks in the Company's Telegraph Offices at CHICAGO, KALAMAZOO, LANSING, TOLEDO, ADRIAN, DETROIT, STONEBORO, ANDOVER, ERIE AND BUFFALO, will be regulated by Telegraph, and must be used as the Standard of Time by all operatives whose Divisions do not reach Cleveland. Each Conductor and Engineer must carry a watch, which must be compared and regulated daily, by the Standard of the Division on which he runs. Station Agents and Track Masters will compare and receive their time daily from Conductors.

2. **Conductors** will have charge of Trains, and will, in no case, permit a Train to arrive at or leave a Station before its time. The time indicated in the schedule is the arriving time for all Trains, except at points where both the arriving and leaving time is specified. All Trains, in making meeting points, will regard the time marked in the schedule as the leaving time of Trains to be met. Conductors will be held responsible for the safe management of their Trains and for the performance of duty or the part of the men engaged with them while upon the road. They must know that their Trains are at all times provided with every thing necessary to enable them to comply with the regulations of the road.

When any Train is behind time, or delayed at a Station, or upon the road long enough to be in danger of being overtaken or met by another Train, the Conductor must have signals posted at proper distances, [not less than 800 yards,] in each direction, to prevent the possibility of a collision. The proper signals to indicate danger are a red flag by day or red light by night, in connection with two torpedoes placed on the track, day or night, at least 800 yards (sixteen telegraph poles) distant in each direction of the road.

At night, or in foggy or stormy weather, or at places where Signals cannot be seen for at least one mile, the Flagman will place two Torpedoes upon the rail, three yards apart, at a distance of at least sixteen telegraph poles from the Train; he will then go a distance of eight more Telegraph Poles from the Train, and place another Torpedo upon the rail, after which he will return to the place where he fixed the first Torpedoes, and remain there until recalled by the whistle of his Engine; but if a Passenger Train is due, he must remain until it arrives. When the Flagman returns to his Train, he will remove from the Track one of the Torpedoes which he had first put down, leaving two, eight telegraph poles apart, as a caution to any following Train.

If, for any cause, the forward Brakeman cannot go forward as Flagman to protect the Train, when that is necessary, the Fireman must go forward and use the same precautions; both Conductor and Engineer are required to know that he has done so, and that he is provided with proper Signals.

When the Flagman is left behind by his Train, he will ride on the Engine of the following Train, until he overtakes his own. Conductors of Trains, in cases of doubt as to their right to the track, or safety of proceeding, will confer with their Engineers, and if they then decide to proceed, must adopt the safe course of keeping signals far enough ahead to prevent danger to their own or other Trains. They must report to the Division Superintendent, by Telegraph, the numbers and initials of any disabled cars which they are compelled to leave upon the road, also every delay of more than ten minutes to their Trains, stating the cause.

3. **Conductors of Passenger Trains** must give particular attention to the safety and comfort of their passengers. They will notice the temperature of the coaches, and instruct their Brakemen about attending to the heating apparatus and to the ventilators. Shortly before reaching any Station at which a Train will stop, they will pass through each coach, except the sleeping cars, and announce distinctly the name of that Station. They will require their Brakemen to repeat this announcement, in each car, with the doors closed, twice in succession, as distinctly as possible, just before the Train arrives at the Station. They will require their Brakemen to assist ladies, children and infirm persons to get on and off the Trains, and insist upon their polite behavior towards all persons. They are required to know that there is a reliable brake on the rear car, and that a Brakeman is kept at it while the Train is running, provided with a red signal and Torpedoes, for use in case they are required.

They will permit no person, not duly authorized, to ride upon the Engines, or in the Postal, Express, Baggage or Sleeping cars; nor will they permit any person to ride free upon any part of their Trains, except as provided in General Orders.

They will not permit beggars, nor peddlers nor gamblers to practice their vocations upon their Trains.

4. **Freight Conductors** are expected to ride on the top of their Trains as much as possible, where they can apply the brakes when necessary, and see that their Brakemen do their duty.

They must see that the doors of all cars, whether empty or loaded, are kept closed and fastened.

In very bad weather they may allow their men to go to the caboose to warm themselves; but not more than one man must be away from his post, on the top of the Train, at one time.

5. **Brakemen** will be held responsible for the condition of the brakes and coupling apparatus, which they must in every instance carefully test and examine for themselves before the starting of the Trains, and report to the Conductor such as are not in good order. They must make themselves familiar with these Rules, and be governed by them in all particulars where they are concerned.

6. **Engineers** will run, as nearly as practicable, upon card time, and with regularity, and will be equally responsible with the Conductors for keeping off of the time of other Trains.

They must see to it that their Locomotives are each supplied with six torpedoes, an axe, a saw, two jackscrews, a chain, and such wrenches, hammers and chisels as are necessary in case of accidents. They must have the Head Lights of their Engines in order, and see that they are well trimmed and lighted, when running at night.

When an Engine stands upon a Siding at night, the Head Light must be screened in the face of a Train that is due from an opposite direction, and the cylinder cocks must be kept closed, in order that all signals may be visible to the approaching Train.

Engineers will shut off steam, when approaching a Station, in season to enable the Brakemen to stop the Train without sliding the wheels. When approaching a switch, they will direct their eyes to it as soon as within view, and have their Trains under such command as to be able to stop them should the switch prove to be wrong.

In running Passenger Trains, they must observe great care in the manner of working the Air Brake. It must be applied after the Train is made up, before starting from the first Station, to make certain that it is in working order; in making regular stops, it must be applied in such a manner as to avoid any injury to the Brakes or discomfort to the Passengers.

Especial care should be taken with short Trains to apply the Brakes early enough to entirely obviate this difficulty.

Every Engine must be brought to a full stop before crossing the track of any Railroad, at a distance not exceeding four hundred feet from the same.

When approaching **Railroad Crossings** or other hazardous points, steam must be shut off at least a mile distant, and the speed of all Trains must be reduced so as to bring them certainly within control of the Engineer. The **Conductor** and all the **Trainmen**, upon all Trains, must be at the brakes, at least one mile before reaching such points, ready to apply the brakes instantly when the whistle sounds. Upon Passenger Trains, if the Air Brake is found not to be working efficiently, the brakes must be applied by hand, and the Train must be held under such control as surely to prevent running over before stopping.

Engineers must have the engine bell rung, in all cases, before the engine is put in motion, and always at least eighty rods before reaching a public Road Crossing, and until it is passed. At least eighty rods distant from every public Road Crossing, whether it be under, over, or on a level with the Railway, they must give two short blasts of the whistle, and about one mile before arriving at each station, they will give one long blast.

When they receive a signal to run slowly, or to stop, they must at once acknowledge their perception of it by one short blast of the whistle, whistling off brakes immediately after, if necessary.

They must avoid all unnecessary use of the whistle, reserving it, so far as possible, for cases of danger.

They will allow no persons to ride upon the Engines or Tenders, except the Chief Engineer, Assistant Engineers and Superintendents, Train Dispatchers, Road and Division Masters, or Master Machinists, unless they have permission of the Superintendent, or in cases of storms or accidents.

They will not permit the **Firemen** to operate the Engines, except when they are themselves present upon them. Both Engineer and Fireman must remain upon the Engine while it is at work.

7. **Engineers and Conductors** must report full particulars of all accidents or injuries received by their Engines or Trains, to the heads of their respective departments, immediately upon arriving at the end of their trip. If disabled on the way, and cannot proceed, they must first protect their Trains, as directed in Rule 2, and then report forthwith by the best means in their power, to the nearest Head Station, for assistance, when all necessary hands must turn out to render the assistance required.

Running of Trains.

8. Passenger Trains have the right to the track, in preference to all other Trains, and will not wait for Freight and other Trains, but will proceed when their own time for leaving a Station has expired.

9. Freight and other Trains will wait indefinitely for all Passenger Trains, and must keep at least ten (10) minutes off their time, unless otherwise directed in the Time Table. Gravel and Wood Trains must keep at least ten (10) minutes off the time of Freight Trains.

10. Whenever one Passenger Train is to meet another Passenger Train at a Station, whether at a regular meeting point or upon an order from the Train Dispatcher, both Trains must come to a full stop, between the switches, at the place of meeting.

11. Trains should meet and pass at Stations designated by **Full Faced Figures** in the Time Table. Any delayed Passenger Train will have the right to run to its **meeting point** with another Passenger Train, as fixed by the Time Table, if it can reach there within fifteen (15) minutes after the time when it is due, unless otherwise directed by special order. The Train which it should meet there, must not leave the **meeting point**, unless directed by special order, until twenty (20) minutes past the time of meeting given in the table; but will then proceed, keeping twenty (20) minutes behind its regular card time, until it meets the delayed Train, which will run as if the other Train were coming only fifteen (15) minutes behind its time. This five minutes of difference is allowed for possible variation of watches, and must never be used by either Train. If the Train which is expected twenty (20) minutes behind its regular time, does not arrive, but is also delayed, the other Train will wait at the Station at which it is expected, until forty minutes past the card time of said expected Train; then proceed with the greatest caution, sending forward a man with proper signals, so as to see at least half a mile ahead. The Engineer must keep his Train fully within his control until the expected Train is met. If delayed Trains should meet between Stations, the one shall back out which will cause the least danger and delay; but never in the face of a Train that is due.

12. **Conductors and Engineers** must be careful to understand what Trains they should meet on the double track. When Trains should meet upon the double track, and either of them fails to reach it on time, the end of the double track will be taken as the **meeting point** for such Trains, and they will proceed as directed in these Rules.

13. Any Passenger Train due at a Terminal Station before the departure of a Passenger Train going in the opposite direction, will run to the Terminal Station as if it were a **meeting point** with the other Train, and both Trains will govern themselves by Rule No. 11. The Stations at each end of the several Divisions, as well as all Stations at starting points of Passenger Trains, will be considered Terminal Stations in the application of this Rule.

14. **The Freight Trains** designated as STOCK EXPRESS have the RIGHT TO THE ROAD over all other Freight Trains, and must not be delayed by them.

FREIGHT TRAINS GOING EAST will have the RIGHT TO THE ROAD against Freight Trains GOING WEST. FREIGHT TRAINS GOING WEST, if delayed so as to be unable to reach the meeting point at the time specified in the Time Table, must be kept ENTIRELY OUT OF THE WAY of Freight Trains GOING EAST. All Freight Trains following red signals according to the 16th Rule, will have exactly the same right as the leading Train, and no more. See Rule 19. Therefore, sections following a red signal on a leading Westward-bound Freight Train, must keep entirely out of the way of Eastward-bound Freight Trains and sections following.

Any Freight Train which according to the Time Table, should be overtaken and passed at any Station, by another Freight Train, must keep off the time of the Train which should pass it.

GENERAL RULES—CONTINUED.

If a Way Freight Train falls behind its time, as fixed in the Time Table, it will not yield the road to a following Freight Train, WITH WHICH IT HAS NO DESIGNATED PASSING POINT, until overtaken by it; but the WAY FREIGHT must be protected by signals from all chance of a rear collision, and will yield the road at the first station.

When any Freight Train is overtaken and passed by one section of a Train which carries red signals, it must await the passing of all the sections of the Train, unless otherwise directed by Special Order.

All Freight Trains will be governed by this Rule in starting from Terminal Stations. Terminal Stations will be considered in the application of this Rule, the same as any other Station on the Road.

15. When an Engine or Train is to follow another Train, a written order must be given to the Conductor and a copy also to the Engineer of the forward Train, who will cause the proper signals to be displayed upon the forward end of their Engine. The General Superintendent, Assistant General or Division Superintendents and Train Dispatchers, on their own Divisions, are the only persons authorized to direct either Passenger or Freight Trains to carry signals for following Trains or Engines, except that the Yard Masters at the Terminal Stations of the Divisions will direct Freight Trains to carry red signals for following Trains from their Stations.

16. TWO RED flags by day, and, in addition, TWO RED lights by night, displayed on the front of an Engine, indicate that an Engine or Train is following, which has EXACTLY THE SAME RIGHT to the track as the Engine bearing the signal, AND NO MORE, and must be regarded accordingly by other Engines and Trains. When two red flags or two red lights cannot be obtained, one red flag and one red light shall be regarded as of the same meaning. TWO WHITE FLAGS by day, and, in addition, two white lights by night, borne upon the front of an Engine, indicate that an Engine or Train is following, which will keep out of the way of all Regular Trains, but will have the right of track over Wood, Gravel and Working Trains, which will keep out of the way accordingly. Whenever a Train is to carry a signal for a following Train, the Conductor of the first Train must compare his order with that of the Engineer, before starting, and be sure that they understand them alike.

In all cases, Conductors of Trains must give the directions for placing the signals on their Engines, showing that a Train or Engine is to follow, and Engineers will not carry such signals except by order of the Conductors of the Trains they are running. No Trains or Engines will be allowed to follow a Passenger Train, except in cases of absolute necessity, when they must be run with the utmost care. Should a Train following a white flag, meet a Train carrying a white flag, it will not leave the Station where it meets such Train until orders have been received from the General Superintendent, or Division Superintendent or Train Dispatcher. Conductors and Engineers of Engines and Trains bearing signals, must be particular to call the attention of Engineers and Conductors—having charge of Trains coming in the opposite direction—Station Agents, Switchmen, and all others concerned, to the signals, and explain their meaning.

Whenever it can be done, notice of the running of any Engine or Train, not upon the Time Table, [except Wood, Gravel and Working Trains] should be given by flags placed upon some preceding Train.

17. All Trains or Engines having no time given them in the Time Table, and not flagged by regular trains, will be known as Wild Trains. No such Train or Engine will, under any circumstances, be permitted to pass over any portion of the road without special orders from the General Superintendent, Assistant General or Division Superintendent or Train Dispatcher. Provided, this rule does not apply to Engines switching within the strict limits of the various yards. Wood, Gravel and Working Trains will be assigned certain limits by the Division Superintendent, within which they may work—keeping out of the way of all Regular Trains. The Conductor of such Working Train will be required to have in his possession, at all times, this permission in writing from the Division Superintendent. Wood, Gravel and Working Trains will be considered Wild Trains, wherever they may be; they must not be flagged by Regular Trains, nor must they carry signals for other Trains. A Wild Train may be compelled to follow a Train which carries a signal for another Train; but the signal must not be regarded as having reference to the Wild Train. Every Wild Train will carry two green flags upon the forward end of the Engine, and also upon the rear end of the rear car; and, at night, will carry two green lamps at each end of the Train, in addition to the flags. The flags must be always clean and bright in color, so as not to be mistaken.

18. The rear end of every Train, and of every Engine alone, running upon the road, must always display a red light at night. The rear car of all Freight Trains, must always display a red flag during the day.

19. The General Superintendent, Assistant General or Division Superintendents and Train Dispatchers on their Divisions, are the only persons authorized to move Trains by Special Orders. All Telegraph Messages relating to the movement of Trains and Engines, must be written on the proper blanks by the person authorized to move Trains by Special Order, before being transmitted. The Operator who receives the Message, will, unless the Conductor is present to sign his understanding of the order, repeat the message back to the sending office, in order to make sure that it has been correctly received. All Train Orders must be addressed to the Conductor and Engineer of the Train, and a copy delivered for each of them by the Operator to the Conductor, who will deliver one copy to the Engineer; they must compare their copies and see that they agree, and that they understand them alike. No Train must leave the Station where an order is received, until the understanding of the order, signed by the Conductor, is repeated to the Train Dispatcher, and his O K to the same is received. This O K will be endorsed on the back of the Order, and the Operator will also put his initials to the order.

In all cases where Trains are run by Special Orders, either in writing or by Telegraph, the orders will specify the Trains to which they refer, and the Special Orders will not affect Trains or Engines which may be following signals on the leading Trains, unless such following Trains or Engines are distinctly stated in the Special Orders. In Telegraphic Orders, the Numbers must in all cases be spelled at full length, and be repeated in Numerals, both in writing the dispatch and by the Telegraph Operator.

All Trains or Engines following signals on leading Trains, will be governed by the General Rules, unless otherwise directed by Special Orders.

20. Trains or Engines following Passenger Trains, must keep at least ten (10) minutes behind the leading Trains, and Agents at Stations where the Passenger Trains do not stop, must put out a red signal, and hold the following Train until ten (10) minutes after the passage of the leading Trains. Freight Trains following each other, must keep at least ten (10) minutes apart, and all Trains following others, must approach Stations with proper care, so as to prevent the possibility of a collision with the forward Trains, or injury to persons about the premises.

When any Train breaks in two, the person who discovers it will immediately signal to the other men on the Train, to inform them of it, as directed in the **Code of Signals**, repeating the signals several times, or until sure he has been observed. The forward part must not stop until the Engineer is sure that the rear part of the Train has stopped. When entirely certain that the rear part has stopped, the forward part may stop; and, after sending back a flag or signal, will move slowly back to get the rear part of the Train; but not until a signal to back up has been received from the Conductor of the Train, who must be very careful not to give such a signal unless the rear part is standing still. If the Engineer of the Train cannot make sure that the rear portion of the Train has stopped, he will proceed to the first siding, where he will leave his Train; and, after waiting twenty (20) minutes, he will flag his engine back to the rear portion of his Train, presuming that it is still in motion, and taking great care not to collide with it. As soon as the men upon the rear portion of the Train discover that it has broken apart, they will stop it, and protect the front and rear by the usual danger signals. If a following Train reaches this detached part before its engine has returned from the siding, the following Train will push the detached portion very slowly towards the siding, sending forward a flag or signal, and proceeding with great care, expecting to meet the returning engine. If any Train breaks into more than two parts, the rear part must be stopped first, then the part next forward of it, and so on, using great care not to stop any part so as to permit a following portion to collide with it. When stopped, each portion must be protected by signals, if possible.

21. When Freight Trains are 40 minutes behind time, Gravel and Wood Trains may take the track, by stationing flag men at a sufficient distance in each direction, to prevent accident—but will surrender the track as soon as possible on the approach of the Freight Train. Engineers of Freight Trains must keep a strict watch when delayed 40 minutes, and in the vicinity of Gravel or Wood Trains. When the signal is seen, the Train must stop until the track is cleared for the Train to pass.

22. A Torpedo exploded, or a signal displayed upon the track indicating danger, must be regarded, and the Train immediately stopped. All persons employed upon the road must give timely notice of any obstruction to the passage of Trains, by posting proper signals. They will also notice all passing Trains, and when seeing a flag or other signal upon the front of an Engine, must keep the Track clear until the following Train has passed, except when repairs are indispensably necessary, when signals must be posted and kept 800 yards (sixteen telegraph poles) distant in each direction from the obstruction. They should also notice the condition of all passing Trains, and if they observe anything in bad order, (as a loose wheel, a defective coupling, or a fallen brake rod, they should notify the men upon the Train by proper signals; always giving a signal to stop, if in their judgment the Train is endangered by the defect. The train-men should always observe the track-men and other employees as they pass, and be on the look-out for signals from them.

23. All Trains must approach Stations with care, and under control of the Engineer, except Express Trains, which may be white flagged that all is right. Passenger Trains having the right to pass Stations without stopping, must be seasonably checked so as to pass carefully the first Switch at the principal Stations, or other Stations where Trains are on the side track. A white signal must be shown when all is right for them to pass. They must not pass Junction Switches faster than 10 miles per hour. Freight Trains must pass Stations carefully.

24. No Train should be moved at Inspecting Stations until notice is given by the Inspector that all is ready. In passing through thickly settled villages, the Train should be kept under such control as to be easily stopped, in case any of the streets should be obstructed by teams or otherwise. Trains must not be allowed to obstruct any public street or road over five minutes at any one time.

25. Twelve miles per hour is the maximum speed allowed for Freight Trains, except Stock Trains, unless otherwise directed in Time Table.

26. Station Agents and Switchmen, or others acting as Switchmen, will be held responsible for switches being in proper position and in order. They must know personally that all switches are set and locked on the Main Track, and also that all cars on their Side Tracks have their Brakes set, and Wheels well blocked at all times. In no case will a Switch be opened to let an approaching Train or Engine enter the side track, except a signal be given from the Engine, of three (3) short, distinct whistles. The absence of a light at night, at any Switch where a light is ordinarily shown, must be taken as a signal of danger, and the Engineer of any approaching Engine must stop until the proper position of the Switch is certain. If any Switch upon the main track is found to have a defective lock, or not to be lighted at night, it must be reported at once to the Division Superintendent, by the Conductor, Engineer or other person who may have discovered it. Whenever any Switch is changed by the men upon any Train, the Conductor of that Train will be held responsible that the Switch shall be left in its proper position, and securely locked. It is positively forbidden to make a running Switch, or to detach cars from a Train while it is in motion.

27. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars or of engines cannot be uniform in style, size or strength, and is liable to be broken, and, from various causes, to render it dangerous to expose the hands, arms or persons of those engaged in coupling between them; all employees are enjoined, before coupling cars or engines, to EXAMINE so as to know the kind and condition of the draw-head, draw-bar, link and coupling apparatus; and are prohibited from placing in the trains any car with a defective coupling, until they have first reported its defective condition to the Yard Master or Conductor. Sufficient time is allowed and may be taken by employees, in all cases, to make the examination required. Coupling by hand is strictly prohibited, in all cases where a stick can be used to guide the link or shackle; and each Yard Master, Switchman, Brakeman, or other employee who may be expected to couple cars, is required to provide himself, at all times, with a stick for that purpose.

28. Every employee is required to exercise the utmost caution to avoid injury to himself or to his fellows; and especially in the switching of cars and in all movements of Trains; in doing which work each employee must look after and be responsible for his own safety. Jumping on or off Trains or Engines in motion, getting between Cars in motion, to uncouple them, and all similar imprudences, are dangerous, and in violation of duty. All employees are warned that if they commit them it will be at their own peril and risk. The Company does not wish them to incur danger, but enjoins upon them to take time in all cases to do their duty in safety, and whether they may be, at the time, acting under the orders of their superiors, or otherwise. No person who is careless of others, or of himself, should be continued in the service of this Company. Every case of personal injury must be promptly reported in writing to the Division Superintendent, stating the names and residences of all witnesses, and all particulars of the occurrence.

All former Rules inconsistent with the above, are abolished.

BUFFALO DIVISION.

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