

**ERIE RAILROAD COMPANY**

C. E. DENNEY AND JOHN A. HADDEN, TRUSTEES

**EASTERN DISTRICT**

**Buffalo and Rochester  
Divisions and Branches**

Time Table No. 22

Effective 12:01 A. M.

**SUNDAY, APRIL 30, 1939**

**FOR EMPLOYEES ONLY**

**EASTERN STANDARD TIME**

**22**

**THINK!  
THEN  
ACT  
SAFELY**

**D. J. MALEY,**  
Superintendent

**J. W. GRAVES,**  
Assistant General Manager

**H. D. BARBER,**  
General Manager

**TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL  
A GIVEN NUMBER OF MILES PER HOUR**

| Time per Mile  | Miles per Hour | Time per Mile  | Miles per Hour | Time per Mile  | Miles per Hour | Time per Mile  | Miles per Hour |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 0 min. 51 sec. | 70.59          | 1 min. 20 sec. | 45.00          | 2 min. 11 sec. | 27.48          | 3 min. 25 sec. | 17.56          |
| 0 " 55 "       | 65.45          | 1 " 30 "       | 40.00          | 2 " 24 "       | 25.00          | 4 " 0 "        | 15.00          |
| 1 " 0 "        | 60.00          | 1 " 42 "       | 35.29          | 2 " 40 "       | 22.50          | 4 " 48 "       | 12.50          |
| 1 " 5 "        | 55.38          | 2 " 0 "        | 30.00          | 3 " 0 "        | 20.00          | 6 " 0 "        | 10.00          |
| 1 " 12 "       | 50.00          |                |                |                |                |                |                |

### COMPANY SURGEONS

So far as New York State is concerned this notice applies to employes in Interstate Commerce only.

Dr. J. FRANK DINNEN,

Chief Surgeon

Cleveland, Ohio

| LOCATION      | NAME                            | OFFICE                           | TELEPHONE         | RESIDENCE                    | TELEPHONE                      |
|---------------|---------------------------------|----------------------------------|-------------------|------------------------------|--------------------------------|
| Buffalo       | Dr. J. C. O'Gorman<br>(Oculist) | 1324 Jefferson Ave.              | Garfield 0139     | 61 Fordham Dr.               | Riverside 1400                 |
| Buffalo       | Dr. A. L. Bennett<br>(Oculist)  | 150 N. Pearl St.                 | Grant 0617        | 150 N. Pearl St.             | Grant 0617                     |
| Buffalo       | Dr. D. C. O'Connor              | 321 West Utica St.               | Grant 6706        | 321 West Utica St.           | Grant 6706                     |
| Buffalo       | Dr. M. J. Downey                | 852 Seneca St.                   | Washington 3158   | 2142 Main St.                | Parkside 5331                  |
| Buffalo       | Dr. Paul V. Downey              | 852 Seneca St.                   | Washington 3158   | 2142 Main St.                | Parkside 5331                  |
| Tonawanda     | Dr. H. C. Fairbanks             | 43 Delaware St.                  | Tonawanda 764     | 43 Delaware St.              | Tonawanda 764                  |
| Niagara Falls | Dr. W. Lewis Wilson             | United Office<br>Main St.        | Niagara Falls 137 | 617 Buffalo Ave.<br>Main St. | Niagara Falls 2273<br>Bell 138 |
| Attica        | Dr. W. D. Preston               | Main St.                         | Bell 138          | Main St.                     | Bell 138                       |
| Castile       | Dr. Richard B. Bean             | Main St.                         | " 101J            | Main St.                     | " 101J                         |
| Hornell       | Dr. C. G. Schwan (Oculist)      | 19 Seneca St.                    | " 715             | 206 Main St.                 | " 715                          |
| Hornell       | Dr. B. A. Barney (Oculist)      | 5 Center St.                     | " 339             | 5 Center St.                 | " 339                          |
| Hornell       | Dr. J. R. Kelly                 | 27 Elm St.                       | " 196             | 27 Elm St.                   | " 196                          |
| Hornell       | Dr. G. E. Taylor                | 37 Church St.                    | " 103             | 37 Church St.                | " 103                          |
| Rochester     | Dr. C. V. Costello              | 258 Alexander St.                | Monroe 174        | 258 Alexander St.            | Monroe 174                     |
| Rochester     | Dr. W. D. Edwards<br>(Oculist)  | 389 Monroe Ave.                  | Monroe 5          | 1371 Monroe Ave.             | Monroe 585                     |
| Avon          | Dr. E. C. Perry                 | Park Place                       | Bell 113          | 12 Park Place                | Bell 113                       |
| Bath          | Dr. S. Z. Selleck               | { 5 Liberty St.<br>Bath Hospital | " 84<br>" 382     | 129 E. Steuben St.           | " 242                          |
| Corning       | Dr. Thomas L. McNamara          | 217 E. Market St.                | " 101             | 175 E. First St.             | " 1476                         |

# SPECIAL INSTRUCTIONS

## RULES OF THE OPERATING DEPARTMENT

Effective July 1, 1930

### STANDARD CLOCKS.

|                         |   |   |
|-------------------------|---|---|
| Buffalo .....           | { | Train<br>Dispatchers<br>Office<br>Engine<br>Dispatchers<br>Office<br>Callers Office<br>Q X Yard<br>Office |
| Attica .....            | { | Telegraph<br>Office   |
| Hornell .....           | { | Telegraph<br>Office<br>Engine<br>Dispatchers<br>Office  |
| Black Rock .....        | { | Yard<br>Office  |
| Suspension Bridge ..... | { | Freight<br>Office   |
| Rochester .....         | { | Waiting<br>Room   |
| Avon .....              | { | Dispatchers<br>Office   |
| Mt. Morris .....        | { | Telegraph<br>Office   |
| Corning .....           | { | General<br>Yardmasters<br>Office  |

### TIME TABLES.

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad.

### FLAG STOPS.

Trains scheduled to make flag stop at stations where no employee is on duty to give necessary signal, will approach such point prepared to stop and will come to a full stop if there are any persons on the platform.

### SIGNS, Additional to Rule 6.

- D. Day train order office.
- N. Day and night train order office.
- \* Conditional stops as follows:

Nos. 5 and 10 will stop at Seneca St., to receive and discharge passengers.

No. 5 will stop at Dalton to discharge passengers from Hornell and points east and receive passengers for points where train is scheduled to stop.

Nos. 5 and 10 will stop at Washington Hunt to discharge and receive U. S. mail.

No. 10 will stop at Burns on flag to pick up U. S. mail when too bulky to be handled by mail catcher.

No. 6 will stop at Alden to discharge passengers from Buffalo and to receive passengers for stations where train is scheduled to stop.

No. 467 will stop at West Henrietta to discharge passengers from points east of Avon.

The following trains only will carry baggage: 409 and 416 between Rochester and Mount Morris.

Motor car trains, Nos. 416, 440, 420, 428, 401, 403, 409, will stop on signal at Shakers, Jones, Cuylerville, Jaycocks, Seven Nations, Houstons, South Avon, Pierces, Fowler, Ashantee, Linden St., and Spring St.; Wiards, Elm Place, Meadowwood, Gannett, Blair, Martin, Brooks, Fenners, Baileys, Crittenden, Westfall and South Park.

Nos. 403 and 416 will receive and deliver U. S. mail, Mt. Morris Branch.

The term "holiday" as used in this time table applies to the following dates only:

|                        |               |
|------------------------|---------------|
| Memorial Day .....     | May 30, 1939  |
| Independence Day ..... | July 4, 1939  |
| Labor Day .....        | Sept. 4, 1939 |

### CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Department Rule 21 will be omitted on all extra trains (Except passenger extras) in double or multiple track territory, except Allegany Division trains between Hornell and River Junction.

Operating Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

**SPEED RESTRICTIONS.**

|  | Miles<br>per hour |
|--|-------------------|
| Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.                        |                   |
| Engines must not operate backward at a speed to exceed 15 miles per hour on curves, over grade crossings, or through crossovers, and must not exceed 25 miles per hour at other points.  |                   |
| Engines must not operate backward beyond a point where turn table or wye is located without special authority from the Superintendent.   |                   |
| Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.   |                   |
| Freight trains handling eight wheel swivel truck cranes, steam shovels and other similar pivoted machinery   | 30                |
| Freight trains handling loaded covered hoppers and loaded series H-43000 and H-44000 cars  | 40                |
| Loaded cars carded Form 5432   | 30                |
| Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000 and H-44000) and freight cars with six wheel trucks to be restricted as follows: |                   |
| Buffalo Division between Buffalo and Hornell   | 30                |
| Except between River Jct. and Hornell eastbound  | 40                |
| Rochester Division and Niagara Falls Branch  | 30                |
| Conductors will notify engineers before leaving terminals whether or not such equipment in train and engineers will not leave terminals until so notified.                               |                   |
| All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through crossovers except as otherwise provided                             | 10                |
| Class J-2 and K-2 engines 2901 and 2903 must not operate over Conley Frogs.  |                   |

**BUFFALO DIVISION**

|  |    |
|--|----|
| Passenger trains   | 60 |
| Passenger trains between Wm. Junction and Summit on eastward and westward unrestricted track         | 70 |
| Passenger trains between River Junction and VN Crossover on eastward and westward unrestricted track | 70 |
| Passenger, express and milk trains when using freight engine will not exceed a speed of              | 50 |
| Freight trains   | 50 |
| Class R-1, R-2 and N-2 engines handling trains   | 40 |
| Class R-3 engines handling trains  | 45 |
| Class J-2 engines handling trains  | 35 |
| Trains handling wrecking derrick   | 30 |

|   |    |
|---|----|
| Trains hauling dead engines   | 20 |
| From Westward Main Track to River Line (River Jct.)   | 30 |
| Class K-1 engines will not be operated in either direction from eastward freight main track to west leg of J U Wye. |    |
| J U Crossover, west leg of wye  | 10 |
| J U Crossover, all diamonds   | 5  |
| Stock Yard Crossing, Babcock Street, East Buffalo   | 15 |
| East Wye, I Q Tower, East Buffalo   | 15 |
| West Wye, I Q Tower, East Buffalo   | 15 |

**BUFFALO DIVISION**

|   |    |
|---|----|
| Class C-1, C-2, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A and R-3 engines, over bridge 421.83 Clinton Street, Buffalo, New York. All yard tracks       | 20 |
| PORTAGE BRIDGE 361.66 Portage, N. Y.  |    |
| Class R-1, R-2 and all S type engines are restricted from operating over this bridge. All other class engines   | 10 |
| Class N-1, N-2, N-3, N-3-A, K-2-A and R-3 engines must not be double-headed over bridge.  |    |
| Trains operating over Portage Bridge will see that the slack is not allowed to bunch and be taken out while passing over the bridge in order to prevent slack running in and out. |    |
| Air Brakes will not be used while any part of train is on the Bridge unless absolutely necessary.   |    |
| After the engine has passed over the bridge no part of the train will exceed 20 miles per hour while on viaduct.  |    |

**BUFFALO DIVISION**

|   |    |
|---|----|
| Curve 23, at N. T. Tower, M. P. 358.07 to M. P. 358.11 Eastward track                       | 45 |
| Curve 26, east of Portage, M. P. 360.06 to M. P. 360.41, Eastward and Westward tracks       | 45 |
| Curves 27 & 28, east of Portage, M. P. 360.48 to M. P. 361.48, Eastward and Westward tracks | 40 |
| Curves 29 & 30, west of Portage, M. P. 361.82 to M. P. 362.60, Westward track               | 25 |
| Curve 29, west of Portage, M. P. 361.80 to M. P. 362.12, Eastward track                     | 20 |
| Curve 30, west of Portage, M. P. 362.13 to M. P. 362.62, Eastward track                     | 50 |
| Curves 31 & 32, east of Castile, M. P. 362.74 to M. P. 364.15, Westward track               | 40 |
| Curves 67, 68, 69 & 70, east of Attica, M. P. 388.88 to M. P. 391.95, Eastward track        | 45 |
| Curve 71, east of Attica, M. P. 392.13 to M. P. 392.49, Eastward and Westward tracks        | 50 |
| Curve 72, at Attica, M. P. 392.55 to M. P. 392.80, Eastward and Westward tracks             | 40 |
| Curve 83, at Alden, M. P. 404.24 to M. P. 404.49, Eastward track                            | 60 |
| Curve 87, west of Depew, M. P. 415.24 to M. P. 415.51, Eastward and Westward tracks         | 60 |

|  |    |
|--|----|
| Curve 88, west of W. M. Junction, M. P. 420.05 to M. P. 420.15, Eastward and Westward tracks ..... | 25 |
| Curve 89, east of IQ Tower, M. P. 420.75 to M. P. 420.81, Eastward track .....                     | 30 |
| Curve 89, east of IQ Tower, M. P. 420.75 to M. P. 420.81, Westward track .....                     | 20 |

**NIAGARA FALLS BRANCH**

|   |    |
|---|----|
| Passenger trains .....  | 40 |
| Freight trains .....  | 40 |
| Trains handling wrecking derrick .....  | 25 |
| All public street crossings at grade within incorporated limits City of Niagara Falls   | 20 |
| Curves west of Falls Junction .....   | 15 |
| To and from International Branch .....  | 15 |
| To and from single track Intl. Jct. ....  | 25 |
| Class C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A, H-21, H-21-A, H-21-B over bridge 3.55 over N. Y. C. tracks, three-fourths mile west of East Buffalo, East and Westward Tracks ..... | 15 |
| Class N-1, N-2, N-3, N-3-A over bridge 22.49 over Gill Creek east of Niagara Falls, N. Y. ....  | 20 |

**INTERNATIONAL BRANCH**

|   |    |
|---|----|
| All trains .....  | 20 |
| Trains handling wrecking derricks .....   | 15 |
| Class C-1, C-2, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1, N-2, N-3, N-3-A over bridges: 1.63 Virgil Avenue and 2.73 Hertel Avenue, Buffalo, N. Y. East and Westward Tracks ..... | 15 |
| Class C-3 and C-3-A engines over Bridge 0.83 over Erie Canal Black Rock Branch .....  | 15 |

**ROCHESTER DIVISION**

|   |    |
|---|----|
| Passenger trains .....  | 50 |
| Passenger, Express, Milk trains and Mixed Passenger trains unless otherwise restricted .....          | 50 |
| Freight trains .....  | 35 |
| Trains handling wrecking derrick .....  | 25 |
| Steuben and Charles Sts., Painted Post ..   | 5  |
| Hamilton Street, Painted Post. After coming to a full stop, all trains will be flagged over crossing. |    |
| Through village of Painted Post .....   | 10 |
| Reverse Curve at Bath, M. P. 310.53 to M. P. 310.58 .....   | 15 |
| Lackawanna Street, Bath .....   | 5  |
| Curve east of Atlanta, M. P. 329.56 to M. P. 329.97 .....   | 35 |
| Passenger trains between Wayland and east   |    |

|  |    |
|--|----|
| end of curve east of South Lima, M. P. 356.5 .....                             | 45 |
| Reverse Curve east of Springwater, M. P. 338.85 to M. P. 339.34 .....          | 30 |
| Between east end of curve east of South Lima, M. P. 356.5 to M. P. 363.4 ..... | 35 |
| Lakeville Branch .....   | 15 |
| Ballantyne crossing just east of Mortimer station .....                        | 10 |
| Westfall M. P. 382 and Clarissa Street, Rochester .....                        | 30 |
| Between Rochester Passenger Station and Clarissa Street .....                  | 15 |

**MOUNT MORRIS BRANCH**

|   |    |
|---|----|
| Passenger trains .....  | 45 |
| Freight trains .....  | 35 |
| Trains handling Wrecking Derrick .....  | 25 |
| Spring Street, Avon, N. Y. ....   | 15 |
| State Road Crossing — Cuylerville, N. Y. After coming to a full stop, all trains will be flagged over crossing. |    |
| Curve west of Mount Morris at Bridge 379.60, Canaseraga Creek, M. P. 379.42 to M. P. 379.72 .....               | 25 |
| Class E-3, G-15-A, G-15-B, H-20-B, H-21, H-21-A, H-21-B, H-22, J-2, G-8 and K-1 engines over bridges:           |    |
| 367.54 1½ miles east of Avon, N. Y. ....  | 20 |
| 376.89 just east of Cuylerville, N. Y. ..   | 20 |
| 379.60 just west of Mt. Morris .....  | 20 |
| 4-axle cars up to and including 180,000 lbs. and 6-axle cars up to and including 200,000 lbs. ....              | 20 |

**ATTICA BRANCH**

|   |    |
|---|----|
| Passenger trains .....  | 35 |
| Freight trains .....  | 35 |
| Trains handling Wrecking Derrick .....  | 25 |
| Between crossover and yard limit board on Attica Branch, Avon Yard .....  | 15 |
| NYC R.R. Crossing, Batavia, N. Y. ....  | 10 |
| Between Harvester Avenue and Passenger Station, Batavia, N. Y. ....   | 10 |
| Class C-3, C-3-A, N-1 and N-2 engines over Bridge 367.14 Genesee River west of Avon, N. Y. ....   | 15 |
| Class C-3, C-3-A, N-1, N-2 and K-2-A engines with large tenders over Bridge 368.22 over P.R.R. tracks west of Avon, N. Y. ....          | 15 |
| Class C-3, C-3-A, N-1 and N-2 engines over bridge 384.66 east of Stafford, N. Y. ...  | 15 |
| Class C-1, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, N-1 and N-2 engines over bridge 390.80, Tonawanda Creek, Batavia, N. Y. .... | 15 |

### SUPERIORITY OF TRAINS.

Eastward trains are superior to westward trains of the same class except—

#### ROCHESTER DIVISION

No. 409 is superior to No. 468 to Rochester.

No. 141 is superior to No. 140 to Attica.

### CLEARING OF TRAINS.

First class trains will not leave Hornell or Buffalo without clearance (Form A).

Trains will not leave Suspension Bridge without train order or clearance (Form A).

Trains will not leave Rochester, Avon, Attica, Mt. Morris or A Q Tower without train order or a clearance (Form A).

### TRAIN REGISTERS.

- Buffalo.
- Hornell.
- Suspension Bridge.
- Painted Post.
- Avon.
- Rochester.
- Attica.
- Mt. Morris.

Trains not scheduled to stop at stations at which Train Registers are located, may register by throwing off Train Register slip, except when displaying signals for a following section when trains must stop and the Conductor register the train in person.

When registering train, write out in full the color of signals displayed.

When not displaying signals write out in full "no signals," sign name and initials and do not use ditto marks.

It will be the duty of the employee in charge of the Register station at points where trains are authorized to throw off Train Register slips, to enter the information on the Train Register and preserve the slip.

### SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

|              |   |   |
|--------------|---|---|
| Buffalo..... | { | Train Dispatchers Office.<br>Engine Dispatchers Office.<br>Callers Office<br>Q X Yard Office. |
|--------------|---|---|

|             |   |                   |
|-------------|---|-------------------|
| Attica..... | { | Telegraph Office. |
|-------------|---|-------------------|

|              |   |   |
|--------------|---|---|
| Hornell..... | { | Telegraph Office.<br>Engine Dispatchers Office. |
|--------------|---|---|

|                 |   |             |
|-----------------|---|-------------|
| Black Rock..... | { | Yard Office |
|-----------------|---|-------------|

|                      |   |                |
|----------------------|---|----------------|
| North Tonawanda..... | { | Freight Office |
|----------------------|---|----------------|

|                        |   |                |
|------------------------|---|----------------|
| Suspension Bridge..... | { | Freight Office |
|------------------------|---|----------------|

|               |   |             |
|---------------|---|-------------|
| Corning ..... | { | Yard Office |
|---------------|---|-------------|

|            |   |                    |
|------------|---|--------------------|
| Avon ..... | { | Dispatchers Office |
|------------|---|--------------------|

|                 |   |              |
|-----------------|---|--------------|
| Rochester ..... | { | Waiting Room |
|-----------------|---|--------------|

|                  |   |                  |
|------------------|---|------------------|
| Mt. Morris ..... | { | Telegraph Office |
|------------------|---|------------------|

**SIDINGS**

**Car Capacity**

Eastward Westward

|                        |     |    |
|------------------------|-----|----|
| Attica .....           | 89  | 88 |
| Warsaw .....           | 85  |    |
| Silver Springs .....   |     | 76 |
| Castile .....          | 84  |    |
| C S Siding.....        | 185 |    |
| North Tonawanda .....  | 65  |    |
| LaSalle .....          | 75  |    |
| Niagara Junction ..... | 26  |    |
| Falls Junction .....   | 29  |    |
| Campbell .....         | 26  |    |
| Savona .....           | 12  |    |
| Bath .....             | 25  |    |
| Kanona .....           | 40  |    |
| Avoca .....            | 35  |    |
| Wallace .....          | 33  |    |
| Cohocton .....         | 40  |    |
| Atlanta .....          | 27  |    |
| Wayland .....          | 18  |    |
| Springwater .....      | 25  |    |
| Websters .....         | 20  |    |
| Conesus .....          | 20  |    |
| Livonia .....          | 35  |    |
| South Lima .....       | 16  |    |
| Industry .....         | 18  |    |
| West Henrietta .....   | 80  |    |
| Mortimer .....         | 24  |    |
| Houstons .....         | 14  |    |
| Geneseo .....          | 8   |    |
| Mt. Morris .....       | 20  |    |
| Caledonia .....        | 32  |    |
| LeRoy .....            | 14  |    |
| Batavia .....          | 14  |    |

Passing sidings are designated as follows:  
Falls Junction all trains, Long Siding.

North Tonawanda, all trains, No. 1 track  
new yard west of Wheatfield St.

Niagara Junction, all trains Siding South  
Side.

**GRADE CROSSINGS**

Except where interlocking signals are in  
operation, trains and engines must come to a  
full stop not less than 200 nor more than 800  
feet from railroad crossings at grade.

**Buffalo.**

Stock Yard Lead Crossing Babcock St.,  
"SK"

Trains receiving stop indication as per Op-  
erating Rule 291-a must not proceed until  
flagman is sent ahead to protect movement over  
crossing.

Yard crews operating yard engines over  
stock yard lead at this crossing will be governed  
by Operating Rule 511.

**Buffalo.**

N. Y. C. & St. L. R. R. near Seneca St., J. U.  
Crossover, target diagonal, proceed on Erie  
R. R. will be restored to normal position hori-  
zontal and will be operated by N. Y. C. sig-  
nalman.

**Black Rock.**

Dock Track, D. L. & W. R. R. target horizontal,  
proceed on Erie R. R. will be restored to nor-  
mal position diagonal and will be operated by  
trainmen.

**North Tonawanda.**

Dock Line, target diagonal, proceed on main  
track, horizontal, proceed on dock line will be  
restored to normal position diagonal and will  
be operated by trainmen.

**Avon**

Indication on switch targets of crossing of  
Attica Branch and Rochester Division, west of  
Avon station, indicate normal position as de-  
fined in Blue-print Special Order No. 1712  
Dated July 16, 1923.

Intersection is controlled by hand thrown  
tilting board, to be operated by trainmen of  
Attica Branch Trains. "Normal position HOR-  
IZONTAL" indicates proceed on Rochester  
Division. "DIAGONAL" position indicates  
proceed on Attica Branch. Night position of  
tilting board indicated by (2) red lights.

Tilting board will be left in normal position  
except that it will be left set for Attica Branch  
movement after departure of Train 420 until  
Train 401 daily except Sunday, Train 403 on  
Sunday, after which it will be restored to nor-  
mal position "HORIZONTAL."

It is required that all trains, engines or mo-  
tors moving in any direction on or over the  
intersection of Attica Branch and Rochester  
Division tracks be brought to "STOP" at  
Stop Board and proceed when proper switch  
targets and Tilting Board indication is dis-  
played, except that passenger trains moving  
west on westward track, South side of Avon Sta-  
tion may proceed without stopping provided  
stop is made at Avon Station when proper  
switch targets and Tilting Board indication is  
displayed and except eastward train movements

from Attica Branch between Trains 141 and 401 will be made without stopping, provided proper switch target and Tilting Board indication is displayed and in accordance with Rule 93, Rules of the Operating Department.

#### Golah

N. Y. C. R. R. Crossing. Controlled by tilting board. Tilting board in VERTICAL position, indicates to proceed on Erie R. R.; night position of tilting board indicated by two (2) red lights.

#### G. & W. Junction

G. & W. R. R. Crossing. Controlled by semaphore signals operated by G. & W. R. R. operator. Semaphore arm 45 degrees below horizontal by day, green light by night, indicates to proceed on Erie R. R.

When proper semaphore indication is displayed Erie R. R. trains may proceed without stopping at a speed, not to exceed fifteen miles per hour.

#### LeRoy

B. & O. R. R. Crossing. Controlled by tilting board operated by B. & O. signalmen. Tilting board in HORIZONTAL position, indicates to proceed on Erie R. R.; night position of tilting board indicated by two (2) red lights.

#### West of LeRoy

N. Y. C. R. R. Crossing. Controlled by tilting board, operated by member of Train Crew. Tilting board in VERTICAL position, indicates to proceed on Erie R. R.; night position of tilting board indicated by two (2) red lights.

#### Ellicott St., Batavia

N. Y. C. R. R. Crossing. NO SIGNAL CONTROLLING. After coming to full stop, trains will proceed on Erie R. R.; providing the route is seen to be clear.

### CROSSOVER MOVEMENTS.

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained, except Buffalo yard D. L. & W. interchange to JU. This does not relieve Enginemen and Trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indications.

### THE OPERATION OF THE CROSSOVER AT PAINTED POST IS AS FOLLOWS:

1. Communicate with Susquehanna Division Train Dispatcher by telephone which is located in booth in vicinity of crossover, secure permission to cross over and advice as

to whether first class trains that are overdue have passed, then observe position of the indicator, which is located in booth, to know whether or not trains are approaching from either direction.

2. After securing permission to use crossover, carefully observe whether a train is approaching from either direction, if not, open crossover from east to west, allowing two minutes to elapse, then open Rochester Division switch and proceed to eastward track without stop until entire train is on eastward track, then close switches from the west to the east.

### YARD LIMITS. INDICATED BY SIGNS.

Hornell

Silver Springs

W. M. Junction to Buffalo passenger station.

East Buffalo { All territory between one mile west of International Junction and East Buffalo on Niagara Falls Branch.

Black Rock—All of International Branch  
North Tonawanda  
Suspension Bridge

### ROCHESTER DIVISION

Attica—Attica Branch

Batavia

LeRoy

Avon

Rochester

Bath.

### RULE 93-A

Movements may be made against the current of traffic through the following yard limits by train orders and further protection under Rule 93-A need not be afforded.

Silver Springs and between VN Crossover and Cass Street, Hornell Yard.

### MOVEMENTS NOT PROVIDED BY TIME TABLE.

In double track territory, between Hornell and Buffalo, and East Buffalo & Black Rock, extra trains, other than passenger extras, may be run without train orders.

### RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING. EFFECTIVE July 1, 1930.

Between Hornell and Buffalo, Buffalo division, Automatic Block Signal rules will govern.

Niagara Falls branch will be operated under Manual Block System Rules.

Rochester Division, between Rochester and Mt. Morris, will be operated under Manual Block System rules between 5 A. M. and 9 P. M.



Indications of Manual Block Signals do not supercede Rule 93.

When trains take siding at Houstons, to meet or be passed by other trains, permission to re-occupy the block, will be obtained from Operators at Geneseo and Avon. Eastward trains will obtain such permission from the Operator at Geneseo and westward trains from the Operator at Avon.

Trains arriving and departing Rochester will procure block from and report arrival to Operator at Rochester Station. During the hours that Operator is not on duty they will procure block from and report arrival to Train Dispatcher. Westward freight trains will report on telephone at Clarissa Street when clear of main track.

Trains operating in Automatic Block signal districts governed by telephone train order signals may run with the current of traffic, upon signal indication which signal indication supercedes time table superiority, as per Rule D251, Rules of Operating Department.

**TELEPHONE TRAIN ORDER SIGNALS.**

*Westward*

- Auto Signal 333-1-B, V N Crossover.
- “ “ 343-1-B, C S Siding.
- “ “ 385-1-B, Linden.
- “ “ 390-1-B, Attica.
- “ “ 392-1-B, Attica.
- “ “ 394-1-B, Summit.
- “ “ 414-1-B, Depew.

*Eastward*

- Auto Signal 414-2-B, Depew.
- “ “ 393-2-B, Attica.
- “ “ 385-2-B, Linden.
- “ “ 365-2-B, Castile.
- “ “ 345-2-B, C S Siding.

See Rule 509-D, paragraph (b), Rules of the Operating Department, effective July 1, 1930 which is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that train should take siding and siding cannot be used, or there is no siding, making it necessary to back train over to opposite tracks, signal may be passed without first bringing train to a stop and may proceed at restricted speed until the rear end of train clears the crossover.

After permission has been received from the Train Dispatcher or Signaller in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

**POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.**

See Rule 221A of the Operating Department, effective July 1, 1930.

- Cass St.—Hornell.
- River Junction. For trains via main line and Eastward trains from River Line.
- Portage.
- North Tonawanda.
- Mortimer.

**POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.**

See Rule 221A, Rules of Operating Department, effective July 1, 1930.

- North Tonawanda.
- West Henrietta.
- Geneseo.
- Industry.

**HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION.**

- Rochester ..... 7:30 A. M. to 12 Noon
- “ ..... 1:00 P. M. to 4:30 P. M.
- “ Sunday..... Closed
- West Henrietta ..... 8:00 A.M. to 12 Noon
- “ Sunday..... Closed
- Industry ..... 12:30 P.M. to 4:30 P.M.
- “ Sunday..... Closed
- Avon ..... 8:00 A.M. to 8:00 A.M.
- South Lima ..... 8:00 A.M. to 11:00 A.M.
- “ Sunday..... Closed
- Livonia ..... 8:00 A.M. to 12:00 Noon
- “ ..... 1:00 P.M. to 5:00 P.M.
- “ Sunday..... Closed
- Websters ..... 8:00 A.M. to 12:00 Noon
- “ ..... 1:00 P.M. to 5:00 P.M.
- “ Sunday..... 12:00 Noon to 2:00 P.M.
- Springwater ..... 9:00 A.M. to 12:00 Noon
- “ ..... 1:00 P.M. to 2:30 P.M.
- “ Sunday..... Closed
- Wayland ..... 8:00 A. M. to 12 Noon
- “ ..... 1:00 P. M. to 6:00 P. M.
- “ Sunday..... Closed

|                  |                           |
|------------------|---------------------------|
| Atlanta .....    | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | Closed                    |
| Cohocton .....   | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | 2:00 P. M. to 4:00 P. M.  |
| Wallace .....    | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | 2:00 P. M. to 4:00 P. M.  |
| Avoca .....      | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | Closed                    |
| Kanona .....     | 8:00 A. M. to 4:00 P. M.  |
| " Sunday .....   | 10:00 A. M. to 12:00 Noon |
| Bath .....       | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | 2:00 P. M. to 4:00 P. M.  |
| Savona .....     | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | Closed                    |
| Campbell .....   | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | 3:00 P. M. to 5:00 P. M.  |
| Mt. Morris ..... | 8:45 A. M. to 12 Noon     |
| " .....          | 1:00 P. M. to 5:45 P. M.  |
| " Sunday .....   | Same as week days         |
| Geneseo .....    | 8:30 A. M. to 12 Noon     |
| " .....          | 1:00 P. M. to 5:30 P. M.  |
| " Sunday .....   | Same as week days         |
| Caledonia .....  | 8:00 A. M. to 12:00 Noon  |
| " .....          | 1:00 P. M. to 5:00 P. M.  |
| " Sunday .....   | Closed                    |
| Batavia .....    | 8:00 A. M. to 11:30 A. M. |
| " .....          | 12:30 P. M. to 5:00 P. M. |
| " Sunday .....   | Closed                    |

Day or Night Train Order Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation.

All trains entering a block under Permissive Signal Indication displayed at a Day and Night Block Signal Office will operate as per Rule 289 to the next Day and Night Block Signal Office regardless of a proceed signal that may be displayed at intermediate Day and Night Block Signal Office, except when enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

## RATING FOR ORDINARY TRAINS.

Train tonnage will be determined by the Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

## RULE 525 OF "RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, TRAIN AIR SIGNAL, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS, EFFECTIVE, 1931" AND AMENDMENTS THERETO:

Passenger trains will make running test of air brakes before descending grades at following points:

**EASTWARD.** At M.P. 395, East of Griswolds, if train does not stop at station.  
At M.P. 364, East of Castile, if train does not stop at station.

**WESTWARD.** At M.P. 387, West of Linden, if train does not stop at station.

## MISCELLANEOUS

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track.

Automatic Cut-out and Cut-in Device with Controls to operate Flasher Signals, Perry Avenue Crossing, Silver Springs, located in Crossing Cabin, Main Street, Silver Springs. Trains performing switching movements in vicinity of this crossing will operate this device and member of crew protect crossing.

Locomotives in Helper service or otherwise must not couple on trains while in motion.

Only members of crews manning work or wreck trains are permitted to give signals governing movement of such trains or portion of trains. Locomotive engineers of these trains must not accept signals given by other than members of train crew except "Stop" signals given in emergency.

## INSTRUCTIONS GOVERNING AUTOMATIC TRAIN CONTROL.

### INSTRUCTIONS FOR ENGINEMEN STARTING UP

To latch up Actuator and Brake Rotary: **First, Headlight Generator must be running: Second, main reservoir must be pumped up: Third, reset button must be depressed for two seconds: Fourth, brake valve must be moved to full service position, thus latching up handle to rotary valve.**

### ACTUATOR

The actuator is controlled automatically. The rotary in the brake valve moves to service position when an automatic application is received, but the brake handle does not move. The engineer, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button, located on the right hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to R.

It is then possible for the engineer to relatch the brake handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

### BROKEN AIR PIPES

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise seal cock handle to cutout position.

When air pipe to whistle valve breaks, same should be plugged, and train control not cut out.

### ACKNOWLEDGING CONTACTOR

When desiring to acknowledge, the acknowledger handle must be pulled down before passing an approach or stop signal. It must not be held down for more than fifteen seconds as an automatic application will result. When the engine passes the signal which is at approach or stop, the acknowledger handle must be pulled down and released after whistle stops or inductor has passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

### CONTROL CUTOUT COCK

Is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

### LIGHT DEFECTS

With train control in service and a short occurs on the light circuit it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, enginemen will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, engineman will proceed without cutting out automatic train control.

### DEFECTS OR FAILURE OF APPARATUS

Shall be reported on regular engineer's defect form. Improper applications at clear signals or other point should be reported at first telegraph office.

- F. X. Garland.....Train Master
- G. O. Murray .....Chief Train Dispatcher
- H. J. Lycett .....Asst. Chief Train Dispatcher



# BUFFALO DIVISION

## WESTWARD TRAINS

| Distance from Jersey City | STATIONS AND SIDINGS          | FIRST CLASS  |                |                     |              |  |  |  |  |  |  |
|---------------------------|-------------------------------|--------------|----------------|---------------------|--------------|--|--|--|--|--|--|
|                           |                               | 5            | B & S W<br>516 | 477                 | 1            |  |  |  |  |  |  |
|                           |                               | Daily        | Daily          | Daily Except Sunday | Daily        |  |  |  |  |  |  |
|                           | NEW YORK . . . L.             | P.M.<br>7.40 |                | P.M.<br>11.30       | A.M.<br>8.40 |  |  |  |  |  |  |
| 331.3                     | HORNELL . . . L.N<br>1.9      | A.M.<br>4.30 | A.M.           | A.M.<br>9.15        | P.M.<br>5.17 |  |  |  |  |  |  |
| 333.2                     | V N CROSSOVER<br>3.7          |              |                |                     |              |  |  |  |  |  |  |
| 336.9                     | ARKPORT . . . S<br>2.8        | 4.38         |                | 9.24                |              |  |  |  |  |  |  |
| 339.7                     | BURNS<br>4.1                  |              |                |                     |              |  |  |  |  |  |  |
| 343.8                     | CANASERAGA . . . S<br>2.4     | 4.48         |                | 9.36                |              |  |  |  |  |  |  |
| 346.2                     | GARWOODS<br>1.9               |              |                |                     |              |  |  |  |  |  |  |
| 348.1                     | SWAIN'S<br>7.2                |              |                | f 9.43              |              |  |  |  |  |  |  |
| 355.3                     | DALTON . . . *<br>2.1         | 5.04         |                | s 9.53              |              |  |  |  |  |  |  |
| 357.4                     | WASHINGTON HUNT . . *<br>0.4  | 5.09         |                | s 9.58              |              |  |  |  |  |  |  |
| 357.8                     | RIVER JUNCTION . . N<br>3.7   | 5.10         |                | 10.00               | 5.52         |  |  |  |  |  |  |
| 361.5                     | PORTAGE . . . N<br>3.8        | 5.15         |                | s 10.06             | 5.57         |  |  |  |  |  |  |
| 365.3                     | CASTILE . . . S<br>2.8        | 5.23         |                | s 10.15             | s 6.07       |  |  |  |  |  |  |
| 368.1                     | SILVER SPRINGS . . . S<br>3.0 | 5.28         |                | s 10.22             | s 6.13       |  |  |  |  |  |  |
| 371.1                     | ROCK GLEN<br>4.3              |              |                | s 10.27             |              |  |  |  |  |  |  |
| 375.4                     | WARSAW . . . S<br>5.8         | 5.39         |                | s 10.36             | s 6.24       |  |  |  |  |  |  |
| 381.2                     | DALE<br>4.3                   |              |                | f 10.44             |              |  |  |  |  |  |  |
| 385.5                     | LINDEN<br>7.0                 |              |                | s 10.51             |              |  |  |  |  |  |  |
| 392.5                     | ATTICA . . . N S<br>2.2       | 6.05         |                | s 11.03             | s 6.46       |  |  |  |  |  |  |
| 394.7                     | SUMMIT<br>1.8                 |              |                |                     |              |  |  |  |  |  |  |
| 396.5                     | GRISWOLD'S . . . f<br>2.2     | 6.12         |                |                     |              |  |  |  |  |  |  |
| 398.7                     | DARIEN CENTER . . . S<br>5.6  | 6.17         |                | s 11.13             |              |  |  |  |  |  |  |
| 404.3                     | ALDEN . . . S<br>2.8          | 6.25         |                | s 11.21             | s 7.06       |  |  |  |  |  |  |
| 407.1                     | MARILLA . . . S<br>1.3        | 6.30         |                |                     |              |  |  |  |  |  |  |
| 408.4                     | TOWN LINE . . . S<br>4.8      | 6.33         |                |                     |              |  |  |  |  |  |  |
| 413.2                     | LANCASTER . . . S<br>1.3      | 6.40         |                | s 11.32             |              |  |  |  |  |  |  |
| 414.5                     | DEPEW . . . S<br>5.3          | 6.43         |                |                     |              |  |  |  |  |  |  |
| 419.8                     | W M JUNCTION . . .<br>1.1     | 6.51         |                | 11.44               | 7.25         |  |  |  |  |  |  |
| 420.9                     | I Q TOWER . . . N<br>0.2      |              |                | 11.46               | 7.27         |  |  |  |  |  |  |
| 421.1                     | EAST BUFFALO . . . S<br>1.2   | 6.53         |                |                     |              |  |  |  |  |  |  |
| 422.3                     | J U CROSSOVER . . .<br>1.5    | 6.58         | 10.50          | 11.50               | 7.30         |  |  |  |  |  |  |
| 423.8                     | BUFFALO . . . A.N             | 7.05         | 10.55          | 11.55               | 7.35         |  |  |  |  |  |  |
|                           |                               | A.M.         | A.M.           | A.M.                | P.M.         |  |  |  |  |  |  |

**ROCHESTER DIVISION.**

**EASTWARD TRAINS**

**FIRST CLASS**

| Distance from Rochester | STATIONS AND SIDINGS                   | 464           | 468                 | 428                                | 416                                    | 440   | 420                                    |  |  |  |
|-------------------------|--|---------------|---------------------|------------------------------------|--|-------|--|--|--|--|
|                         |  | Sunday Only   | Daily Except Sunday | Saturday Only Except Holidays Note | Daily Except Sundays and Holidays Note | Daily | Daily Except Sundays and Holidays Note |  |  |  |
| 385.0                   | NEW YORK.....A                         | P.M.<br>11.57 | P.M.<br>11.57       |                                    |  |       |  |  |  |  |
| 94.8                    | CORNING.....A N<br>N. Y. C. R. R.      | P.M.<br>4.00  | P.M.<br>3.54        | P.M.                               | P.M.                                   | P.M.  | P.M.                                   |  |  |  |
| 92.9                    | PAINTED POST.....s<br>D. L. & W. R. R. | 3.50          | 3.44                |                                    |  |       |  |  |  |  |
| 89.6                    | COOPERS.....f<br>3.3                   | 3.41          | 3.36                |                                    |  |       |  |  |  |  |
| 87.1                    | CURTIS.....                            | 3.36          | 3.31                |                                    |  |       |  |  |  |  |
| 85.3                    | CAMPBELL.....D s<br>4.6                | 3.07          | 3.10                |                                    |  |       |  |  |  |  |
| 80.7                    | SAVONA.....D s<br>6.2                  | 3.00          | 3.04                |                                    |  |       |  |  |  |  |
| 74.5                    | BATH.....D s<br>3.8                    | 2.50          | 2.54                |                                    |  |       |  |  |  |  |
| 70.7                    | KANONA.....D s<br>3.6                  | 2.35          | 2.38                |                                    |  |       |  |  |  |  |
| 67.1                    | AVOCA.....D s<br>2.9                   | 2.14          | 2.26                |                                    |  |       |  |  |  |  |
| 64.2                    | WALLACE.....D s<br>4.9                 | 2.09          | 2.16                |                                    |  |       |  |  |  |  |
| 59.3                    | COHOCTON.....D s<br>4.3                | 1.59          | 2.06                |                                    |  |       |  |  |  |  |
| 55.0                    | ATLANTA.....D s<br>6.0                 | 1.44          | 1.52                |                                    |  |       |  |  |  |  |
| 49.0                    | WAYLAND.....D s<br>4.7                 | 1.34          | 1.42                |                                    |  |       |  |  |  |  |
| 44.3                    | SPRINGWATER.....D s<br>2.9             | 1.26          | 1.32                |                                    |  |       |  |  |  |  |
| 41.4                    | WEBSTERS.....D s<br>3.8                | 12.55         | 1.13                |                                    |  |       |  |  |  |  |
| 37.6                    | CONESUS.....f<br>3.7                   | 12.48         | 1.07                |                                    |  |       |  |  |  |  |
| 33.9                    | SOUTH LIVONIA.....s<br>3.6             | 12.42         | 1.01                |                                    |  |       |  |  |  |  |
| 30.3                    | LIVONIA.....D s<br>2.6                 | 12.36         | 12.55               |                                    |  |       |  |  |  |  |
| 27.7                    | SOUTH LIMA.....D f<br>1.8              | 12.30         | 12.49               |                                    |  |       |  |  |  |  |
| 25.9                    | CONESUS LAKE JCT.....f<br>7.2          | 12.25         | 12.45               |                                    |  |       |  |  |  |  |
| 18.7                    | AVON.....L N                           | 11.50         | 12.31               |                                    |  |       |  |  |  |  |
| 33.9                    | MT. MORRIS.....A D<br>D. L. & W. R. R. |               |                     | 1.35                               | 4.35                                   | 5.25  | 6.25                                   |  |  |  |
| 27.4                    | GENESEO.....D<br>6.5                   |               |                     | 1.23                               | 4.21                                   | 5.11  | 6.12                                   |  |  |  |
| 24.1                    | HOUSTONS.....<br>3.3                   |               |                     | 1.15                               | 4.11                                   | 5.05  | 6.07                                   |  |  |  |
| 18.7                    | AVON.....A N<br>4.3                    |               | 12.25               | 1.04                               | 4.00                                   | 4.55  | 5.57                                   |  |  |  |
| 14.4                    | GOLAH.....<br>N. Y. C. R. R.           |               | 12.19               | 12.55                              | 3.47                                   | 4.45  | 5.43                                   |  |  |  |
| 12.1                    | INDUSTRY.....D<br>2.3                  |               | 12.15               | 12.50                              | 3.42                                   | 4.40  | 5.38                                   |  |  |  |
| 8.9                     | WEST HENRIETTA.....D<br>3.2            |               | 12.09               | 12.43                              | 3.34                                   | 4.33  | 5.32                                   |  |  |  |
| 4.7                     | MORTIMER.....N<br>N. Y. C. R. R.       |               | 12.03               | 12.35                              | 3.25                                   | 4.25  | 5.25                                   |  |  |  |
| 0.0                     | ROCHESTER.....L D<br>4.7               |               | 11.55               | 12.25                              | 3.15                                   | 4.15  | 5.15                                   |  |  |  |

Single Track

A.M. A.M. P.M. P.M. P.M. P.M.

**ROCHESTER DIVISION.**

**WESTWARD TRAINS**

**FIRST CLASS**

| Distance from<br>Jersey City | STATIONS<br>AND<br>SIDINGS                            | 463            | 401   | 403      | 467                       | 409   |      |  |  |  |  |
|------------------------------|---|----------------|---|----------|---------------------------|---|------|--|--|--|--|
|                              |   | Sunday<br>Only | Daily<br>Except<br>Sundays<br>and<br>Holidays<br>Note | Daily    | Daily<br>Except<br>Sunday | Daily<br>Except<br>Sundays<br>and<br>Holidays<br>Note |      |  |  |  |  |
|                              | <b>NEW YORK</b> .....L                                |                |   |          | P.M.<br>11.30             |   |      |  |  |  |  |
| 290.2                        | <b>CORNING</b> .....LN<br>N. Y. C. R. R.<br>1.9       | A.M.<br>3.30   | A.M.  | A.M.     | A.M.<br>8.07              | A.M.  |      |  |  |  |  |
| 292.1                        | <b>PAINTED POST</b> .....S<br>D. L. & W. R. R.<br>3.3 | 3.37           |   |          | s 8.14                    |   |      |  |  |  |  |
| 295.4                        | <b>COOPERS</b> .....S<br>2.5                          | 3.43           |   |          | f 8.19                    |   |      |  |  |  |  |
| 297.9                        | <b>CURTIS</b> .....S<br>1.3                           | 3.49           |   |          | 8.23                      |   |      |  |  |  |  |
| 299.7                        | <b>CAMPBELL</b> .....DS<br>4.6                        | 3.53           |   |          | s 8.28                    |   |      |  |  |  |  |
| 304.3                        | <b>SAVONA</b> .....DS<br>6.2                          | 4.02           |   |          | s 8.37                    |   |      |  |  |  |  |
| 310.5                        | <b>BATH</b> .....DS<br>3.8                            | 4.16           |   |          | s 8.49                    |   |      |  |  |  |  |
| 314.3                        | <b>KANONA</b> .....DS<br>3.6                          | 4.23           |   |          | s 8.56                    |   |      |  |  |  |  |
| 317.9                        | <b>AVOCA</b> .....DS<br>2.9                           | 4.30           |   |          | s 9.03                    |   |      |  |  |  |  |
| 320.8                        | <b>WALLACE</b> .....DS<br>4.9                         | 4.35           |   |          | s 9.09                    |   |      |  |  |  |  |
| 325.7                        | <b>COHOCTON</b> .....DS<br>4.3                        | 4.45           |   |          | s 9.18                    |   |      |  |  |  |  |
| 330.0                        | <b>ATLANTA</b> .....DS<br>6.0                         | 4.52           |   |          | s 9.26                    |   |      |  |  |  |  |
| 336.0                        | <b>WAYLAND</b> .....DS<br>4.7                         | 5.02           |   |          | s 9.36                    |   |      |  |  |  |  |
| 340.7                        | <b>SPRINGWATER</b> .....S<br>2.9                      | 5.10           |   |          | s 9.44                    |   |      |  |  |  |  |
| 343.6                        | <b>WEBSTERS</b> .....DS<br>3.3                        | 5.26           |   |          | s 9.50                    |   |      |  |  |  |  |
| 347.4                        | <b>CONESUS</b> .....S<br>3.7                          | 5.34           |   |          | s 9.57                    |   |      |  |  |  |  |
| 351.1                        | <b>SOUTH LIVONIA</b> .....S<br>3.6                    | 5.43           |   |          | f 10.03                   |   |      |  |  |  |  |
| 354.7                        | <b>LIVONIA</b> .....DS<br>2.6                         | 5.51           |   |          | s 10.10                   |   |      |  |  |  |  |
| 357.3                        | <b>SOUTH LIMA</b> .....DS<br>1.8                      | 5.56           |   |          | s 10.15                   |   |      |  |  |  |  |
| 359.1                        | <b>CONESUS LAKE JCT</b> .....S<br>7.2                 | 6.01           |   |          | 10.18                     |   |      |  |  |  |  |
| 366.3                        | <b>AVON</b> .....AN                                   | 6.15           |   |          | s 10.28                   |   |      |  |  |  |  |
| 381.5                        | <b>MT. MORRIS</b> .....LD<br>D. L. & W. R. R.<br>6.5  |                | 5.30  | 6.30     |                           | 10.50   |      |  |  |  |  |
| 375.0                        | <b>GENESE</b> .....D<br>3.3                           |                | s 5.42  | s 6.43   |                           | s 11.02   |      |  |  |  |  |
| 371.7                        | <b>HOUSTONS</b> .....S<br>5.4                         |                | 5.47  | 6.48     |                           | 11.07   |      |  |  |  |  |
| 366.3                        | <b>AVON</b> .....N<br>4.3                             |                | s 6.02  | s 7.00   | 10.33                     | s 11.19   |      |  |  |  |  |
| 370.6                        | <b>GOLAH</b> .....S<br>N. Y. C. R. R.<br>2.3          |                | s 6.10  | s 7.07   | 10.40                     | s 11.25   |      |  |  |  |  |
| 372.9                        | <b>INDUSTRY</b> .....D<br>3.2                         |                | s 6.15  | s 7.12   | s 10.45                   | s 11.30   |      |  |  |  |  |
| 376.1                        | <b>WEST HENRIETTA</b> .....D<br>N. Y. C. R. R.<br>4.2 |                | s 6.22  | s 7.18 * | 10.51                     | s 11.36   |      |  |  |  |  |
| 380.3                        | <b>MORTIMER</b> .....N<br>4.7                         |                | s 6.30  | s 7.27   | 10.57                     | s 11.43   |      |  |  |  |  |
| 385.0                        | <b>ROCHESTER</b> .....AD                              | A.M.           | 6.45  | 7.45     | 11.10                     | 11.55   | A.M. |  |  |  |  |

Single Track





### ATTICA BRANCH

| EASTWARD TRAINS |       |                     |      | WESTWARD TRAINS      |                                  |                             |              |       |       |
|-----------------|-------|---------------------|------|----------------------|----------------------------------|-----------------------------|--------------|-------|-------|
|                 |       | SECOND CLASS        |      | Distance from Attica | STATIONS AND SIDINGS             | Distance from Jersey City   | SECOND CLASS |       |       |
|                 |       | 140                 |      |                      |                                  |                             | 141          |       |       |
|                 |       | Daily Except Sunday |      |                      |                                  | Daily Except Sunday         |              |       |       |
|                 |       | A.M.                |      |                      |                                  | P.M.                        |              |       |       |
| .....           | ..... | 2.50                | 34.8 | Single Track         | A..... AVON..... LN              | 366.3                       | 8.00         | ..... |       |
| .....           | ..... | 2.25                | 27.8 |                      | ..... CALEDONIA..... D           | 373.3                       | 8.15         | ..... |       |
| .....           | ..... | 2.15                | 26.2 |                      | 1.6<br>G. & W. R. R.             | ..... G. & W. JUNCTION..... | 374.9        | 8.25  | ..... |
| .....           | ..... | 2.05                | 24.0 |                      | 2.2                              | ..... LIME.....             | 377.1        | 8.35  | ..... |
| .....           | ..... | 1.50                | 20.6 |                      | 3.4<br>B. & O. R. R.             | ..... LE ROY.....           | 380.5        | 9.05  | ..... |
| .....           | ..... | 1.30                | 16.3 |                      | 4.3<br>N. Y. C. R. R.            | ..... STAFFORD.....         | 384.8        | 9.20  | ..... |
| .....           | ..... | 1.10                | 10.7 |                      | 5.6<br>N. Y. C. R. R.            | ..... BATAVIA..... D        | 390.4        | 10.05 | ..... |
| .....           | ..... | 12.45               | 3.2  |                      | 7.5<br>N. Y. C. R. R., Main Line | ..... ALEXANDER.....        | 397.9        | 10.30 | ..... |
| .....           | ..... | 12.30               | 0.0  |                      | 3.2                              | L..... ATTICA..... AN       | 401.1        | 10.50 | ..... |
| .....           | ..... | A.M.                |      |                      |                                  |                             |              | P.M.  | ..... |

### CONESUS LAKE BRANCH

| EASTWARD TRAINS |       |  |  | WESTWARD TRAINS           |                      |                                 |       |                                |
|-----------------|-------|--|--|---------------------------|----------------------|---------------------------------|-------|--------------------------------|
|                 |       |  |  | Distance from Jersey City | STATIONS AND SIDINGS | Distance from Conesus Lake Jct. |       |                                |
| .....           | ..... |  |  |                           |                      |                                 | 359.1 | ..... CONESUS LAKE JCT.<br>1.6 |
| .....           | ..... |  |  | 360.7                     | ..... LAKEVILLE..... | 1.6                             | ..... |                                |

