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New York Central
AND
Hudson River Railroad

WESTERN, ROCHESTER AND BUFFALO DIVISIONS

Time Table No. 7

FOR EMPLOYÉS ONLY

Taking effect

AT 12.01 A. M.

Sunday, June 16, 1907

Superseding Time Table No. 6B, dated April 7, 1907

STUDY the SPECIAL INSTRUCTIONS and NOTE ALL CHANGES.

C. F. SMITH,
J. H. HUSTIS,
GENERAL SUPERINTENDENTS.

P. E. CROWLEY,
ASSISTANT GENERAL MANAGER.

F. W. EVERETT,
SUPT. WESTERN DIVISION.

S. R. PAYNE,
SUPT. ROCHESTER DIVISION.

L. H. VAN ALLEN,
SUPT. BUFFALO DIVISION.

Main track switches, when not in use, must always be set for main track.

9. Use of Main Tracks.—When running on double track all trains will keep to the right.

Single track is in use as follows :

BETWEEN—Amboy and Jordan, W. S.
Montezuma and Clyde, W. S.
Lyons Junction and Lyons, W. S.
Fairport and Churchville Junction, W. S.
Bergen and Clarence, W. S.
Chili Junction and Churchville Junction.
Syracuse, McBride St. and Earlville.

The "Y" track between Lyons Junction and W. D. Tower is single track and will be used only by special order.

Double track is in use as follows :

BETWEEN B. S. 47, East Buffalo and Harlem Avenue.
B. S. "WX" (Eastwood), W. S. and DeWitt.
Syracuse and Amboy, W. S.
Jordan and Montezuma, W. S.
Clyde and Lyons Junction, W. S.
Lyons and Fairport, W. S.
Churchville Junction and Bergen, W. S.
Clarence and East Buffalo, W. S.

Four tracks are in use between Buffalo and B. S. 47, East Buffalo, and between Harlem Avenue and DeWitt, and will be used as follows ;

No. 1 between Buffalo and DeWitt, by east-bound first-class trains.

No. 2 between DeWitt and Buffalo, by west-bound first-class trains.

No. 3 between DeWitt and Harlem Avenue, by west-bound freight trains,

No. 4 between Harlem Avenue and DeWitt, by east-bound freight trains.

No. 3 between Buffalo and B. S. 47, East Buffalo, by east-bound trains, including all trains and engines going to the Belt Line tracks at B. S. 48 William Street.

No. 4 between B. S. 47, East Buffalo, by west-bound trains, including all trains and engines coming from the Belt Line tracks at B. S. 48, William Street.

Tracks Nos. 3 and 4 between Harlem Avenue and DeWitt may be used by extra trains without train orders, but no trains except those shown on time table will use tracks Nos. 1 and 2 between Buffalo and DeWitt, excepting within yard limits, without permission under Rule 151.

The south main track between Maplewood and Mortimer will be used only by special order.

10. On double track, trains not scheduled herein will run extra without train order.

11. Extra trains may run ahead of second-class trains

12.

13. The speed of trains is restricted as follows :

Batavia, over interlocking BS-40 and Erie R. R. crossing, all trains	not to exceed 10 miles per hour
Batavia to Bergen all fast freight trains on track 1 or 4	" " 30 " "
all slow freight trains on track 1 or 4, ...	" " 20 " "
Buffalo and Block Station 50, Seneca Street, Buffalo, all trains	" " 15 " "
Buffalo, and Rochester. All trains approaching switches immediately east of, or west of, these passenger stations, . . .	" " 15 " "
Entering or passing through train houses at same points,	" " 6 " "
Depew Junction, all trains on tracks 3 and 4 and trains to and from Terminal Railway, over the switches at Depew Junction, ...	" " 10 " "
East Buffalo B. S. 47, over interlocking, all trains . .	" " 6 " "
East Rochester to Fairport all freight trains on track 1	" " 30 " "
and all freight trains on track 4, ...	not to exceed 20 miles per hour.
Lyons, between B. S. 14 and B. S. 15, all first-class trains on tracks 1 and 2, ...	" " 30 " "
Rochester, between B. S. 31, and East Rochester, B. S. 25, all trains on track 3 or 4	" " 8 " "
Syracuse Junction B. S. 2 all trains crossing from one track to another, and to or from Auburn Road . .	" " 10 " "
Syracuse Junction all trains on track 1	" " 40 " "
Syracuse, all trains over switches at B. S. 1	" " 15 " "
Syracuse, passing West Street and through train house .	" " 6 " "
Syracuse, east of passenger station	" " 8 " "
Over track pans while scooping water	" " 45 " "
Elba to Byron Center all east-bound freight trains . .	" " 20 " "
Genesee Junction, Newark and Lyons (W. S.) Yards, all second-class or extra trains	" " 10 " "
Kent's Pit, one mile east of Macedon, to Palmyra, W.S., all east-bound freight trains	" " 20 " "
Ridgeland to Fairport, W. S., all east-bound freight trains	" " 20 " "
Wheatville to Alabama, all west-bound freight trains	" " 20 " "
Entering and leaving side tracks, all trains . . .	" " 6 " "

All trains and engines, steam or electric, must stop before passing B. S. "WX" (Eastwood), and not proceed until proper signals are displayed and when passing over switches at that point must not exceed 6 miles per hour.

Chenango Branch trains must not exceed schedule speed between Syracuse and Block Station 48.

Where reduced speed is required, the entire train must pass over the restricted territory at the reduced speed.

All trains must approach junctions at Buffalo, William Street, East Buffalo, Batavia, Chili Junction, P. R. R., B.R. & P. and Ames Street, Rochester, Brighton, Fairport, Lyons, Syracuse Junction, and Geddes Street, Syracuse—prepared to stop and be governed by the signals.

14. On single track, train displaying green signals will sound whistle as per Rule 14K, Book of Rules of the Operating Department, while passing caboose as well as while passing engine.

15. Block Signals.

(See Book of Block Signal Rules taking effect December 15, 1903, and Book of Block Signal Rules, governing the use of Telegraph and Automatic Block Signal System taking effect March 15, 1906.)

Attention is called to Rule 708, which reads as follows :

"When a train is stopped by a Permissive Block Signal, it may proceed at once, and run cautiously, expecting to find a train, an open switch, a broken rail or some other obstruction in the block."

A Permissive Block Signal as referred to in the above rule, is an automatic block signal with arm pointed at the end and painted red, as covered by Rule 705 and the sketch in connection therewith, under the head of "Automatic Block System" on page 16, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, taking effect March 15, 1906.

The above rule does not apply to semi-automatic signals operated from a block station. The arm of such signals has a square end with a vertical white stripe, and must not be passed when in "stop" position except upon receipt of a caution card from the signalman.

Telegraph block signals are in use on the West Shore and Chenango Branch.

Automatic block signals are in use on tracks 3 and 4 between East Main Street Bridge, East Rochester, and B. S. 28, Center Park Station, Rochester.

Automatic block signals (semaphore pattern) are in service governing the use of blocks at different points on the Division as follows :

Main Track 1.

Near Hudson Street, Rochester.
At B. S. 1, Syracuse.

Main Track 2.

Near North Street, Rochester.
Over track 2 on State Street bridge, Rochester.

East-bound.

On Terminal Railway west of Depew Junction.

These rules govern the operation of block signals in territory mentioned with the following changes or modifications:

Caution signals are provided as follows:

West Shore; Bowmansville, Alabama and Port Gibson, east-bound; Palmyra and Byron Center, west-bound. (See Rule 605, Book of Block Signal Rules.)

Block signals are located at all telegraph offices on the West Shore and Chenango Branches.

The letters in station column to the right of the station name in the time table designate day and night telegraph offices. Day telegraph offices are open from 7.00 A. M. to 6.00 P. M., except that operators at points indicated below will be required to remain until the designated train or trains have passed and cleared the block, unless excused by train despatcher.

Wayneport Palmyra (W. S.) Port Gibson	No. 94
Byron Center Elba Alabama Bowmansville	No. 9
Clarence Akron Oakfield	No. 6

All Chenango Branch telegraph offices will remain open for Nos. 6 and 7.

The Manual controlled, Automatic or Telegraph Block Systems are not in service on the Main Line Syracuse and DeWitt to Buffalo, as follows:

Track No. 1:

Buffalo to Block Station 47A Stock Yard, East Buffalo.
Block Station 28, Center Park Station, Rochester, to Block Station 25A, west end of East Rochester Yard.

Track No. 2:

Block Station 25A, west end of East Rochester Yard, to Block Station 28, Center Park, Rochester.
Block Station 47A, Stock Yard, East Buffalo, to Buffalo.

Track No. 3:

DeWitt to Salina.
Block Station 14, east end of Lyons Yard, to Block Station 15, west end of Lyons Yard.
Block Station 20, Wayneport, to Block Station 22, Despatch.
Block Station 23, Brighton Sand Cut, to Block Station 25A, west end of East Rochester Yard.
Block Station 39, east of Batavia, to Block Station 40, Erie Crossing, Batavia.
Block Station 46, Forks, to Harlem Avenue.
Buffalo to Block Station 47, Bailey Avenue, East Buffalo.

Track No. 4:

Block Station 47, Bailey Avenue, East Buffalo, to Buffalo.
Harlem Avenue to Block Station 45, Grimesville.
Block Station 40, Erie Crossing, Batavia, to Block Station 39, east of Batavia.
Block Station 25A, west end of East Rochester Yard, to Block Station 25, Culver Street, East Rochester.
Block Station 22, Despatch, to Block Station 20, Wayneport.
Block Station 15, west end of Lyons Yard, to Block Station 14, east end of Lyons Yard.
Salina to DeWitt.

At points where the block is not in service but the switches interlocked and signals provided, a clear signal indicates only the position of a switch and is not an indication that the track ahead for any specified distance is not obstructed.

16. Signals at Junctions and ends of double track.

(See Rule No. 98, Book of Rules of the Operating Department.)

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Targets may be provided, in which case, when the arm is in a horizontal position, trains on the N. Y. C. & H. R. R. R. have the right to proceed, and when in a diagonal position trains on the opposing road have the right to proceed. By night the indication will be given by two red lights.

Normal Position of Signals.

Home, block, and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores.....**Clear.**

A semaphore arm at or below an angle of forty five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate **caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A switch semaphore arm in a horizontal position by day or a green light by night will indicate **caution.**

A dwarf signal arm in a horizontal position by day or a blue or a red light by night will indicate danger—**Stop.**

Enginemen, when accepting dwarf signals, or the lower arm of home signals, for movements over interlocked switches, will run at such speed as will admit of stopping within their vision.

At the following points standard interlocking home signals are provided:

Akron Junction
Batavia, Walnut Street, B. S. 40A
Brighton, B. S. 24
Buffalo, William Street, B. S. 48
Buffalo, P. R. R. Junction, Emslie Street
Buffalo, Seneca Street, B. S. 50
Buffalo, Erie Crossing, B. S. 51
Buffalo, Ohio Street, B. S. 52
Buffalo, W. S. Junction, Broadway B. S. "S."
Buffalo, Broadway "Y," B. S. "T."
Buffalo, William Street Yard, B. S. "V."
Buffalo, P. R. R. & B. C. Junction
Churchville Junction
Chili Junction, B. S. 33
Depew Junction
East Buffalo, B. S. 47
East Buffalo, W. S. Yard
Eastwood Heights Block Station, W. S.
Fairport, B. S. 21
Jordan, B. S. 6
Lyons, B. S. 14 and 15 and Lyons Junction.
Rochester, Ames Street Junction, B. S. 29
Rochester, B., R. & P. Junction, B. S. 30
Rochester, P. R. R. Junction, B. S. 31
Syracuse, Geddes Street, B. S. 1A
Syracuse Junction, B. S. 2
Syracuse Junction (West Shore), B. S. 2A
Syracuse, McBride St. West Shore

At the following points distant switch semaphores govern and protect movements over switches:

Jordan, W. S.

At the following point target is provided:

Syracuse R., W. & O. at N. Y. C. Pass. Station

Ends of Double Track.

Amboy	East Buffalo, B. S. 47
Bergen, W. S.	Fairport, W. S.
B. S. "WX" (Eastwood) W. S.	Harlem Avenue
	Jordan, W. S.
Churchville Junction	Lyons Junction.
Clarence	Lyons, W. S.
Clyde, W. S.	Montezuma.
Depew Junction	West Seneca
DeWitt	

All east-bound trains on the Batavia and Attica Branch will come to a full stop before passing over the switches leading to what is known as the "Peanut Branch," south of main track No. 1 at Batavia.

All trains approaching junctions and ends of double track must be prepared to stop and be governed by signals.

All west-bound trains on main tracks Nos. 2 and 3 intending to take the Falls Road at Ames Street Junction, will give two low short sounds of the whistle passing B. S. 28 at Center Park Station, Rochester.

All west-bound trains on main tracks 2 and 3, intending to take the North Tonawanda and Batavia Branch at Batavia, will give two short sounds of the whistle passing B. S. 39 east of Batavia.

All east-bound West Shore trains intending to take the West Shore at Broadway, Buffalo, will give two low short sounds of the whistle passing B. S. 48 at William Street, Buffalo; all east-bound West Shore trains intending to take the West Shore track at Fairport will give two short sounds of the whistle passing B. S. 22 at Despatch; all west-bound West Shore trains intending to take the West Shore connection at B. S. 33. Chili Junction, will give two short sounds of the whistle passing B. S. 32 at Cold Water.

All east-bound trains intending to take the Auburn Road at B. S. 24, Brighton, will give two low short sounds of the whistle passing B. S. 25A west end of East Rochester yard.

All west-bound trains on tracks Nos. 2 and 3, intending to take the West Shore at B. S. 6, Jordan, will give three short sounds of the whistle passing B. S. 5, west of Memphis.

All west-bound track No. 2 trains intending to take the Auburn Road at B. S. 2, Syracuse Junction, will give two short sounds of the whistle, and all west-bound track No. 2 trains intending to take the West Shore at B. S. 2, Syracuse Junction, will give three short sounds of the whistle passing B. S. 1A at Syracuse.

At B. S. 2, Syracuse Junction, these same whistle signals will apply, and in addition, four short sounds of the whistle for any other movement than the two above mentioned.

All east-bound trains on No. 4 track, that do not go in at the west end of East Rochester yard, will give three low short sounds of the whistle passing Block Station No. 28, Center Park.

17. Signals at Draw Bridges.

(See Rule No. 98, Book of Rules of the Operating Department.)

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Normal Position of Signals.

Home Signal.....**Danger.**
Distant Signal.....**Caution.**
Dwarf Signal.....**Danger.**

A semaphore arm at or below an angle of forty five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

Syracuse, West Shore—Hoist bridge over Oswego Canal.

At the Hoist Bridge over the Oswego Canal, two home signals in each direction, govern movements on the eastward and westward main tracks over the bridge, and are located as follows:

EASTWARD:—First home signal, the lower signal on two-arm mast approximately 200 feet west of the crossing of the R. W. & O track, south of tracks.

Second home signal, on mast north of tracks, west of Salina Street, and approximately 200 feet west of the bridge.

WESTWARD:—First home signal, the lower signal on two-arm mast just east of State Street, north of tracks.

Second home signal, 50 feet east of the bridge, north of tracks.

Signs are also provided as follows:

EASTWARD:—On telegraph post 965 feet west of the bridge, south of tracks, near the crossing of the R. W. & O. track, and reading 'Hoist Bridge 965 feet ahead. Prepare to stop at home signal'.

WESTWARD:—On telegraph post 750 feet east of the bridge, north of tracks, near James Street, and reading 'Hoist Bridge 750 feet ahead. Prepare to stop at home signal'.

As boats have the preference, except when bridge is in actual use by trains, it may be necessary to lift the bridge after trains pass the first home signal. Trains will, therefore, run prepared to stop at the second home signal.

All trains must stop not less than 200 feet or more than 800 feet before crossing any drawbridge which is not protected by derails, and not proceed until proper signal is displayed.

18. Signals at Railroad Crossings at Grade.

(See Rule No. 98 A, Book of Rules of the Operating Department.)

LOCATION.	RAILROAD.	
Akron Jct.,	Tonawanda and Batavia and West Shore,	Interlocked.
Batavia, B.S. 40 (Main L'e),	Erie,	Interlocked
Buffalo, Will'm St. B.S. 48.	B. C. R. R.	Interlocked
Buffalo, Emslie St.,	P. R. R.	Interlocked
Buffalo, Erie Xing B.S. 51.	Erie,	Interlocked
Buffalo, Scott St.	L. V. R. R.	Target
Gardenville Jct.,	P. R. R.	Interlocked
Genesee Jct.,	P. R. R.,	Gates.
Lyons,	Penna. Div. N.Y.C.,	Interlocked.
Mortimer,	Erie, L.V.R.R.,	Gates.
Rippleton,	L. V. R. R.,	Target.
Salina	R., W. & O. Div.,	Interlocked Semaphores.
Syracuse,	D., L. & W.,	Interlocked.
Syracuse (Geddes),	D., L. & W.,	Target.
Syracuse, (W. S.)	R., W. & O. Div. N.Y.C.,	Interlocked Semaphores.

Signals are of the following pattern:

Semaphore,	Target,
Gate,	Lamp or flag.

Where signals of the semaphore pattern are provided the position of the arm by day and the color of the light by night gives the indication of the signal.

Where targets are provided, when the arm is in a horizontal position trains on the N. Y. C. & H. R. R. R. have the right to proceed, and when in a diagonal position trains on the opposing road have the right to proceed. By night the indication will be given by two red lights.

Where gates are provided the position of the arm by day or the color of the light by night gives the indication.

Where a flag or lamp signal is used a white flag or white light is authority for a train on the N Y. C. & H. R. R. R. to proceed; a red flag or red light a train on the opposing road.

Normal Position of Signals.

Home, block and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores....**Clear for N. Y. C. & H. R. R. R.**
Target.....**For N. Y. C. & H. R. R. R.**
Gates.....**For N. Y. C. & H. R. R. R.**

A semaphore arm at or below an angle of forty five degrees by day or a white light by night will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

Where gates or flag and lamp signals are provided all trains must come to a full stop not less than two hundred (200) nor more than eight hundred (800) feet from the crossing and not proceed until gates are swung clear of track, or the proper signals are given.

A distant signal is located just east of Chicago Street, Buffalo, interlocked with the crossing signal governing the Lehigh Valley Railroad crossing at Scott Street. When distant signal arm is dropped, and clear signal or white light by night shown at tower, trains on the N. Y. C. & H. R. R. R. have the right to cross. When distant signal blade is extended, or green light shown and red arm at tower projects over the N. Y. C. & H. R. R. R. tracks, or red light by night, trains of the Lehigh Valley R. R. have the right to cross.

19. **Trains running over other divisions or railroads** are subject to the rules of such division or railroad and all concerned must provide themselves with copy of such rules and current time tables.

20. **In case an engineman,** feels any lurch or throw in track that would affect the safety of trains, he will stop at once and notify the conductor, who will immediately send a flagman back to notify approaching trains on that track, and the enginemen and conductors of the trains notified will proceed with caution over the portion of the track reported to them by the flagman. Flagman of the train which discovered the condition of the track will perform the duties of a watchman until he is relieved by the Track Department, or by notice from the Superintendent; and the train which discovered the condition of the track will proceed to the first telegraph office, and the engineman and conductor will report the fact immediately to the Superintendent; such telegram having preference over all other business. If any track men are met before arrival at the first telegraph office, train is to stop and notify them of the condition and location.

On single track, the crew of the train finding such track will notify the crew of any train they meet about the condition of the track, until they reach a telegraph office and advise the Superintendent, warning the crews of such trains of the location and condition of the piece of track they discover.

151. On main tracks 1 and 2 between Buffalo and Syracuse, trains will run with the current of traffic by block signal indication, which, instead of train orders, will supersede time table superiority, under the following instructions:

Where the proper signals are displayed, a train running from track 4 to track 1, or from track 3 to track 2 will proceed on track 1 or 2 without train orders.

When a blue signal is displayed on the side of a block station toward which a train is approaching, the train must promptly turn out from track 1 or 2 at such block station.

When, in accordance with the rules, a train running on track 1 or 2 should take a siding or divert to track 3 or 4 to clear a following train, the engineman of such train will give four short sounds of the whistle passing the block station preceding the one at which the turn out is to be made. If given signals to proceed on track 1 or 2 at station where turn out should be made, the train may proceed, the engineman calling for switches at each successive block station preceding the one where switches or sidings are located, until given switches and signals to turn out.

Before accepting a signal to proceed on track 1 or 2, the conductor and engineman must know that their train is in condition to make good time. If trains are not able to make good time, or have to stop for any purpose, enginemen will signal for switches in accordance with block signal rules, and clear tracks 1 and 2, avoiding delay to following trains. Conductors and enginemen must not do work of any kind on track 1 or 2 ahead of trains about due, or overdue, without permission.

The above instructions permitting the crossing of main tracks by trains on signal indication apply **only at interlocking block stations. At crossovers where switches are not controlled from an interlocking block station, conductors must first obtain permission to use such crossover switches, as provided in block signal rules.**

A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal and the fact reported to the Superintendent.

The above instructions govern trains moving with the current of traffic only. Movements against the current of traffic must never be made except by train orders.

Nothing in these instructions will relieve employes in train service from the duty of promptly and properly protecting their trains. They will be held strictly responsible for the observance of Rule 99, Book of Rules of the operating department.

152. Referring to Rule No. 10 of Book of Rules governing the use of the Block Signal System of the Mohawk and Western Divisions taking effect December 15, 1903, relative to forwarding trains on main line tracks 3 and 4 on caution card ten (10) minutes after the departure of the preceding train, unless the block should become clear before the ten (10) minutes have elapsed.

Unless otherwise directed by the Superintendent, absolute blocking will be maintained on main line tracks 3 and 4 at the following points:

Main Track 3.—

BS-28.	Center Park Station, Rochester.
BS-29.	Ames Street Junction, Rochester.
BS-30.	B. R. & P. Junction, Rochester.
BS-40B.	West of Batavia.
BS-41.	West Batavia.
BS-42.	Corfu.
BS-43.	Crittenden.
BS-44.	Looneyville.
BS-45.	Grimesville.

Main Track 4.—

BS-39.	East of Batavia.
BS-38.	Byron Hill.
BS-37.	Byron.
BS-36.	West Bergen.
BS-31.	P. R. R. Junction, Rochester.
BS-30.	B. R. & P. Junction, Rochester.
BS-29.	Ames Street Junction, Rochester.

Permissive blocking will be maintained on main line tracks 3 and 4 at all other points where the manual controlled block system is in effect.

At Block Station 13, Lock Berlin; BS-15, Lyons; and BS-31, P. R. R. Junction, Rochester, trains on main line track 3 may be allowed to proceed on caution card or caution signal five (5) minutes after the departure of the preceding train, if otherwise proper.

At Block Station 45, Grimesville, trains on main line track 4 may be allowed to proceed on caution card or caution signal five (5) minutes after the departure of the preceding train, if otherwise proper.

Pushers returning to Byron on main line track 4 may be allowed to proceed on caution card or caution signal at Block Stations 39, East of Batavia, and 38, Byron Hill, five (5) minutes after the departure of the preceding train, if otherwise proper.

Rule No. 10 of the Book of Signal Rules above referred to relative to permissive blocking on main line tracks 3 and 4 only between DeWitt and East Buffalo is amended as follows:

A yellow flag by day, or a yellow light by night, given by a signalman as a "Go ahead" signal to a train on track 3, and a green flag by day, or a green light by night, given by a signalman as a "Go ahead" signal to a train on track 4, will, when acknowledged by the engineman by two short sounds of the whistle, permit such train to pass a block signal at danger and proceed through the block beyond, without a caution or an advance "5-2" card. An engineman accepting this green or yellow "Go ahead" signal, must be sure that all home or dwarf signals governing the movement, are clear, or that proper authority is received to pass them in danger position. He must reduce speed and pass the block station at a speed not to exceed eight (8) miles per hour. When a train enters an occupied block on track 3 or 4, on caution signal or caution card, the speed of such train through the block must not exceed ten (10) miles per hour, and as much less as, in the judgment of the engineman, is necessary to insure absolute safety. Enginemen will be held responsible for striking a train in a block which was entered on caution card or caution signal, and must report promptly by wire to the Superintendent, any case of improper protection that comes to their notice.

Signalmen will report immediately to the Superintendent, any failure of enginemen to acknowledge the signal, or reduce speed, as herein provided.

This amendment does not change any of the Block Signal Rules, other than that a green or yellow hand signal, as described herein, will be permission for track 3 or 4 trains to enter a block without an advance "5-2" card or a caution card, where the block is permissive, or when, owing to a mechanical or electrical failure, it is not possible for the signalman to clear the block signal. Where telegraph block is in service, if, at any time, it becomes necessary to allow a train to enter a block occupied by a preceding passenger train, or a passenger train to enter a block occupied by a preceding train, the time interval must be not less than ten (10) minutes, and the conductor and engineman so entering the block, will be advised on train order, form 19, of the existing conditions, in addition to receiving a caution card, form 132.

153. Trains running on tracks 1 and 2 between DeWitt and Buffalo, will discontinue displaying green platform light by night. All trains on tracks 3 and 4, between DeWitt and Harlem Avenue, will display a green light by night to the rear as a marker on the side next to the high-speed track; the other marker showing red to the rear by night.

Trains running on tracks 1 and 2, between DeWitt and Buffalo, and on tracks 3 and 4, between DeWitt and Harlem Avenue, against the current of traffic, will display a green light by night to the rear as a marker on the side next to the high-speed track in the direction of the current of traffic; the other marker showing red to the rear by night.

Tracks 1 and 2, between Dewitt and Buffalo, are considered high-speed tracks.

Tracks 3 and 4, between DeWitt and Harlem Avenue, are considered slow-speed tracks.

Rules 19 and 19 B, Book of Rules of the Operating Department, are modified to this extent only.

Freight trains running on tracks 1 and 2, between DeWitt and Buffalo, will discontinue displaying the green metal disc in the center of the rear of deck of caboose.

Rule 21, Book of Rules of the Operating Department reading, "Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine," is modified to the extent that between DeWitt and Buffalo it will only apply to extra passenger trains, fast freight trains and any extra train or engine using track No. 1 or No. 2. In other words, slow freight trains while using tracks 3 or 4 only, need not display extra train signals.

154. Between Buffalo and DeWitt the rules for calling in of flagmen by steam whistle signals (rule 14) will not apply on tracks Nos. 1 and 2. In every instance flagmen will remain out until picked up by following train.

155. Freight trains on tracks Nos. 1 and 4 between B. S. 39 and B. S. 37, Byron Hill, also descending grades on Chenango Branch, must be held by hand brakes. If for any reason it becomes necessary for the engineman to use the air, he must bring the train to a stop and not proceed until he has a full pressure of air; the train to be held by hand brakes after the stop, as before.

156. Rochester Division first-class trains will use track 1 or 2 between Syracuse Junction and Syracuse. Rochester Division second-class trains will use track 3 or 4 (Lake Line) between Syracuse Junction and DeWitt unless otherwise directed.

All Rochester Division trains will use Main Line track 1 or 2 between Brighton and Rochester. Rochester Division freight trains and switch engines may use the new track south of Main track No. 1, between B. S. 25, East Rochester and B. S. 24, Brighton, on proper signals from the signalman. All lights on rear of trains using this track by night should show green to the rear.

All Rochester Division first-class trains will use Main Line track 1 or 2 between B. S. 29, Ames Street Junction and Rochester, and all second-class and extra trains will use Main Line track 3 or 4 between B. S. 29 and East Rochester, unless otherwise directed.

F. W. EVERETT, Superintendent.

P. W. RESSEMAN, S. J. KEARNS, C. F. RAY, } Train Masters.

F. H. CROSBY, Chief Train Despatcher.
W. F. BALLOU, Chief Train Despatcher, W. S.

SPECIAL INSTRUCTIONS.

ROCHESTER DIVISION.

1. **Explanation of letters and signs** not covered by the Book of Rules of the Operating Department.

D—Day Telegragh Office.
N—Day and Night Telegraph Office.
g—Stop on Sunday.

2. **Standard Clocks** are located at:

Batavia, Telegraph Office.
Canandaigua, Passenger Station Telegraph Office.
DeWitt, { Yard Master's Office. / Engine House.
East Rochester, Yard Master's Office.
Lockport, Passenger Station Telegraph Office.
Rochester, Passenger Station Telegraph Office.
Suspension Bridge, { Passenger Station Telegraph Office. / Yard Master's Office.
Syracuse, { N. Y. C. Passenger Station Telegraph Office. / Engine House.

3. **Bulletin Boards** are located at:

Batavia	East Rochester	Rochester
Canandaigua	Geneva	Suspension Bridge
DeWitt	Lockport	Syracuse
	North Tonawanda	

4. **Register Books** are located at:

Batavia.
Brighton.
Canandaigua.
DeWitt.
East Rochester. Rochester Division Second-class and Extra trains.
Erie R. R. Crossing B. S. Erie 3.
Fancher.
Lockport.
Lockport Junction.
Medina.
Middleport.
North Tonawanda.
Rochester. Rochester Division First-class trains
Sanborn.
Suspension Bridge.
Syracuse Passenger Station.
Syracuse Junction.
Tonawanda Junction.

5. **Yard Limits** designated by signs are located at:

Auburn **Batavia** **Brighton**
Canandaigua
Charlotte
Geneva
Lockport to West Lockport
Niagara Falls to Suspension Bridge
Otis
Rochester, B. S. 31, P. R. R. Junction to Brighton.
Skaneateles Junction

It will not be necessary for any engine or second-class or extra train occupying main tracks (except Main Line tracks Nos. 1 and 2) within such limits to be protected, except when on the time of a first-class train. Second-class or extra trains within such limits must run at a speed that will admit of stopping within the vision of the engineman. When location or weather conditions are such as will not afford a clear view, full protection is required.

On Main Line tracks Nos. 1 and 2 protection is required at all times.

6. **Water Stations** are located at:

Auburn	Fancher	Maxwells
Brockport	Fishers	Medina
Canandaigua	Gasport	North Tonawanda
Cayuga	Geneva	Phelps
Charlotte	Holcomb	Sanborn
Clarence Center	Honeoye Falls	Skaneateles Junction
Falkirk	Lockport	Victor

7. **Sidings.**—At sidings for meeting and passing trains, the inferior train must take the first switch unless otherwise designated.

The exceptions to the above rule are as follows:

Albion.—First-class trains in either direction will use the east end of south siding between Main Street and the cross-over just east of Hamilton Street; west-bound second-class or extra trains will use that portion between the middle cross-overs and the cross-over just west of West Academy Street; east-bound second-class or extra trains will use that portion between the west end and the middle cross-overs.

Chapinville.—All trains will use siding between west switch and cross-over just west of station.

Clifton Springs.—First-class trains in either direction will use north siding.

Fishers.—First-class trains in either direction will use siding between west switch and cross-over.

Gasport.—First-class trains in either direction, will use siding between first cross-over west of, and first cross-over east of station.

Halfway.—First-class trains in either direction will use siding between west switch and cross-over.

Paddlefords.—First-class trains in either direction will use siding between east switch and cross-over just west of station.

Pittsford.—First-class trains in either direction will use siding between west switch and cross-over just east of Main Street.

Sennett.—All trains will use siding between east switch and cross-over just east of station.

Skaneateles Junction.—First-class trains in either direction will use siding between west switch and cross-over.

Victor.—First-class trains in either direction will use siding between west switch and cross-over.

8. **Normal position of main track switches.**—At the ends of double track for west-bound trains.

9. **Use of main tracks.**—When running on double track all trains will keep to the right

Single track is in use between:

Fancher and Medina.
Middleport and Lockport, west end of canal bridge.
Lockport Junction and Sanborn.
Brighton and Syracuse Junction, Auburn Road.
Charlotte and Ontario Beach.
North Tonawanda. B. S. 58A, and Erie R. R. Crossing, B. S. Erie 3.
Tonawanda Junction, Batavia and Canandaigua.
Batavia and Attica.

Double track is in use between:

Ames Street Junction and Fancher.
Medina and Middleport.
Lockport, west end of canal bridge, and Lockport Junction.
Sanborn and Suspension Bridge.
Ames St. Junction and Erie Canal Bridge, Charlotte Branch.
Erie Canal Bridge and Charlotte.
Erie R, R. Crossing, B. S. Erie 3, and Tonawanda Junction.

10. **On double track, trains not scheduled herein** will run extra without train order.

11. **Extra trains may run ahead of second-class trains.**

12. **Train Order or Clearance Card**—Trains on North Tonawanda, Batavia and Canandaigua Branch will not leave Batavia and Canandaigua without a train order or clearance card.

Falls Road freight trains, west-bound, will not leave East Rochester and east-bound, Sanborn without train order.

Auburn Road freight trains east-bound, will not leave Brighton, and west-bound, Syracuse Junction without train order.

13. **The speed of trains is restricted** as follows:

Rochester, all trains approaching switches immediately east of, or west of, passenger station	not to exceed	15	miles	per hour
Entering or passing through train house	" "	6	"	"
Syracuse Junction B. S. 2 all trains crossing to or from Auburn Road	" "	10	"	"
Through Auburn, Waterloo, Geneva, Canandaigua, Victor and Fishers	" "	8	"	"
Canandaigua, over Main Street crossing, west of station,	" "	6	"	"
Marcellus, two miles west to one-fourth mile east, passenger trains	" "	30	"	"
freight trains	" "	18	"	"
Seneca Falls, Seneca Canal Bridge	" "	12	"	"
Cayuga, lake curves, 1½ miles east, passenger trains . .	" "	40	"	"
freight trains	" "	20	"	"
Through Lockport, freight trains	" "	8	"	"
Through Tonawanda and North Tonawanda, . . .	" "	8	"	"
From Falkirk to Akron Junction, freight trains .	" "	15	"	"

All trains entering or leaving sidings will not exceed a speed of six (6) miles per hour.

Enginemen will, when accepting dwarf signals, or the lower arm of home signals for movements over interlocked switches, run at such speed as will permit stopping within the range of their vision.

Where reduced speed is required, the entire train must pass over the restricted territory at the reduced speed.

14. **On single track, train displaying green signals** will sound whistle as per Rule 14 K, Book of Rules of the Operating Department, while passing caboose as well as while passing engine.

15. **Block Signals.**

(See Book of Block Signal Rules taking effect December 15, 1903, and Book of Block Signal Rules governing the use of Telegraph and Automatic Block Signal System taking effect March 15, 1906.)

Attention is called to Rule 708, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, effective March 15, 1906, which reads as follows:

"When a train is stopped by a Permissive Block Signal, it may proceed at once, and run cautiously, expecting to find a train, an open switch, a broken rail or some other obstruction in the block."

A permissive block signal, as referred to in the above rule, is an automatic block signal with arm pointed at the end and painted red, as covered by Rule 705 and the sketch in connection therewith, under the head of "Automatic Block System," on page 16, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, effective March 15, 1906.

The above rule does not apply to semi-automatic signals operated from a block station. The arm of such signals has a square end with a vertical white stripe, and must not be passed when in 'stop' position except upon receipt of a caution card from the signalman.

Telegraphic block signals are in use on the Auburn Road, Falls Road, Charlotte Road, and North Tonawanda, Batavia and Canandaigua Branch.

Automatic block signals are in use on tracks 3 and 4 between East Main Street Bridge, East Rochester, and B. S. 28.

Automatic Block Signals (semaphore pattern) are in service governing the use of blocks as follows:

Main Track 1.

Near Hudson Street, Rochester.

Main Track 2.

Near North Street, Rochester.

Over track 2 on State Street Bridge, Rochester.

These rules govern the operation of block signals in territory mentioned with the following changes or modifications:

Train order signals will be used as block signals except west-bound at B. S. 2 Syracuse Junction, on the Auburn Road; west-bound at B. S. 29 A, Jay Street Junction, Rochester, on the Falls and Charlotte Road. (See Rule 603, Book of Block Signal Rules.)

Block signals are located at all telegraph offices.

The letters in station column to the right of the station name in the time table designate day and night telegraph offices. Day telegraph offices are open from 7.00 A. M. to 6.00 P. M., except that operators at points indicated below will be required to remain until the designated train or trains have passed and cleared the block.

Solvay	No. 212
Fairmount	
Camillus	
Marcellus	
Aurelius	No. 203
Waterloo	
Oaks Corners	
Phelps	
Shortsville	
Chapinville	
Paddlefords	Nos. 203 and 236
Seneca Falls	Nos. 211 and 230
Victor	Nos. 230 and 293
Pittsford	
Adams Basin	No. 373
Brockport	No. 311
Spencerport	
Holley	Nos. 373 and 342
Eagle Harbor	
East Pembroke	No. 982

16. **Signals at Junctions and ends of double track.**

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Normal Position of Signals.

Home, block, and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores.....**Clear.**

A Semaphore arm at or below an angle of forty-five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A switch semaphore arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A dwarf signal arm in a horizontal position by day or a blue or a red light by night will indicate danger—**Stop.**

At the following points standard interlocking home signals are provided:

Akron Junction
Batavia, Walnut Street, B. S. 40A
Brighton, B. S. 24
Lockport Junction
North Tonawanda, B. S. 58
North Tonawanda, B. S. 58A
Rochester, Ames Street Junction, B. S. 29
Rochester, Jay Street Junction, B. S. 29A
Rochester, B. R. & P. Junction, B. S. 30
Rochester, P. R. R. Junction, B. S. 31
Suspension Bridge, B. S. 65
Syracuse Junction, B. S. 2
Tonawanda, Erie R. R. Crossing, B. S. Erie 3
Tonawanda Junction

At the following points distant switch semaphores govern and protect movements over switches:

Barnard, B., R. & P. Junction
Canandaigua
Geneva
P. R. R. Junction, Batavia and Canandaigua Branch
Skaneateles Junction

All west-bound trains on tracks Nos. 2 and 3 intending to take the Falls Road at Ames Street Junction, will give two low short sounds of the whistle passing B. S. 28 and trains intending to take the Charlotte Branch at Jay Street Junction will give two low short sounds of the whistle passing B. S. 29.

All east-bound trains intending to take the Auburn Road at B. S. 24, Brighton, will give two low short sounds of the whistle passing B. S. 25A.

All east-bound trains on No. 4 track, that do not go in at the west end of East Rochester yard, will give three low short sounds of the whistle passing B. S. No. 28.

17 Signals at Draw Bridges.

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Normal Position of Signals.

Home Signal.....**Danger.**
Distant Signal.....**Caution.**
Dwarf Signal.....**Danger.**

A semaphore arm at or below an angle of forty-five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

Cayuga—At the draw bridge all trains will come to a full stop and not proceed until proper signals are displayed.

All trains must stop not less than 200 feet or more than 800 feet before crossing any draw bridge which is not protected by derails, and not proceed until proper signal is displayed.

18. Signals at Railroad Crossings at Grade.

LOCATION.	RAILROAD.	
Akron Jct.,	West Shore,	Interlocked
Auburn,	L. V. R. R.,	Interlocked semaphores.
Batavia (Attica Br.),	Erie,	Target.
Caledonia,	G. & W. R. R.,	Interlocked
Charlotte,	R., W. & O.,	Target.
Genesee Valley Jct.,	Erie,	Target.
Geneva,	Penna. Div.	Interlocked semaphores.
Le Roy,	Erie, B. R. & P.,	Target.
North Tonawanda,	Erie	Interlocked
Phelps Jct.,	N. C. R. R.,	Flag or lamp.

Signals are of the following pattern:

Semaphore Lamp or flag.
Target,

Where signals of the semaphore pattern are provided the position of the arm by day and the color of the light by night gives the indication of the signal.

Where targets are provided, when the arm is in a horizontal position trains on the N. Y. C. & H. R. R. R. have the right to proceed, and when in a diagonal position trains on the opposing road have the right to proceed. By night the indication will be given by two red lights.

Where a flag or lamp signal is used a white flag or white light is authority for a train on the N. Y. C. & H. R. R. R. to proceed; a red flag or red light a train on the opposing road.

Normal Position of Signals.

Home, block and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores...**Clear for N. Y. C. & H. R. R. R.**
Target.....**For N. Y. C. & H. R. R. R.**

A semaphore arm at or below an angle of forty-five degrees by day or a white light by night will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

Where target or flag and lamp signals are provided all trains must come to a full stop not less than two hundred (200) nor more than eight hundred (800) feet from the crossing and not proceed until the proper signals are given.

19. Trains running over other divisions or railroads are subject to the rules of such division or railroad and all concerned must provide themselves with copy of such rules and current time tables.

20. In case an engineman, while passing over a piece of track, feels any lurch or throw that indicates a condition that might affect the safety of trains, he will stop at once and notify the conductor, who will immediately send a flagman back to notify approaching trains on that track, and the engineman and conductor of the trains notified will proceed with caution over the portion of track reported to them by the flagman. Flagman of the train which discovered the condition of the track will perform the duties of a watchman until he is relieved by the Track Department or by notice from the Superintendent; and the train which discovered the condition of the track will proceed to the first telegraph office, and the engineman and conductor will report the facts immediately to the Superintendent; such telegram having preference over all other business. If any track men are met before arrival at the first telegraph office, train is to stop and notify them of the condition and location.

On single track, the crew of the train finding such track will notify the crew of any train they meet, about the condition of the track, until they reach a telegraph office and advise the Superintendent, warning the crews of such trains of the location and condition of the piece of track they discover.

501. All Auburn Road trains will use Main Line track 1 or 2 between Brighton and Rochester. Auburn Road freight trains and switch engines may use the new track south of Main track No. 1, between B. S. 25, East Rochester and B. S. 24, Brighton, on proper signals from the signalman. All lights on rear of trains using this track by night should show green to the rear.

All Rochester and Niagara Falls Road and Charlotte Branch first-class trains will use Main Line track 1 or 2 between B. S. 29, Ames Street Junction and Rochester, and all second-class and extra trains will use Main Line track 3 or 4 between B. S. 29 and East Rochester, unless otherwise directed.

S. R. PAYNE, Superintendent.

L. S. EMERY, Train Master.

W. A. SORNBORGER, Chief Train Despatcher.

M. E. WELCH, Assistant Train Master.

SPECIAL INSTRUCTIONS.

BUFFALO DIVISION.

1. **Explanation of letters and signs** not covered by the Book of Rules of the Operating Department.

D—Day Telegraph Office.
N—Day and Night Telegraph Office.
$\mathcal{S}$—Stop on Sunday.

2. **Standard Clocks** are located at :

Buffalo, Station Telegraph Office.
East Buffalo, Yard Master's Office, and Engine House
Suspension Bridge, Passenger Station Telegraph Office and Yard Master's Office.

3. **Bulletin Boards** are located at :

Buffalo	Niagara Falls	Suspension Bridge
East Buffalo	North Tonawanda	

4. **Register Books** are located at :

Buffalo
Erie R.R. Crossing B. S. Erie 3
East Buffalo.
Lockport Junction.
North TonawandaPassenger Station and B. S. 58A.
Suspension Bridge, Passenger Station, First-class Trains.
Suspension Bridge, Yard Master's Office, Second-class Trains.
Suspension Bridge, "Y," all Lewiston Trains.
Tonawanda Junction.

5. **Yard Limits** designated by signs are located at :

Buffalo Exchange Street Station to North Buffalo Jct. B. S. 55
Niagara Falls to Suspension Bridge
North Tonawanda to Gratwick

Yard limits for tracks Nos. 1 and 2 will extend from Buffalo to B. S. 47, East Buffalo, and for tracks Nos. 3 and 4 from Buffalo to B. S. 47, East Buffalo. On Main Line tracks Nos. 1 and 2, between Buffalo and DeWitt, and on Main Line tracks Nos. 3 and 4 between Buffalo and B. S. 47, East Buffalo, protection is required at all times

The Belt Line tracks are included in the system of yards in the Buffalo territory.

It will not be necessary for any engine or train occupying main tracks (except Main Line tracks Nos. 1 and 2 between Buffalo and DeWitt and Main Line tracks Nos. 3 and 4 between Buffalo, and B. S. 47, East Buffalo) within such limits to be protected, except when on the time of a first-class train. Second-class or extra trains within such limits must run at a speed that will admit of stopping within the vision of the engineman. When location or weather conditions are such as will not afford a clear view, full protection is required.

It must be understood that passenger trains must be fully protected at all times on any track.

6. **Water Stations** are located at :

Black Rock, Amherst St.
Gratwick
North Tonawanda

At water stations where signs are not used, or when location or weather conditions are such as will not afford a clear view, full protection is required.

On Main Line tracks Nos. 1 and 2, between Buffalo and DeWitt, protection is required at all times.

7. **Sidings.**—At sidings for meeting and passing trains, the inferior train must take the first switch, unless otherwise directed.

The exception to the above rule is as follows :

North Tonawanda.—Middle siding between B. S. 58A and B. S. 59 will be used by east-bound trains. Between B. S. 59 and B. S. 60 by west-bound trains.

At points where switches are interlocked, and operated from a block station, train movements will be governed by the signals provided.

Where the switches are not interlocked, the target will be painted white, and the lamp at night show white light, when the switches are in normal position ; green target and light, when reversed.

Trainmen using the middle sidings should be careful to know that the switches are properly set for the movement in hand and restored to normal position after the movement is made.

Trains moving to or from middle or passing sidings or to yard or other tracks over switches controlled from block stations by means of electric locks, will be governed by special instructions posted at switches and exchange proper bell signals with signalman before and after using switches, or over telephones where they are provided.

8. **Normal position of main track switches.**—At the ends of double track for west-bound trains.

Main track switches, when not in use, must always be set for main track.

9. **Use of Main Tracks.**—When running on double track all trains will keep to the right.

Single track is in use as follows :

BETWEEN—
North Tonawanda and Lockport Junction.
North Tonawanda, B. S. 58A, and Erie R. R. Crossing, B. S. Erie 3.
North Tonawanda B. S. 58 and Tonawanda B. S. 57.
Suspension Bridge and Lewiston.

Double track is in use as follows :

BETWEEN—B. S. 47, East Buffalo and Harlem Avenue.
Depew Junction and West Seneca.
Buffalo, Exchange Street and Tonawanda, B. S. 57.
North Tonawanda, B. S. 58, and Suspension Bridge.
Buffalo Belt Line.
Erie R. R. Crossing, B. S. Erie 3, and Tonawanda Junction.

Four tracks are in use between Buffalo and B. S. 47, East Buffalo, and between Harlem Avenue and DeWitt, and will be used as follows :

No. 1 between Buffalo, and DeWitt, by east-bound first-class trains.

No. 2 between DeWitt and Buffalo, by west-bound first-class trains.

No. 3 between DeWitt and Harlem Avenue, by west-bound freight trains.

No. 4 between Harlem Avenue and DeWitt, by east-bound freight trains.

No. 3 between Buffalo, and B. S. 47, East Buffalo, by east-bound trains, including all trains and engines going to the Belt Line tracks at B. S. 48, William Street.

No. 4 between B. S. 47, East Buffalo, and Buffalo by west-bound trains, including all trains and engines coming from the Belt Line tracks at B. S. 48, William Street.

Tracks Nos. 3 and 4 between Harlem Avenue and DeWitt may be used by extra trains without train orders, but no trains except those shown on time table will use tracks Nos. 1 and 2 between Buffalo and DeWitt, excepting within yard limits, without permission. See Special Instructions, Western Division. Rule 151.

The "Y" track leading from Suspension Bridge passenger station to Lewiston Branch will be considered as main track.

10. **On double track, trains not scheduled herein** will run extra without train order

11. **Extra trains may run ahead of second-class trains.**

12. **Train Order or Clearance Card.**—East-bound trains for North Tonawanda will not leave Lockport Junction without a Train Order or Clearance Card.

SPECIAL INSTRUCTIONS.

WESTERN DIVISION.

1. **Explanation of letters and signs** not covered by the Book of Rules of the Operating Department.

D—Day Telegraph Office.
N—Day and Night Telegraph Office.
¶—Stop on Sunday.

2. **Standard Clocks** are located at:

Buffalo, Station Telegraph Office.
Batavia, Telegraph Office.
DeWitt, Yard Master's Office and Engine House.
East Buffalo, Yard Master's Office and Engine House.
East Rochester, Yard Master's Office.
Lyons, N. Y. C. Pass'r Station Teleg'ph Office and W. D. Tower.
Newark, W. S. Yard Master's Office.
Rochester, Passenger Station Telegraph Office.
Syracuse, N. Y. C. Passenger Station Telegraph Office, Engine House, and W. S. Passenger Station.

3. **Bulletin Boards** are located at:

Batavia	East Rochester	Rochester
Buffalo	Lyons	Syracuse, N.Y.C.& W.S.
DeWitt	Lyons Junction	Syracuse Yard, W. S.
East Buffalo	Newark, W. S.	

4. **Register Books** are located at:

Amboy, W. S.	DeWitt	Genesee Junction
Bergen, W. S.	Earlville	Jordan, W. S.
Buffalo	East Buffalo, N. Y. C. & W. S.	Lyons, W. S.
Churchville Junc.		Lyons Junction
Clarence	Fairport, W. S,	Montezuma
Clyde, W. S.		

Syracuse Passenger Station, N. Y. C. and W. S.
Syracuse Yard, W. S.
Syracuse Junction, N. Y. C. and W. S.

5. **Yard Limits** designated by signs are located at:

Batavia
Brighton
DeWitt
Depew Junction to Grimesville, Tracks 3 and 4
Earlville
East Buffalo, W. S.
Fairport, W. S.
Genesee Junction
Lyons, N. Y. C. and W. S.
Newark, W. S.
Rochester, B. S. 31, P. R. R. Junction to Brighton
Salina
Syracuse Junction
Syracuse, W. S., to De Sono. Syracuse Yard, W. S., to Amboy

Yard limits for tracks Nos. 1 and 2 will extend from Buffalo to B. S. 47, East Buffalo, from P. R. R. Junction, B, S. 31, Rochester, to Brighton, and from B. S. 2, Syracuse Junction to DeWitt, and for tracks Nos. 3 and 4 from Buffalo to B. S. 47, East Buffalo. On Main Line tracks Nos. 1 and 2, between Buffalo and DeWitt, and on Main Line tracks Nos. 3 and 4 between Buffalo and B. S. 47, East Buffalo, protection is required at all times.

It will not be necessary for any engine or train occupying main tracks (except Main Line tracks Nos. 1 and 2 between Buffalo and DeWitt and Main Line tracks Nos. 3 and 4 between Buffalo and B. S. 47, East Buffalo) within such limits to be protected, except when on the time of a first class train. Second-class or extra trains within such limits must run at a speed that will admit of stopping within the vision of the engineman. When location or weather conditions are such as will not afford a clear view, full protection is required.

It must be understood that passenger trains must be fully protected at all times on any track.

6. **Water Stations** designated by signs are located at:

Amboy	Clyde, N. Y. C. & W. S.	Lyons, N. Y. C.
Batavia		Manlius
Belle Isle	Cold Water	Port Byron, W. S.
Byron	Depew Jc. (east of)	Seneca River, N.Y. C.
Cazenovia	East Palmyra	Weedsport
Churchville, N. Y. C.	Erieville	Wende
	Fairport, N. Y. C.	

Other Water Stations are located at:

Bowmansville	Clarence	Newark, W. S.
Byron Center	Fairport, W. S.	Oakfield
Churchville, W. S.	Genesee Junction	Palmyra, W. S

At stations where such signs are located, trains are permitted to stand within such limits while taking water, without protection, except when on the time of a first-class train.

At water stations where such signs are not used, or when location or weather conditions are such as will not afford a clear view, full protection is required.

It must be understood that passenger trains must be fully protected at all times on any track.

On Main Line tracks Nos. 1 and 2, between Buffalo and DeWitt, protection is required at all times.

The location of track pans on tracks Nos. 1 and 2 at the following places will be indicated by blue light at each end of the pans:

Churchville,	Seneca River,
East Palmyra,	Wende.

7. **Sidings.**—At sidings for meeting and passing trains, the inferior train must take the first switch, unless otherwise directed.

The exceptions to the above rule are as follows:

Akron, W. S.—West-bound second-class or extra trains will take the south siding; east-bound second-class or extra trains, and first-class trains in either direction, the north siding.

Bergen, W. S. and Clyde, W. S.—East-bound trains will take the south siding; west-bound trains the north siding.

Byron Center.—West-bound trains will take the east siding; east-bound trains the west siding.

Oakfield.—East-bound trains will take the north siding; west-bound trains the south siding.

At **Crittenden, Grimesville, Macedon Swamp, Newark, Seneca River (N. Y. C.)** trains taking siding on south side of track No. 1 will back in from east switch.

At middle sidings in service between main tracks Nos. 3 and 4, the normal position of the switches on the siding will be as follows:

At the east end, the switch will be set for a movement from the siding to main track No. 4; switches at the center of the siding (when provided) for the straight, and at the west end, for a movement to main track No. 3.

At points where switches are interlocked, and operated from a block station, train movements will be governed by the signals provided.

Where the switches are not interlocked, the target will be painted white, and the lamp at night show white light, when the switches are in normal position; green target and light, when reversed.

Trainmen using the middle sidings should be careful to know that the switches are properly set for the movement in hand and restored to normal position after the movement is made.

Middle or passing sidings, between tracks Nos. 3 and 4, unless otherwise directed, will be used as follows:

Train to be passed will take the middle siding, train to pass keep main track. West-bound track No. 3 trains will take the middle siding at east switch and return to main track at the center switches. East-bound track No. 4 trains will take the middle siding at west switch and return to main track at the center switches.

Trains using middle sidings will not exceed a speed of six miles per hour.

Trains moving to or from middle or passing sidings or to yard or other tracks over switches controlled from block stations by means of electric locks, will be governed by special instructions posted at switches and exchange proper bell signals with signalman before and after using switches, or over telephones where they are provided.

8. **Normal position of main track switches.**—At the ends of double track for east-bound trains except at Clarence, Churchville Junction, Lyons, Clyde, and Jordan, W. S.)

13. The speed of trains is restricted as follows:

East Buffalo B. S. 47, over interlocking, all trains .	not to exceed	6	miles	per hour.
Belt Line, between North Buffalo and East Buffalo, all freight trains and light engines	" "	15	"	"
Buffalo and Block Station 50, Seneca Street, Buffalo, all trains	" "	15	"	"
Buffalo. All trains approaching switches immediately east of, or west of, passenger station, ...	" "	15	"	"
Entering or passing through train house	" "	6	"	"
Depew Junction, all trains on tracks 3 and 4 and trains to and from Terminal Railway, over the switches at Depew Junction	" "	10	"	"
Over Bridges B 1 at Crosstown Junction, and B 5 west of Porter Avenue, all trains .	" "	15	"	"
Through Tonawanda and North Tonawanda, and over interlocking at B. S. 58A, all trains on both Falls and Lockport Branches . . .	" "	8	"	"
Suspension Bridge "Y," all trains, ...	" "	6	"	"
Suspension Bridge, between passenger station and freight yard all heavy engines	" "	5	"	"
Entering and leaving side tracks, all trains	" "	6	"	"

From east end of Rock Cut to Lewiston Dock Station, all west-bound trains must use not less than 15 minutes.

Where reduced speed is required, the entire train must pass over the restricted territory at the reduced speed.

All trains must approach junctions at Buffalo, William Street, and East Buffalo, prepared to stop and be governed by the signals.

14. On single track, train displaying green signals will sound whistle as per Rule 14 K, Book of Rules of the Operating Department, while passing caboose as well as while passing engine.

15. Block Signals.

(See Book of Block Signal Rules taking effect December 15, 1903, and Book of Block Signal Rules, governing the use of Telegraph and Automatic Block Signal System taking effect March 15, 1906.)

Attention is called to Rule 708, which reads as follows:

"When a train is stopped by a Permissive Block Signal, it may proceed at once, and run cautiously, expecting to find a train, an open switch, a broken rail or some other obstruction in the block."

A Permissive Block Signal as referred to in the above rule, is an automatic block signal with arm pointed at the end and painted red, as covered by Rule 705 and the sketch in connection therewith, under the head of "Automatic Block System" on page 16, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, effective March 15, 1906.

The above rule does not apply to semi-automatic signals operated from a block station. The arm of such signals has a square end with a vertical white stripe, and must not be passed when in "stop" position except upon receipt of a caution card from the signalman.

Telegraph block signals are in use on the North Tonawanda, Batavia and Canandaigua Branch.

Automatic block signals are in use between B. S. 55, North Buffalo Junction, and B. S. 57, Tonawanda; B. S. 59, Erie Crossing, North Tonawanda, and B. S. 61, East end of La Salle middle; B. S. 61A, West end of La Salle middle, and B. S. 63, Niagara Falls.

Automatic block signals (semaphore pattern) are in service governing the use of blocks at different points on the Division as follows:

East-bound.

On Terminal Railway west of Depew Junction.

Automatic block signals (banner pattern) are in service governing the use of blocks at different points on the Division as follows:

East-bound.

Near Church Street, west of Terrace Station, and the entrance to the tunnel, Buffalo.

West-bound.

At exit from the tunnel, Buffalo.

These rules govern the operation of block signals in territory mentioned with the following changes or modifications:

At former B. S. 62, west of Echota, a west-bound train order signal is provided, also an absolute "stop" signal, governing the movements of west-bound trains over the main track switches east of the Hydraulic Canal Bridge at the east end of Niagara Falls yard.

Train order signals will be used as block signals at Tonawanda Junction and Erie R. R. Crossing, B. S. Erie 3, on the North Tonawanda, Batavia and Canandaigua Branch. (See Rule 603, Book of Block Signal Rules.)

At B. S. 60, Gratwick, interlocking home and dwarf signals, equipped with standard style arms, govern all movements over the switches, and when the indication is "stop" must not be passed by an engineman except on receipt of a caution card.

The Manual controlled, Automatic or Telegraph Block Systems are not in service on the Main Line Syracuse and DeWitt to Buffalo or between Buffalo, Exchange Street Station, and Suspension Bridge, as follows:

Track No. 1:
Buffalo, to Block Station 47A Stock Yards, East Buffalo.

Track No. 2:
Block Station 47A, Stock Yards, East Buffalo, to Buffalo.

Track No. 3:
Block Station 46, Forks, to Harlem Avenue.
Buffalo, to Block Station 47, Bailey Avenue, East Buffalo.

Track No. 4:
Block Station 47, Bailey Avenue, East Buffalo, to Buffalo, Harlem Avenue to Block Station 45, Grimesville.

West-Bound:
Buffalo, Exchange Street Station, to Block Station "B," Crosstown Junction, Buffalo.
Block Station "F," Black Rock, to Block Station "H," Erie Crossing, Black Rock.

East-Bound:
Block Station "H," Erie Crossing Black Rock, to Block Station "F," Black Rock.
Block Station "B," Crosstown Junction, Buffalo, to Buffalo, Exchange Street Station.

At points where the block is not in service but the switches interlocked and signals provided, a clear signal indicates only the position of a switch and is not an indication that the track ahead for any specified distance is not obstructed.

16. Signals at Junctions and ends of double track.

(See Rule No. 98, Book of Rules of the Operating Department.)

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Targets may be provided, in which case, when the arm is in a horizontal position, trains on the N. Y. C. & H. R. R. R. have the right to proceed, and when in a diagonal position trains on the opposing road have the right to proceed. By night the indication will be given by two red lights.

Normal Position of Signals.

Home, block, and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores.....**Clear.**

A Semaphore arm at or below an angle of forty-five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate **caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A switch semaphore arm in a horizontal position by day or a green light by night will indicate **caution.**

A dwarf signal arm in a horizontal position by day or a blue or a red light by night will indicate danger—**Stop.**

Enginemen when accepting dwarf signals, or the lower arm of home signals, for movements over interlocked switches, will run at such speed that will admit of stopping within their vision.

At the following points standard interlocking home signals are provided :

Buffalo, William Street, B. S. 48
Buffalo, P. R. R. Junction, Emslie Street
Buffalo, Seneca Street, B. S. 50
Buffalo, Erie Crossing, B. S. 51
Buffalo, Ohio Street, B. S. 52
Buffalo, Crosstown Junction, B. S. "B."
Buffalo, W. S. Junction, Broadway B. S. "S."
Buffalo, Broadway "Y," B. S. "T."
Buffalo, William Street Yard, B. S. "V."
Buffalo, P. R. R. & B. C. Junction
Black Rock, Dearborn Street, B. S. "F."
Black Rock, West end of Yard, B. S. "H."
Depew Junction
East Buffalo, B. S. 47
East Buffalo, W. S. Yard
Lockport Junction, North Tona. & Lkpt. Jct. Branch
North Buffalo, B. S. 55
North Buffalo, B. S. "I."
North Tonawanda, B. S. 58
North Tonawanda, B. S. 58A
Suspension Bridge, B. S. 65
Tonawanda, Erie R. R. Crossing, B. S. Erie 3
Tonawanda Junction
Tonawanda, B. S. 57.

Ends of Double Track.

Buffalo, Exchange St. Station
Depew Junction
East Buffalo, B. S. 47
Erie R. R. Crossing, B. S. Erie 3 (North Tonawanda, Batavia, and Canandaigua Branch.)
Harlem Avenue
Lockport Junction
North Tonawanda, B.S. 58 and B. S. 58A.
Suspension Bridge
Tonawanda, B. S. 57
Tonawanda Junction
West Seneca

All west-bound trains intending to take the Lockport Branch at North Tonawanda will give two short sounds of the whistle, and trains intending to take the yard tracks on the west side at North Tonawanda will give three short sounds of the whistle when passing B. S. 57 at Tonawanda.

All west-bound trains intending to take the Lewiston Branch at B. S. 65, Suspension Bridge, will give two short sounds of the whistle, and all west-bound trains intending to take the old R. W. & O. yard at B. S. 65, Suspension Bridge, will give three short sounds of the whistle when passing B. S. 64 west of Niagara Falls.

All east-bound trains intending to take the Batavia Branch at North Tonawanda will give two short sounds of the whistle when passing B. S. 60 at Gratwick.

All east-bound trains intending to take the yard at Block Station "H," Black Rock, will give one long sound of the whistle passing Elmwood Avenue on the Belt Line ; one long and three short sounds for the main track to Erie Street; and four long sounds for the "Y" to Block Station 55.

All east-bound West Shore trains intending to take the West Shore at Broadway, Buffalo, will give two low short sounds of the whistle passing B. S. 48 at William Street, Buffalo.

17. Signals at Draw Bridges.

(See Rule No. 98, Book of Rules of the Operating Department.)

Signals are of the semaphore pattern, the position of the arm by day and the color of the light by night giving the indication of the signal.

Normal Position of Signals.

Home Signal.....**Danger.**
Distant Signal.....**Caution.**
Dwarf Signal.....**Danger.**

A semaphore arm at or below an angle of forty-five degrees by day or a white light by night, will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate—**Caution.**

A home signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

All trains must stop not less than 200 feet or more than 800 feet before crossing any draw-bridge which is not protected by derails, and not proceed until proper signal is displayed.

18. Signals at Railroad Crossings at Grade.

(See Rule No. 98 A, Book of Rules of the Operating Department.)

LOCATION.	RAILROAD.	
Buffalo, Will'm St. B.S.48.	B. C. R. R.,	Interlocked.
Buffalo, Emslie St.,	P. R. R.,	Interlocked.
Buffalo, Erie Xing B.S.51.	Erie,	Interlocked.
Buffalo, Scott St.	L. V. R. R.	Target.
Black Rock,	Erie,	Interlocked.
Gardenville Jct.,	P. R. R.,	Interlocked.
North Tonawanda,	Erie (at 4 points),	Interlocked.
Suspension Bridge,	M.C.R.R., G.T.R.R., L.V.R.R., Erie,	Interlocked.
Tonawanda, B. S. Erie 3,	Erie,	Interlocked.

Signals are of the following pattern:

Semaphore, Target,
Gate, Lamp or flag.

Where signals of the semaphore pattern are provided the position of the arm by day and the color of the light by night gives the indication of the signal.

Where targets are provided, when the arm is in a horizontal position trains on the N. Y. C. & H. R. R. R. have the right to proceed, and when in a diagonal position trains on the opposing road have the right to proceed. By night the indication will be given by two red lights.

Where gates are provided the position of the arm by day or the color of the light by night gives the indication.

Where a flag or lamp signal is used a white flag or white light is authority for a train on the N. Y. C. & H. R. R. R. to proceed; a red flag or red light a train on the opposing road.

Normal Position of Signals.

Home, block and dwarf signals.....**Danger.**
Distant signal.....**Caution.**
Distant switch semaphores...**Clear for N. Y. C. & H. R. R. R.**
Target.....**For N. Y. C. & H. R. R. R.**
Gates.....**For N. Y. C. & H. R R. R.**

A semaphore arm at or below an angle of forty-five degrees by day or a white light by night will indicate safety—**Proceed.**

A distant signal arm in a horizontal position by day or a green light by night will indicate **caution.**

A home or block signal arm in a horizontal position by day or a red light by night will indicate danger—**Stop.**

A dwarf signal arm in a horizontal position by day or a blue or red light by night will indicate danger—**Stop.**

Where gates or flag and lamp signals are provided all trains must come to a full stop not less than two hundred (200) nor more than eight hundred (800) feet from the crossing and not proceed until gates are swung clear of track, or the proper signals are given.

A distant signal is located just east of Chicago Street, Buffalo, interlocked with the crossing signal governing the Lehigh Valley Railroad crossing at Scott Street. When distant signal arm is dropped, and clear signal or white light by night shown at tower, trains of the N. Y. C. & H. R. R. R. have the right to cross. When distant signal blade is extended, or green light shown and red arm at tower projects over the N. Y. C. & H. R. R. R. tracks, or red light by night, trains of the Lehigh Valley R. R. have the right to cross.

19. Trains running over other divisions or railroads are subject to the rules of such division or railroad and all concerned must provide themselves with copy of such rules and current time tables.

20. In case an engineman, while passing over a piece of track, feels any lurch or throw that indicates a condition that might affect the safety of trains, he will stop at once and notify the conductor, who will immediately send a flagman back to notify approaching trains on that track, and the engineman and conductor of the trains notified will proceed with caution over the portion of track reported to them by the flagman. Flagman of the train which discovered the condition of the track will perform the duties of a watchman until he is relieved by the Track Department or by notice from the Superintendent; and the train which discovered the condition of the track will proceed to the first telegraph office, and the engineman and conductor will report the facts immediately to the Superintendent; such telegram having preference over all other business. If any track men are met before arrival at the first telegraph office, train is to stop and notify them of the condition and location.

On single track, the crew of the train finding such track will notify the crew of any train they meet, about the condition of the track, until they reach a telegraph office and advise the Superintendent, warning the crews of such trains of the location and condition of the piece of track they discover.

551. On the East and West-bound main tracks between Block Station 55, North Buffalo Junction, and Block Station 65, Suspension Bridge, and on that portion of the North Tonawanda and Batavia Branch between Tonawanda Junction and Block Station 58A, North Tonawanda, trains will run with the current of traffic by block signal indication, which, instead of train orders, will supersede time table superiority, under the following instructions.

Where the proper signals are displayed, a train to take the East or West-bound main track, or the North Tonawanda and Batavia Branch, to make movement with the current of traffic, will proceed without train orders.

When a blue signal is displayed on the side of a block station toward which a train is approaching, the train must promptly turn out from the East or West-bound main track, or the north Tonawanda and Batavia Branch, at such block station.

When, in accordance with the rules, a train running on the East or West-bound main track, or the North Tonawanda and Batavia Branch, should take siding to clear a following train, the engineman of such train will give four short sounds of the whistle passing the block station preceding the one at which the turn-out is to be made, except that in the case of trains to be diverted at Block Stations 58, 58A or 59, North Tonawanda, the engineman of a west-bound train on the Niagara Falls Branch will give the prescribed whistle signal at Block Station 57, Tonawanda: the engineman of an east-bound train or one to take the North Tonawanda and Batavia Branch at North Tonawanda, at Block Station 60, Gratwick, and the engineman of a west-bound train on the North Tonawanda and Batavia Branch at the block station at Tonawanda Junction. If given signals, to proceed on the East or West-bound main track, or the North Tonawanda and Batavia Branch at stations where turn-out should be made, the train may proceed, enginemen on trains on the Niagara Falls Branch calling for the switches at each successive block station preceding one where switches or sidings are located, until given switches and signals to turn out.

Before accepting a signal to proceed on the East or West-bound main track or the North Tonawanda and Batavia Branch, the conductor and engineman must know that their train is in condition to make good time. If trains are not able to make good time, or have to stop for any purpose, engineman will signal for switches in accordance with Block Signal Rules, and clear the main track, avoiding delay to following trains. Conductors and enginemen must not do work of any kind on the main track, ahead of trains about due, or overdue, without permission.

The above instructions permitting the use of main tracks by trains on signal indication apply **only at interlocking block stations. At cross-overs where switches are not controlled from an interlocking block station, conductors must first obtain permission to use such cross-over switches as provided in block signal rules.**

A signal imperfectly displayed, or the absence of a signal at a place where signal is usually shown must be regarded as a "stop" signal and the fact reported to the Superintendent.

The above instructions govern trains moving with the current of traffic only. Movements against the current of traffic must not be made except by train orders.

Nothing in these instructions will relieve employees in the train service from the duty of promptly and properly protecting their trains. They will be held strictly responsible for the observance of rule 99, book of rules of the operating department.

On main tracks 1 and 2 between Buffalo and Syracuse, trains will run with the current of traffic by block signal indication, which, instead of train orders, will supersede time table superiority. See Special Instructions Western Division, Rules 151 and 153.

552. Between Buffalo and DeWitt the rules for calling in of flagmen by steam whistle signals (Rule 14) will not apply on tracks Nos. 1 and 2. In every instance flagmen will remain out until picked up by following train.

553. All trains in either direction must use every precaution between Exchange Street Station and North Buffalo Junction B. S. 55 and look out for Belt Line and other trains.

554. All trains running to and from the Grand Trunk Y and entrance tracks at Black Rock must approach the switches prepared to stop and be governed by the signals.

555. All trains must run between Niagara Falls and Suspension Bridge and through the yard at Suspension Bridge prepared to stop and be governed by the signals.

L. H. VAN ALLEN, Superintendent.

P. W. RESSEMAN, Train Master.

J. DREXELIUS, Chief Train Despatcher.

WESTERN DIVISION

WESTERN DIVISION.
MAIN LINE—SYRACUSE TO BUFFALO.

WEST-BOUND.

FIRST CLASS—TRACK NO. 2.

Miles from De Witt.	STATIONS.	21	19	23	49	1003	29	31	27	1019	35	33	1093
		Fast Mail.	The Lake Shore Limited.	Western Express.	Boston and Buffalo Special.	West Shore Chicago Limited.	Buffalo and Cleveland Special.	Special American Express.	American Express.	West Shore National Express.	Special Mail Limited.	Western New York Express.	West Shore Buffalo Local.
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Except Monday.	Daily Except Monday.	Daily Except Monday.	Daily.	Daily	Daily.
	LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	De Witt												
4.66	Syracuse.....	12.15	12.35	2.05	2.35	2.55	3.30	3.50	4.[illegible]	4.15	4.30	4.55	
7.48	Syracuse Jct...												
10.35	Belle Isle												
13.98	Warners.....	12.27	12.47	2.18	2.48	3.08	3.43	4.02	4.17	4.27	4.42	5.07	
16.54	Memphis												
21.69	Jordan.....	12.36	12.56	2.29	2.58	3.18	3.53	4.12	4.27	4.37	4.52	5.17	
26.05	Weedsport.....												
29.43	Port Byron.....	12.45	1.05	2.41	3.09	3.29	4.04	4.22	4.38	4.47	5.02	5.27	
32.84	Fox Ridge.....												
36.49	Savannah.....												
42.53	Clyde.....	1.00	1.20	3.00	3.27	3.47	4.22	4.38	4.56	5.03	5.18	5.45	
46.58	Lock Berlin....												
49.62	Lyons.....	1.10	1.30	3.11	3.38	3.58	4.33	4.48	5.06	5.12	5.28	s 5.55	
55.10	Newark.....	1.17	1.37	3.18	3.46	D4.07	4.41	4.55	5.13	5.19	5.35	6.02	
58.76	East Palmyra..												
62.54	Palmyra.....	1.27	1.47	3.29	3.56	4.17	4.51	5.04	5.23	5.28	5.45	6.12	
66.06	Walworth.....												
67.64	Macedon.....												A. M.
75.16	Fairport.....	1.42	2.02	3.48	4.13	4.34	5.08	5.19	5.39	5.44	6.02	6.28	s 6.47
77.53	Despatch.....												s 6.52
81.77	Brighton.....	1.50	2.10	3.58	4.23	4.44	5.18	5.28	5.48	5.53	6.11	6.38	6.59
83.02	East Rochester.												7.02
85.10	Rochester .... A	s 1.57	s 2.17	s 4.05	s4.30	s4.51	s 5.25	s 5.35	s 5.55	s 6.00	s 6.18	s 6.45	s 7.10
	Rochester L	2 00	2.20	4.10	4.33	4.54	5.28	5.43	5.58	6.08	6.21	6.48	7.13
85.67	Center Park....												s 7.15
91.97	Cold Water....	2.12	2.32	4.22	4.45	5.06	5.40	5.55	6.10	6.20	6.33	7.00	s 7.25
95.69	Chili.....												s 7.32
96.86	Chili Junction..	2.18	2.38	4.29	4.51	5.12	5.46	6.01	6.16	6.26	6.39	7.06	7.35
99.94	Churchville....												
103.05	Bergen												
106.41	West Bergen...												
109.90	Byron.....	2.35	2.55	4.48	5.09	5.30	6.04	6.19	6.34	6.43	6.56	7.24	
117.46	Batavia.....	2.48	3.08	s 5.05	s5.25	5.43	s 6.20	s 6.37	6.47	6.56	7.09	s 7.40	
123.38	West Batavia..	2.55	3.15	5.13	5.33	5.51	6.28	6.44	6.54	7.04	7.17	7.48	
128.81	Corfu..												
133.17	Crittenden.....	3.07	3.27	5.25	5.45	6.03	6.40	6.56	7.07	7.16	7.29	8.00	
136.16	Wende.....												
137.96	Looneyville.....												
142.85	Grimesville	3.19	3.39	5.36	5.56	6.14	6.51	7.07	7.17	7.27	7.40	8.11	
144.08	Depew												
147.06	Forks.....												
148.55	Harlem Avenue	3.26	3.46	5.45	6.05	6.22	7.00	7.16	7.26	7.36	7.50	8.20	
150.14	East Buffalo....	3.28	3.48	5.48	6.08	6.25	7.03	7.19	7.29	7.39	7.53	8.23	
151.42	William Street..	3.30	3.50	5.51	6.11	6.27	7.06	7.21	7.31	7.41	7.56	8.26	9.22
153.47	Buffalo.....	3.45	4.00 Seneca St.	6.00	6.20	6.35	7.15	7.30	7.40	7.50	8.05	8.35	9.30
	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.

D No. 1003 will stop at Newark to discharge passengers from stations east of Rotterdam Junction.
Nos. 31, 27, and 35 will not carry passengers.

WESTERN DIVISION.
MAIN LINE—SYRACUSE TO BUFFALO.

WEST-BOUND.

FIRST CLASS—TRACK NO. 2.

(CONTINUED ON PAGE 16.)

63	79	67	37	1005	65	43	69	57	51	71	1009	73	3	1021	STATIONS.
Canandaigua and Buffalo Accommodation.	Accommodation.	Accommodation.	Pacific Express.	West Shore Pacific Express.	Accommodation.	Fast Mail.	Accommodation.	Buffalo Express.	Empire State Express.	Depew Special.	West Shore Buffalo Local.	Accommodation.	Fast Mail.	The West Shore Limited	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily Except Sunday.	Daily.	Daily (See Note).	Daily.	Daily Except Sunday.	Daily Except Sunday.	Daily. Except Sunday.	Daily.	Daily.	Daily.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	LEAVE.
															De Witt.
		6.00	7.30			10.00	10.10	12.35	2.21			2.30	3.45	4.10	Syracuse.
		s 6.08					10.18					2.36			Syracuse Jct.
		s 6.14					10.24					s 2.41			Belle Isle.
		s 6.20	7.43			10.11	s 10.30	12.47	2.32			s 2.47	3.57	4.22	Warners.
		s 6.25					s 10.35					s 2.52			Memphis.
		s 6.35	s 7.54			10.20	s 10.45	12.57	2.40			s 3.01	4.06	4.32	Jordan.
		s 6.44	s 8.02				s 10.54					s 3.09			Weedsport.
		s 6.53	8.09			10.29	s 11.05	1.07	2.48			s 3.17	4.15	4.42	Port Byron.
		s 7.00					s 11.13					s 3.24			Fox Ridge.
		s 7.10					s 11.23					s 3.32			Savannah.
		s 7.21	s 8.32			10.44	s 11.35	s 1.23	3.02			s 3.44	4.31	4.59	Clyde.
		s 7.29					s 11.43					s 3.52			Lock Berlin.
		s 7.37	s 8.46			10.53	s 11.53	s 1.36	3.10			s 4.01	4.40	s 5.09	Lyons.
		s 7.48	s 8.56			10.59	s 12.05	s 1.46	3.16			s 4.12	4.47	5.16	Newark.
		s 7.58					s 12.13					s 4.20			East Palmyra.
		s 8.08	J 9.09			11.08	s 12.20	1.56	3.24			s 4.28	4.56	5.25	Palmyra.
		s 8.18					s 12.27					s 4.36			Walworth.
		s 8.27		A. M.			s 12.32					s 4.41			Macedon.
		s 8.46	9.28	9.52		11.23	s 12.45	2.12	3.37			s 4.53	5.10	5.40	Fairport.
		8.53		9.56			s 12.50					s 4.59			Despatch.
		s 9.15	9.38	10.02		11.31	12.56	2.22	3.44			s 5.06	5.18	5.50	Brighton.
		9.20		10.05			12.58					5.09			East Rochester.
	A. M.	9.30	s 9.45	s 10.10	A. M.	s11.38	s 1.05	s 2.29			P. M.	s 5.15	s 5.25	s 5.57	Rochester. A
	7.50	A. M.	9.50	10.15	10.55	11.41	1.25	2.32	s 3.51		5.10	6.30	5.30	6.00	Rochester. L
	s 7.52						s 1.27				s 5.12	s 6.33			Center Park.
	s 8.02		10.02	10.27	11.07	11.52	s 1.37	2.44	4.01		s 5.22	s 6.44	5.42	6.12	Cold Water.
	s 8.08			10.34	s 11.13		s 1.45				s 5.28	s 6.52			Chili.
	8.11		10.09	10.37	11.16	11.58	1.48	2.50	4.06		5.32	6.55	5.48	6.18	Chili Junction.
	s 8.16				s 11.23		s 1.54					s 7.02			Churchville.
	s 8.22				s 11.29		s 2.00					s 7.09			Bergen.
	f 8.29				11.35		s 2.06					s 7.16			West Bergen.
A. M.	s 8.35		10.32		s 11.40	12.12	s 2.13	3.07	4.20			s 7.23	6.04	6.37	Byron.
s 7.50	s 8.50		s10.50		s 11.55	12.22	s 2.30	s 3.22	4.29			s 7.40	s 6.19	s 6.52	Batavia.
s 7.59	✓ 8.58		10.58		12.04	12.28	s 2.41	3.30	4.35			s 7.50	6.26	7.00	West Batavia.
s 8.09	✓ 9.06				s 12.13		s 2.50					s 8.00			Corfu.
s 8.20	✓ 9.13		11.10		12.19	12.38	s 2.57	3.42	4.45			s 8.09	6.37	7.12	Crittenden.
s 8.25	✓ 9.18				12.23		s 3.04					s 8.16			Wende.
s 8.31	✓ 9.23				12.25		s 3.08			P. M.		s 8.20			Looneyville.
s 8.41	✓ 9.34		11.22		12.31	12.48	s 3.17	3.54	4.55	L5.05		s 8.29	6.48	7.23	Grimesville.
s 8.44	s 9.37				s 12.34		s 3.20			s 5.10		s 8.32			Depew.
s 8.49	9.42				12.37		s 3.24			5.17		s 8.37			Forks.
8.52	9.45		11.32		12.39	12.55	3.27	4.01	5.02	s 5.20		s 8.42	6.55	7.32	Harlem Avenue.
s 8.55	9.48		11.35		12.42	12.58	s 3.32	4.04	5.05	s 5.24		s 8.47	6.58	7.35	East Buffalo.
8.57	9.50		11.37	12.27	12.45	1.00	3.35	4.06	5.07	s 5.27	7.27	8.50	7.00	7.37	William Street.
9.05	10.00		11.45	12.35	12.55	1.15	3.45	4.15	5.15	5.35	7.35	9.00	7.15	7.45	Buffalo.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	ARRIVE.

No. 51 is superior to all trains. On Sunday No. 69 will run from Syracuse to Rochester only. J No. 37 will stop at Palmyra to discharge passengers from stations east of Syracuse. Nos. 67, 69 and 73 will stop at Wayneport. No. 69 will stop on signal at Greenlawn Cemetery.

WESTERN DIVISION.
MAIN LINE—SYRACUSE TO BUFFALO.

WEST-BOUND.

(CONTINUED FROM PAGE 15.)

FIRST CLASS—TRACK NO. 2.

Miles from De Witt.	STATIONS.	85	1053	75	7	41	9	5	15	11	25	87	1001	77	17
		Despatch Shop.	West Shore Buffalo Local	Rochester Accommodation.	Day Express.	The Second Empire.	Chicago Special.	Fast Mail.	Boston and Chicago Special.	South-western Limited.	The 20th Century Limited.	Batavia Accommodation.	West Shore Continental Limited.	Rochester Accommodation.	The Wolverine.
		Daily Except Sunday.	Sunday Only	Daily.	Daily.	Daily	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Except Sunday.	Daily.	Saturday Only.	Daily.
	LEAVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	De Witt.....				5.45										
4.66	Syracuse.....			5.30	~~6.00~~	7.08	7.25	7.35	7.50	8.42	9.08		10.35	10.40	11.35
7.48	Syracuse Jct...			5.39										10.46	
10.35	Belle Isle.....													s 10.51	
18.98	Warners.....			Via West Shore, Syracuse Junction to Fairport.	6.12	7.19	7.36	7.46	8.01	8.53	9.19		10.47	s 10.56	11.47
16.54	Memphis.....													s 11.01	
21.69	Jordan.....				6.22	7.27	7.44	7.55	8.10	9.02	9.27		10.57	s 11.09	11.57
26.05	Weedsport....													s 11.17	
29.43	Port Byron...				6.32	7.35	7.52	8.04	8.19	9.11	9.34		11.07	s 11.23	12.07
32.84	Fox Ridge....													s 11.29	
36.49	Savannah.....													s 11.35	
42.53	Clyde.....				6.50	7.50	8.07	8.19	8.34	9.26	9.47		11.24	s 11.44	12.25
46.58	Lock Berlin...													s 11.50	
49.62	Lyons.....				7.00	7.59	8.16	8.29	s 8.44	9.36	9.55		11.34	s 11.58	12.35
55.10	Newark.....				s 7.08	8.05	8.23	8.36	8.51	9.43	10.01		11.41	s 12.06	12.42
58.76	E. Palmyra...													s 12.11	
62.54	Palmyra.....				7.17	8.13	8.31	8.44	8.59	9.52	10.08		11.50	s 12.17	12.52
66.06	Walworth....													s 12.23	
67.64	Macedon.....	P. M.												s 12.28	
75.16	Fairport.....	L 5.45		s 8.10	7.36	8.29	8.47	9.00	9.15	10.08	10.20		12.07	s 12.39	1.10
77.53	Despatch.....	s 5.51		8.15										s 12.44	
81.77	Brighton.....	s 5.57		8.22	7.45	8.38	8.55	9.08	9.23	10.18	10.27		12.15	12.50	1.20
83.02	E. Rochester..	s 6.00		8.24										12.53	
85.10	Rochester...A.	6.05	P. M.	8.30	s 7.52	s 8.45	s 9.02	s 9.15	s 9.30	s 10.25		P. M.	s 12.22	1.00	s 1.27
	Rochester..L.	P. M.	6.55	P. M.	7.55	8.47	9.05	9.18	9.33	10.36	R 10.33	11.25	12.25	A. M.	1.30
85.67	Center Park...		s 6.57												
91.97	Cold Water...		s 7.07		8.07	8.58	9.17	9.30	9.45	10.48	10.43	s 11.37	12.37		1.42
95.69	Chili.....		s 7.13									s 11.45			
96.86	Chili Jct.....		7.17		8.13	9.04	9.23	9.36	9.51	10.54	10.48	11.48	12.43		1.49
99.94	Churchville...											s 11.53			
103.05	Bergen.....											s 11.59			
106.41	W. Bergen...											s 12.04			
109.90	Byron.....				8.30	9.20	9.40	9.52	10.07	11.10	11.02	s 12.10	1.00		2.07
117.46	Batavia.....				s 8.45	s 9.32	9.54	10.05	10.20	11.23	11.11	A 12.25	s 1.13		2.20
123.38	W. Batavia...				8.52	9.38	10.01	10.11	10.26	11.29	11.17	A. M.	1.21		2.27
128.81	Corfu.....														
133.17	Crittenden....				9.04	9.48	10.11	10.21	10.36	11.39	11.27		1.32		2.38
136.16	Wende.....														
137.96	Looneyville...														
142.85	Grimesville ..				9.16	9.58	10.21	10.31	10.46	11.49	11.36		1.45		2.51
144.08	Depew.....														
147.06	Forks.....														
148.55	Harlem Ave...				9.25	10.06	10.30	10.40	10.55	11.55	11.42		1.55		3.00
150.14	E. Buffalo....				9.28	10.08	10.33	10.43	10.58	11.58	11.44		1.58		3.03
151.42	William St...		9.12		9.30	10.10	10.35	10.45	11.00	12.00	11.46		2.00		3.05
153.47	Buffalo.....		9.20		~~9.40~~ 9.30	10.20	10.50	11.00	11.15	12.15	11.52 Seneca St.		2.10		3.15
	ARRIVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.

No. 25 is superior to all trains except No. 51.
R No. 25 will stop at Rochester on signal to receive passengers for Chicago.
No. 7 will stop at local stations to discharge passengers from Utica and stations east of Utica.
No. 85 will stop at Washington Street, Despatch. No. 5 will not carry passengers.

WESTERN DIVISION.
MAIN LINE—BUFFALO TO SYRACUSE.

EAST-BOUND.

FIRST CLASS—TRACK NO. 1.

(CONTINUED ON PAGE 18.)

Miles from Buffalo.	STATIONS.	26	10	16	2	80	1004	62	64	1018	58		
		The 20th Century Limited.	Chicago and Boston Special.	New York and New England Express.	Day Express.	Despatch Shop.	West Shore Continental Limited.	Accommodation.	Depew Special.	West Shore Local Express.	The Metropolitan.		
		Daily.	Daily.	Daily.	Daily Except Sunday.	Daily Except Sunday.	Daily.	Daily (See Note.)	Daily Except Sunday.	Daily Except Sunday.	Daily.		
	LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
	Buffalo.....	Seneca St. 1.08	1.30	4.00			5.20	5.25	6.35	7.00	7.15		
2.05	William Street..	1.11	1.38	4.08			5.28	5.33	s 6.43	7.08	7.23		
3.33	East Buffalo....	1.13	1.40	4.10			5.30	s 5.36	s 6.46		7.25		
4.92	Harlem Avenue.	1.15	1.42	4.12			5.32	5.38	s 6.50		7.27		
6.41	Forks.....							5.40	6.54				
9.39	Depew.....							s 5.45	s 7.01				
10.62	Grimesville....	1.21	1.53	4.22			5.42	5.47	A 7.05		7.37		
15.51	Looneyville....							5.54	A. M.				
17.31	Wende.....							5.56					
20.30	Crittenden.....	1.30	2.06	4.35			5.55	s 6.02			7.50		
24.66	Corfu.....							s 6.10					
30.09	West Batavia..	1.39	2.20	4.46			6.06	s 6.20			8.01		
36.01	Batavia.....	1.45	s 2.30	4.55			6.15	s 6.35			s 8.10		
43.57	Byron.....	1.55	2.40	5.05			6.26	s 6.49			8.19		
47.06	West Bergen...							s 6.56					
50.42	Bergen.....							s 7.04					
53.53	Churchville....							s 7.11					
56.61	Chili Junction..	2.08	2.56	5.21			6.45	7.17		9.09	8.33		
57.78	Chili.....							s 7.21		s 9.12			
61.50	Cold Water....	2.13	3.03	5.28			6.53	s 7.29		s 9.17	8.38		
67.80	Center Park....							s 7.40		s 9.27			
68.37	Rochester.....A		s 3.15	s 5.40	A. M.	A. M.	s 7.05	s 7.45		9.30	s 8.50		
	Rochester.....L	2.23	3.18	5.44	6.00	6.55	7.08	7.50		A. M.	8.53		
70.45	East Rochester..					s 7.00							
71.70	Brighton.....	2.29	3.25	5.51	6.07	s 7.02	7.15	s 7.57			9.00		
75.94	Despatch.....				s 6.14	s 7.09		s 8.03					
78.31	Fairport.....	2.36	3.35	6.01	s 6.19	A 7.15	7.25	s 8.08			9.08		
85.83	Macedon.....				s 6.28	A. M.		s 8.19					
87.41	Walworth.....				s 6.33			s 8.23					
90.93	Palmyra.....	2.48	3.53	6.16	s 6.39		7.41	s 8.29			9.23		
94.71	East Palmyra..				s 6.47			s 8.35					
98.37	Newark.....	2.55	4.02	6.25	s 6.55		7.50	s 8.40			s 9.32		
103.85	Lyons.....	3.01	4.12	s 6.35	s 7.07		8.00	s 8.53			s 9.40		
106.89	Lock Berlin....				s 7.13			s 9.01					
110.94	Clyde.....	3.09	4.22	6.44	s 7.21		8.09	s 9.09			9.48		
116.98	Savannah.....				s 7.32			s 9.19					
120.63	Fox Ridge.....				s 7.39			s 9.25					
124.04	Port Byron.....	3.22	4.40	7.00	s 7.46		8.25	s 9.31			10.03		
127.42	Weedsport.....				s 7.53			s 9.37					
131.78	Jordan.....	3.29	4.50	7.10	s 8.03		8.35	s 9.45			10.12		
136.93	Memphis.....				s 8.14			s 9.55					
139.49	Warners.....	3.37	5.00	7.20	s 8.21		8.45	s 10.00			10.20		
143.12	Belle Isle.....				s 8.28			s 10.07					
145.99	Syracuse Jct...				8.34			10.12					
148.81	Syracuse.....	3.51	5.15	7.35	8.45		9.00	10.20			10.35		
153.47	DeWitt.....												
	ARRIVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		

No. 26 is superior to all trains except No. 50.
On Sunday No. 62 will run from Rochester to Syracuse only. No. 62 will stop at Wayneport.
No. 80 will stop at Washington Street, Despatch.

WESTERN DIVISION.
MAIN LINE—BUFFALO TO SYRACUSE.

EAST-BOUND.

(CONTINUED FROM PAGE 17.)

FIRST CLASS—TRACK NO. 1.

Miles from Buffalo.	STATIONS.	22	1052	18	14	66	1002	40	70	50	34	28	72
		The Lake Shore Limited.	West Shore Accommodation.	South-western Limited.	Eastern Express.	Accommodation.	The West Shore Limited.	The New Yorker.	Accommodation.	Empire State Express.	American and National Express.	New York Express.	Accommodation.
		Daily.	Sunday Only.	Daily.	Daily.	Daily (See Note.)	Daily.	Daily.	Daily (See Note.)	Daily Except Sunday.	Daily	Daily.	Daily
	LEAVE.	A. M.	A. M.	A. M.	~~A.~~ 7.55	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	Buffalo	7.30	7.40	7.45	~~8.00~~	8.50	8.55	10.00	11.50	1.00	3.05	3.15	
2.05	William Street	7.38	7.48	7.53	8.08	8.58	9.03	10.08	11.58	1.08	3.13	3.23	
3.33	East Buffalo	7.40		7.55	8.10	s 9.01		10.10	s 12.01	1.10	3.15	3.25	
4.92	Harlem Avenue	7.42		7.57	8.12	9.04		10.12	12.04	1.12	3.17	3.27	
6.41	Forks					s 9.09			s 12.09				
9.39	Depew					s 9.15			s 12.15				
10.62	Grimesville	7.52		8.07	8.23	s 9.18		10.22	s 12.18	1.18	3.28	3.38	
15.51	Looneyville					s 9.27			s 12.27				
17.31	Wende					s 9.31			s 12.31				
20.30	Crittenden	8.05		8.20	8.38	s 9.37		10.35	s 12.37	1.27	3.41	3.51	
24.66	Corfu					s 9.45			s 12.45				
30.09	West Batavia	8.16		8.31	8.50	s 9.55		10.46	s 12.55	1.36	3.52	4.02	
36.01	Batavia	8.25		8.40	s 9.02	s 10.10		s 10.55	s 1.10	1.42	s 4.05	s 4.15	
43.57	Byron	8.34		8.49	9.13	s 10.24		11.04	s 1.22	1.51	4.14	4.25	
47.06	West Bergen					s 10.30			s 1.28				
50.42	Bergen					s 10.37			s 1.35				
53.53	Churchville					s 10.43			s 1.41				
56.61	Chili Junction	8.48	9.50	9.03	9.31	10.49	10.33	11.18	1.47	2.05	4.28	4.41	
57.78	Chili		s 9.53			s 10.53	10.35		s 1.50				
61.50	Cold Water	8.53	s 9.58	9.08	9.38	s 10.59	10.40	11.23	s 1.56	2.10	4.33	4.48	
67.80	Center Park		s 10.08			s 11.10							
68.37	Rochester.....A	s 9.05	10.10	s 9.20	s 9.50	s 11.15	s 10.52	s 11.35	s 2.10	s 2.22	s 4.45	s 5.00	P. M.
	Rochester.....L	9.08	A. M.	9.23	9.55	11.50	10.57	11.38	2.35	2.24	5.00	5.05	5.15
70.45	East Rochester								s 2.40				
71.70	Brighton	9.15		9.30	10.02	s 11.57	11.04	11.45	s 2.43	2.30	5.07	5.12	s 5.22
75.94	Despatch					s 12.03			s 2.50				s 5.29
78.31	Fairport	9.23		9.38	10.11	s 12.08	11.13	11.53	s 2.55	2.37	5.17	5.22	s 5.34
85.83	Macedon					Via West Shore, Fairport to Syracuse Junction.			s 3.09				s 5.46
87.41	Walworth								s 3.14				s 5.50
90.93	Palmyra	9.38		9.53	s 10.29		11.29	12.07	s 3.21	2.49	5.33	s 5.41	s 5.57
94.71	East Palmyra								s 3.27				s 6.03
98.37	Newark	9.47		10.02	s 10.39		s 11.39	12.16	s 3.34	2.56	5.43	s 5.52	s 6.11
103.85	Lyons	9.54		D 10.12	s 10.50		s 11.49	12.23	s 3.47	3.02	5.52	s 6.03	s 6.25
106.89	Lock Berlin								s 3.53				s 6.30
110.94	Clyde	10.02		10.21	s 11.00		11.59	12.32	s 4.03	3.10	6.02	s 6.14	s 6.38
116.98	Savannah								s 4.13				s 6.50
120.63	Fox Ridge								s 4.20				s 6.56
124.04	Port Byron	10.18		10.37	11.17		12.15	12.47	s 4.27	3.24	6.19	6.32	s 7.03
127.42	Weedsport				s 11.23				s 4.33			s 6.40	s 7.10
131.78	Jordan	10.27		10.46	11.28		12.25	12.56	s 4.42	3.32	6.30	s 6.48	s 7.20
136.93	Memphis								s 4.52				s 7.29
139.49	Warners	10.35		10.55	11.40		12.35	1.05	s 4.57	3.40	6.40	7.00	s 7.35
143.12	Belle Isle								s 5.03				s 7.43
145.99	Syracuse Junction.					2.45			s 5.08				7.47
148.81	Syracuse	10.50		11.10	12.00	2.55	12.50	1.20	5.15	3.54	7.00	7.20	7.55
153.47	De Witt				.20								
	ARRIVE.	A. M.	A. M.	A. M.	NOON.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 50 is superior to all trains. On Sunday, No. 66 will run from Rochester to Syracuse only. On Sunday, No. 70 will run from Buffalo to Rochester only. Nos. 70 and 72 will stop at Wayneport. No. 70 will stop on signal at Greenlawn Cemetery. D No. 18 will stop at Lyons to discharge passengers from stations west of Buffalo. No. 34 will not carry passengers.