

The New York Central Railroad Company

SYRACUSE DIVISION

Time Table No. 45

FOR EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, April 25, 1937

EASTERN STANDARD TIME

Superseding Time Table No. 44
dated September 27, 1936
and Supplements

C. E. OLP,
Superintendent

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HOSPITALS.			COMPANY SURGEONS.		
Name	Address	Tel. No.	Name	Address	Tel. No.
Batavia, N. Y.			Batavia, N. Y.		
St. Jerome	16 Bank Street	782	Johnson, W. D.	41 Jackson Street	578
Women's Hospital Ass'n.	North & Summit Streets	30	Graney, C. M.	41 Jackson Street	578
Buffalo, N. Y.			Buffalo, N. Y.		
Millard Fillmore	875 Lafayette Ave.	Lincoln 6180	Marcy, W. H.	32 West Utica St.	Grant 4269
Emergency	108 Pine Street	Washington 2703	Marcy, G. H.	32 West Utica St.	Grant 4269
Lyons, N. Y.			Sperry, F. E.	1558 Elmwood Ave.	Riverside 9511
Lyons	122 Broad Street	323	Cazenovia, N. Y.		
Rochester, N. Y.			Sullivan Street		
Highland	Bellevue Drive	Monroe 7000	190-J		
Syracuse, N. Y.			East Buffalo, N. Y.		
St. Joseph's	301 Prospect Ave.	3-6123	Charters, J. W.	540 Walden Ave.	Fillmore 1993
			Charters, A. J.	1581 Genesee St.	Fillmore 1505
			East Rochester, N. Y.		
			Bascom, Frank T.	602-3 Med. Arts Bldg.	Stone 3397
			East Syracuse, N. Y.		
			Marsh, A. W.	200 W. Manlius St.	3-3629
			Marsh, H. A.	200 W. Manlius St.	3-3629
			Fairport, N. Y.		
			Price, G. S.	52 So. Main Street	51
			Lancaster, N. Y.		
			Irish, C. G.	34 E. Main St.	621
			Lyons, N. Y.		
			Simpson, R. S.	Center Bldg., 28 William St.	79-M
			Minoa, N. Y.		
			Bishop, F. I.	Main Street	E. Syracuse 222-R
			Newark, N. Y.		
			Reed, J. A.	103 Maple Court	382-R
			Palmyra, N. Y.		
			Nesbitt, C. C.	Cuyler Street	209
			Rochester, N. Y.		
			Baker, H. H.	423 Granite Bldg.	Stone 3623
			D'Amanda, C.	419 North Street	Stone 6611
			Syracuse, N. Y.		
			McCuen, Brooks W.	428 James Street	3-6287
			Ransom, L. P.	800 S. West St.	5-6397
			Flaherty, F. H.	Medical Arts Bldg., 713 E. Genesee St.	2-1131
COMPANY OCULISTS.					
Name	Address	Tel. No.			
Batavia, N. Y.					
Wilson, R. G.	Kresge Bldg., Main St	666			
Buffalo, N. Y.					
Glosser, H. H.	448 Franklin St.	Grant 0975			
Lewis, F. Park	454 Franklin St.	Grant 0633			
Rochester, N. Y.					
Clark, L. H.	337 Monroe Avenue	Monroe 875			
Syracuse, N. Y.					
Lewis, G. Griffin	University Bldg.	2-4023			

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

N. CONTAINERS.

Trainmen, in the performance of their duties, are not required to pass over the tops of containers.

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalmen or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

When trouble is experienced with journals on trains, arrangements should be made to stop the train immediately and have an examination made to determine whether or not the journal is in proper condition to continue to move the car to a convenient point for cutting out, or whether the car should be given immediate attention.

All signals must be acknowledged. Passenger trainmen will comply with the above as far as practicable.

DEFINITIONS.

Communicating Station.—A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

Signal Indication.—The information conveyed by the position, form and color of the signal, and/or by the color of the light or lights.

Medium Speed.—A speed not exceeding 30 miles per hour.

Slow Speed.—A speed not exceeding 10 miles per hour.

Restricted Speed.—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, or switch not properly lined, and look out for broken rail.

3. STANDARD CLOCKS.

DeWitt.....	Yard office, west end eastbound advance yard.
	West end, yard office.
	Engine house.
Syracuse.....	Chief train dispatchers office.
	Crew dispatchers office.
	Yard office, Geddes St.
Lyons.....	Passenger station.
	Engine house.
Rochester.....	Yard office.
	Passenger station, room 107.
	Train dispatchers office.
Batavia.....	Passenger station.
East Buffalo.....	Engine house.
	Train masters office.
Buffalo.....	Station masters office.
	Train dispatchers office.

4. TIME TABLES.

The schedules of Mohawk Division trains on the Syracuse Division Main Line into Syracuse and speed restrictions Kirkville to Signal Station 48 appear on Mohawk Division time table.

5. STATIONS. Additional to station column.

Minoa.....	7.11 miles east of Syracuse.
East Syracuse.....	3.78 miles east of Syracuse.
Wayneport Coaling Station.....	1.38 miles west of Wayneport.
Pittsford.....	4.16 miles west of Fairport, West Shore.

6. SIGNS.

H Stop daily except Sunday.
Y Stop Sunday only.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS

A blue signal displayed from a signal station indicates train is to back from Track No. 1 or Track No. 2. Clear signal will be displayed only after whistle signal acknowledgment has been received.

A white signal displayed from a signal station indicates that train on Track No. 3, Track No. 4 or West Shore, should take water at the next water station.

The following will be used when giving signals in connection with Special Instruction O where other signals are not required:

Manner of Using	Indication
By day: Nose held with right hand, and left hand pointed toward track.	Hot journal.
By night: Lamp swung vertically in small circle; lamp to be held by guard wire around globe.	Hot journal.
By day: Raise and lower right hand slowly full length of body.	Car door swinging or about to fall.
By night: Raise and lower lamp slowly full length of body and in addition give "Stop" signal.	Car door swinging or about to fall.
By day: Hand shoved in sliding motion out from body.	Brakes sticking.
By night: Lamp shoved in sliding motion out from body.	Brakes sticking.
By day: Hand raised and held stationary.	All right.
By night: "Proceed" signal.	All right.

14. WHISTLE SIGNALS.

Sound	Indication
o — — — — o	Flagman for Track No. 7 may return.
o — — — — o	Flagman for Track No. 8 may return.
o o — — — —	Flagman for Track No. 10 may return.
o o o o	Take siding or divert to Track No. 3 or Track No. 4.
o o o o o	Divert from Main Line to W.S. Relief engine required at Rochester or divisional terminal.
o o — o	To be sounded passing first two signal stations after defect develops.
	S.S. 27—Divert at S.S. 29 to Rochester Division.
	S.S. 25A—Divert at S.S. 25 to Rochester Division.
o — o	Clark Street, East Syracuse—Divert at S.S. JG to St. Lawrence Division.
— o	When running against current of traffic approaching curves, stations or where view is obstructed.
— o —	Westward freight trains passing Signal Station 15, and Eastward freight trains passing Signal Station 25, when train will not stop at Wayneport Coaling Station.
— o —	Eastward train requires water at Syracuse. To be sounded passing Signal Station 8 and Signal Station 6.

Second paragraph of Rule 14 (k) applies to single track territory only. Rule 14 is modified accordingly.

14(t). WHISTLE SIGNALS.	
Sound	Indication
o — oo	To notify signalman that train or engine is stopped and will not proceed until proper indication has been received.
17. HEADLIGHTS.	
When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.	
17a. SIGNALS.	
Between sunset and sunrise, or when day signals cannot be plainly seen, track motor cars must display a red and white light.	
19. MARKERS.	
Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night on rear of train.	
Trains will omit the display of markers, and will display a red flag by day and a red light by night, on rear of train, in the following territory:	
Chenango Branch.	
Between Dewitt or Syracuse Passenger Station, and Signal Station JG, to and from the St. Lawrence Division.	
Between Dewitt or Syracuse Passenger Station, and Signal Station 2, to and from the Rochester Division.	
Between Dewitt and Jordan, to and from the West Shore.	
Between Jordan and Lyons Junction, West Shore.	
Between Rochester Yard or Passenger Station, and Signal Station 29, to and from the Rochester Division.	
Between Signal Station 25 and Rochester Passenger Station, to and from the Rochester Division.	
Rule 19 is modified accordingly.	
21. EXTRA TRAINS.	
Extra trains will omit the display of white signals.	
34. COMMUNICATION OF SIGNAL INDICATIONS.	
Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light of a signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light", as the case may be. Rule 34 is modified accordingly.	
83. CLEARING OF TRAINS.	
On two or more tracks, trains will be cleared by signal indication.	
Trains will not leave the following stations without a clearance card:	
West Shore:	
Lyons Junction, westward trains, on West Shore, (except between 5:00 A. M. and 1:00 P. M. daily.)	
Chenango Branch:	
Earlville.	
Signal Station 48, eastward trains.	
Clearance cards must be authorized by train dispatcher, except in case of wire failure, when they may be issued by operators, provided they have no train orders for train to which issued.	
93. YARDS. Limits defined by signs.	
Main Line:	
Kirkville and Minoa, inclusive, except Tracks No. 1 and No. 2.	
Dewitt, except Tracks No. 1 and No. 2.	
Signal Station 48 and Syracuse Junction, inclusive, Tracks No. 1 and No. 2.	
Syracuse and Syracuse Junction, inclusive, Track No. 5.	
Salina and Syracuse Junction, inclusive, Track No. 10.	
Salina and Belle Isle, inclusive, Tracks No. 3 and No. 4.	
Lyons, except Tracks No. 1 and No. 2.	
Wayneport Coaling Station, except Tracks No. 1 and No. 2.	
Rochester:	
4000 feet west of Signal Station 30 and Signal Station 25, inclusive, Tracks No. 3 and No. 4.	
State St. and Signal Station 25, inclusive, Tracks No. 1 and No. 2.	
Batavia, except Tracks No. 1 and No. 2.	
Lancaster and Depew, inclusive, except Tracks No. 1 and No. 2.	
West Shore:	
Chenango Junction and Eastwood, inclusive.	
Lyons Jct., Connection between Pennsylvania and Syracuse Divisions.	
Lyons.	Genesee Junction.
Newark.	Oakfield.
Wayneport Coaling Station.	Akron.
Passenger trains must be given full protection at all times. Rule 93 is modified accordingly.	
97. WORK EXTRAS.	
On double track, or three or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.	
98. RAILROAD GRADE CROSSINGS.	
Location	Railroad
Chenango Branch:	
Rippleton.....	L. V.....R. R. grade crossing.
Main Line:	
*Syracuse, Geddes St. D. L. & W.....	Interlocking.
Syracuse, Magnolia St.....	D. L. & W.....Interlocking.
Signal Station 40.....	Erie.....Interlocking.
West Shore:	
Mortimer.....	Erie and L. V.....Interlocking.
Genesee Jct.....	P. R. R.....Interlocking.
*Akron Jct.....	Rochester Div....Interlocking.
*A signal indicating stop may be passed only on hand signal from trainman standing on the crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box at crossing and opened crossing switch. After train passes, crossing switch must be closed and box locked.	
A train standing on main track west of crossing or side track east of crossing, at Akron Jct., must not pass "clearing section" signs located 100 feet in rear of dwarf signals governing movements from these tracks except to move over crossing.	
98. SIDINGS. Capacity, based on 43-foot cars.	
Main Line:	
Jordan, middle.....	79
North Port Byron, middle.....	58
Clyde, middle.....	157
Palmyra, middle.....	54
Wayneport, middle.....	170
Cold Water, middle.....	40

West Shore:	
Port Byron [west end of siding, just east of Montezuma].....	523
Seneca River.....	88
Wayneport Coaling Station.....	113
Chili Center.....	93
Elba.....	85
Akron Jct.....	86
Chenango Branch:	
Cazenovia.....	17
Oran.....	15
Manlius.....	23
Sidings must not be used without permission from train dispatcher or by flag protection.	
100. PROTECTION OF ADJACENT TRACKS.	
When a train is stopped suddenly, or by application of the brakes other than by a service application made by the engineman, enginemen and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed.	
Rule D-100a is modified accordingly.	
103. PUBLIC GRADE CROSSINGS.	
When a train, or any part of a train is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.	
When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.	
When a train pulls over a public crossing at grade and back-up movement over such crossing is to be made, the crossing must be protected by a member of the train crew unless protected by a watchman or by gates.	
When switching or when train or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.	
Rule 103 is modified accordingly.	
Main Line:	
Syracuse, Townsend Street:	
All train or engine movements across Townsend Street, must be protected by member of the train crew standing on pavement in center of Townsend Street to warn street traffic.	
West Shore:	
Trainmen must flag trains or engines over the following crossings:	
Highway No. 335, Kirkville.	
Highway No. 338, Minoa.	
Highway No. 373, Belle Isle Road.	
Highway No. 376, Warners.	
Highway No. 377, 1300 feet west of Warners.	
Highway No. 378, North Memphis.	
Signs are provided approaching East Henrietta Road, Ridgeland, eastward and westward, and West Henrietta Road, east of Mortimer, westward, reading "Trains stopping to do work must leave cars (east-west) of this sign."	
Chenango Branch:	
Lebanon: Eastward trains must stop before crossing highway 967 feet west of station.	
Nortons and Temperance House No. 2 crossings, located 3.75 miles west of Cazenovia Station: All trains must stop within a distance of not less than fifty (50) feet from the center of the nearest highway crossing, and then proceed over said crossings at a speed not in excess of eight (8) miles per hour, preceded by a flagman who will warn highway traffic of the approach of the train.	
Trainmen must flag trains or engines over the following crossings:	
Earlville, crossing east of station.	
Georgetown, Highway No. 53, West Eaton Road, 51 feet west of station.	
Ballina, Highway No. 40, Scotts, one mile east of station.	
Manlius, Seneca Street.	
Fayetteville, Genesee Street.	
104. NORMAL POSITION OF SPECIFIED SWITCHES.	
At middle sidings, except where derails are provided, the normal position of switches on sidings will be:	
East end, for eastward track.	
West end, for westward track.	
*Lyons Junction: For connection to Pennsylvania Division.	
*Trains on the West Shore, single track, in either direction at Lyons Junction, must stop and secure permission by telephone from the signalman at Pennsylvania Division Signal Station WD before changing the position of switch to proceed and after using the switch, must restore it to normal position and report by telephone to signalman at Signal Station WD, except between 5:00 A. M. and 1:00 P. M. daily.	
When a train enters a siding or side track, the switch used in entering must not be changed until the train is clear of the fouling point.	
106. PASSING TRAINS.	
Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.	
108. WATER STATIONS.	
Main Line:	West Shore:
Syracuse.	Seneca River.
Amboy, Track No. 4 (Emergency).	Newark.
Seneca River.	Wayneport Coaling Station.
East Palmyra.	Churchville.
Wayneport Coaling Station.	Oakfield.
Fairport, Tracks No. 3 and No. 4.	Akron.
Rochester Yard, Track No. 4.	
Rochester, west end of passenger station.	
Churchville.	Chenango Branch:
Batavia.	Eritown.
Wende.	Cazenovia.
Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.	
108. TRACK PANS.	
	Tracks
Seneca River.....	No. 1 and No. 2.
East Palmyra.....	No. 1 and No. 2.
Churchville.....	No. 1 and No. 2.
Wende.....	No. 1 and No. 2.
109. BULLETIN BOARDS AND BOOKS.	
DeWitt.....	Yard office, west end eastbound advance yard.
	West end, yard office.
	Engine house.
Syracuse.....	Crew dispatchers office.
Lyons.....	Yard office.
	Engine house.
Rochester.....	Yard office.
	Passenger station, room 107.
Batavia.....	Passenger station.
	H. C., yard office.
East Buffalo.....	Engine house.
	Train masters office.
Buffalo.....	Crew dispatchers office.
110. DESIGNATION AND USE OF MAIN TRACKS.	
Single Track:	
Between Earlville and Eastwood.	
Signal Station 6 and Bowmansville.	
Lyons Jct. and Penna. Div. Signal Station WD.	
Signal Station 33 and Churchville Jct.	

Double Track:

Between Minoa and Syracuse.
Tracks are numbered from the south:
No. 2, No. 1.
Tracks will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.

Between Signal Station JG and Mile Post 292.3 Salina.
Tracks are numbered from the south:
No. 3, No. 4.
Tracks will be used as follows:
No. 3, Westward.
No. 4, Eastward.

Three Tracks:

Between Syracuse and Signal Station 2.
Tracks are numbered from the south:
No. 2, No. 1, No. 5.
Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.
No. 5, Westward-Eastward.

Between Mile Post 292.3, Salina, and Signal Station 2.
Tracks are numbered from the south:
No. 3, No. 4, No. 10.
Tracks will be used as follows:
No. 3, Westward.
No. 4, Eastward.
No. 10, Westward-Eastward.

Four Tracks:

Between Clark St., East Syracuse, and Signal Station JG.
Tracks are numbered from the south:
No. 7, No. 3, No. 4, No. 8.
Tracks will be used as follows:
No. 7, Westward—Freight.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.
No. 8, Eastward—Freight.

Between Signal Station 2 and Depew.
Tracks are numbered from the south:
No. 2, No. 1, No. 3, No. 4.
Tracks will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.

Five Tracks:

Between Mile Post 280.25, Kirkville, and Minoa.
Tracks are numbered from the south:
No. 2, No. 1, No. 3, No. 4, No. 6.
Tracks will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.
No. 6, Eastward—Freight.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Mile Post 280.25, Kirkville, and Depew.
Syracuse and Signal Station 2, Track No. 5.
Signal Station JG and Signal Station 2,
Tracks No. 3 and No. 4.
Mile Post 292.3, Salina, and Signal Station 2,
Track No. 10.
Signal Station 20 and Signal Station 6, eastward,
West Shore.
Signal Station 20 and Bowmansville, westward.
Signal Station 33 and Churchville Jet.

If train is not in condition to make usual running time,
conductor or engineman must notify train dispatcher
or signalman.

Trains will run against the current of traffic as shown
below by block signals whose indications will supersede
time table superiority and take the place of train
orders. When signal cannot be cleared, this move-
ment will be made only by train order.

Signal Station	Tracks
Between 20 and 18.....	No. 1.
25 and 25A.....	No. 3 and No. 4.
25 and 27.....	No. 2 and No. 1.
29 and 30.....	No. 2, No. 1, No. 3 and No. 4.
40 and 40A.....	No. 3 and No. 4.

719. SIGNAL INDICATIONS.

Reduce-Speed-Sign. Location—Upon the right of and
adjoining the track to which it refers, approximately
8000 feet from the point to be protected.
Rule 719 is modified accordingly.

751. TIME SIGNAL STATIONS ARE OPEN.

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

801. INTERLOCKING SIGNALS.

Sand must not be used over movable parts of an inter-
locking or within interlocking limits.
Rule 813 is modified accordingly.

At interlockings where certain tracks are seldom run on,
or are used for storage and rails are rusted, or cars
have been standing and wheels are rusted, which may
prevent shunting of track circuit, trainmen and sig-
nalmen must confer regarding movements to be made
to insure interlocked switches will not be operated
when cars are being moved over them.

Freight trains on Tracks No. 1 or No. 2 having crippled
cars to leave at signal stations will stop before engine
passes home signal so that train may be diverted.

Interlocking signals may also be used as block signals
and, where so used, will be indicated by the letters
INT.-MB in list of Stations, Office Calls, Signals and
Telephones.

When a train or engine stops less than 30 feet in advance
of an interlocking signal, they must not proceed with-
out permission from signalman.

801. INTERLOCKING SIGNAL ASPECTS AND INDICA-
TIONS.

Rule	Figure	Aspect	Indication
703	36, 37		Proceed prepared to stop at next signal; slow speed within interlocking limits.
704	New	Green over Green over Red.	Proceed.
704	New	Green over Green.	Proceed.
		(Dwarf Signal)	
705	54		Proceed prepared to stop at next signal; medium speed.
706	55		Proceed, approaching next signal at medium speed.
707	57		Proceed; medium speed within interlocking limits.
708	*59, 61, 65, 66, 68		Proceed at restricted speed.
709	71, 74, 75, 76		Proceed; slow speed with- in interlocking limits.
New	New	Yellow over Yellow over Red.	Proceed prepared to stop at second signal.
New	New	Red over Yellow over Yellow	Proceed prepared to stop at second signal; medium speed within interlocking limits.
New	New	Green over Yellow over Red.	Proceed, approaching second signal at medium speed.
New	New	Yellow over Yellow.	Proceed prepared to stop at second signal.
		(Dwarf Signal)	
New	New	Yellow over Red over Green.	Proceed, approaching next signal at slow speed.
New	New	Red over Yellow over Green.	Proceed at medium speed, approaching next signal at slow speed.

*Trains will not accept signal indication, Rule 708, Figure
59, to proceed on any main track without instructions,
except:

Signal Station JG; Home signals, tracks No. 4 and No. 10.
Signal Station 25; Home signals, track No. 3.
Signal Station 27; Home signal, track No. 4, located 3019
feet west of signal station.
Home signal, track No. 4, located 400 feet east of signal
station.

Signal Station 40A; Home signal, track No. 4.

Rules 703, 704, 705, 706, 707, 708, 709, are modified accord-
ingly.

801. REMOTE CONTROLLED SWITCHES.

Remote controlled switches are located at—

Location	Signal Station	Tracks
Salina	JG	St. Lawrence Division Connection.
Churchville Jet.	33	West Shore Connection.

Enginemen or trainmen finding signal governing move-
ment over switch displaying stop indication will call
signalman at signal station for instructions. Addi-
tional instructions are located in telephone box.

801. SPRING SWITCHES.

Signal Station JG:

At junction of tracks No. 3 and No. 7; normal position for
track No. 3. Trains moving from track No. 7 to track
No. 3 will trail this switch.

At junction of connection from St. Lawrence Division to
track No. 4; normal position for track No. 4. Trains
moving from St. Lawrence Division to track No. 4 will
trail this switch.

If stopped in making a trailing movement over either of
these switches, slack must not be taken nor back up
movement made until switch is positioned by hand for
the movement.

812. INTERLOCKING RULES.

Trains or engines must not proceed on hand signals as
against interlocking signals until enginemen or trainmen
are fully informed of the situation and only after trains
or engines have come to a stop. Trains or engines pro-
ceeding on hand signals must run at slow speed, prepared
to stop.

Rule 812 is modified accordingly.

836. INTERLOCKING RULES.

If necessary to change any route for which the signals have
been cleared for a train or engine, switches must not be
changed or signals cleared for any conflicting route until
the train or engine is stopped and has given signal 14(t).
Rule 836 is modified accordingly.

901. MANUAL BLOCK SYSTEM.

Between Eastwood and Earlville.
Clark St., East Syracuse, and Signal Station JG.
Signal Station 6 to Pennsylvania Division Signal Station
WD and Signal Station 20, Westward.

Pennsylvania Division Signal Station WD and Auto-
matic Signal 04, Eastward.
Bowmansville and Signal Station 20, Eastward.

In manual block territory, trains will be held for a clear
block in foggy or stormy weather.

A train must not go to a non-communicating station to
be met or passed by other trains, unless the conductor
and engineman have received a train order authorizing
the movement and, in addition, have received a Per-
missive Card and a Clearance Card.
Rule 917 is modified accordingly.

Signalmen must not permit a train to go to a non-com-
municating station to be met or passed by other trains
until a train order, a Permissive Card and a Clearance
Card have been delivered to the engineman and con-
ductor authorizing the movement. When such orders
are given the block signal must not be cleared.

Rule 951 is modified accordingly.
Train entering block on other than "proceed" indication
will not accept "proceed" indication at block station
which was closed when train entered block, without
receiving clearance card.

Before permitting an operator at an open block station to
absent himself from the office and display clear indication
with his block signal, the dispatcher must communicate
with the open block stations on either side, putting out
"19" orders to be delivered to any train entering block
that the next block station is closed. Rule 961 is modified
accordingly.

1002. AUTOMATIC BLOCK SYSTEM.

Engines with less than 32 feet wheel base must not be
operated in automatic block territory except when
coupled to other engines or cars. Rule 1009 is modified
accordingly.

Between Mile Post 280.25, Kirkville, and Signal Station 2,
Tracks No. 1 and No. 2.
Mile Post 280.25, Kirkville and Minoa, Tracks
No. 3, No. 4 and No. 6.
Syracuse and Signal Station 2, Track No. 5.
Signal Station JG and Signal Station 2, Tracks
No. 3 and No. 4.
Signal Station 2 and Depew, Tracks No. 1, No. 2,
No. 3 and No. 4.

Signal Station 20 and Bowmansville, Westward.
Signal Station 20 and Signal Station 6, Eastward, West
Shore.

Automatic signals are in use in manual block territory,
as specified in list of Stations, Office Calls, Signals and
Telephones.

Where an automatic signal is in use in manual block terri-
tory, it will indicate condition of track only between
automatic signal and fixed signal reading "End of Auto-
matic Block."

1002. AUTOMATIC SIGNAL ASPECTS AND INDICATIONS.

Rule	Figure	Aspect	Indication
702	26, 27		Stop; then proceed at restricted speed.
704	New	Green over Green— Staggered	Proceed.
706	56		Proceed, approaching next signal at medium speed.
708	62		Proceed at restricted speed.
New	New	Green over Yellow— Staggered	Proceed, approaching second signal at medium speed.
New	New	Yellow over Yellow— Staggered	Proceed prepared to stop at second signal.

Rules 702, 704, 706 and 708 are modified accordingly.

1005. AUTOMATIC BLOCK SYSTEM.

In automatic signal territory, engines or trains before
entering a main track, or crossing from one main track
to another, must obtain permission from signalman or
train dispatcher. This will not relieve employees in
train service from the duty of promptly and properly
protecting their train. This permission must not be
given when there is a train approaching and unless it is
otherwise proper to do so.

At bolt-locked switches after operating bolt-lock, train-
men must wait three minutes before operating the
switch. At non-bolt locked switches trainmen will
operate the switch and wait three minutes at the switch
before making engine or train movement.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Rippleton...	Switch Target.	Target and light, green.	Proceed on Chenango Branch.

1267. LEAVING CARS ON SIDE TRACKS.

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

1267. HAND BRAKES.

When backing freight trains sufficient hand brakes must
be applied on the rear to prevent slack running out.
A running test of hand brakes must be made on a rail
motor car upon leaving initial terminal when operating
as a single unit; as soon as speed permits, engineman to
shut off power and signal for brakes. The conductor or
member of train crew will then apply hand brake to
determine if same is operating properly. In case hand
brake does not operate properly, proceed with caution
to the nearest point at which repairs can be made.

1270. LEAVING CARS CLEAR OF HIGHWAY CROSSINGS.

Freight conductors must, when leaving cars on side tracks, see that cars are entirely clear of any public or private crossing and that the view must be obstructed as little as practicable.
Rule 1270 is modified accordingly.

1305. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken.
Rule 1305 is modified accordingly.

1307. AIR BRAKES.

Batavia to South Byron.

On Eastward freight trains, slow downs for controlling speed of trains must be made with one application of the automatic brake and with two or more brake pipe reductions. The initial reduction should be 5 to 8 pounds followed by additional reductions as may be required. The locomotive brake should not be permitted to apply except as prescribed below. Rule 1571, Rules for the Operation and Supervision of Air Brake, Train Air Signal, and Steam Heat Equipment, is modified accordingly.

When it is desired to release the car brakes, first apply the independent or straight air brake to prevent slack running out too quickly, then release car brakes after which independent or straight air brake must be graduated off.

When making the final brake application on the grade, the total brake pipe reduction must not be less than 20 pounds.

In case of failure of air brakes, engineman will immediately place brake valve in emergency position and sound whistle signal 14 (a). The train must be stopped as quickly as possible.

1401. SPEED RESTRICTIONS.

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

General

Circus trains with freight equipped cars.....	30
Engines, Classes B, M and U, under steam or being towed.....	15
Engines other than Classes B, M and U and motors not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory.....	30
Engines Classes G, H and L light or with caboose....	35
Engines running backward.....	30
Engines running backward by night over public crossings.....	15
Freight trains with pushers.....	25
Motors operating under their own power or being towed:	
Motors M-1 to M-7, inclusive, and M-10, M-101 and M-205.....	55
All others.....	60
Rail Detector car X8015.	
Under own power or on rear of passenger train....	40
Revenue freight trains with cranes moving on their own wheels.....	25
Snow plows and flangers.....	35
Snow sweepers.....	10
Switches and crossovers, other than interlocking, when diverging.....	10
Track pans.....	60
Trains with scale test car or Jordan spreader.....	25
Trains with dead engines not having all side or main rods.....	20
Trains consisting of 50 per cent or more of 55 ton capacity or greater coal cars, loaded.....	30
Troop trains with freight equipped cars.....	30
Trains NB-1 and BN-2 will be governed as to speed same as milk trains.	
Work trains with locomotive cranes.....	30
When operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use:	
Over all hand operated switches.....	10

When train stop device becomes inoperative after leaving terminal:

Passenger, mail, express and milk trains and NB-1 and BN-2.....	35
Other trains.....	20
When forestalling whistle fails to sound while forestalling:	
Passenger, mail, express and milk trains and NB-1 and BN-2.....	35
Other trains.....	20

TRACKS

	No. 1 & No. 2	No. 3 & No. 4	No. 6, No. 7, No. 8, & No. 10	West Shore Single Track
Engines, light or with caboose....	45	35	35	35
Freight trains.....	50	45	35	35
Mail, express and milk trains: consisting of more than 25% of mail, express and milk carrying cars, with passenger brake equipment.				
18 cars or less.....	70	45	35	
19 to 40 cars, inclusive.....	65	45	35	
41 or more cars.....	50	45	35	
14 cars or less.....				55
15 to 50 cars, inclusive.....				50
Passenger trains: consisting of at least 75% of passenger carrying cars, and Trains No. X4 and No. 35, 18 cars or less.				
Kirkville and Signal Station 48	80	45	35	
Signal Station 48 and Rochester	70	45	35	
Rochester and Depew.....	80	45		
Jordan and Bowmansville.....				55
Passenger, mail, express and milk trains with engines, Classes E, F, G and H.....	40	40	35	35
With engines, Class L.....	60	45	35	35
With freight equipped cars....	40	40	35	40
Trains with steam crane, except as shown above.....	45	40	35	35
Work trains.....	40	35	35	35

Main Line:

Local

Syracuse.

At a point 1100 feet west of Signal Station 48.....	50
Between a point 1100 feet west of Signal Station 48 and a point 2000 feet east of Syracuse passenger station.....	60
Between a point 2000 feet east and a point 2000 feet west of Syracuse passenger station, Tracks No. 1 and No. 2.	30
Between a point 2000 feet west of Syracuse passenger station and a point 2800 feet east of Signal Station 2, Tracks No. 1 and No. 2.....	60
Between Peat St. and Syracuse Junction, Track No. 5...	30
Curves, between Mile Posts 332 and 334, two miles east of Lyons, Tracks No. 1 and No. 2.....	60
Between Lyons and Depew, engines, Class NE, single head only.....	30
Trains No. 35 and No. 43, Newark, except Sunday, to discharge mail.....	20
Between Signal Station 18 and Signal Station 20, Track No. 3.	
Passenger, mail, express and milk trains.....	60
Wayneport Coaling Station over ash pits, Tracks No. 1, No. 2, No. 3 and No. 4.....	20
Train No. 335, East Rochester, to discharge mail.....	40
Rochester.	
Signal Station 25, through crossover between track No. 2 and Rochester Division main track east of Signal Station.....	20
Between North Union St., one mile east of Rochester passenger station, and Brown St., one mile west of Rochester Passenger Station, Tracks No. 1 and No. 2, Passenger, mail, express and milk trains.....	45
Freight trains.....	25
Between Signal Station 25 and Signal Station 29, Tracks No. 3 and No. 4.....	25
Between Mile Posts 396 and 398, west of South Byron, reverse curves, Tracks No. 1 and No. 2.....	70

Between Mile Posts 401 and 402 east of Batavia, Track No. 3.....	30
Batavia.	
Signal Station 40.....	30
Main St. Bridge to South Byron, Freight trains, work trains, snow plows and flangers...	30
Freight trains, five thousand or more tons.....	20

West Shore:

Bridge E1, west of Teall Avenue, Syracuse.....	8
Belle Isle yard, engines, Classes H-10, J-1 and L with 15,000 gallon tanks.....	25
Bridge W475B, Lyons connection, engines, Classes H-10, J-1 and L with 15,000 gallon tanks and P. R. R. engines, Class N2 SA.....	20
Between Lyons and Bowmansville, engines, Class NE, single head only.....	30
Wayneport, Coaling Station, over ash pits.....	10
Signal Station 20, approaching.....	10
Genesee Junction, eastward trains, approaching.....	10
Churchville Junction, eastward trains, approaching.....	10
Akron Junction, eastward trains, approaching.....	10

Chenango Branch:

All trains, except as enumerated below.....	30
Bakers Highway ¾ mile west of Earlville, eastward trains	6
Bridges E71 and E72, between Mile Posts 40 and 41, engines, Class C and cars of gross weight 140,000 to 160,000 lbs.....	20
Bridges E68, E71, E72 and E75, between Mile Posts 38 and 42, engines, Classes E-1A, G-3A and G-3B and cars of gross weight 160,000 to 210,000 lbs.....	15
Lebanon station.....	10
Georgetown station.....	15
Wellington Road, 0.97 miles west of Eritown station, westward trains.....	8
Burtens Road, 1.34 miles west of Eritown station, eastward trains.....	8
Cazenovia station.....	10
Cazenovia tunnel.....	15
Nortons and Temperance House No. 2 crossings, 3.75 miles west of Cazenovia station.....	8
Manlius station.....	10
Fayetteville, over Genesee St.....	6
Bridge E8 at Mile Post 6 and Bridge E13 at Mile Post 8....	20
Syracuse, over public crossings and through streets.....	15

1402. ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.
Motors in damaged condition, making them unfit to be operated at speeds specified in Special Instruction 1401, must be hauled separately.
Rail detector car X8015 must not be operated in freight train.

West Shore:

Syracuse, West of Teall Ave., Bridge E1, over side track, engines heavier than Class U must not be operated.

Chenango Branch:

Earlville and Chenango Jct., inclusive: Engines heavier than Classes E-1A, G-3A or G-3B, and cars of gross weight exceeding 210,000 lbs. must not be operated.

1406. TELEPHONES.

Conductor or engineman must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated, and name and occupation of the employes exchanged to avoid misunderstanding.

1801. AUTOMATIC TRAIN STOP.

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

Road engines and motors, operated between Kirkville and Buffalo Main Line must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- Under speed restrictions in Special Instructions, or by specific authority of Superintendent.
- When train stop device becomes inoperative after leaving terminal, passenger, mail, express, and milk trains and NB-1 and BN-2, must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed.

Double Inductors are located:

- Track No. 3, between Signal Station 40 and Depew.
Track No. 4, between Signal Station 36 and Signal Station 40.

C. E. OLP, Superintendent.

J. B. DELANEY, Assistant Superintendent.

A. J. ZWILLING
R. H. McGRAW
S. H. KEYES

Train Masters.

W. D. LAWSON
W. R. LUMLEY
J. E. WHITE
J. R. GALLAGHER
D. G. MARTIN
B. M. DILLER
J. W. DOREY
J. A. PECK

Train Dispatchers.

W. E. NELSON, Chief Train Dispatcher.

SYRACUSE TO BUFFALO

WESTWARD—FIRST CLASS—TRACK NO. 1

Miles from Syracuse	STATIONS	47	19	11	21	55	29	131	35	59	63	133	101
		The Detroit	The Lake Shore Limited	The South Western Limited	The Cleveland Limited	Number Fifty- Five	The Niagara	See note	The Chica- goan	The Iroquois	The Genesee	Roches- ter Division	Roches- ter Division
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3.32	Syracuse.....	12.43	12.51	1.21	2.05	2.53	3.53	4.15	4.35	5.09	5.36		
9.89	Syracuse Jct.....	12.49	12.57	1.26	2.10	3.00	3.59	4.21	4.41	5.15	5.42		
12.46	Warners.....												
	Memphis.....												
17.60	Jordan.....	1.02	1.10	1.39	2.23	3.14	4.14	4.34	4.54	5.28	5.55		
21.96	North Weedsport.....												
25.34	North Port Byron....	1.09	1.17	1.46	2.30	3.22	4.21	4.41	5.01	5.35	6.02		
28.76	Fox Ridge.....												
32.40	Savannah.....												
38.48	Clyde.....										6.15		
45.53	Lyons.....	1.28	1.36	2.05	2.49	3.45	4.42	5.00	5.20	5.54	s 6.25		
51.02	Newark.....										s 6.37		
54.67	East Palmyra.....												
58.45	Palmyra.....	1.40	1.48	2.17	3.01	3.59	4.56	5.12	5.34	6.06	6.47		
61.77	Walworth.....												
63.56	North Macedon.....												
66.60	Wayneport.....												
69.09	Signal Station 20.....	1.56	2.04	2.31	3.17	4.15	5.12	5.28	5.50	6.22	7.03		
71.07	Fairport.....										7.06		
73.44	East Rochester.....										s 7.10		
77.68	Brighton.....												A. M.
78.49	Signal Station 25.....	2.05	2.13	2.40	3.26	4.25	5.22	5.37	6.00	6.31	7.17		7.59
80.90	Rochester.....	s 2.09	s 2.17		s 3.30	s 4.30	s 5.27	s 5.41	s 6.05	s 6.35	s 7.22	A. M.	8.05
	Rochester.....	2.11	2.19	2.43	3.32	4.51	5.30	5.46	6.10	6.39	7.28	7.30	A. M.
82.85	Ames St. Jct.....	2.15	2.23	2.46	3.36	4.57	5.36	5.51	6.15	6.44	7.33	7.37	A. M.
87.88	Cold Water.....												
91.60	Chili.....												
92.75	Chili Jct.....	2.24	2.32	2.55	3.45	5.07	5.46	6.00	6.25	6.53	7.43		
95.85	Churchville.....												
98.96	Bergen.....												
102.30	West Bergen.....												
105.81	South Byron.....					5.20	5.59				7.56		
113.37	Batavia.....	2.45	2.54	3.15	4.06	s 5.37	s 6.13	6.25	6.48	7.15	s 8.09		
124.73	Corfu.....					5.53	6.29	6.37			8.23		
129.08	Crittenden.....												
132.08	Wende.....												
138.76	Lancaster.....												
140.00	Depew.....	3.09	3.20	3.39	4.30	6.09	6.46	6.53	7.14	7.39	8.38		
146.91	Buffalo.....	3.20	3.31	3.50	4.41	6.20	7.00	7.05	7.25	7.50	8.50		
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 131 will not run June 1, July 6 or September 7.
No. 131 will not carry passengers.
Time shown at Buffalo is for information only.

SYRACUSE TO BUFFALO

WESTWARD—FIRST CLASS—TRACK NO. 1

Continued on page 11

Miles from Syracuse	STATIONS	107	103	333	337	307	139	707	43	105	335	9	51
		Roches- ter Division	Roches- ter Division	See note	St. Lawrence Division	St. Lawrence Division	See note	St. Lawrence Division	South Shore Express	Roches- ter Division	Inter- City Express	Mail	Empire State Express
		Sunday Only	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Monday	Sunday Only	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
3.32	Syracuse.....	6.00	6.00	6.05	6.20	6.30	6.38	7.05	9.40	10.00	11.35	12.45	2.06
9.89	Syracuse Jct.....	6.06	6.06	6.10	6.28	6.38	6.44	7.13	9.47	10.07	11.40	12.52	2.11
12.46	Warners.....	A. M.	A. M.	s 6.19	A. M.	A. M.		A. M.		A. M.	11.47		
	Memphis.....			s 6.24							s 11.51		
17.60	Jordan.....			s 6.33			6.57		10.00		11.58	1.05	2.24
21.96	North Weedsport.....			s 6.40									
25.34	North Port Byron....			s 6.46			7.05		10.07		12.05	1.12	2.31
28.76	Fox Ridge.....			s 6.51									
32.40	Savannah.....			s 6.59								1.21	
38.48	Clyde.....			s 7.09					10.20		12.18	1.30	
45.53	Lyons.....			s 7.18			7.25		s 10.30		s 12.26	1.40	2.50
51.02	Newark.....			s 7.27							s 12.36	s 1.51	
54.67	East Palmyra.....			s 7.37							12.42		
				s 7.44									
58.45	Palmyra.....			s 7.51			7.37		10.45		s 12.49	2.03	3.02
61.77	Walworth.....			s 7.56									
63.56	North Macedon.....			s 8.01									
66.60	Wayneport.....			s 8.06									
69.09	Signal Station 20.....			8.14			7.53		11.01		1.03	2.19	3.15
71.07	Fairport.....			s 8.19							s 1.07		
73.44	East Rochester.....			s 8.25									
77.68	Brighton.....	A. M.	A. M.							P. M.			
78.49	Signal Station 25.....	9.30	10.11	8.34			8.02		11.10	1.35	1.16	2.29	3.24
80.90	Rochester.....	9.36	10.20	s 8.38					s 11.15	1.45	s 1.20	s 2.34	s 3.28
	Rochester.....	A. M.	A. M.	8.46			8.05		11.23	P. M.	1.25	2.51	3.30
82.85	Ames St. Jct.....			8.51			8.08		11.29		1.29	2.57	3.34
87.88	Cold Water.....										s 1.35		
91.60	Chili.....										s 1.41		
92.75	Chili Jct.....			9.00			8.19		11.39		1.44	3.08	3.43
95.85	Churchville.....										s 1.49		
98.96	Bergen.....										s 1.54		
102.30	West Bergen.....										f 2.00		
105.81	South Byron.....			9.13					11.52		s 2.06	3.23	
113.37	Batavia.....			s 9.26			8.43		s 12.07		s 2.19	s 3.37	4.04
124.73	Corfu.....			9.40			8.55		12.22		s 2.34	3.56	
129.08	Crittenden.....										s 2.41		
132.08	Wende.....										s 2.47		
138.76	Lancaster.....										s 2.58		
140.00	Depew.....			9.54			9.11		12.38		3.02	4.13	4.29
146.91	Buffalo.....			10.05			9.23		12.50		3.15	4.25	4.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 333 will stop at Wayneport Coaling Station for employees.
No. 139 will not carry passengers.
Time shown at Buffalo is for information only.

SYRACUSE TO BUFFALO

Continued from page 10

WESTWARD—FIRST CLASS—TRACK NO. 1

Miles from Syracuse	STATIONS	305	1049	1	5	111	303	39	15	67	309	25	17
		St. Lawrence Division	Rochester Division	The Cayuga	The Mohawk	Rochester Division	St. Lawrence Division	North Shore Limited	The Ohio State Limited	The Commodore Vanderbilt	Buffalo Express	The 20th Century Limited	The Wolverine
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE												
	Syracuse.....	2.20		4.01	5.33	5.35	6.05	7.17	8.27	9.01	9.05	9.42	11.38
3.32	Syracuse Jct.....	2.28		4.07	5.39	5.45	6.11	7.23	8.33	9.06	9.10	9.47	11.44
9.89	Warners.....	P. M.				P. M.	P. M.				9.17		
12.46	Memphis.....									s 9.22			
17.60	Jordan.....			4.22	5.52			7.36	8.46	9.19	s 9.31		11.57
21.96	North Weedsport....												
25.34	North Port Byron....			4.27	5.59			7.43	8.53	9.26	9.41	10.06	12.04
28.76	Fox Ridge.....												
32.40	Savannah.....			4.35									
38.48	Clyde.....			s 4.42	6.12						9.53		
45.53	Lyons.....			s 4.53	s 6.21			8.02	9.12	9.45	s10.02	10.25	12.23
51.02	Newark.....			s 5.04	s 6.31						s10.11		
54.67	East Palmyra.....				6.37								
58.45	Palmyra.....			5.14	s 6.45			8.14	9.24	9.57	10.21	10.37	12.35
61.77	Walworth.....												
63.56	North Macedon.....												
66.60	Wayneport.....												
69.09	Signal Station 20....			5.30	7.03			8.28	9.39	10.08	10.35	10.48	12.51
71.07	Fairport.....			5.33									
73.44	East Rochester.....			s 5.37									
77.68	Brighton.....					P. M.							
78.49	Signal Station 25....			5.44	7.12	9.14		8.37	9.48	10.17	10.44	10.57	1.00
80.90	Rochester.....A	P. M.	s 5.48	s 7.16	9.20		s 8.41	s 9.52	s10.21	s10.48			s 1.04
	Rochester.....L		5.50	5.53	7.21	P. M.		8.43	9.54	10.23	11.15	11.00	1.07
82.85	Ames St. Jct.....		5.56	5.58	7.25			8.47	9.58	10.27	11.20	11.03	1.12
87.88	Cold Water.....	P. M.		s 6.04									
91.60	Chili.....			s 6.10									
92.75	Chili Jct.....			6.12	7.35			8.56	10.07	10.36	11.29	11.12	1.22
95.85	Churchville.....			s 6.18									
98.96	Bergen.....			s 6.23									
102.30	West Bergen.....			6.28									
105.81	South Byron.....			s 6.36	7.48						11.42		
113.37	Batavia.....			s 6.49	s 8.01			9.17	10.28	10.57	s11.55	11.33	1.45
124.73	Corfu.....			s 7.04	8.15						12.09		
129.08	Crittenden.....												
132.08	Wende.....												
138.76	Lancaster.....												
140.00	Depew.....			7.21	8.29			9.41	10.52	11.21	12.23	11.56	2.11
146.91	Buffalo.....			7.32	8.40			9.52	11.03	11.32	12.35	12.05	2.23
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Time shown at Buffalo is for information only.

SYRACUSE TO BUFFALO

WESTWARD—FIRST CLASS—TRACK NO. 1

Miles from Syracuse	STATIONS	23
		The Knickerbocker
		Daily
		P. M.
	LEAVE	
	Syracuse.....	11.53
3.32	Syracuse Jct.....	11.59
9.89	Warners.....	
12.46	Memphis.....	
17.60	Jordan.....	12.12
21.96	North Weedsport..	
25.34	North Port Byron..	12.19
28.76	Fox Ridge.....	
32.40	Savannah.....	
38.48	Clyde.....	
45.53	Lyons.....	12.38
51.02	Newark.....	
54.67	East Palmyra.....	
58.45	Palmyra.....	12.50
61.77	Walworth.....	
63.56	North Macedon...	
66.60	Wayneport.....	
69.09	Signal Station 20...	1.06
71.07	Fairport.....	
73.44	East Rochester....	
77.68	Brighton.....	
78.49	Signal Station 25...	1.15
80.90	Rochester.....A	s 1.19
	Rochester.....L	1.21
82.85	Ames St. Jct.....	1.25
87.88	Cold Water.....	
91.60	Chili.....	
92.75	Chili Jct.....	1.35
95.85	Churchville.....	
98.96	Bergen.....	
102.30	West Bergen.....	
105.81	South Byron.....	
113.37	Batavia.....	1.57
124.73	Corfu.....	
129.08	Crittenden.....	
132.08	Wende.....	
138.76	Lancaster.....	
140.00	Depew.....	2.22
146.91	Buffalo.....	2.33
	ARRIVE	A. M.

Time shown at Buffalo is for information only.

BUFFALO TO SYRACUSE

EASTWARD—FIRST CLASS—TRACK NO. 2

Miles from Buffalo	STATIONS	26	8	54	10	24	142	104	108	136	22	1042	302
		See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note
		The 20th Century Limited	The Wolverine	Number Fifty-Four	The Water Level Limited	The Knickerbocker	The Mohawk	Rochester Division	Rochester Division	Local	The Lake Shore Limited	Rochester Division	St. Lawrence Division
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Buffalo	12.04	12.16	12.45	1.25	3.04	4.20			4.55	5.53		
6.91	Depew	12.14	12.27	12.57	1.36	3.16	4.32			5.07	6.05		
8.15	Lancaster									5.09			
14.83	Wende									s 5.19			
17.83	Crittenden									s 5.25			
22.18	Corfu			1.13						s 5.34	6.21		
33.54	Batavia	12.39	12.53	s 1.27	2.01	3.41	4.58			s 6.00	s 6.34		
41.10	South Byron									s 6.11			
44.61	West Bergen									s 6.18			
47.95	Bergen									s 6.24			
51.06	Churchville									s 6.31			
54.16	Chili Jct.	12.58	1.12	1.50	2.20	4.00	5.18			6.36	6.57		
55.31	Chili									s 6.39			
59.03	Cold Water									s 6.49		A. M.	
64.06	Ames St. Jct.	1.06	1.20	2.00	2.28	4.08	5.26			6.56	7.05	8.22	
66.01	Rochester			s 2.05			s 5.30	A. M.	A. M.	7.01	s 7.10	8.30	
68.42	Rochester	1.09	1.23	2.45	2.31	4.11	5.32	5.40	6.50	A. M.	7.12	A. M.	
	Signal Station 25	1.12	1.26	2.51	2.34	4.14	5.37	5.45	6.55		7.17		
69.23	Brighton							A. M.					
73.47	East Rochester												
75.84	Fairport												
77.82	Signal Station 20	1.21	1.35	3.00	2.43	4.23	5.47				7.26		
80.31	Wayneport												
83.35	North Macedon												
85.14	Walworth			3.13									
88.46	Palmyra	1.32	1.50	s 3.19	2.57	4.38	6.03				7.42		
92.24	East Palmyra			3.25							7.46		
95.89	Newark			s 3.31							s 7.52		
101.38	Lyons	1.44	2.02	3.41	3.09	4.50	6.15				8.00		
108.43	Clyde												
114.51	Savannah												
118.15	Fox Ridge												
121.57	North Port Byron	2.03	2.21	4.00	3.28	5.09	6.34				8.19		
124.95	North Weedsport												
129.31	Jordan	2.10	2.28	4.07	3.35	5.16	6.41				8.26		
134.45	Memphis												
137.02	Warners							A. M.	A. M.			A. M.	
143.59	Syracuse Jct.	2.23	2.41	4.20	3.48	5.29	6.54	9.35	10.21		8.39		9.12
146.91	Syracuse	2.28	2.46	4.25	3.53	5.34	7.00	9.42	10.28		8.45		9.20
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

The section of No. 8 handling the mail car will stop at Rochester.
No. 136 will not carry passengers between Buffalo and Wende.
Time shown at Buffalo is for information only.

BUFFALO TO SYRACUSE

EASTWARD—FIRST CLASS—TRACK NO. 2

Continued on page 15

Miles from Buffalo	STATIONS	158	58	40	310	38	90	50	96	112	134	56	42
		See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note	See note
		The Onondaga	The Niagara	North Shore Limited	St. Lawrence Division	The Missourian	The Forest City	Empire State Express	New York Express	Rochester Division	Local	The DeWitt Clinton	Boston Express
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Buffalo	6.41	8.06	9.15		9.30	11.23	1.01	1.01			2.38	5.01
6.91	Depew	6.53	8.18	9.27		9.42	11.35	1.12	1.12			2.50	5.13
8.15	Lancaster	s 6.57											
14.83	Wende												
17.83	Crittenden												
22.18	Corfu	7.13	8.33			9.58	11.51					3.06	5.29
33.54	Batavia	s 7.26	s 8.46	9.53		s 10.11	s 12.03	1.38	1.38			s 3.18	s 5.45
41.10	South Byron												
44.61	West Bergen												
47.95	Bergen												
51.06	Churchville												
54.16	Chili Jct.	7.48	9.07	10.12		10.31	12.25	1.57	1.57			3.40	6.08
55.31	Chili												
59.03	Cold Water											P. M.	
64.06	Ames St. Jct.	7.57	9.15	10.20		10.39	12.33	2.05	2.05			3.33	3.48
66.01	Rochester	s 8.02	s 9.19	s 10.24		s 10.43	s 12.37	s 2.09	s 2.09	P. M.	s 3.40	s 3.53	s 6.22
	Rochester	8.17	9.22	10.26		10.45	12.39	2.11	2.11	2.20	3.58	3.55	6.27
68.42	Signal Station 25	8.22	9.27	10.31		10.49	12.43	2.15	2.15	2.25	4.03	4.00	6.32
69.23	Brighton									P. M.	s 4.05		
73.47	East Rochester										s 4.12		
75.84	Fairport										s 4.17		
77.82	Signal Station 20	8.32	9.36	10.40		10.58	12.52	2.24	2.24			4.20	4.09
80.31	Wayneport											s 4.28	6.41
83.35	North Macedon											s 4.34	
85.14	Walworth	8.46										s 4.39	
88.46	Palmyra	s 8.53	9.51	10.56		11.13	1.08	2.39	2.39			s 4.45	4.25
92.24	East Palmyra	9.00	9.56									s 4.53	4.29
95.89	Newark	s 9.09	s 10.02									s 5.08	s 7.08
101.38	Lyons	s 9.20	s 10.12	11.08		11.25	1.20	2.51	2.51			s 5.23	s 7.18
108.43	Clyde	s 9.32										s 5.35	
114.51	Savannah											s 5.43	
118.15	Fox Ridge											s 5.49	
121.57	North Port Byron	9.48	10.35	11.27		11.44	1.39	3.10	3.10			s 5.55	5.01
124.95	North Weedsport											s 6.05	7.41
129.31	Jordan	9.55	10.42	11.34		11.51	1.46	3.17	3.17			s 6.12	5.08
134.45	Memphis	f 10.01										s 6.21	7.48
137.02	Warners				A. M.					P. M.	s 6.30	s 6.30	
143.59	Syracuse Jct.	10.11	10.55	11.47	11.50	12.04	1.59	3.30	3.30	5.45	6.40	5.21	8.01
146.91	Syracuse	10.20	11.00	11.53	11.58	12.09	2.05	3.35	3.35	6.00	6.47	5.27	8.08
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 134 will stop at Wayneport Coaling Station for employees.
Time shown at Buffalo is for information only.

BUFFALO TO SYRACUSE											
Continued from page 14											
EASTWARD—FIRST CLASS—TRACK NO. 2											
Miles from Buffalo	STATIONS	308	708	32	336	118	36	30	X4	4	6
		St. Lawrence Division	St. Lawrence Division	See note Mail	St. Lawrence Division	Rochester Division	The Genesee	The Iroquois	Fast Mail	New York Special	Fifth Avenue Special
		Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Buffalo.....			5.15			7.21	9.12	9.50	10.11	11.01
6.91	Depew.....			5.28			7.34	9.24	10.02	10.23	11.12
8.15	Lancaster.....										
14.83	Wende.....										
17.83	Crittenden.....										
22.18	Corfu.....			5.44			7.50	9.40		10.39	
33.54	Batavia.....			s 6.00			s 8.08	s 9.54	10.28	s10.52	11.38
41.10	South Byron.....										
44.61	West Bergen.....										
47.95	Bergen.....										
51.06	Churchville.....										
54.16	Chili Jct.....			6.23			8.32	10.16	10.47	11.15	11.57
55.31	Chili.....										
59.03	Cold Water.....										
64.06	Ames St. Jct.....			6.32			8.42	10.25	10.56	11.23	12.05
66.01	Rochester.....A			s 6.37		P. M.	s 8.50	s10.29	s11.00	s11.27	s12.09
	Rochester.....L			6.57		7.15	9.10	10.45	11.03	11.29	12.11
68.42	Signal Station 25.....			7.03		7.20	9.15	10.51	11.08	11.33	12.15
69.23	Brighton.....					P. M.					
73.47	East Rochester.....										
75.84	Fairport.....										
77.82	Signal Station 20.....			7.13			9.24	11.00	11.17	11.42	12.24
80.31	Wayneport.....										
83.35	North Macedon.....										
85.14	Walworth.....			7.27							
88.46	Palmyra.....			H 7.34			9.40	11.16	11.33	11.58	12.39
92.24	East Palmyra.....			7.41			9.45				
95.89	Newark.....			s 7.49			s 9.51				
101.38	Lyons.....			8.00			s10.01	11.28	11.45	12.10	12.51
108.43	Clyde.....										
114.51	Savannah.....										
118.15	Fox Ridge.....										
121.57	North Port Byron....			8.19			10.24	11.47	12.04	12.29	1.10
124.95	North Weedsport.....										
129.31	Jordan.....			8.27			10.31	11.54	12.11	12.36	1.17
134.45	Memphis.....										
137.02	Warners.....	P. M.	P. M.		P. M.	P. M.					
143.59	Syracuse Jct.....	8.32	8.32	8.39	9.52	10.40	10.45	12.07	12.24	12.49	1.30
146.91	Syracuse.....	8.40	8.40	8.45	10.00	10.48	10.53	12.13	12.30	12.55	1.35
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
No. 32 will not carry passengers. Time shown at Buffalo is for information only.											

SIGNAL STATION JG TO SYRACUSE JUNCTION						
WESTWARD—FIRST CLASS—TRACK NO. 10						
Miles from Signal Station JG.	STATIONS	3021	3101	3081	7081	3361
		St. Lawrence Division	St. Lawrence Division	St. Lawrence Division	St. Lawrence Division	St. Lawrence Division
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily
2.16	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.
	Signal Station JG..	9.06	11.44	8.26	8.26	9.46
	Syracuse Jct.....	9.11	11.49	8.31	8.31	9.51
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.

SYRACUSE JUNCTION TO SIGNAL STATION JG						
EASTWARD—FIRST CLASS—TRACK NO. 10						
Miles from Syracuse Jct.	STATIONS	3372	3072	7072	3052	3032
		St. Lawrence Division	St. Lawrence Division	St. Lawrence Division	St. Lawrence Division	St. Lawrence Division
		Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday
2.16	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.
	Syracuse Junction..	6.29	6.39	7.14	2.29	6.14
	Signal Station JG..	6.34	6.44	7.19	2.34	6.19
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.

WEST SHORE					
SYRACUSE JUNCTION TO BUFFALO			BUFFALO TO SYRACUSE JUNCTION		
WESTWARD			EASTWARD		
Miles from Syracuse Jct.	STATIONS		Miles from Buffalo	STATIONS	
4.42	Syracuse Jct.....		9.39	Buffalo.....	
6.71	Amboy.....		15.04	Bowmansville.....	
9.07	Warners.....		18.11	Clarence.....	
	North Memphis...		20.28	Akron Jct.....	
14.35	Jordan.....		26.49	Akron.....	
19.09	Weedsport.....		29.49	Alabama.....	
22.22	Port Byron.....		32.75	Wheatville.....	
26.35	Montezuma.....		37.07	Oakfield.....	
29.87	Savannah.....		43.31	Elba.....	
36.00	South Clyde.....		50.26	Byron.....	
41.16	Lyons Jct.....		52.67	East Bergen.....	
43.25	Lyons.....		55.19	Churchville.....	
48.42	Newark.....		59.12	Churchville Jct....	
52.00	Port Gibson.....		62.92	Chili Center.....	
56.76	South Palmyra....		64.73	Genesee Jct.....	
60.59	Macedon.....		66.65	Mortimer.....	
63.73	Wayneport.....		75.53	Ridgeland.....	
66.21	Signal Station 20..		77.53	Fairport.....	
68.21	Fairport.....		80.01	Signal Station 20...	
77.09	Ridgeland.....		83.15	Wayneport.....	
79.01	Mortimer.....		86.98	Macedon.....	
80.82	Genesee Jct.....		91.74	South Palmyra....	
84.62	Chili Center.....		95.32	Port Gibson.....	
88.55	Churchville Jct....		100.49	Newark.....	
91.07	Churchville.....		102.58	Lyons.....	
93.48	East Bergen.....		107.74	Lyons Jct.....	
100.43	Byron.....		113.87	South Clyde.....	
106.67	Elba.....		117.39	Savannah.....	
110.99	Oakfield.....		121.52	Montezuma.....	
114.25	Wheatville.....		124.65	Port Byron.....	
117.25	Alabama.....		129.39	Weedsport.....	
123.46	Akron.....		134.67	Jordan.....	
125.63	Akron Jct.....		137.03	North Memphis...	
128.70	Clarence.....		139.32	Warners.....	
134.35	Bowmansville.....		143.74	Amboy.....	
143.74	Buffalo.....			Syracuse Jct.....	

On single track eastward trains are superior to westward trains of the same class, unless otherwise specified.

CHENANGO BRANCH—SYRACUSE AND EARLVILLE			
WESTWARD—SECOND CLASS			
Miles from Earlville	STATIONS	205	
		Freight	
		Daily Except Sunday	
	LEAVE	P. M.	
	Earlville.....	12.50	
5.68	Lebanon.....	1.05	
10.37	Georgetown.....	1.16	
14.78	Eritown.....	1.26	
20.83	Ballina.....	1.35	
21.90	Rippleton.....	1.40	
23.01	Cazenovia.....	1.55	
23.86	Oran.....	2.15	
31.24	Manlius.....	2.40	
33.77	Fayetteville.....	3.00	
38.89	Chenango Jct.....	3.10	
40.23	Eastwood.....	3.15	
41.24	Signal Station 48..	3.20	
43.12	East Syracuse.....	3.30	
	ARRIVE	P. M.	

EASTWARD—SECOND CLASS			
Miles from East Syracuse	STATIONS	202	
		Freight	
		Daily Except Sunday	
	LEAVE	A. M.	
	East Syracuse.....	9.00	
1.88	Signal Station 48..	9.10	
2.89	Eastwood.....	9.15	
4.23	Chenango Jct.....	9.20	
9.35	Fayetteville.....	9.57	
11.88	Manlius.....	10.20	
14.26	Oran.....	10.27	
20.11	Cazenovia.....	10.55	
21.22	Rippleton.....	11.00	
22.29	Ballina.....	11.05	
28.34	Eritown.....	11.30	
32.75	Georgetown.....	11.45	
37.44	Lebanon.....	11.55	
43.12	Earlville.....	12.20	
	ARRIVE	P. M.	

On single track eastward trains are superior to westward trains of the same class, unless otherwise specified.
Nos. 202 and 205 will not run May 31, July 5 and September 6.
Time shown at East Syracuse and Signal Station 48 is for information only.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES				
No.	LOCATION			Track No. 8	Track No. 4	Track No. 3	Track No. 7		LOCATION	Side of Track	Line		
48	Clark St.....	CS	GS	286.6	.....	.....	MB	MB	.....	Signal Station.....		T.D.-M
					.....	.....	.....	.....	.....	Booth 287.6.....	N	T.D.-M
					.....	.....	.....	.....	.....	Booth 288.5.....	S	T.D.-M
					.....	.....	.....	.....	.....	Booth 289.9.....	S	T.D.-M
					.....	.....	.....	.....	.....	Booth 290.8.....	S	T.D.-M
					.....	.....	493	INT.	.....	Booth 290.9.....	S	S.S.JG-2
					.....	.....	.....	.....	.....	Booth 291.8.....	S	S.S.JG-2
					.....	.....	INT.	INT.	.....	Booth 291.9.....	S	S.S.JG-2
		Salina.....	CS	JG	292.1	INT-MB	INT-MB	Signal Station.....	N	T.D.M.
						Track No. 10	.....	.....	.....	
				292.3	INT	.....	.....	.....	.....
					Westward	Eastward	.....	.....	.....	
					.....	694	693	.....	.....	Booth 292.7.....	S	S.S.JG-2
					.....	764	.....	.....	.....	Syracuse Lighting Co. switch, booth.....	S	S.S.JG-2
					INT	.....	.....	.....	.....	Booth 293.9.....	N	S.S. 2
					INT	.....	.....	.....	.....	Booth 294.1.....	N	S.S. 2
					Track No. 6	Track No. 4	Track No. 3	Track No. 1	Track No. 2				
					.....	.....	.....	.....	.....	Booth 280.4.....	N	T.D.-M
					28096	28094	28093	28091	28092	Booth 280.9.....	S	T.D.-M	
					.....	.....	.....	.....	.....	Booth 281.3.....	S	T.D.-M
					28176	28174	28173	28171	28172	Booth 281.7.....	S	T.D.-M	
					28266	28264	.....	28261	28262	Minoa, switch tender's cabin.....	N	DeWitt
		Minoa.....	CS		282.7	.....	.....	28341	28342	General Yardmaster's Office.....	N	T.D.-M
						.....	.....	28431	28432			
		East Syracuse..			286.0	.....	.....	28511	28512			
						.....	.....	28601	.....			
						.....	.....	28691	28622			
		Syracuse Midler Ave....	CS	WI	287.9	.....	.....	INT.	INT.	Signal Station.....		T.D.-M
						Track No. 5 West'rd	Track No. 5 East'rd	28841	.....			
						INT.	.....	.....	.....	Booth 288.5.....	N	S.S. 1
						.....	.....	.....	28862	Booth 288.9.....	S	S.S. 1
						.....	.....	INT.	28912			
	1	Syracuse.....	CS	AV	289.8	INT.	INT.	INT.	INT.	Booth 289.4.....	S	S.S. 1	
						INT.	.....	.....	.....	Signal Station.....	S	T.D.-M
						INT.	.....	29041	.....	Booth 289.9.....	S	S.S. 1
						.....	INT.	.....	INT.	Booth 290.4.....	N	S.S. 1
						.....	.....	29091	.....	Booth 290.7.....	N	S.S. 1
						.....	29225	29151	29152	Booth 291.5.....	N	T.D.-M
						.....	29221	29221	29232			
						INT.	.....	.....	.....	
						Track No. 4	Track No. 3	.....	.....		
	2	Syracuse Jct....	CS	OJ	293.4	INT.	INT.	INT.	.....	Booth 293.2.....	N	S.S. 2
						INT.	.....	.....	INT.	Signal Station.....	S	T.D.-M
						.....	.....	.....	.....	Booth 293.6.....	S	S.S. 2
						.....	29393	29391	.....	Booth 293.6.....	N	S.S. 2
						.....	29464	29463	29461	Cabin 293.9.....	N	S.S. 2
						.....	29464	29463	29461	Booth 294.6.....	S	T.D.-M
						.....	29574	29573	29571	East end Belle Isle Yard.....	N	T.D.-M
		Belle Isle.....	CS		296.4	.....	29663	.....	.....	Booth 295.7.....	S	T.D.-M
						29674	.....	29671	29672	West end W. S. connection, booth.....	N	T.D.-M
						.....	.....	.....	.....	Booth 297.2.....	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES			
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	Track W. S. Conn. Eastward	LOCATION	Side of Track	Line	
6	Memphis.....	CS	HS	302.6	29784	29753	29751	29782	Booth 297.8.....	S	T.D.-M	
					29874	29873	29871	29872	Booth 298.2.....	S	T.D.-M	
					29974	29963	29961	29982	Booth 298.7.....	S	T.D.-M	
					30084	30083	30081	30082	Booth 299.2.....	S	T.D.-M	
					30204	30203	30201	30202	Booth 299.7.....	S	T.D.-M	
					30314	30313	30311	30312	Booth 300.4.....	S	T.D.-M	
					30424	30403	30401	30422	Booth 300.8.....	S	T.D.-M	
					30524	30523	30521	30522	Booth 301.4.....	S	T.D.-M	
					30644	30643	30641	30642	Booth 302.....	S	T.D.-M	
					INT.	INT.-MB	INT.-MB	INT.	INT.	Booth 303.1.....	S	T.D.-M
					30854	30853	30851	30852	Booth 303.6.....	S	T.D.-M	
					30964	30963	30961	30962	Booth 304.2.....	S	T.D.-M	
					31074	31073	31071	31072	Booth 304.7.....	S	T.D.-M	
					31174	31173	31171	31172	Booth 305.2.....	S	T.D.-M	
					31294	31293	31291	31292	Booth 305.8.....	S	T.D.-M	
	North Weedsport	CS	312.1	31414	31413	31411	31412	Booth 306.4.....	S	T.D.-M		
				INT.	INT.	INT.	INT.	Booth 307.....	S	T.D.-M		
				31604	31603	31601	31602	Signal Station.....	S	S.S. 6		
				31694	31693	31691	31692	Crossing cabin.....	S	T.D.-M		
				31784	31783	31781	31782	Booth 308.....	S	T.D.-M		
				31874	31873	31871	31872	Booth 308.5.....	S	T.D.-M		
				31984	31983	31981	31982	Booth 309.....	S	T.D.-M		
				32104	32103	32101	32102	Booth 309.6.....	S	T.D.-M		
				32204	32203	32201	32202	Booth 310.2.....	S	T.D.-M		
				32324	32323	32321	32322	Booth 310.7.....	S	T.D.-M		
				32424	32423	32421	32422	Booth 311.2.....	S	T.D.-M		
				32524	32523	32521	32522	Booth 311.7.....	S	T.D.-M		
Savannah.....	CS	HN	322.5	32644	32643	32641	32642	Crossing cabin.....	S	T.D.-M		
				32754	32753	32751	32752	Booth 312.5.....	S	T.D.-M		
				32863	32861	32882	Booth 312.9.....	S	T.D.-M			
				32894	32953	32951	32992	Booth 313.5.....	S	T.D.-M		
				33054	33053	33051	33092	Booth 314.1.....	S	T.D.-M		
				33154	33153	33151	33202	Booth 314.7.....	S	T.D.-M		
				33244	33243	33241	Booth 316.....	S	T.D.-M			
				Booth 316.5.....	S	T.D.-M						
				Booth 316.9.....	S	T.D.-M						
				Booth 317.4.....	S	T.D.-M						
				Booth 317.8.....	S	T.D.-M						
				Booth 318.3.....	S	T.D.-M						
				Booth 318.7.....	S	T.D.-M						
				Booth 319.2.....	S	T.D.-M						
				Booth 319.8.....	S	T.D.-M						
Clyde.....	CS	CF	328.6	32894	32953	32951	32992	Seneca River Water Station.....	N	T.D.-M		
				33054	33053	33051	33092	Booth 321.....	S	T.D.-M		
				33154	33153	33151	33202	Booth 321.5.....	S	T.D.-M		
				33244	33243	33241	Booth 322.....	S	T.D.-M			
				Booth 323.2.....	S	T.D.-M						
				Booth 323.7.....	S	T.D.-M						
				Booth 324.2.....	S	T.D.-M						
Booth 324.7.....	S	T.D.-M										
Booth 325.2.....	S	T.D.-M										
Booth 325.8.....	S	T.D.-M										
Booth 326.4.....	S	T.D.-M										
Booth 327.....	S	T.D.-M										
Booth 327.5.....	S	T.D.-M										
Booth 328.....	S	T.D.-M										
Booth 328.7.....	N	T.D.-M										
Booth 329.3.....	S	T.D.-M										
Booth 329.9.....	S	T.D.-M										
Booth 330.4.....	S	T.D.-M										
Booth 330.9.....	S	T.D.-M										
Booth 331.5.....	S	T.D.-M										
Booth 332.....	S	T.D.-M										
Booth 332.6.....	S	T.D.-M										

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES												
STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES			
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1		Track No. 2	LOCATION	Side of Track	Line	
						Eastward	Westward					
15	Lyons.....	CS	NS	335.8	33314	33343	33341	33312	Booth 333.1.....	S	T.D.-M
					Booth 333.5.....	S	T.D.-M
					33394	33433	33431	33392	Booth 333.9.....	S	T.D.-M
					Booth 334.3.....	S	T.D.-M
					33494	33523	33521	33492	Hemingways, booth.....	N	T.D.-M
					Lyons yard { East end booth.....	N	S.S. 15
					Yard office.....	S	T.D.-M
					Ticket Office.....	S	T.D.-M
					Signal Station.....	S	T.D.-M
					Leech Road, crossing cabin.....	S	S.S. 15
					Booth 336.5.....	S	T.D.-M
					Booth 336.9.....	S	T.D.-M
	Newark.....	CS	RK	341.1	33694	33693	33691	33692	Booth 337.4.....	S	T.D.-M
					33794	33793	33791	33792	Booth 337.9.....	S	T.D.-M
					Booth 338.4.....	S	T.D.-M
					33884	33883	33881	33882	Booth 338.8.....	S	T.D.-M
					Booth 339.2.....	S	T.D.-M
					33964	33963	33961	33962	Booth 339.6.....	S	T.D.-M
					Booth 340.1.....	S	T.D.-M
					34064	34063	34061	34062	Booth 340.6.....	S	T.D.-M
					Ticket Office.....	S	T.D.-M
					34144	34143	34141	34142	Crossover, booth.....	S	T.D.-M
					Booth 342.....	S	T.D.-M
					Booth 342.5.....	S	T.D.-M
East Palmyra....	CS		344.8	34343	34341	Booth 343.2.....	S	T.D.-M	
				34384	34382	Booth 343.8.....	S	T.D.-M	
				Booth 344.3.....	S	T.D.-M	
				34453	34451	Station, booth.....	S	T.D.-M	
				34514	34512	Booth 345.1.....	S	T.D.-M		
				34563	34561	Booth 345.7.....	S	T.D.-M	
				34604	34602	Water Station.....	N	{ S.S.-18 T.D.-M		
				Booth 346.8.....	S	T.D.-M	
				34684	34682	Booth 347.3.....	S	T.D.-M		
				34703	34701	Booth 347.7.....	S	T.D.-M	
				34772	
				18	Palmyra.....	CS	PY	348.4	34784
.....	Signal Station.....	N	T.D.-M
.....	Freight Station.....	N	M
.....	Home Signal bridge for Tracks No. 2 and No. 4.....	S	S.S. 18
.....	Booth 349.....	S	T.D.-M
.....	Booth 349.4.....	S	T.D.-M
34984	34983	34980	34981						34982	Booth 349.8.....	S	T.D.-M
.....	35103	35101						Booth 350.5.....	S	T.D.-M
35124	35120						35122	Booth 351.....	S	T.D.-M
.....	Booth 351.5.....	S	T.D.-M
.....
Walworth.....	CS	W	351.9						35213	35211

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES													
STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES				
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line			
20	Signal Station...	CS	MS	359.2	INT.	INT.	INT.	INT.	Home Signal bridge for Tracks No. 1 and No. 3.....	S	S.S. 20	
					Signal Station.....	S	T.D.-M	
					35993	35991	Home Signal bridge for Tracks No. 2 and No. 4.....	S	S.S. 20	
					Booth 359.8.....	S	T.D.-M	
					36054	36042	Booth 360.4.....	S	T.D.-M	
					36071	
					Booth 360.8.....	S	T.D.-M	
					36092	
					
					
22	East Rochester Open Weekdays 9:00 A. M. to 5:00 P. M.	CS	P	363.8	INT.	INT.	INT.	INT.	Crossing cabin, north of Track No. 4	N	S.S. 20 S.S. 22 T.D.-M	
					36153
					West end yard, booth.....	S	S.S. 20 S.S. 22	
					36194	36191	36192	Booth 361.9.....	S	T.D.-M	
					36294	36293	36291	36292	Booth 362.4.....	S	T.D.-M	
					Booth 362.9.....	S	T.D.-M	
					E. End Subway track, booth.....	N	S.S. 22	
					Booth 363.3.....	S	T.D.-M	
					Signal Station.....	T.D.-M	
					Booth 364.2.....	S	T.D.-M	
25	Rochester Yard.	CS	CV	368.6	36474	36473	36471	36472	MDI yard office.....	N	T.D.-M	
				
					Booth 365.....	S	T.D.-M	
					36604	36603	36601	36602	Crossover west end MDI yard, booth	N	T.D.-M	
					Booth 366.....	S	T.D.-M	
					Booth 366.5.....	S	T.D.-M	
					36714	36713	36711	36712	Booth 367.1.....	S	T.D.-M	
					
					Booth 367.8.....	S	T.D.-M S.S. 25	
					
25A	Rochester Yard.	CS	RA	369.6	INT.	INT.	INT.	Signal Station.....	T.D.-M	
					
					Yardmaster's office.....	S	S.S. 25 S.S. 25A T.D.-M	
					INT.	INT.	
					Booth 370.2.....	S	T.D.-M	
					INT.	INT.	INT.	Home signal mast, Tracks No. 1 and No. 3.....	N	S.S. 27	
					INT.	INT.	
					
					
					
27	Rochester.....	CS	PK	371.1	INT.	Telegraph office.....	T.D.-M	
					INT.	Station master's office.....	T.D.-M	
					INT.	Signal Station.....	T.D.-M	
					INT.	
					INT.	
					INT.	INT.	Home signal mast, Track No. 2..	S	S.S. 27	
					INT.	
					37234	37233	37231	37232	Crossover, pole box.....	N	S.S. 27	
					Booth 372.3.....	S	T.D.-M	
											

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS				Office Calls	Miles from New York	SIGNALS					TELEPHONES								
No.	LOCATION	Track No. 4	Track No. 3			Track No. 1	Track No. 2	Track W. S. Conn. Eastward	LOCATION	Side of Track	Line								
33	Chili.....	CS	H	381.7	37934	37933	37931	37932	Booth 379.3.....	S	T.D.-M							
					38024	38023	38021	38022	Booth 379.8.....	S	T.D.-M							
					38104	38103	38101	38102	Booth 380.2.....	S	T.D.-M							
					Booth 380.6.....	S	T.D.-M							
					Booth 381.....	S	T.D.-M							
					38194	38193	38191	38192	Station, booth.....	S	T.D.-M							
	Chili Jet.....	CS	DJ	382.7	INT.	INT.	INT.	INT.	INT.	Booth 382.3.....	S	T.D.-M							
					Home Signal bridge for Tracks No. 1 and No. 3.....	S	S.S. 33							
					Signal Station.....	S	T.D.-M							
					Home Signal mast for Track No. 2.....	S	S.S. 33							
					Booth 383.3.....	S	T.D.-M							
					38374	38353	38351	38372	Booth 383.7.....	S	T.D.-M							
					Booth 384.2.....	S	T.D.-M							
					38474	38473	38471	38472	Booth 384.7.....	S	T.D.-M							
					Booth 385.3.....	S	T.D.-M							
					38584	38583	38581	Station, booth.....	S	T.D.-M							
					Churchville.....	CS	X	386.0	38612	Booth 386.5.....	S	T.D.-M			
								
	38673	38671	West End W.S. connection, cabin..	N	T.D.-M							
	38684	38732					Booth 387.3.....	S	T.D.-M							
					
	38764	38763	38761	Booth 387.9.....	S	T.D.-M							
	38842					Booth 388.4.....	S	T.D.-M							
	38864	38863	38861	Booth 389.....	S	T.D.-M							
Bergen.....	CS	BG	389.0					38943	38941	Booth 389.6.....	S	T.D.-M				
								39033	39031	Booth 390.3.....	S	T.D.-M				
				Booth 390.8.....	S	T.D.-M				
				39124					39123	39121	39122	Booth 391.2.....	S	T.D.-M				
				39203	39201	Booth 391.8.....	S	T.D.-M								
				West Bergen....	CS		392.4	West Bergen Road, crossing cabin..	S	T.D.-M				
								39284	39283	39281	39282	Booth 392.8.....	S	T.D.-M				
								Booth 393.2.....	S	T.D.-M				
								Booth 393.6.....	S	T.D.-M				
								Home Signal bridge for Tracks No. 1 and No. 3.....	S	S.S. 36				
								36 West Bergen..... Open Daily 9:00 P. M. to 5:00 A. M.	CS	WB	393.8	INT.	INT.	INT.	INT.	Signal Station.....	S	T.D.-M
												Home Signal Bridge for Tracks No. 2 and No. 4.....	S	S.S. 36
.....	Booth 394.2.....	S	T.D.-M				
.....	39463	39461	Booth 394.7.....	S	T.D.-M				
.....	39543	39541	Crossover, booth.....	S	T.D.-M				
South Byron....	CS	BN	395.9									39564	39562	Freight Station.....	N	M
												Booth 396.2.....	S	T.D.-M
				39623	39621	Booth 396.6.....	S	T.D.-M				
				39704	39703	39701	39702					Booth 397.....	S	T.D.-M				
				39783	39781	Booth 397.5.....	S	T.D.-M				
				Batavia.....	CS	VI	403.4					39864	39863	39861	39862	Booth 398.....	S	T.D.-M
												Godfrey's Pond, booth.....	N	T.D.-M
								39943	39941	Booth 399.....	S	T.D.-M				
								39944	Booth 399.4.....	S	T.D.-M				
								40014	40013	40011	40012	Booth 400.1.....	S	T.D.-M				
								Booth 400.5.....	S	T.D.-M				
								40103	40101	Booth 401.....	S	T.D.-M				
.....	Booth 401.4.....	S	T.D.-M								
40184	40183	40181	40182					East Main St., cabin.....	N	S.S. 40								
.....	Cedar St., crossing cabin.....	N	T.D.-M								
.....	INT.	40261	Booth 402.6.....	S	S.S. 40								
40284	40282	Harvester Ave., crossing cabin.....	S	S.S. 40								
40324	40323	40321	Liberty St., crossing cabin.....	N	S.S. 40												
Batavia.....	CS	VI	403.4	INT.	INT.	INT.	Ellicott St., crossing cabin.....	S	S.S. 40								
				Ticket office.....	S	T.D.-M								

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES		
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2		LOCATION	Side of Track	Line
40	Batavia, Erie Crossing..	CS	VN	403.6	INT.	INT.	INT.	INT.	Signal Station.....	N	T.D.-M
40A	Batavia, Walnut St.....	CS	BA	403.8	INT.	INT.	INT.	INT.	Engine House.....		S.S. 40
					INT.	INT.	INT.	INT.	Signal Station.....	S	T.D.-M
					40474	40473	40471	40472	Booth 404.3.....	S	T.D.-M
					40474	40473	40471	40472	Booth 404.7.....	N	T.D.-M
					40554	40553	40551	40552	West end side track, booth.....	S	S.S. 40A
					40554	40553	40551	40552	Booth 405.1.....	S	T.D.-M
					40554	40553	40551	40552	Booth 405.5.....	S	T.D.-M
					40554	40553	40551	40552	Booth 406.....	S	T.D.-M
					40654	40653	40651	40652	Booth 406.5.....	S	T.D.-M
					40654	40653	40651	40652	Booth 406.9.....	S	T.D.-M
					40754	40753	40751	40752	Booth 407.4.....	S	T.D.-M
					40844	40843	40841	40842	Booth 407.9.....	S	T.D.-M
					40844	40843	40841	40842	Booth 408.4.....	S	T.D.-M
					40844	40843	40841	40842	Booth 408.9.....	S	T.D.-M
					40944	40943	40941	40942	Booth 409.4.....	S	T.D.-M
					41044	41043	41041	41042	Booth 409.9.....	S	T.D.-M
					41044	41043	41041	41042	Booth 410.4.....	S	T.D.-M
					41144	41143	41141	41142	Booth 410.9.....	S	T.D.-M
					41144	41143	41141	41142	Booth 411.4.....	S	T.D.-M
					41234	41233	41231	41232	Booth 411.9.....	S	T.D.-M
					41234	41233	41231	41232	Booth 412.3.....	S	T.D.-M
					41334	41333	41331	41332	Booth 412.8.....	S	T.D.-M
					41334	41333	41331	41332	Booth 413.3.....	S	T.D.-M
					41334	41333	41331	41332	Booth 413.8.....	S	T.D.-M
					41334	41333	41331	41332	Home Signal bridge for Tracks No. 1 and No. 3.....	S	S.S. 42
42	Corfu.....	CS	CU	414.2	INT.	INT.	INT.	INT.	Signal Station.....	S	T.D.-M
					INT.	INT.	INT.	INT.	Home Signal mast for Track No. 2.....	S	S.S. 42
					41493	41491	41489	41488	Booth 414.6.....	S	T.D.-M
					41564	41563	41561	41562	Booth 415.1.....	S	T.D.-M
					41564	41563	41561	41562	Booth 415.6.....	S	T.D.-M
					41654	41653	41651	41652	Booth 416.....	S	T.D.-M
					41654	41653	41651	41652	Booth 416.5.....	S	T.D.-M
					41744	41743	41741	41742	Booth 417.....	S	T.D.-M
					41744	41743	41741	41742	Booth 417.4.....	S	T.D.-M
					41814	41813	41811	41812	Booth 418.1.....	S	T.D.-M
					41874	41873	41871	41872	Booth 418.7.....	S	T.D.-M
					41874	41873	41871	41872	Station, booth.....	S	T.D.-M
					41954	41953	41951	41952	Booth 419.7.....	S	T.D.-M
					42034	42033	42031	42032	Booth 420.3.....	S	T.D.-M
					42124	42123	42121	42122	Booth 420.7.....	S	T.D.-M
					42124	42123	42121	42122	Booth 421.2.....	S	T.D.-M
					42204	42203	42201	42202	Booth 421.7.....	S	T.D.-M
					42204	42203	42201	42202	Booth 422.8.....	S	T.D.-M
					42304	42303	42301	42302	Booth 423.3.....	S	T.D.-M
					42384	42383	42381	42382	Crossing cabin.....	S	T.D.-M
					42384	42383	42381	42382	Booth 424.3.....	S	T.D.-M
					42474	42473	42471	42472	Booth 424.7.....	S	T.D.-M
					42574	42573	42571	42572	Booth 425.2.....	S	T.D.-M
					42574	42573	42571	42572	Booth 425.7.....	S	T.D.-M
					42714	42713	42711	42712	Booth 426.4.....	S	T.D.-M
					42714	42713	42711	42712	Booth 427.1.....	S	T.D.-M
					42804	42803	42801	42802	Booth 427.5.....	S	T.D.-M
					42804	42803	42801	42802	Booth 428.....	S	T.D.-M
					42804	42803	42801	42802	Booth 428.4.....	S	T.D.-M
					42904	42893	42891	42892	Station, booth.....	S	T.D.-M
					42904	42893	42891	42892	Crossing cabin.....	S	T.D.-M
					42904	42893	42891	42892	Booth 429.5.....	S	T.D.-M
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
					42904	42893	42891	42892			
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					42904	42893	42891	42892			
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SYRACUSE JUNCTION TO BOWMANVILLE—WEST SHORE

Syracuse Division

SYRACUSE JUNCTION TO BOWMANVILLE—WEST SHORE

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STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES									
SYRACUSE JUNCTION TO BOWMANVILLE — WEST SHORE									
STATIONS		Office Calls	Miles from Weehawken	SIGNALS		TELEPHONES			
No.	LOCATION			Westward	Eastward	LOCATION	Side of Track	Line	
	Byron.....	CS	BR	381.4	..... 3821 3829 3839 3847 3857 3867 3875	Station, booth.....	S	T.D.-M	
	Elba.....	CS	EB	387.6	..... 3883 3895 3905 3917	East end of siding, booth.....	S	T.D.-M	
	Oakfield..... Open week days 8:00 A. M. to 11:59 P. M.	CS		392.0	MB MB	Station, booth.....	S	T.D.-M	
	Wheatville.....	CS	WH	395.2	..... 3927 3941 3949	Booth..... Freight Station..... West end yard, cabin..... Booth 392.8..... Booth 394.1.....	S N N N S	T.D.-M T.D.-M T.D.-M T.D.-M Station	
	Alabama.....	CS		398.2	..... 3965 3979 3993 4007	Station.....	N	T.D.-M	
	Akron..... Open week days 8:00 A. M. to 11:59 P. M.	CS		404.4	..... 4023 4033 MB MB	Station, booth..... Jungle switch, booth..... Booth 403.3..... Freight Station..... Station, booth.....	S S S N S	T.D.-M T.D.-M T.D.-M T.D.-M T.D.-M	
	Akron Jet.....	CS		406.6	INT. INT.	Booth 406.6.....	S	T.D.-M	
	Clarence.....	CS	CS	409.7	4077 4085 4093 4101 4109 4119 4131 4141	Kelly Island switch, booth..... Station, booth..... Carroll Brothers' switch, booth.....	S S S	T.D.-M T.D.-M T.D.-M	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES									
SYRACUSE TO EARLVILLE — CHENANGO BRANCH									
STATION		Office Calls	Miles from Syracuse	SIGNALS		TELEPHONES			
No.	LOCATION			Eastward	Westward	LOCATION	Side of Track	Line	
	Eastwood.....	CS	3.8	....	....	Booth.....	S	T.D.	
	Chenango Jct.....		4.4	....	....		
	Fayetteville..... Open week days 8:00 A. M. to 5:00 P. M.	CS	FA	9.6	MB MB				
	Manlius..... Open week days 8:00 A. M. to 5:00 P. M.	CS	MA	12.1	MB MB				
	Oran.....		14.5	....	....	Station.....		Cazenovia	
	Cazenovia..... Open week days 8:00 A. M. to 5:00 P. M.	CS	CA	20.3	MB MB	Watchman's cabin, west end tunnel.....	S	Station	
	Rippleton.....		21.4	X	X	Watchman's cabin, east end tunnel.....	N	Station	
	Ballina.....		22.5			Station.....		Oran	
	Eritown..... Open week days 8:00 A. M. to 5:00 P. M.	CS	RV	28.5	MB MB				
	Georgetown..... Open week days 8:00 A. M. to 5:00 P. M.	CS	WN	33.0	MB MB				
	Lebanon..... Open week days 8:00 A. M. to 5:00 P. M.	CS	A	37.7	MB MB				
	Earlville.....		43.3						

ABBREVIATIONS

COMMUNICATING STATION.....C. S.
AUTOMATIC.....NUMBER.
MANUAL BLOCK.....M.B.
INTERLOCKING.....INT.
R. R. GRADE CROSSING.....X.
SWITCH.....SW.
TRAIN DISPATCHING.....T.D.
MESSAGE CIRCUIT.....M.

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

