

The New York Central Railroad Company

ROCHESTER DIVISION

Time-Table No. 51

FOR EMPLOYEES ONLY

EFFECTIVE

2:00 A. M., Eastern Standard Time

Sunday, April 28, 1940

P. C. AGANS,
Superintendent.

CONTENTS

	PAGE
Surgeons, Oculists and Hospitals	Inside Front Cover
Special Instructions	I to 11
Syracuse to Rochester	12
Rochester to Syracuse	13
Rochester, Charlotte and Suspension Bridge	14
Suspension Bridge and Charlotte	15
Charlotte and West Yard	16
Rochester, State St. and Windsor Beach	16
Canandaigua and Holcomb	17
Caledonia and North Tonawanda	17
Stations, Office Calls, Signals and Telephones	18 to 26
Speed Table	Inside Back Cover
Map	Outside Back Cover

COMPANY SURGEONS

Albion: A. W. Jackson, 6 W. State St.
Phone—526.

Auburn: O. G. Gomoll, 505 Metcalf Bldg.
Phone—564.

Batavia: W. D. Johnson, 41 Jackson St.
Phone—578.

Brockport: J. L. Hazen, 186 Main St.
Phone—143.

Canandaigua: H. M. Smith, 42 N. Main St.
Phone—440.

Geneva: H. J. Knickerbocker, 196 Genesee St.
Phone—2419.

Lockport:

Medina: Robert Munson, 511 West Ave.
Phone—612.

Oswego: J. F. Burden, 37 W. Bridge St.
Phone—302.

Rochester: H. H. Baker, 423 Granite Bldg.
Phone—Stone 3623.

Rochester: C. D'Amada, 11 N. Goodman St.
Phone—Monroe 285.

Rochester: F. T. Bascom, 277 Alexander St.
Phone—Stone 3397.

Rochester: W. A. Callihan, 209 Alexander St.
Phone—Stone 170.

Syracuse: B. W. McCuen, 1206 State Tower Bldg.
Phone—2-5520.

Syracuse: L. P. Ransom, 800 S. West St.
Phone—5-6397.

OCULISTS

Batavia: R. G. Wilson, Kresge Bldg.
Phone—666.

Geneva: J. A. Spengler, 423 S. Main St.
Phone—2134.

Rochester: L. H. Clark, 337 Monroe Ave.
Phone—Monroe 875.

Syracuse: D. F. Gillette, State Tower Bldg.
Phone—2-0664.

HOSPITALS

Albion: Arnold Gregory, 191 S. Main St.
Phone—75.

Auburn: Auburn City, 17 Lansing St.
Phone—179.

Batavia: St. Jerome, 16 Bank St.
Phone—782.

Batavia: Women's Hospital Assn., North and Summit Sts.
Phone—30.

Canandaigua: F. F. Thompson Memorial, 120 N. Main St.
Phone—798.

Geneva: Geneva Hospital, 198 North St.
Phone—2314.

Lockport: Lockport City, 521 East Ave.
Phone—1900.

Medina: Medina Hospital, Ohio and Ash Sts.
Phone—500.

Oswego: Oswego Hospital, 110 W. Sixth St.
Phone—1926.

Rochester: General, 501 Main St., West.
Phone—Main 2660.

Rochester: Genesee, 224 Alexander St.
Phone—Monroe 1870.

Syracuse: St. Joseph's, 301 Prospect Ave.
Phone—3-6123.

SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number relate to Rules for the Government of the Operating Department with corresponding letter or number.

A1. OTHER RAILROADS.

Between Batavia and Attica, trains run via Erie R. R.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute, when loaded with live-stock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used, beyond the first side track.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20-F, 20-H and 20-I, revised October 1, 1930, govern.

Rules to be Followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited.

In cases of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and, where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members, or responsible engineer or inspectors, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad, including the right for such inspection purposes to ride upon any passenger or freight engine or train while in service on presentation of proper transportation.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Dewitt.....	{ Yard office, west end east-bound advance yard. Engine house.
Syracuse.....	{ Yard office, west end. Crew dispatcher's office. Chief train dispatcher's office.
Rochester.....	{ Yard office, Geddes St. Engine house. Passenger station, Room 107. Train dispatchers' office. Yard office.

AUBURN ROAD

Geneva..... Telegraph office.
Canandaigua..... Telegraph office.

FALLS ROAD

Lockport..... Signal Station B.
Suspension Bridge..... { Engine house.
Yard office.
Passenger station.

CALEDONIA—NORTH TONAWANDA

Batavia..... Passenger station.

ONTARIO BRANCH

Oswego..... Ticket office.
West Yard..... { Engine house.
Yard office.
Charlotte..... Telegraph office.
Suspension Bridge..... { Engine house.
Yard office.
Passenger station.

5. STATIONS—Additional to station column:

Attica..... 10.36 miles west of Batavia.

6. LETTERS AND SIGNS.

☐ Stop Sunday.
⊕ Stop Saturday.
J Stop weekdays only.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.

19. MARKERS.

A red flag by day and a red light by night will be displayed to indicate the rear of the train. Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83d. CLEARING OF TRAINS.

On two tracks, trains will be cleared by signal indication, except at Charlotte.
Trains will not leave the following stations without Clearance Form A:

AUBURN ROAD

Syracuse.....	First class Westward trains. Weekdays, 5.35 A.M. until 10.35 P.M.
Auburn.....	Sundays, 6.20 A.M. until 10.25 A.M. and 5.45 P.M. until 10.35 P.M.
GY.....	Weekdays, 9.30 P.M. until 6.30 A.M. Sundays, 12.01 A.M. until 7.00 A.M., 9.00 A.M. until 6.40 P.M. and 9.15 P.M. until 11.59 P.M.
Geneva.....	Weekdays, 6.30 A.M. until 9.30 P.M. Sundays, 7.00 A.M. until 9.00 A.M. and 6.40 P.M. until 9.15 P.M.
Canandaigua.....	Weekdays, 6.30 A.M. until 9.00 P.M. Sundays, 6.45 A.M. until 9.35 A.M., and 7.00 P.M. until 9.00 P.M.

CANANDAIGUA—HOLCOMB

Canandaigua.....	Weekdays, 6.30 A.M. until 9.00 P.M. Sundays, 6.45 A.M. until 9.35 A.M. and 7.00 P.M. until 9.00 P.M.
Holcomb.....	Weekdays, 9.00 A.M. until 6.00 P.M.

CALEDONIA—NORTH TONAWANDA

Caledonia..... { Weekdays 9.00 A.M. until 6.00 P.M.
Batavia, Signal Station 40... Eastward trains.
Batavia, Signal Station 40A... Westward trains.
North Tonawanda
Signal Station Erie 2..... Eastward trains.

CHARLOTTE BRANCH

Charlotte..... { Weekdays, 7.00 A.M. until 10.00 P.M.

ONTARIO BRANCH

Table with 2 columns: Station Name and Train Schedule. Includes West Yard, Wallington, Charlotte, Lyndonville, and Signal Station 65.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

AUBURN ROAD

Table with 2 columns: Station Name and Siding Details. Includes Skaneateles Jct., Waterloo, and Clifton Springs.

ONTARIO BRANCH

Table with 2 columns: Station Name and Train Schedule. Includes Wolcott, North Rose, Wallington, Sodus, Ontario, Webster, Hilton, Hamlin, Morton, Carlton, Waterport, Lyndonville, Barker, and Wilson.

93. YARD LIMITS.

AUBURN ROAD

Table with 2 columns: Station Name and Location. Includes Solvay, Skaneateles Jct., Auburn, Cayuga, and Seneca Falls.

FALLS ROAD

Table with 2 columns: Station Name and Location. Includes Spencerport, Brockport, Holley, Fancher, Albion, and Medina.

CANANDAIGUA—HOLCOMB

Table with 2 columns: Station Name and Location. Includes Canandaigua and Holcomb.

CALEDONIA—NORTH TONAWANDA

Table with 2 columns: Station Name and Location. Includes G. & W. Jct., west of Caledonia, and LeRoy.

CHARLOTTE BRANCH

Table with 2 columns: Station Name and Location. Includes Otis and Charlotte.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes West Yard, Wolcott, North Rose, Wallington, Sodus, Williamson, Ontario, Webster, Rochester, State St.—St. Paul Boulevard, inclusive, Charlotte—Windsor Beach, inclusive, Hamlin, Lyndonville, and Suspension Bridge.

Passenger trains must be given full protection at all times.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD CROSSINGS AT GRADE.

Table with 3 columns: Location, Railroad, and Signals. Includes Auburn Road, Caledonia—North Tonawanda, and Ontario Branch.

98. DRAWBRIDGES.

Table with 3 columns: Location, Railroad, and Signals. Includes Sterling, Wallington, and Charlotte.

98. DRAWBRIDGES.

Table with 3 columns: Location, Railroad, and Signals. Includes Charlotte, Genesee River.

103. PUBLIC CROSSINGS AT GRADE.

Trains or engines meeting, passing, or using the siding at the following stations will approach crossings shown below prepared to stop.

AUBURN ROAD

Table with 2 columns: Station Name and Location. Includes Skaneateles Jct., Maple St. and Victor, Maple Avenue.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes Red Creek, Main St. and Keeley St., Wolcott, Orchard St., North Rose, Main St., Sodus, Belden Avenue and Maple Avenue, East Williamson, East Williamson Road, Williamson, Williamson Road, Ontario, Knickerbocker Road and Furnaceville Road, Webster, North Avenue, Hilton, East Avenue, Walker, East Hamlin Road, Hamlin, Lake Road, Morton, Town Line Road, Kendall, Kendall Road, Brice, Kents Creek Road, Carlton, Fairhaven Road, Waterport, Depot Road, Lyndonville, Lyndonville Road, Barker, Quaker Road, Burt, East Creek Road, Ransomville, S. Lake St., and Model City, Latta Road.

When switching or when trains, engines or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains or engines must stop not less than 50 feet, nor more than 100 feet from following public crossings at grade, and then proceed, having a member of the crew protect the crossing.

AUBURN ROAD

Table with 2 columns: Station Name and Train Schedule. Includes Canandaigua, Main St., west of station, 10.00 P.M. until 6.00 A.M., and Pittsford, East Avenue, east of station, 10.30 P.M. until 6.30 A.M.

CANANDAIGUA—HOLCOMB

Holcomb: crossing west of station.

CALEDONIA—NORTH TONAWANDA

Table with 2 columns: Station Name and Location. Includes Caledonia, North St., east of station, LeRoy, Lake St., east of station, and Stafford, State Road No. 5, one-half mile east of station.

CHARLOTTE BRANCH

Table with 2 columns: Station Name and Train Schedule. Includes Lyell Avenue, Weekdays, 3.15 P.M. to 5.15 A.M., and Sundays, 12.01 A.M. to 11.59 P.M.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes Wolcott, Main St., second west of station, North Rose, Main St., west of station, Hilton, Lake Ave., west of station, Appleton, crossing east of station, Wilson, crossing east of station, Ransomville, crossing west of station, Suspension Bridge, 13th Street, Highland Avenue, Hyde Park Boulevard, and College Avenue.

ROCHESTER, STATE ST.—WINDSOR BEACH

Table with 2 columns: Station Name and Location. Includes Washington Ave., St. Paul Boulevard, Navarre Road, Collingwood Drive, Versailles Road, Ridge Road, Keeler Street, Norton Street, Hollenbeck Street, Avenue D, Avenue C, Avenue B, Avenue A, Clifford Avenue, Evergreen Street, Scrantom Street, Ambrose Street, Spencer Street, White Street, Cliff Street, and Smith Street, except when crossing watchman is on duty.

104a. NORMAL POSITION OF SWITCHES.

Table with 2 columns: Station Name and Location. Includes Canandaigua, for Auburn Road, Charlotte, wye track switch, for Suspension Bridge leg of wye, and Charlotte, for eastward track.

105. SIDINGS.

Capacity based on 44-foot cars. Two Tracks:

FALLS ROAD

Table with 2 columns: Station Name and Location. Includes Knowlesville, middle, and Gasport, middle.

Single Track:

AUBURN ROAD

Table with 2 columns: Station Name and Location. Includes Camillus, between east switch and crossover, Martisco, Skaneateles Jct., Sennett, Auburn, between switch west of State St. and crossover west of Perrine St., Relius, Cayuga, between west switch and crossover, and Seneca Falls.

Table with 2 columns: Station Name and Location. Includes Waterloo, Geneva, Oaks Corners, Phelps, Clifton Springs, Shortsville, and Victor, between east switch and crossover opposite passenger station.

CALEDONIA—NORTH TONAWANDA

Table with 2 columns: Station Name and Location. Includes Stafford.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes Red Creek, Wolcott, North Rose, Wallington, Sodus, Williamson, Ontario, Webster, Hilton, Walker, Hamlin, Morton, Carlton, Waterport, Lyndonville, Barker, Wilson, Ransomville, south side, and Model City.

109. BULLETIN BOARDS AND BOOKS.

Table with 2 columns: Station Name and Location. Includes Dewitt, Syracuse, and Rochester.

AUBURN ROAD

Table with 2 columns: Station Name and Location. Includes GY, Signal Station.

FALLS ROAD

Table with 2 columns: Station Name and Location. Includes Suspension Bridge.

CALEDONIA—NORTH TONAWANDA

Table with 2 columns: Station Name and Location. Includes Batavia, Passenger station.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes Oswego, West Yard, and Suspension Bridge.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

AUBURN ROAD

Table with 2 columns: Station Name and Location. Includes Between Syracuse Jct. and Signal Station 25.

FALLS ROAD

Table with 2 columns: Station Name and Location. Includes Lockport, over canal bridge.

CANANDAIGUA—HOLCOMB

Table with 2 columns: Station Name and Location. Includes Between Canandaigua and Holcomb.

CALEDONIA—NORTH TONAWANDA

Table with 2 columns: Station Name and Location. Includes Between Caledonia and Tonawanda Jct.

ONTARIO BRANCH

Table with 2 columns: Station Name and Location. Includes Between West Yard and Suspension Bridge, Rochester, State St., and Windsor Beach.

D-151

Two Tracks:

FALLS ROAD

Between Ames St. Jct. and Lockport, east end canal bridge.

Between Lockport, west end canal bridge and GD.

Tracks are numbered from the south: No. 2, No. 1.

Tracks will be used as follows: No. 2, Eastward. No. 1, Westward.

CHARLOTTE BRANCH

Between Jay St. Jct. and Charlotte.

Tracks are numbered from the south: No. 2, No. 1.

Tracks will be used as follows: No. 2, Eastward. No. 1, Westward.

D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between Ames St. Jct. and Jay St. Jct.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Ames St. Jct. to Jay St. Jct., Track No. 2.

293. SWITCH TARGETS.

Lights on main track switches are not in use: Between: Ames St. Jct. and GD. Rule 293 modified accordingly.

297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Indication
----------	--------	------------

CALEDONIA—BATAVIA

LeRoy, B. & O. . . Pole Target . . Horizontal . . Proceed on N. Y. C. LeRoy, Erie. . . . Pole Target . . Horizontal . . Proceed on N. Y. C.

ONTARIO BRANCH

Wallington. Color Light . . Green Proceed on N. Y. C.

Eastward, top arm vertical . . . Proceed eastward on Suspension Bridge leg of wye.

Westward, top arm vertical . . . Proceed westward on Suspension Bridge leg of wye.

Charlotte. Semaphore . . Eastward, bottom arm vertical . . . Proceed eastward on Oswego leg of wye.

Westward, bottom arm vertical . . . Proceed westward on Oswego leg of wye.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between: Canandaigua and Holcomb. Caledonia and Tonawanda Jct. Syracuse Jct. and Signal Station 25. West Yard and Suspension Bridge. Rochester, State St. and Windsor Beach.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two Tracks:

Between: Jay St. Jct. and Charlotte.

Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.

Single and Two or More Tracks:

Rules 317-B, 318-B and 331-B do not govern within yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Automatic Signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones, and will indicate condition of track only between automatic signal and fixed signal reading, "End of Automatic Block."

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Issuance of Clearance Forms A and B, or display of permissive indication, will be authorized by train dispatcher except in case of failure of communication.

Charlotte:

All trains or engines moving towards Charlotte station from Suspension Bridge or Oswego leg of wye will get permission from the signalman at Charlotte, for movement over that portion of track between switches at east end of wye tracks and Charlotte station.

Manual block rules do not apply within yard limits at West Yard.

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two Tracks:

Between: Ames St. Jct. and GD.

515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car. Rule 515 modified accordingly.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Cabooses must be handled on rear of trains except as otherwise provided.

705. LEAVING CARS ON SIDE TRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam, and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

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

Rochester: Cars for Portland Ave. must be left on Bank Track, west of Union St., next to Track No. 4.

824. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintains a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 49 sacks— 3'	246 to 294 sacks—18'
50 to 98 sacks— 6'	295 to 343 sacks—21'
99 to 147 sacks— 9'	344 to 392 sacks—24'
148 to 196 sacks—12'	393 to 441 sacks—27'
197 to 245 sacks—15'	442 to 490 sacks—30'

2 outside parcels equal one sack.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their photograph commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

HAND BRAKE TEST.

When backing freight trains, sufficient hand brakes must be applied on the rear to prevent slack running out.

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

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., effective February 1, 1930, is modified as follows:

NOTE: It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests unless, in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

Charlotte Branch:

On westward freight trains of more than 1,000 tons or more than 25 cars, 50% of the pressure retaining valves, and as many more as in the judgment of the engineman are necessary, must be turned up before passing Canal Bridge. Normal brake pipe pressure on all trains to be kept at 80 lbs.; should brake pipe pressure be reduced below 55 lbs., train must be stopped until pressure is restored. A running test of the brakes must be made after leaving Canal Bridge.

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

SPEED RESTRICTIONS.

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

General (unless otherwise restricted)

Circus trains with freight equipped cars.	30
Engines running backward	30
Engines running backward by night over public crossings	15
Engines, classes B and U, under steam or being towed	20
Engines, other than classes B or U, not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory	30
Shay engines, light or with train	10
Freight trains with pushers	25
Passenger, mail, express and milk trains with freight equipped cars	40
Rail detector car X-8015. Under own power or on rear of passenger train	40
Rail motor cars operating under their own power or being towed:	
M-14 and M-404	50
M-10 and M-201	55
All others	60
Revenue freight trains with cranes moving on their own wheels	25
Snow plows and flangers	35
Switches and crossovers other than interlocking, when diverging	10
Trains with dead engines, not having all side and main rods	20
Trains with scale test car or Jordan spreader	25
Trains with 50 per cent or more of loaded coal cars, of 55 tons or greater capacity	25
Troop trains with freight equipped cars	30
Work trains with locomotive cranes	30
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use: Over all hand operated switches	10

When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:	
Passenger, mail and express trains.....	35
Other trains.....	20
Local (unless otherwise restricted)	
Auburn Road:	
Syracuse Jct. and Mile Post 9:	
Engines, class J.....	25
Engines, classes I, F and K (except K-14)	45
Syracuse Jct. and Signal Station 25:	
Engines, light or with caboose.....	30
Engines, classes H-5 and H-6.....	30
Freight and work trains.....	30
Passenger, mail and express trains.....	50
Rail motor cars.....	50
Trains with steam cranes.....	25
Solvay, over Bridge St., 3.00 A.M. until 7.00 A.M.....	6
Solvay, over Boyd Ave., 5.30 P.M. until 9.30 A.M.....	6
Between Mile Posts 4.6 and 4.9, Fairmount curve.....	30
Between Mile Posts 9 and 11.75.....	30
Auburn, over streets, daily except Sunday....	8
Auburn, over streets, Sundays.....	4
Auburn, Bridge A-25, engines, class J.....	8
Between Mile Posts 34.1 and 36.2, lake curves:	
Passenger, mail and express trains.....	40
Cayuga, Trains No. 11 and No. 18 over crossing east of station, Sundays.....	6
Cayuga and Signal Station 25:	
Engines, class L-1, without 15,000-gal. tanks.....	30
Engines, class K-14.....	35
Curve west of Seneca Canal Bridge.....	30
Seneca Falls, over streets.....	8
Waterloo, over streets.....	8
Geneva, over Lewis St.....	5
Geneva, other streets.....	8
Phelps, South Wayne St.....	5
Between Mile Posts 60 and 74:	
Engines, classes J and L-1.....	25
Engines, classes I, F and K (except K-14)	45
Shortsville, Bridge A-63, engines, classes H-5 with 15,000-gal. tanks, and J.....	15
Shortsville, Main St., Train No. 11.....	4
Shortsville, over streets, freight trains.....	15
Shortsville, over streets, passenger trains.....	30
Canandaigua, over Main St.....	6
Canandaigua, over other streets.....	8
Between Mile Posts 77.2 and 77.6, Paddleford's curve.....	30
Between Mile Posts 86 and 94:	
Engines, classes J and L-1.....	25
Engines, classes I, F and K (except K-14)	45
Fishers, across streets.....	30
Baldwin's curve, between Mile Posts 89.5 and 89.9.....	30
Brighton, between East Ave. and Winton Road	15
Falls Road:	
Ames St. Jct. and GD:	
Engines, light or with caboose.....	40
Engines, classes J and K.....	55
Engines, classes H and L.....	45
Passenger trains (maximum 18 cars).....	55
Work trains.....	45
Freight trains, not more than 80 cars or 3200 tons.....	45
Freight trains, more than 80 cars or 3200 tons, but not more than 5000 tons.....	40
Freight trains over 5000 tons.....	30
Mail and express trains:	
14 cars or less.....	55
15 to 25 cars.....	50
26 to 40 cars (40 cars maximum).....	45

Trains with steam cranes.....	30
Ames St. Jct. and Mile Post 3.5, Tracks No. 1 and 2.....	35
Medina, between Mile Post 42 and Mile Post 41, Track No. 2, passenger trains	45
Lockport, over Canal Bridge.....	10
Over streets:	
11.00 P.M. until 5.00 A.M.....	10
5.00 A.M. until 11.00 P.M.....	20
Canandaigua—Holcomb:	
Canandaigua and Holcomb, inclusive:	
Engines, light or with caboose.....	30
All trains.....	30
Trains with steam cranes.....	15
Canandaigua, over Main St.....	6
Canandaigua, other streets.....	8
Bridge P-7, MP-6, engines, class H-5.....	15
Caledonia—North Tonawanda:	
Caledonia and Tonawanda Jct., inclusive:	
Engines, light or with caboose.....	30
All trains.....	30
Trains with steam cranes.....	15
Batavia, over Harvester, Liberty and Swan Sts.....	5
Over State Road No. 5, 2.89 miles west of East Pembroke.....	6
Between Mile Post B-12.44, east of Pembroke and Tonawanda Jct., engines, class J.....	25
Batavia and Tonawanda Jct:	
Engines, classes H-6, H-10, K-14 and L.....	25
Bridge P116, engines, classes H-6, H-10, J, K-14 and L.....	15
Town Line Road, second crossing east of Tonawanda Jct.....	6
Attica:	
Over streets.....	5
Charlotte Branch:	
Engines, light or with caboose.....	25
Engines, class L.....	20
Engines, class NU-1c.....	15
Freight and work trains.....	25
Passenger, mail and express trains.....	40
Trains with steam cranes.....	25
Otis, over Lyell Ave.....	8
Charlotte, over River St.....	10
Charlotte, wye tracks.....	12
Genesee Falls Branch:	
All equipment over bridges.....	10
Ontario Branch:	
Engines, light or with caboose.....	30
All trains.....	30
Trains with steam cranes, except as shown below.....	25
Sterling, R. R. crossing.....	15
Wolcott, over streets.....	12
Wallington, R. R. crossing.....	15
Sodus, over streets.....	20
Bridge 0-153, Sea Breeze, cars of gross weight 210,000 lbs.....	20
Charlotte, drawbridge.....	8
Between Windsor Beach, Charlotte and Lake Ave. bridge, engines heavier than Classes F and I, and steam cranes X-17 to X-25 inclusive.....	15
Hilton, over streets.....	12
Walker, over street.....	10
Carlton, over street.....	12
Lyndonville, over street.....	20
Barker, over streets.....	12
Appleton, over street.....	10
Burt, over street.....	12
Wilson, over street.....	12
Ransomville, over streets.....	12
Between Mile Post 170 and Mile Post 172....	15
Rochester, State St.—Windsor Beach	
All trains.....	15
Over highways and streets.....	6
Over Genesee River bridge.....	10

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.

Rail Detector Car X-8015 must not be operated in freight train.
Shay engines must not be coupled with other power.
All cranes must be operated with at least one light car between engine and crane.

AUBURN ROAD

Between Syracuse Jct. and Cayuga.

Engines, class K-14 and engines equipped with 15,000-gal. tanks, except H-5, must not be operated.
Engines heavier than classes H-6 and J must not be operated.

Skaneateles Jct.

Engines heavier than class G must not be operated on lead to S. R. R.

Auburn, Owasco River R. R.

Shay engines only can be operated.
Cars exceeding total weight of 120,000 lbs. must not be operated.

Between Cayuga and Signal Station 25.

Engines heavier than classes J and L-1, and engines equipped with 15,000-gal. tanks, except H-5, must not be operated.

Waterloo.

Engines heavier than class G must not be operated on Bagshaw siding.

Shortsville.

Engines must not be operated on Wood and Wood trestle.

FALLS ROAD

Between Ames St. Jct. and GD.

Engines, class NU-1c, must not be operated.

Brockport.

Engines heavier than class F-12 must not be operated on Brockport Lumber Co. siding and on Clock Works siding.

Medina.

Engines heavier than B-10 must not be operated on Cook's siding from a point 255 feet from frog to end of siding.

Middleport.

Engines must not be operated on Bennett's coal trestle.

Lockport.

Engines heavier than class B-10 must not be operated on Goodlander siding, Graham Co. siding and American Fruit Growers' siding.
Engines heavier than class B-10, cranes heavier than X-3 and cars exceeding total weight 160,000 lbs., must not be operated on Lowertown Branch.

CANANDAIGUA—HOLCOMB

Canandaigua.

Engines must not be operated on Carr's trestle, or Davison's track.

Between Canandaigua and Holcomb.

Engines heavier than class H-5, with 15,000-gal. tanks, cranes heavier than X-1 to X-13 inclusive and cars exceeding total weight 210,000 lbs. must not be operated.

CALEDONIA—BATAVIA

Between Caledonia and Batavia.

Engines heavier than class H-6, engines with 15,000-gal. tanks, and cars exceeding total weight 210,000 lbs. must not be operated.
Engines, class H-6a, must not be double-headed.

BATAVIA—TONAWANDA JCT.

Between Batavia and Akron Jct.

Engines, class H-6a, must not be double-headed.

Between Batavia and Tonawanda Jct.

Engines heavier than class L must not be operated.

Falkirk.

Engines must not be operated on Reynolds, Remsen and Burrows siding.

Transit.

Engines must not be operated on Witnauer's siding.

CHARLOTTE BRANCH

Between Jay St. Jct. and Charlotte.

Engines, class H-10, must not be operated.

GENESEEE FALLS BRANCH

Engines heavier than class Shay must not be operated, except that class B-10 may be operated between connection to Track 4 and Platt St. Bridge. Cars of 210,000 lbs. total weight must be separated from the motive power of the train and from each other by lighter cars. Engines, classes B, B-6 and B-7a, must not be double-headed.

Steam cranes X-1, X-2, X-3, X-8, X-12 and X-13 may be operated.

KENT ST. INDUSTRIAL BRANCH

Kent St., Rochester to Otis.

Engines heavier than class L-1, and engines equipped with 15,000-gal. tanks must not be operated, except that L-2 engines may be operated east of Brown St.

ONTARIO BRANCH

Cars exceeding a total weight of 210,000 lbs. may be operated only by special permission, except that cars weighing from 210,000 lbs. to 220,000 lbs., a total weight, or six-axle hopper and gondola cars, may operate wherever H-5 engines now operate.

Cars of 210,000 lbs., total weight. Each car must be separated from the motive power of train and from any other special shipment or car weighing loaded in excess of 120,000 lbs. by at least one car weighing loaded not in excess of 120,000 lbs.

West Yard—Windsor Beach.

Engines heavier than classes F-12 and B-56 must not be operated.

Steam cranes, except X-1 to X-21, inclusive, must not be operated.

Webster.

Engines must not be operated on Witmer Bros. coal trestle and Martin lumber shed siding.

Windsor Beach—Charlotte.

Engines, classes B, H-5 and H-6a, may be operated single-header only.

Charlotte—Mile Post 159, East of Elberta.

Engines heavier than classes F-12 and B-56 must not be operated.

Steam cranes, except X-1 to X-21, inclusive, must not be operated.

Burt.

Snow plows must not be operated on house track.

Mile Post 159, East of Elberta—Suspension Bridge.

Engines heavier than classes H-6 and B-56 must not be operated except that class B-10 may be operated between .15 miles east of Mile Post 173 and Suspension Bridge.

Engines, classes H-6a, B-10 and B-56, may be operated single-header only.

ROCHESTER, STATE ST.—WINDSOR BEACH.

Between State St. and St. Paul St. overhead crossing.

Engines heavier than class E-1 must not be operated.
Cars exceeding a total weight of 210,000 lbs. must not be operated.

Cars of 210,000 lbs. total weight. Each car must be separated from engine and from any other car weighing in excess of 64,000 lbs. by at least one car weighing not in excess of 64,000 lbs.

Steam cranes X-1, X-2, X-3, X-8, X-12 and X-13 may be operated.

Between St. Paul St. overhead crossing and Windsor Beach.

Engines heavier than class H-6 must not be operated. Cars exceeding a total weight of 220,000 lbs. must not be operated. Engines must not be double-headed.

WATER STATIONS.

AUBURN ROAD

Martisco Phelps
Auburn Canandaigua
Cayuga Victor
Geneva

FALLS ROAD

Brockport Medina
Fancher Gasport
Albion Lockport

CALEDONIA—NORTH TONAWANDA

LeRoy Batavia

ONTARIO BRANCH

Oswego Charlotte
Red Creek Lyndonville
Williamson Burt
Rochester, Smith St. Suspension Bridge

AUTOMATIC TRAIN STOP.

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

Road engines operated between Ames St. Jct. and GD must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as pusher or second engine.
- b. By specific authority of Superintendent.
- c. When train stop device becomes inoperative after leaving terminal, passenger, mail and express trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at first engine terminal.

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

Failure of whistle to sound must be reported on form SC1.

TRACK MOTOR CARS.

Manual Block Rules will not apply to track motor cars. Markers and train signals will not be displayed.

Track motor cars must be equipped with portable telephones.

Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and train dispatcher notified.

Track motor cars will be operated by train order between:

Auburn Road.

Syracuse Jct. and Signal Station 25.

Canandaigua—Holcomb.

Canandaigua and Holcomb.

Caledonia—North Tonawanda.

Caledonia and Tonawanda Jct.

Ontario Branch.

West Yard and Suspension Bridge.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location	
		Storm clothing	Container and lanterns
Pullman Obs. Private	Pullman "	On door catch of aisle door next to rear car if drawing room is next to rear car.	Rear vestibule of car next to rear, out of passageway and so placed as to avoid inconvenience to persons using vestibule.
DeLuxe Obs. Coach Diner	" "	If not, place in rear vestibule of car next to rear.	
	Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried. Grips or other personal effects not required in line of duty must not be carried at rear of train.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern. The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approach-ing	Direc-tion	Open rear end train pipe valve	Engineman shut off steam at
Syracuse	Eastward	Solvay	Signal Station 2

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.

When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly. Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide maximum comfort to passengers according to existing weather conditions.

Electric fans will be shut off on arrival at terminal by train crews if cars are to be stored.

SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train and, in case of emergency, assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed, by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employee on duty. Station employee must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employee.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employee must notify health officer promptly.

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

LUBRICATION AND CARE OF JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the nearest terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and, when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

Cooling Compound

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment, and train crew equipment in passenger service.

Cooling compound shall be used for treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

RAIL MOTOR CARS.

Live locomotives must not be placed on pits next to a rail motor car when car is in house.

At lay-over points, hand brakes must be set on vestibule end and wheels blocked.

Car must be brought to a stop before being placed on turntable.

When car is in motion, the engineman's brake handle must not be tied or weighted down; the operator must hold the handle down.

When a car is to be towed or hauled dead in a train, the brake valve handle must be removed, and valves and cocks adjusted as follows:

Valves and Cocks	Position
Brake pipe cut-out cock under both brake valves.	Closed
The 3 cut-out cocks in pipe to application valve which are connected by valves.	Closed
Cut-out cock in supplementary reservoir branch pipe.	Closed
Cock in brake cylinder pipe to safety valve.	Open
Drain cock in auxiliary reservoir.	Closed
All other reservoir drain cocks.	Open
At points from which car may be towed during a lay-over period, brakes should be cut out for deadhead operation. Car must not be coupled between a locomotive and any other car while switching, except with its own trailers.	
When necessary to tow a car to or from a shop, it should be accompanied by a rider who is qualified on operation of car.	

When a car is being towed in a train and tanks have not been drained, gasoline tanks should be placarded as "Inflammable Material." Gasoline filler connections should be equipped with "Protecto Seal Caps."

Gasoline filler covers and tool boxes accessible from outside of car should be locked with Yale padlock.

Fire extinguishers should be fully charged.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Location	Description	Tracks
AUBURN ROAD		
Sennett	MP 20.77 Bridge	Main Track
Sennett	MP 22.26 Bridge	Main Track
Auburn	MP 23.61 Bridge	Main Track
Auburn	Wires and Spouts	Siding, General Crushed Stone Co.
Auburn	Wire and Monorail	Siding, Hammond & Irving
Auburn	Door	Siding, Hewitt & Wilcox Coal Co.
Auburn	Door	Siding, C. G. Meaker & Co.
Auburn	Door	Siding, Manro & Hugg
Auburn	Door	Siding, Cuddy & Geherin Coal Co.
Auburn	Door	Siding, American Locomotive Co.
Auburn	Pipe and Bridge	Siding, Firth Carpet Co.
Auburn	Bridge	Siding, Auburn Prison
Auburn (ORR)	Pipes and Door	Sidings, International Harvester Co.
Auburn (ORR)	Overhead Bldg.	Main Track, K of P Hall, Genesee St.
Auburn (ORR)	Wires	Main Track, 100 feet from end of line
Auburn	MP 27.65 Bridge	Main Track
Relius	MP 34.05 Bridge	Main Track
Cayuga	Wire and Door	Sidings, Beacon Milling Co.
Seneca Falls	Wires, Pipe and Door	Sidings, Gould Pumps, Inc.
Waterloo	Wires	Siding, Mid-State Bodies, Inc.
Waterloo	Pipe over Door	Siding, R. S. Bagshaw & Co.
Geneva	MP 50.50 LV Bridge	Main Track and S. T. 14
Geneva	MP 50.60 Signal Bridge	Main Track
Geneva	MP 51.45 Wires	Siding
Geneva	MP 52.12 LV Bridge	Main Track
Oaks Corners	Wires and Chute	Sidings, General Crushed Stone Co.
Phelps	Doorway	Siding, Coop. GLF Exchange
Clifton Springs	Wires and Door	Siding, Sanitarium
Shortsville	MP 67.00 LV Bridge	Main Track and S.T. 14
Shortsville	Door	Siding, Wood & Wood Trestle
Fishers	MP 86.66 LV Bridge	Main Track
Pittsford	Canopy and Spout	Siding, Victor Flour Mills
Pittsford	MP 94.54 WS Bridge	Main Track and Sidings
CANANDAIGUA-HOLCOMB BRANCH		
Canandaigua	Door	Siding, G. T. Thompson Trestle
Canandaigua	Door	Siding, W. A. Carr & Co.
Canandaigua	Door	Siding, Alex. Davidson
Holcomb	Wires	Siding, J. W. Cooper
Holcomb	Wires	Siding, Producers Warehouse Co.

Location	Description	Tracks
CALEDONIA—NORTH TONAWANDA BRANCH		
Caledonia	Door	Siding, NY State Conservation Dept.
Stafford	Wires, Chutes and Hoppers	Sidings, Genesee Stone Products Co.
Batavia	LV Bridge	Main Track
Batavia	Wire	Siding, Liberty Street
Batavia	Wires	Sidings, Batavia and NY Woodworking Co.
East Pembroke	Wires	Siding, House Track
East Pembroke	Wires and Pipe	Siding, Comstock Canning Co.
Pembroke MP 9.31	Bridge	Main Track
Pembroke MP 9.60	Bridge	Main Track
Falkirk	Wires	Siding, Reynolds, Remsen and Burrows
Brixment	Wires	Siding
Brixment	Wires and Canopies	Sidings, Louisville Cement Co.
Clarence Center	Chute	Siding, Universal Atlas Cement Co.
Clarence Center	Wires	Siding, E. H. Ebersole
Clarence Center	Wire	Siding, Erie County Highway Dept.
FALLS ROAD		
Jay St. Jct. MP 3.54	B&O Bridge	Main Tracks 1 and 2
Elmgrove	Barge Canal	Main Tracks 1 and 2
Elmgrove	Crane Rail	Siding, Leach Steel Co.
Elmgrove MP 9.25	Bridge, Gillette St.	Main Tracks 1 and 2
Brockport MP 19.19	Bridge, W. Lake Rd.	Main Tracks 1 and 2
Brockport	Wires, Pipes and Conveyors	Sidings, Quaker Maid Co.
Holley MP 20.73	Bridge, Co. Line Rd.	Main Tracks 1 and 2
Holley MP 21.78	Bridge	Main Tracks 1 and 2
Holley	Wires	Siding, Holley Canning Co.
Albion MP 30.51	Bridge, Clarendon St.	Main Tracks 1 and 2
Albion	Door	Siding, Albion Produce Co.
Albion	Wire	Siding, Albion Cold Storage Co.
Medina	Wires and Pipes	Siding, Snider Packing Co.
Medina	Wires	Siding, S. A. Cook Co.
Medina	Door	Siding, Fern A. Rowley Trestle
Medina	Wires and Pipes	Sidings, H. J. Heinz Co.
Middleport MP 43.23	Bridge	Main Tracks 1 and 2
Middleport	Pipes, Wires and Walk	Sidings, Niagara Sprayer Co.
Middleport	Door	Siding, Robertson Lumber Co.
Gasport	Chutes and Bins	Sidings, Wickwire Spencer Steel Co.
Lockport MP 55.16	Bridge	Main Tracks 1 and 2
Lockport	Canopy	Siding, Niagara Falls Milling Co.
Lockport	Wires	Siding, Learn Coal Co.
Lockport	Trolley Wires	Main Tracks 1 and 2 and Siding, Hawley St.
Lockport	Roof over Tracks	Sidings, Federal Mill, Inc.
Lockport	Wires	Sidings, Thatcher Mfg. Co.
Lockport	Wires	Siding, between Park and West Aves.
Lockport	Doors and Wires	Sidings, Simonds Steel & Saw Co.
Lockport	WU Wires	Siding, F. N. Remick & Co.
Lockport	Wires	Sidings, F. N. Remick & Co.
Lockport (Lowertown)	Coal Trestle Roof	Siding, Lockport Ice Co.
Lockport (Lowertown)	Wires	Siding, Chapel near Olcott St.

Location	Description	Tracks
Lockport (Lowertown)	Trolley Wire	Siding, Chapel and Mill Sts.
Lockport (Lowertown)	Power Cable	Siding, Chapel and Mill Sts.
Lockport (Lowertown)	Trolley Wires and Roof	Sidings, United Paper Co.
Lockport (Lowertown)	Trolley Wires	Sidings, Chapel and Centre Sts.
Lockport (Lowertown)	Trolley Wires and Pipes	Sidings, Flintkote Co.
Lockport (Lowertown)	Trolley Wire	Siding, IRC Wye
Lockport (Lowertown)	Trolley Wire	Sidings, T. C. Crea and J. B. Neal
Lockport (Lowertown)	Trolley Wire	Entire Track 6 Wired
Cambria MP 63.35	Bridge	Main Tracks 1 and 2, Lerch Rd.
Sanborn MP 66.96	Bridge	Main Tracks 1 and 2
Sanborn	Canopy	Siding, Hudson Bros.
ONTARIO BRANCH		
Furniss	Wires	Siding, Oswego Gardens
Sterling MP 40.6	Bridge	Main Track
Red Creek MP 44.6	Bridge	Main Track and Siding
Red Creek	Wire	Siding, Comstock Canning Co.
Red Creek	Guy Wire	Siding, west of Main St.
Wolcott	Wires	Siding, opposite team track platform
Wolcott	Roof	Siding, Reed Coal Trestle
North Rose	Cable	Main Track 1 and Siding
Williamson	Wires	Siding, Williamson Cold Storage
Union Hill	Wires	Main Track
Webster	Wires and Door	Siding, A. N. Martin & Son
Webster	Wires	Siding, W. C. Jayne
Webster	Wires	Siding, R. B. Mason
Charlotte MP 94.0	Bridge	Main Track and Siding
Charlotte	Bridge	Sidings, Rochester Municipal Dock
Morton	Wires	Siding
Ashwood	Wires	Siding, B. C. Squires
Lyndonville	Wires	Siding, N. J. Barry
Lyndonville	Wires and Steam Line	Siding, Speas Mfg. Co.
Appleton	Wires	Team Track
Wilson	Wires	Siding, Wilson Lumber Co.
Model City	Wires	Siding, Tugwell & Wiseman
ROCHESTER—MAIN LINE		
Rochester	Doors and Wire	Siding, Consolidated Mach. Tool Co.
Rochester	Brace, Pipe and Frame	Siding, Coaling Plant
Rochester	Pipes, Wires, Beam and Doors	Engine House Track
Rochester	Door	Siding, Morgan Mach. Co.
Rochester	Pipes	Siding, Todd Mfg. Co.
Rochester	Wire	Siding, Rochester Gas & Elec., Milcor Steel and Rochester Can Co.
Rochester	Doors	Siding, P&R Coal & Iron Co.
Rochester	Wires	Siding, R. T. French Co.
Rochester	Doors, Pipes and Wires	Sidings, Car Repair Tracks
Rochester	Wire	Siding, Hollister Lumber Co.
Rochester	Trestle	Siding, L. V. Coal Sales Co.
Rochester	Footbridge	Siding, F. A. Smith Mfg. Co.
Rochester	Door	Siding, Portland Ave. Freight House
Rochester	Trestle	Siding, Babcock Coal Co.
Rochester	Door	Siding, Power House
Rochester	Pipe	Siding, Atlantic Stamping Co.

Location	Description	Tracks
ROCHESTER—GFR BRANCH		
Rochester	Wires	Siding, Langie Coal Co.
Rochester	Door	Siding, Connell & Dengler
Rochester	Wire	Siding, Cataract Brewing Co.
Rochester	Wire	Siding, Genesee Brewing Co.
Rochester	Wires	Siding, Curtice Bros.—South
Rochester	Wires	Siding, crossing frog near Curtice St.—North
Rochester	Door	Siding, Bartholomay Co.
Rochester	Wires	Sidings, East crossing frog and West crossing frog—Curtice St.
ROCHESTER—RESTORED LINE		
Rochester	Trestle	Siding, F. W. Evans Coal Co.
Rochester	Wire	Siding, Plymouth Ave.
Rochester	Trestle	Siding, P. & R. Coal & Iron Co.
Rochester	Door	Siding, Yates American Mach. Co.
Rochester	Pipe	Siding, Richardson Corp.
ROCHESTER—CHARLOTTE BRANCH		
Rochester	Wire	Siding, F. E. Reed Glass Co.
Otis	Bridge	Main Tracks 1 and 2, Electric Ave.
Otis	Wires	Siding, Rochester Brewing Co.
Otis	Wires	Siding, Eastern Clay Prod. Co.
Barnard	Trees	Siding, Clark-Steko Corp.
Barnard	Wires	Dewey Ave., Kodak Branch
Barnard	Wires	Kodak Branch—To P&R Coal Co.
Barnard	Wires	Kodak Branch—Desmond St.
Charlotte MP 7.37	Bridge	Main Tracks 1 and 2, B&O RR
Charlotte MP 7.67	Bridge	Main Tracks 1 and 2, NY State Ry.
Charlotte MP 7.70	Bridge	Main Tracks 1 and 2, Lake Ave.
Charlotte MP 7.71	Bridge	Main Tracks 1 and 2 (footbridge)
ROCHESTER—STATE STREET BRANCH		
Rochester	Canopies	Siding, P. Enders & Son
Rochester	Canopy	Siding, Michelson Furn. Co.

Location	Description	Tracks
Rochester MP 6.5	Bridge	Main Track—St. Paul St.
Rochester	Wires	Siding, C. A. Higbie Co.
Rochester	Wires	Main Track and Sidings—White St.
Rochester	Wires	Siding, T. Holohan Co.
Rochester	Wire	Team Track—Vincent St.
The clear space between the lowest signal line conductor and surfaces of the track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:		
Location Tracks		
Rochester	Maple St. Siding	
Rochester	Jay St. Service Track	
Rochester	Hague St. Siding	
Rochester	Otis Store House Siding	
Rochester	7 Yard Tracks north side SS-25-A to SS-25	
Rochester	Beechnut Packing Company Side Track	
FALLS ROAD		
SS 29-A, Jay St.	Main Tracks west of Signal Station	
Mile Post 23	Holley Cold Storage Siding	
Medina	Saunders Siding	
Medina	Gwynn St. Main Tracks	
Middleport	Ressigue Siding	
Lockport	Niagara Supply Siding	
Lockport	Merrill Siding	
Cambria	Siding	
CHARLOTTE BRANCH		
Barnard	Lumber Company Siding	
ONTARIO BRANCH		
Ontario	Moll Brothers Siding	
Wolcott	Team Track	
Red Creek	Canning Factory Siding	
Red Creek	Grand Silo Company Siding	
Sterling	Old Wye	
CALEDONIA—NORTH TONAWANDA BRANCH		
Brixment	Sidings, Louisville Cement Company	
Akron Junction	Main Track	
AUBURN ROAD		
Brighton	Main and House Tracks	
Brighton	Lumber Company Side Track	
Oaks Corners	Main Track and Siding	
Waterloo	East End of Station Siding	
Waterloo	Main Track and Siding	
Waterloo	West End of Station Siding	

H. G. FARNHAM }
 J. E. GUILFOYLE } Train Masters.

P. C. AGANS, Superintendent.

W. J. EMERLING, Chief Train Dispatcher.

R. W. ELLSWORTH }
 G. C. BARBER }
 J. W. HART }
 P. E. TRICK } Train Dispatchers.

SYRACUSE TO ROCHESTER

WESTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	3	7	5	11															
		Mail and Express	Mail and Express	Mail and Express	Mail and Express															
		Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily															
LEAVE	A. M.	A. M.	A. M.	P. M.																
	Syracuse.....	5.20	6.02	10.25	5.10															
3.32	Syracuse Jct.....	5.26	6.08	10.31	5.16															
4.40	Solvay.....	f 5.29	f 6.11	f 10.34	f 5.18															
5.74	Fairmount.....	f 5.33	f 6.15	f 10.38	f 5.22															
9.13	Camillus.....	s 5.38	f 6.20	s 10.43	s 5.27															
11.42	Martisco.....	s 5.43	f 6.25	s 10.49	s 5.33															
14.43	Halfway.....	f 5.49	f 6.31	f 10.55	f 5.39															
18.08	Skaneateles Jct.	s 5.55	s 6.37	s 11.02	s 5.45															
21.45	Sennett.....	f 6.01	f 6.42	s 11.08	f 5.50	12														
26.64	Auburn.....	A s 6.10	s 6.51	s 11.23	s 6.13															
	Auburn.....	L 6.25	6.57																	
27.40	Auburn, Monroe St. s	6.30	s 7.01	s 11.28	s 6.18															
32.27	Relius.....	f 6.39	f 7.08	f 11.35	f 6.25															
37.47	Cayuga.....	s 6.48	s 7.16	s 11.43	s 6.33															
39.58	L. V. Jct.....	6.51	7.19	11.47	6.37															
42.20	Seneca Falls.....	s 7.01	s 7.26	s 11.53	s 6.44															
45.43	Waterloo.....	s 7.09	s 7.33	s 11.59	s 6.51															
51.13	GY.....	7.17	7.41	12.07	6.58															
52.03	Geneva.....	A s 7.19	s 7.43	12.10	s 7.00															
	Geneva.....	L 7.29	7.49	P. M.	7.10															
56.85	Oaks Corners.....	7.35	s 7.57		s 7.18															
59.95	Phelps.....	7.40	s 8.02		s 7.24															
61.56	Phelps Jct.....	7.43	s 8.07		f 7.28															
64.24	Clifton Springs....	s 7.50	s 8.14	s	s 7.35															
68.73	Shortsville.....	7.56	s 8.22		s 7.43															
71.46	Chapin.....	8.00	f 8.28		f 7.48															
74.58	Canandaigua.....	A s 8.04	s 8.34		s 7.53	18														
	Canandaigua.....	L 8.17	8.46		8.10															
81.98	Mertensia.....	8.27	f 8.59		8.23															
84.53	Victor.....	8.31	f 9.04		f 8.28															
88.34	Fishers.....	8.36	f 9.11		f 8.34															
95.06	Pittsford.....	8.45	f 9.21		f 8.45															
99.66	Brighton.....	8.52	f 9.29		f 8.55															
100.47	Signal Station 25...	8.53	9.30		8.59															
102.88	Rochester.....	8.59	9.36		9.05															
	ARRIVE	A. M.	A. M.	P. M.	P. M.															

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified. Time shown at Syracuse and Rochester is for information only.

ROCHESTER TO SYRACUSE

EASTWARD—FIRST CLASS

Miles from Rochester	STATIONS	4	8	12	18															
		Mail and Express	Mail and Express	Mail and Express	Mail and Express															
		Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily															
LEAVE	A. M.	A. M.	P. M.	P. M.																
	Rochester.....	6.30	6.50		7.15															
2.41	Signal Station 25...	6.35	6.55		7.20															
3.22	Brighton.....	s 6.38	6.57		s 7.23															
7.82	Pittsford.....	s 6.47	f 7.06		s 7.31															
14.54	Fishers.....	s 6.57	f 7.16		f 7.41															
18.35	Victor.....	s 7.04	f 7.23		s 7.47															
20.90	Mertensia.....	f 7.09	7.27		7.51															
28.30	Canandaigua.....	A s 7.21	s 7.40		s 8.04	11														
	Canandaigua.....	L 7.40	7.52		8.23															
31.42	Chapin.....	s 7.46	f 7.58		f 8.29															
34.15	Shortsville.....	s 7.56	s 8.04		s 8.35															
38.64	Clifton Springs....	s 8.06	s 8.14		s 8.42															
41.32	Phelps Jct.....	f 8.12	f 8.20		8.47															
42.93	Phelps.....	s 8.17	s 8.25		s 8.51															
46.03	Oaks Corners.....	s 8.23	s 8.31		f 8.56															
50.85	Geneva.....	A s 8.31	s 8.40		s 9.04															
	Geneva.....	L 8.40	8.47		9.10															
				P. M.																
				4.35																
51.75	GY.....	8.42	8.49		4.37															
57.45	Waterloo.....	s 8.52	s 8.59		s 9.20															
60.68	Seneca Falls.....	s 9.02	s 9.07		s 9.29															
63.30	L. V. Jct.....	9.06	9.12		9.33															
65.41	Cayuga.....	s 9.11	s 9.16		s 9.37															
70.61	Relius.....	f 9.17	f 9.24		9.44															
75.48	Auburn, Monroe St. s	9.24	s 9.32		s 9.52															
76.24	Auburn.....	s 9.30	s 9.40		s 10.10															
81.43	Sennett.....	f 9.38	f 9.48		s 5.50	11														
84.80	Skaneateles Jct.	s 9.45	s 9.54		s 10.23															
88.45	Halfway.....	f 9.50	f 9.59		10.28															
91.46	Martisco.....	s 9.57	f 10.05		□ 10.33															
93.75	Camillus.....	s 10.04	f 10.11		10.38															
97.14	Fairmount.....	f 10.10	f 10.16		10.43															
98.48	Solvay.....	10.14	10.19		10.46															
99.56	Syracuse Jct.....	10.17	10.21		10.48															
102.88	Syracuse.....	10.25	10.28		10.55															
	ARRIVE	A. M.	A. M.	P. M.	P. M.															

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified. Time shown at Syracuse and Rochester is for information only.

ROCHESTER, CHARLOTTE AND SUSPENSION BRIDGE

WESTWARD—TRACK NO. 1					EASTWARD—TRACK NO. 2						
Miles from Rochester	STATIONS	FIRST CLASS		SECOND CLASS		Miles from Suspension Bridge	STATIONS	FIRST CLASS		SECOND CLASS	
		139	49	291	521			42	140	532	242
		See Note Railway Express	Mail and Express	Freight	Freight			Mail and Express	Local	Freight	Freight
		Daily Except Monday	Daily	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
LEAVE	A. M.	P. M.	A. M.	A. M.	LEAVE	A. M.	P. M.	P. M.	P. M.		
	Rochester	7.42	4.40	A. M.	A. M.		Susp. Bridge . .	4.55	1.25		
1.96	Ames St. Jct.	7.48	4.46	7.25	9.15	2.25	GD	5.00	1.30		
2.60	Jay St. Jct. . .	7.50	4.48	7.28	9.18	8.42	Sanborn s	5.09	1.39		
3.07	Otis			7.30	9.20	10.91	Cambria f	5.14			
6.56	Barnard			7.41	9.31	19.07	Lockport s	5.43	1.58		
9.52	Charlotte . . .			s 7.55 A. M.	s 9.45 A. M.	25.01	Gasport s	5.53	2.07		
7.23	Elmgrove		f 4.55			30.05	Middleport . . s	6.02	2.16		
10.93	Spencerport . .	8.00	s 5.01			34.53	Medina s	6.13	2.26		
13.28	Adams Basin . .		s 5.06			38.64	Knowlesville . s	6.20	2.32		
17.87	Brockport . . .	8.09	s 5.14			41.44	Eagle Harbor s	6.26	2.37		
22.47	Holley	8.14	s 5.21			44.30	Albion s	6.35	2.47		
26.06	Fancher	8.19	s 5.27			49.65	Fancher s	6.43	2.54		
31.41	Albion	8.26	s 5.38			53.24	Holley s	6.50	2.59		
34.27	Eagle Harbor . .	8.29	s 5.43			57.84	Brockport . . s	6.58	3.06		
37.07	Knowlesville . .	8.33	s 5.49			62.43	Adams Basin . s	7.05	3.13		
41.18	Medina	8.45	s 6.00			64.78	Spencerport . s	7.10	3.18		
45.66	Middleport . . .	8.51	s 6.08			68.48	Elmgrove . . . f	7.16	3.24		
50.70	Gasport	8.57	s 6.17				Charlotte		P. M.	P. M.	
56.64	Lockport A	9.07	s 6.30				Barnard		s 4.25	s 4.35	
64.80	Lockport L	9.10	7.30				Otis		4.45	4.55	
	Cambria								5.00	5.10	
67.29	Sanborn		f 7.44			73.11	Jay St. Jct. . .	7.25	3.31	5.05	5.15
73.46	GD	9.33	7.53			73.75	Ames St. Jct. .	7.27	3.33	5.10	5.20
75.71	Susp. Bridge . .	9.38	7.58			75.71	Rochester	7.35	3.40	P. M.	P. M.
	ARRIVE	A. M.	P. M.	A. M.	A. M.		ARRIVE	A. M.	P. M.	P. M.	P. M.

Time shown at Rochester and Suspension Bridge is for information only.
No. 139 will not carry passengers.

SUSPENSION BRIDGE AND CHARLOTTE

WESTWARD—SECOND CLASS					EASTWARD—SECOND CLASS				
Miles from Oswego	STATIONS	52			Miles from Suspension Bridge	STATIONS	53		
		Freight					Freight		
		Daily Except Sunday					Daily Except Sunday		
		LEAVE	A. M.				LEAVE	A. M.	
70.10	Charlotte s	9.45			0.00	Susp'n. Bridge .	10.00		
					7.39	Model City . . . s	10.30		
76.18	Greece f	10.00			13.05	Ransomville . . f	10.45		
79.44	Hilton s	10.15			15.64	Elberta f	10.53		
82.87	Walker f	10.25			18.79	Wilson s	11.10		
85.85	Hamlin s	10.40			24.69	Burt s	11.30		
89.97	Morton f	10.50			27.90	Appleton f	11.45		
92.27	Kendall f	11.10			32.84	Barker s	12.10		
97.29	Brice f	11.25			37.15	Millers f	12.25		
99.91	Carlton f	11.40			41.18	Lyndonville . . s	1.00 ⁵²		
102.84	Waterport . . . s	12.10			45.14	Ashwood f	1.10		
105.97	Ashwood f	12.20			48.27	Waterport . . . s	1.20		
109.93	Lyndonville . . s	1.00 ⁵³			51.20	Carlton f	1.35		
113.96	Millers f	1.15			53.82	Brice f	1.50		
118.27	Barker s	1.30			58.84	Kendall f	2.20		
123.21	Appleton f	1.50			61.14	Morton s	2.45		
126.42	Burt s	2.10			65.26	Hamlin s	3.01		
132.32	Wilson s	2.40			68.24	Walker f	3.15		
135.47	Elberta f	2.48			71.67	Hilton s	3.45		
138.06	Ransomville . . f	3.00			74.93	Greece f	4.00		
143.72	Model City . . . s	3.30			81.01	Charlotte s	4.25		
151.11	Susp'n. Bridge .	4.30							
	ARRIVE	P. M.				ARRIVE	P. M.		

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

CHARLOTTE AND WEST YARD

WESTWARD—SECOND CLASS				EASTWARD—SECOND CLASS			
Miles from Oswego	STATIONS	24		Miles from Suspension Bridge	STATIONS	29	
		Freight	Daily Except Sunday			Freight	Daily Except Sunday
		LEAVE	A. M.			LEAVE	A. M.
.76	West Yard....		10.15	81.58	Charlotte.....s	7.55	
4.52	Furniss.....f		10.25	81.99	Windsor Beach		
10.09	Hannibal.....f		10.40	91.63	Webster.....s	9.00	
12.63	Crocketts.....f		10.50				
15.83	Sterling.....f		11.00	94.50	Union Hill....f	9.15	
20.55	Red Creek...s		11.25	96.32	Fruitland....f	9.30	
26.31	Wolcott.....s		11.55	99.11	Ontario.....s	10.20	
30.93	North Rose...s	12.25 ²⁹		103.94	Williamson...s	11.00	
36.04	Alton.....f	12.35		106.13	E. Williamson.f	11.20	
37.95	Wallington...s	1.00		110.15	Sodus.....s	11.55	
40.96	Sodus.....s	1.35		113.16	Wallington...s	12.10	
44.98	E. Williamson.f	1.50		115.07	Alton.....f	12.15	
47.17	Williamson...s	2.20		120.18	North Rose...s	12.25 ²⁴	
52.00	Ontario.....s	2.50		124.80	Wolcott.....s	1.00	
54.79	Fruitland....f	3.10		130.56	Red Creek...s	1.30	
56.61	Union Hill...f	3.25		135.28	Sterling.....f	1.45	
59.48	Webster.....s	4.00		138.48	Crocketts....f	2.00	
69.12	Windsor Beach			141.02	Hannibal....f	2.15	
				146.59	Furniss.....f	2.30	
70.10	Charlotte....s	4.35		150.35	West Yard....	3.00	
ARRIVE		P. M.		ARRIVE		P. M.	

ROCHESTER, STATE ST. AND WINDSOR BEACH

WESTWARD			EASTWARD		
Miles from Rochester, State St.	STATIONS		Miles from Windsor Beach	STATIONS	
	LEAVE			LEAVE	
2.45	Rochester, State St.		7.18	Windsor Beach....	
7.18	Versailles Road....		4.73	Versailles Road....	
	7.18 Windsor Beach....			7.18 Rochester, State St.	
ARRIVE			ARRIVE		

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

CANANDAIGUA AND HOLCOMB

WESTWARD				EASTWARD			
Miles from Canandaigua	STATIONS			Miles from Holcomb	STATIONS		
		LEAVE				LEAVE	
		8.07	Canandaigua...				
	8.07 Holcomb.....				8.07 Canandaigua...		
ARRIVE				ARRIVE			

CALEDONIA AND NORTH TONAWANDA

WESTWARD—SECOND CLASS				EASTWARD—SECOND CLASS			
Miles from Caledonia	STATIONS	65		Miles from North Tonawanda	STATIONS	66	
		Freight	Daily Except Sunday			Freight	Daily Except Sunday
		LEAVE	A. M.			LEAVE	P. M.
	Caledonia....				<u>N. Tonawanda</u>	<u>P. M.</u>	
7.05	Le Roy.....			2.16	Tonaw'ndaJct.	2.40	
11.17	Stafford.....	<u>A. M.</u>					
17.05	Batavia.....	10.30					
23.31	E. Pembroke..f	11.00		5.79	Getzville....f	2.55	
29.87	Pembroke...f	11.20		9.35	Transit.....f	3.05	
33.26	Brixment....f	11.30		12.56	Clarence Ctr..f	3.30	
35.04	Akron Jet....	11.35		14.98	E. Clarence...		
37.77	E. Clarence...						
40.19	Clarence Ctr..s	11.55		17.71	Akron Jet....	3.45	
43.40	Transit.....f	2.00		19.49	Brixment....f	4.00	
46.96	Getzville....f	2.10		22.88	Pembroke...f	4.10	
				29.44	E. Pembroke..f	4.30	
				35.70	Batavia.....	<u>A</u> 5.00	
						<u>P. M.</u>	
50.59	Tonaw'ndaJct.	2.20		41.58	Stafford.....		
52.75	<u>N. Tonawanda</u>	<u>P. M.</u>		45.70	Le Roy.....		
	ARRIVE	P. M.		52.75	Caledonia....		

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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

AUBURN ROAD

STATIONS	Office Calls	Miles from Syracuse	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Line	
			Westward	Eastward				
Syracuse Jct. Open daily, day and night.	C. S.	OJ	3.32	.... MB	.... INT			
Solvay	C. S.		4.40	....	....	Booth, pole	S	T. D. & M.
Fairmount	C. S.		5.74	....	....	Booth, pole	N	T. D. & M.
Camillus Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C. S.	US	9.13	MB	MB	Booth, station	S	Station T. D. & M.
			10.67	....	....	Booth, pole	N	T. D. & M.
				....	....	Pole, east end siding	N	Station T. D. & M.
Martisco Open daily except Sunday. 5.15 A. M. to 7.00 P. M.	C. S.	MS	11.42	MB	MB	Booth, station	N	T. D. & M.
			12.17	....	....	Cabin	N	T. D. & M.
Halfway			14.43	....	....	
Skaneateles Jct. Open daily except Sunday. 5.45 A. M. to 2.45 P. M.	C. S.	JU	18.08	MB	MB	East end siding Booth, station	N N	Station T. D. & M.
Sennett Open daily except Sunday. 9.25 A. M. to 6.25 P. M.	C. S.	NE	21.45	MB	MB	Booth, station	N	T. D. & M.
				....	....	North St. Cabin Perrine St. Cabin Yard Office Station	N N N N	Station Station T. D. & M. T. D. & M.
Auburn Open daily except Sunday. 5.35 A. M. to 10.35 P. M. Open Sundays. 6.20 A. M. to 10.25 A. M. 5.45 P. M. to 10.35 P. M.	C. S.	VY	26.64	....	....	
				X	....		
Monroe St.	C. S.		27.40	....	X	Crossing Watchman's Cabin	N	T. D. & M.
						
Relius	C. S.		32.27	....	....	Booth, pole	N	T. D. & M.
				....	....	Pole, east end siding Booth, station	N S	T. D. & M. T. D. & M.
Cayuga Open daily except Sunday. 6.15 A. M. to 10.15 P. M. Open Sundays. 6.45 A. M. to 9.45 A. M.	C. S.	CB	37.47	MB	MB			
						
Lehigh Valley Jct.	C. S.		39.58	....	....	Cabin	N	T. D. & M.
				....	402			
Seneca Falls Open daily except Sunday. 6.30 A. M. to 9.45 P. M. Open Sundays. 7.00 A. M. to 9.20 A. M. 6.10 P. M. to 9.45 P. M.	C. S.	SF	42.20 43.82	MB	MB	Booth, station Booth, pole	S S	T. D. & M. T. D., M. & Station
						
Waterloo Open daily except Sunday. 6.40 A. M. to 5.00 P. M. Open Sundays. 7.10 A. M. to 9.10 A. M.	C. S.	WO	45.43	MB	MB	Pole, east end siding Booth, station	N S	Station T. D. & M.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

AUBURN ROAD

STATIONS	Office Calls	Miles from Syracuse	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Line	
			Westward	Eastward				
GY Open daily, day and night.	C.S.	GY	51.13	497 INT-MB	.... ....	Booth, Dump pit	N	SS-GY
				....	INT-MB 512			
Geneva Open daily except Sunday. 6.30 A. M. to 9.30 P. M. Open Sundays. 7.00 A. M. to 9.00 A. M. 6.40 P. M. to 9.15 P. M.	C.S.	GD	52.03	....	....	Evans St. Cabin Exchange St. Cabin	S S	SS-GY T. D. & M.
Oaks Corners Open daily except Sunday. 7.20 A. M. to 4.20 P. M.	C.S.	CK	56.85	MB	MB	Booth, station	S	T. D. & M.
Phelps Open daily except Sunday. 7.20 A. M. to 9.15 P. M.	C.S.	H	59.95	MB	MB	Booth, station	S	T. D. & M.
Phelps Jct.			61.56	X	....		
				....	X			
Clifton Springs Open daily except Sunday. 7.15 A. M. to 4.15 P. M. Open Sundays. 7.15 A. M. to 9.15 A. M.	C.S.	CN	64.24	MB	MB	Booth, station	S	T. D. & M.
Shortsville Open daily except Sunday. 7.15 A. M. to 9.00 P. M. Open Sundays. 7.15 A. M. to 9.15 A. M. 7.05 P. M. to 9.00 P. M.	C.S.	OR	68.73	MB	MB	Booth, station Pole, west end siding	N N	T. D. & M. Station
Chapin			71.46	....	....	
						
Canandaigua Open daily except Sunday. 6.30 A. M. to 9.00 P. M. Open Sundays. 6.45 A. M. to 9.35 A. M. 7.00 P. M. to 9.00 P. M.	C.S.	CA	73.98 74.24 74.58	....	....	East Street, Pole Yard Office Station	N N N	T. D. & M. T. D. & M. T. D. & M.
Paddlefords			79.23	....	....	
Mertensia	C.S.		81.98	....	....	Booth, station	S	T. D. & M.
Victor Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	VR	84.53	MB	MB	Pole, east end siding Booth, station	N N	Station T. D. & M.
Fishers	C.S.		88.34	....	....	Booth, station	S	T. D. & M.
Pittsford Open daily except Sunday. 6.25 A. M. to 9.10 P. M.	C.S.	PI	95.06	MB	MB	Pole, east end siding Booth, station	N N	Station T. D. & M.
Brighton	C.S.		99.66	991	MB	Pole	N	SS-25
Signal Station 25 Open daily, day and night.	C.S.	CV	100.47	INT	INT			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CANANDAIGUA - HOLCOMB

STATIONS	Office Calls	Miles from Canandaigua	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Line	
			Westward	Eastward				
Holcomb. Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	EF	8.07			Booth, station	S	T. D.

CALEDONIA - TONAWANDA JCT.

STATIONS	Office Calls	Miles from Caledonia	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Line	
			Westward	Eastward				
Caledonia Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	NA			Booth, station	S	T. D.	
G. & W. Jct.	C.S.	1.42	X	X	Pole.	N	T. D.	
Le Roy, B. & O.		6.60	X	X				
Le Roy	C.S.	7.05						
Le Roy, Erie		7.38	X	X				
Stafford Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	FD	11.17	M.B.	M.B.			
Batavia, Signal Station 40. Open daily, day and night.	C.S.	VN	16.02 17.02	INT.		Pole, East End Yard Yard office	N N	T. D. T. D.
Batavia, Signal Station 40A Open daily, day and night	C.S.	BA	17.22		INT.			
East Pembroke Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	SR	23.31	M.B.	M.B.	Pole, West of SS-40A	S	SS-40A
Pembroke		29.87						
Brixment Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	AK	33.26	M.B.	M.B.			
Akron Jct.	C.S.	35.04		165 INT.		Pole.	S	T. D.
Clarence Center Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	C	40.19 41.96	M.B.	M.B.	Nat. Gypsum Siding	S	T. D.
Transit		43.40						
Getzville		46.96						
Tonawanda Jct.	C.S.	50.59	335			Cabin	N	T. D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

FALLS ROAD

STATIONS	Office Calls	Miles from Rochester	SIGNALS		TELEPHONES			
			Track No. 1	Track No. 2	Location	Side of Track	Line	
Ames St. Jct. Open daily, day and night.	C.S.	HI	1.91	INT. 19	INT.			
Jay St. Jct. Open daily, day and night.	C.S.	JA	2.59	INT. 35 45 55 63	INT. 36 44 54 64	Pole, B. & O. Bridge. Pole, Lee Road.	N N	SS-29A SS-29A
Elm Grove	C.S.		7.23	73 81 91 99 107	72 84 96 110 118 129	Pole.	N	T. D. & M.
Spencerport Open daily except Sunday. 7.00 A. M. to 4.00 P. M.	C.S.	SP	10.93	141 151 163 171	140 152 162 174	Booth, station	N	T. D. & M.
Adams Basin	C.S.		13.28	183 191 201 211 221	182 192 202 210 220	Booth, station	N	T. D. & M.
Brockport Open daily except Sunday. 11.00 A. M. to 8.00 P. M.	C.S.	BK	17.87	229 241 251 257	230 242 252	Pole, East cross over Booth, station	N N	T. D. & M. T. D. & M.
Holley Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	HY	22.47	269 279 291 301 311	272 282 294 306	Booth, Freight House. Pole, cross over	S S	T. D. & M. T. D. & M.
Fancher Open daily except Sunday. 8.15 A. M. to 5.15 P. M.	C.S.	A	26.06	319 329 339	318 330 340	Booth, station	N	T. D. & M.
Albion	C.S.	ON	31.41	349 357 369	350 358	Pole, East end middle Booth, station	S N	T. D. & M. T. D. & M.
Eagle Harbor Open daily except Sunday. 10.30 A. M. to 7.30 P. M.	C.S.	BR	34.28	381 393 405	370 382 394 406	Bates Road cabin. Gwinn St. cabin.	N S	T. D. & M. T. D. & M.
Knowlesville Open daily except Sunday. 9.30 A. M. to 6.30 P. M.	C.S.	KN	37.08	415 423 435 447	416 424 436 448	Genesee St. cabin. Pole, West end middle	S N	T. D. & M. T. D. & M.
Medina Open daily except Sunday. 6.00 A. M. to 3.00 P. M.	C.S.	MD	41.18	459 469 479	460 470 480	Pole, cross over E. of sta. Booth, station Pole, cross over W. of sta.	N N S	T. D. & M. T. D. & M. T. D. & M.
Middleport Open daily except Sunday. 11.00 A. M. to 8.00 P. M.	C.S.	MP	45.66					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

FALLS ROAD

STATIONS	Office Calls	Miles from Rochester	SIGNALS		TELEPHONES							
			Track No. 1	Track No. 2	Location	Side of Track	Line					
			Single Track									
			Westward	Eastward								
Gasport..... Open daily except Sunday. 5.45 A. M. to 2.45 P. M.	C.S.	GS	50.70	491	492	Pole, Wickwire Siding.	S	T. D. & M.				
				503	504	Pole, West end middle.	S	T. D. & M.				
				515	514	Pole, cross over, west end.	S	T. D. & M.				
				525	526							
				537	538							
				547	552							
				557	560							
				Lockport..... Signal Station B..... Open daily, day and night.	C.S.	RY	56.64 56.77	INT.	560	Vine St., cabin.	S	SS-B
										Ticket Office Station.	S	SS-B
										Washburn St., cabin.	S	SS-B
		Signal Maintainer's cabin.	N					SS-B				
Single Track												
Cambria.....	C.S.		64.85	571	INT.	Gooding St., cabin.	S	SS-B				
				577	578	Niagara St., cabin.	N	SS-B				
				587	588	Freight Office.	S	T. D. & M.				
				595	600	Michigan St., cabin.	N	SS-B				
				601		Booth, pole.	S	T. D. & M.				
				611	612							
				623	624							
				635	634							
				645	646							
				Sanborn..... Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	MC	67.30	655	656	Pole, cross over.	N	T. D. & M.
665	664											
673	674											
683	682											
691	692											
701	702											
713	712											
721	722											
721	722											
721	722											
GD.....	C.S.		73.46			Booth, pole.	S	T. D. & Yd. Office				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CHARLOTTE BRANCH

STATIONS	Office Calls	Miles from Rochester	SIGNALS		TELEPHONES			
			Track No. 1	Track No. 2	Location	Side of Track	Line	
Jay Street Jct..... Open daily, day and night.	C.S.	JA	2.59	INT.	INT.	Pole	S	SS-29A
Hague St.....	C.S.		2.77	INT.-MB	INT.	Cabin	S	SS-29A
Otis.....	C.S.		3.07			Lyell Ave.	N	T. D. & M.
Kodak Switch, Little Ridge.....	C.S.		5.48			Emerson St. Pole	S	T. D. & M.
						Cabin.	S	T. D. & M.
Barnard.....	C.S.		6.56			Booth, station	N	T. D. & M.
Charlotte..... Open daily except Sunday, 7.00 A. M. to 10.00 P. M.	C.S.	CD	9.52			Station, booth	N	T. D. & M.
						Crossing at grade, cabin	N	Station

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO OSWEGO

STATIONS	Office Calls	Miles from Susp. Bridge	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Lines	
			Westward	Eastward				
Suspension Bridge.....	C.S.	.00	.....	.....	General yard master's office. Station master's office	S N	T.D. T.D.	
Signal Station 65..... Open daily, day and night.	C.S.	SU	.13	..... INT. INT. INT. INT.	..... INT. INT. INT. INT.	..... ..... ..... .....	..... ..... ..... .....
Model City..... Open daily except Sunday. 8.30 A. M. to 5.30 P. M.	C.S.	CI	7.39	M.B.	M.B.	Booth, station	S	T.D.
Ransomville..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	RN	13.05	M.B.	M.B.	Booth, station	S	T.D.
Elberta.....	C.S.		15.64	.....	.....	Booth, pole	S	T.D.
Wilson..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	DW	18.79	M.B.	M.B.	Booth, station	N	T.D.
Burt..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	BX	24.69	M.B.	M.B.	Conductors' room.	S	T.D.
Appleton.....	C.S.		27.90	.....	.....	Booth, station	N	T.D.
West Somerset.....	C.S.		30.23	.....	.....	Booth, pole	S	T.D.
Barker..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	MX	32.84	M.B.	M.B.	Booth, station West end siding.	N S	T.D. Station
Millers.....	C.S.		37.15	.....	.....	Booth, station	N	T.D.
Lyndonville..... Open daily except Sunday. 8.00 A. M. to 5.00 P. M.	C.S.	DY	41.18	M.B.	M.B.	East end siding. Conductors' room.	S N	Station T.D.
Ashwood.....	C.S.		45.14	.....	.....	Booth, station	N	T.D.
Waterport..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	WP	48.27	M.B.	M.B.	Booth, station	S	T.D.
Carlton..... Open daily except Sunday. 8.30 A. M. to 5.30 P. M.	C.S.	CR	51.20	M.B.	M.B.	Booth, station	S	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO OSWEGO

STATIONS	Office Calls	Miles from Susp. Bridge	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Lines	
			Westward	Eastward				
Brice.....	C.S.	...	53.82	.....	.....	Booth, station	S	T.D.
Kendall..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	KD	58.84	M.B.	M.B.	Booth, station	S	T.D.
Morton..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	MN	61.14	M.B.	M.B.	Booth, station	N	T.D.
Hamlin..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	HN	65.26	M.B.	M.B.	Booth, station	S	T.D.
Walker.....	C.S.		68.24	.....	.....	Booth, station	N	T.D.
Collamer.....				.....	.....	
Hilton..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	NP	71.67	M.B.	M.B.	Booth, station	N	T.D.
Greece.....	C.S.		74.93	.....	.....	Booth, station	N	T.D.
Charlotte..... Open daily except Sunday. 7.00 A. M. to 10.00 P. M.	C.S.	CD	81.58	X	X	Crossing at grade, cabin	N	Station
Windsor Beach.....	C.S.		81.99	.....	.....	Booth, pole	S	Station
Webster..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	WS	91.63	M.B.	M.B.	Booth, station	S	T.D.
Union Hill..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	UN	94.50	M.B.	M.B.	Booth, station	S	T.D.
Fruitland.....	C.S.		96.32	.....	.....	Booth, station	S	T.D.
Ontario..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	AR	99.11	M.B.	M.B.	Booth, station	S	T.D.
Williamson..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	W	103.94	M.B.	M.B.	Booth, station	S	T.D.
East Williamson..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	CM	106.13	M.B.	M.B.	Booth, station	S	T.D.
Sodus..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	SN	110.15	M.B.	M.B.	Booth, station	S	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SUSPENSION BRIDGE TO OSWEGO

STATIONS	Office Calls	Miles from Susp. Bridge	SIGNALS		TELEPHONES			
			SINGLE TRACK		Location	Side of Track	Lines	
			Westward	Eastward				
Wallington..... Open daily except Sunday. 9.00 A. M. to 10.00 A. M. 12.01 P. M. to 6.00 P. M.	C.S.		113.16	X	X	Station	N	T.D.
Alton..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	AN	115.07	M.B.	M.B.	Booth, station	N	T.D.
North Rose..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	RC	120.18	M.B.	M.B.	Booth, station	N	T.D.
Wolcott..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	WC	124.80	M.B.	M.B.	Conductors' room.	S	T.D.
Red Creek..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	RK	130.56	M.B.	M.B.	Conductors' room	S	T.D.
Sterling.....	C.S.		135.28	416 INT. .....	..... INT. 389	Pole, crossing at grade	S	T.D.
Old Wye.....	C.S.		135.96	.....	.....	Cabin.	S	T.D.
Crocketts..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	CS	138.48	M.B.	M.B.	Booth, station	N	T.D.
Hannibal..... Open daily except Sunday. 9.00 A. M. to 6.00 P. M.	C.S.	HA	141.02	M.B.	M.B.	Booth, station	N	T.D.
Furniss.....	C.S.		146.59			Booth, station	S	T.D.
West Yard.....	C.S.		150.35	.....	.....	Yard office	N	T.D.

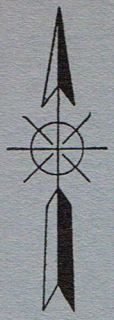
ABBREVIATIONS

COMMUNICATING STATION.....CS
 SIGNAL STATION.....SS
 AUTOMATIC.....NUMBER
 MANUAL BLOCK.....M. B.
 INTERLOCKING.....INT.
 R. R. GRADE CROSSING.....X
 TRAIN DISPATCHING.....T. D.
 MESSAGE CIRCUIT.....M

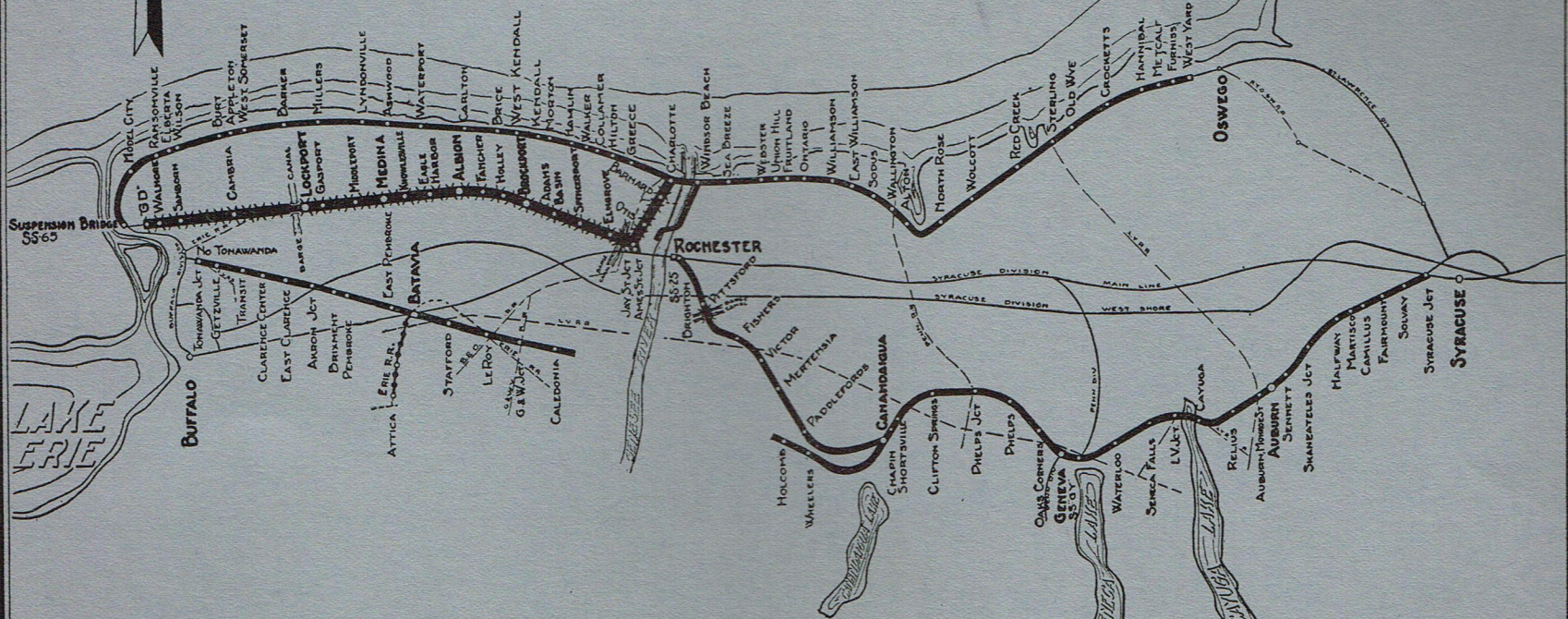
SPEED TABLE

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 "	14.94
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.88
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	14.82
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	4 " 4 "	14.76
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	4 " 5 "	14.70
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	4 " 6 "	14.64
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	4 " 7 "	14.58
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	4 " 8 "	14.52
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	4 " 9 "	14.46
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	4 " 10 "	14.40
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27	4 " 11 "	14.34




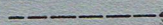



LAKE ONTARIO



ROCHESTER DIVISION

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  OTHER DIVISIONS
-  FOREIGN ROADS
-  TRACAGE RIGHTS