

**ERIE RAILROAD COMPANY**  
**EASTERN DISTRICT**

**Buffalo and Rochester**  
**Divisions and Branches**

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**Time Table No. 30**

**Effective 12:01 A. M.**

**MONDAY OCTOBER 8, 1945**  
**FOR EMPLOYEES ONLY**

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**EASTERN STANDARD TIME**

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**30**

**THINK!**  
**THEN**  
**ACT**  
**SAFELY**

---

**V. J. McMULLEN,**  
Superintendent

**M. G. McINNES,**  
Assistant General Manager

**R. C. RANDALL,**  
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 employees in Interstate Commerce only.

Dr. W. E. MISHER

Chief Surgeon

Cleveland, Ohio

LOCATION	NAME	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Buffalo	Dr. J. C. O'Gorman (Oculist)	436 Linwood Ave.	Garfield 2700	436 Linwood Ave.	Garfield 9160
Buffalo	Dr. A. L. Bennett (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
Niag. Falls	Dr. Edw. Stebbins	United Office	Niagara Falls 5248	832 College Ave.	Niag. Falls 9620
Attica	Dr. W. D. Preston	Main St.	138	Main St.	138
Castile	Dr. G. S. Baker	No. Main St.	89	Main St.	89
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
Hornell	Wm. J. Tracy	80 Broadway	1189	45 Genesee St.	1189
Rochester	Dr. F. H. Densmore	52 Spring St.	Main 5236	245 Nunda Blvd.	Monroe 5561
Rochester	Dr. W. D. Edwards (Oculist)	389 Monroe Ave.	Monroe 5	1371 Monroe Ave.	Monroe 585
Avon	Dr. E. C. Perry	61 Park Place	4491	61 Park Place	4491
Bath	Dr. S. Z. Selleck	Bath Hospital	84	Savona Road	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 Dispatchers Office Engine Dispatchers Office Callers Office Q X Yard Office
Attica	{	Telegraph Office
Hornell	{	Telegraph Office Engine Dispatchers Office
Black Rock	{	Yard Office
Suspension Bridge	{	Freight Office
Rochester	{	Yard Office
Avon	{	Telegraph Office
Corning	{	General Yardmasters 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 8.

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

Nos. 5 and 12 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 12 will stop at Washington Hunt to discharge and receive U. S. mail.

Train 2 will reduce speed to ten (10) miles per hour at Dalton, N. Y., when requested by Postal Clerk to permit safe delivery of registered U. S. mail.

No. 12 will stop at Burns on flag to pick up U. S. mail when too bulky to be handled by mail catcher.

No. 467 will stop at Coopers, N. Y., on flag, or on notice from mail clerk to receive or discharge U. S. mail.

### CLASSIFICATION SIGNALS.

The display of two white flags and two white lights, as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled and in double or multiple track territory.

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 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
Trains hauling spreader cars: Blades must be in trailing position	30
Freight trains handling loaded covered hoppers and loaded series 37000	40



Loaded cars carded Form 5432 .....	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37000) 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
Trains hauling dead engines.....	20
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 cross-overs except as otherwise provided .....	10
Class J-2 engines 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 and R-2 engines handling trains	40
Class R-3 engines 4212 and 4219 handling trains .....	45
Class J-2 engines handling trains.....	35
Trains handling wrecking derrick .....	30
River Junction—To and from Buffalo Division Eastward track and River Line Main track .....	50
River Junction—To and from Buffalo Division Westward track and River Line main track .....	30
Single track Buffalo Jct. (L. V. R. R.) to FW .....	20
Eastward and Westward tracks M. P. 419.75 WM Jct. to FW Tower .....	25
East Wye, I Q Tower, East Buffalo .....	15

West Wye, I Q Tower, East Buffalo .....	15
Class S type engines, over bridge 420.76 over Bailey Ave., Buffalo, N. Y. ....	20
Class C-1, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, K-5-B, N-1, N-2, N-3, R and S engines, over bridge 421.83 Clinton Street, Buffalo, New York. All yard tracks .....	20

**PORTAGE BRIDGE 361.66 Portage, N. Y.**

All class engines, unless otherwise restricted, will operate at a speed not to exceed twenty (20) miles per hour over Bridge. Speed of train may be increased to thirty (30) miles per hour on Viaduct unless otherwise restricted.

Double-heading of "R-1", "R-2", or "S" class engines is prohibited except with "K", "N", "R-3" or lighter class engines.

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 .....	30
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 66, 67, 68, 69 & 70, east of Attica, M. P. 388.50 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, Westward track .....	40
Eastward track .....	50
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

**NIAGARA FALLS BRANCH**

Freight trains .....	40
Trains handling wrecking derrick .....	25
All public street crossings at grade within corporate limits City of Niagara Falls ..	20
Curves west of Falls Junction .....	15



Between interlocking limits of Erie 2, North Tonawanda, and Erie 3, Tonawanda ..... 20

To and from International Branch ..... 15

To and from single track at Intl. Jct. .... 25

Class R and S engines will not be permitted to operate over Bridge 3.55 over N. Y. C. R. R. tracks three-fourths mile west of East Buffalo, east and westward tracks.

Class N-1, N-2, N-3, K-5-A, K-5-B engines with large tender and P. M. R. R. Class MK-1 engines over bridge 22.49 over Gill Creek east of Niagara Falls, N. Y. .... 20

**INTERNATIONAL BRANCH**

All trains ..... 20

Trains handling wrecking derrick ..... 15

Class C-1, C-3, C-3-A, K-2, K-2-A, K-4, K-4-B, K-5, K-5-A, K-5-B, N-1, N-2, N-3 engines over bridges: 1.63 Virgil Avenue and 2.73 Hertel Avenue, Buffalo, N. Y., East and Westward Tracks ..... 15

**ROCHESTER DIVISION**

All trains ..... 30

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

Bridge 296.41 west of Coopers ..... 20

Bridge 304.64 west of Savona ..... 20

Reverse Curve at Bath, M. P. 310.53 to M. P. 310.58 ..... 15

Lackawanna Street, Bath ..... 5

Bridge 310.96 west of Bath ..... 20

Bridge 320.38 east of Wallace ..... 20

Lakeville Branch ..... 15

Bridge 361.10 west of C. L. Jct. .... 20

Bridge 365.71 east of Avon ..... 20

Main Street, Avon, N. Y. After coming to a full stop, all trains will be flagged over crossing.

Ballantyne crossing just east of Mortimer station ..... 10

Between Rochester and Genesee River Bridge east of Rochester ..... 15

**ATTICA BRANCH**

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, K-4-B, K-5-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, K-5-B, N-1 and N-2 engines over bridge 390.80, Tonawanda Creek, Batavia, N. Y. .... 20

**SUPERIORITY OF TRAINS.**

Eastward trains are superior to westward trains of the same class; except that No. 467 is superior to No. 468 to Avon.

**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, Attica (Attica Branch) or AQ Tower, without train order or clearance (Form A).

Trains originating at Avon will not leave Avon without train order or clearance (Form A).

**TRAIN REGISTERS.**

<b>Buffalo.</b>	<b>Painted Post.</b>
<b>Hornell.</b>	<b>Avon.</b>
<b>Suspension Bridge.</b>	<b>Rochester.</b>
Attica — (Attica Branch).	

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. Engine Dispatchers Office. Callers Office Q X Yard Office.
Attica.....	{	Telegraph Office.
Hornell.....	{	Telegraph Office. Engine Dispatchers Office.
Black Rock.....	{	Yard Office
North Tonawanda.....	{	Freight Office
Suspension Bridge.....	{	Freight Office
Corning .....	{	Yard Office
Avon .....	{	Telegraph Office
Rochester .....	{	Yard Office

"Conductors and Enginemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. It is forbidden for employes, other than those authorized, to make entries of any nature in Special Order Book.

**SIDINGS**

Car Capacity  
Eastward Westward

Attica .....	84	83
Warsaw .....	80	
Silver Springs .....		71
C S Siding .....	169	
North Tonawanda .....	57	
Niagara Junction .....	76	
Falls Junction .....	29	
Bath .....	23	
Kanona .....	11	
Wallace .....	15	
Cohocton .....	35	
Atlanta .....	22	
Wayland .....	19	
Websters .....	23	
Livonia .....	27	
Mortimer .....	23	
LeRoy .....	18	
Batavia .....	8	

Passing sidings are designated as follows:  
Niagara Junction, all trains, Siding South Side.

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

- Bath, middle.
- Kanona, east of station.
- Wayland, west of station.
- Livonia, front.
- LeRoy, North Side.
- Batavia, front.

**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 and proceed indication as per Operating 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 HORIZONTAL and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.

**Black Rock.**

Dock Track, D. L. & W. R. R. target, HORIZONTAL, proceed on Erie R. R. Will be restored to normal position DIAGONAL and will be operated by trainmen. Night position of tilting board indicated by two (2) red lights.



### 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. 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 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 trainmen. 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.

### Erwins Crossing, N. Y.

Should home signal at crossing indicate STOP without apparent cause, trainman will proceed as follows:

1. Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then:
2. Enter concrete house, unlocking switch lock on door.
3. If, when first entering concrete house, it is noted that any of the three switches have been left in the OFF position, these should be placed upward (ON position), which may permit signal to clear for train that has been stopped.
4. Telephone Lackawanna dispatcher, advising him of conditions. If unable to communicate with dispatcher report should be made at first open telegraph office.
5. Pull lever of switch representing track on which train stands (for example D. L. & W. EASTWARD TRACK) downward to OFF

position. This will set all conflicting signals at STOP.

6. Note that lamp located directly above switch that has been pulled displays a red light. This shows that conflicting signals indicate STOP.

If the red lamp fails to light after switch lever has been pulled downward, full flag protection must be provided in both directions on conflicting tracks before train moves over crossing.

7. After three minutes wait go to crossing and if no train is approaching on conflicting track, give hand signal for train to proceed. Engineman will accept hand signal and proceed in accordance with rule 663 except that clearance form B will not be used.

8. After train has reached crossing, trainman will return lever of switch upward to ON position, lock the door and board his train.

The following rule governs train movement into interchange track.

Communicate with dispatcher and secure authority for entering foreign road. Do not enter interchange track until both entering and leaving switches have been opened. This movement should be made on hand signals. It is not necessary to operate switches in concrete house for movements over interchange track.

### 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, except permission must first be secured from Operator at IQ Tower before opening switches and occupying crossover between North Yard and eastward main track at Bailey Ave. This does not relieve enginemen and trainmen from protecting the movement 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.
- This does not supersede Rule 99.



**YARD LIMITS. INDICATED BY SIGNS.  
BUFFALO DIVISION**

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-Niagara Jct.

**ROCHESTER DIVISION**

Attica—Attica Branch  
Batavia  
LeRoy  
Avon  
Rochester  
Bath  
Painted Post

**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.

Between "VN" Crossover and Cass St. Hornell Yard.

Silver Springs.

Between Doat St. Crossover and "IQ" Tower, Niagara Falls Branch, East Buffalo Yard.

**SPRING SWITCHES.**

Spring switches are located at International Jct., William Jct., F. W. Tower and at east end of old main track, west of J.U. Crossover. Caution must be taken to prevent back up movements, slack running out of trains or taking slack over spring switches before forward movement is completed. If necessary to make such movements switches must be handled by hand. When switching over these switches they must be hand operated.

The spring switches at International Jct., and William Jct., are protected by dwarf signals for trains operating against current of traffic as follows:

Clear indication proceed over switch.

Approach indication proceed to point of switch then stop, examine points of switch and make sure points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using and immediately report same to the Superintendent.

Trains moving against current of traffic on clear indication will proceed over spring switches not to exceed 20 miles per hour.

**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 and Attica Branch will be operated under Manual Block System rules.

Indications of Manual Block Signals do not supersede Rule 93.

Trains arriving and departing Rochester will procure block from and report arrival to Operator at Rochester. During the hours that Operator is not on duty they will procure block from and report arrival to Operator Avon.

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 supersedes 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 track, 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.
- Portage.
- IQ Tower, except Niagara Falls Br.
- North Tonawanda, Tower 2.

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

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

**IQ Tower - Niagara Falls Br. - Westward**

- |             |           |
|-------------|-----------|
| Industry    | Wallace   |
| South Lima  | Avoca     |
| Livonia     | Kanona    |
| Websters    | Bath      |
| Springwater | Savona    |
| Wayland     | Campbell  |
| Atlanta     | Caledonia |
| Cohocton    | Batavia   |

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

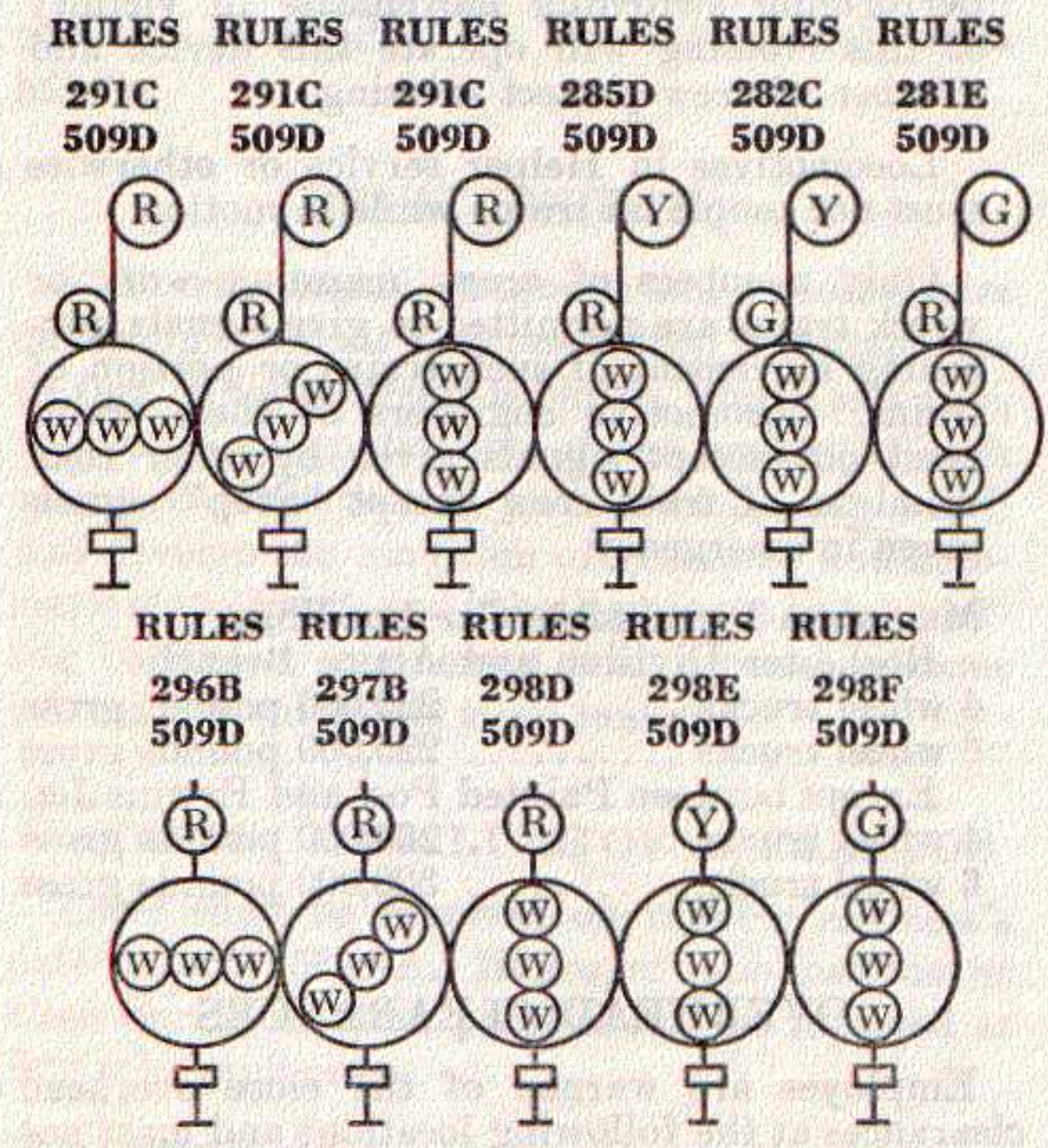
Rochester	9:30 A.M. to 1:00 P.M.
"	2:00 P.M. to 6:30 P.M.
"	Sunday.... Closed
Industry	8:00 A.M. to 12:00 Noon
"	12:30 P.M. to 4:30 P.M.
"	Sunday.... Closed
Avon	8:00 A.M. to 12:30 P.M.
"	3:00 P.M. to 6:30 P.M.
"	Sunday.... Closed
Livonia	8:00 A.M. to 11:15 A.M.
"	12:15 P.M. to 5:00 P.M.
"	Sunday.... Closed
Wayland	8:00 A.M. to 12:00 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.... Closed
Wallace	8:00 A.M. to 12:00 Noon
"	1:00 P.M. to 5:00 P.M.
"	Sunday.... Closed
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.
Bath	8:30 A.M. to 12:00 Noon
"	1:00 P.M. to 5:30 P.M.
"	Sunday.... Closed
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.... Closed
Caledonia	9:00 A.M. to 12:00 Noon
"	1:00 P.M. to 6:00 P.M.
"	Sunday.... Closed
Batavia	10:00 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 or 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.

Position Light Telephone Train Order Signal. A position light unit attached to pole below upper unit.



Where position light telephone train order signals are in service Rules 509b, 509c and 509d will be observed the same as where other types of signals are in use.



## RATING FOR ORDINARY TRAINS.

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

**RULE 33 OF "RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE, TRAIN AIR SIGNAL, STEAM HEAT EQUIPMENT AND CAR LIGHTING SYSTEMS, EFFECTIVE, JAN. 1, 1943," 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.

### Maximum Permissible Car Loadings

Rochester Division and Attica Branch:

4 wheel trucks	220,000 pounds gross
6 wheel trucks	225,000 pounds gross
Except between Painted Post and Erwins Jct.	
4 wheel trucks	260,000 pounds gross
6 wheel trucks	300,000 pounds gross

## OVERHEAD CLEARANCES

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

## Hornell, N. Y.

Coaling Station—No. 1 and 2 ingo, sand house and outgo tracks.

Overhead bridge between ice house and ice house platform south lead.

Ice conveyors over south lead at Icing Plant.

Ice chutes over both north and south lead tracks.

Wire crossing and roof over coal track at the plant of the New York State Electric & Gas Corp.

Overhead steel frame of Cinder Loader at Power House over Cinder Track.

All tracks entering roundhouse and shop buildings.

<i>Number of Bridge</i>	<i>Buffalo Division Location</i>
H-341.45	2¼ miles east of Canaseraga
H-342.27	1½ miles east of Canaseraga
H-353.03	Farm Rd. east of Dalton
H356.08	¾ mile west of Dalton
H-370.02	Farm Rd. east of Rock Glen
F-420.06	William St. E. Bflo., N. Y.—D.L.& W. R.R.
FH 422.38	Seneca Street, Buffalo, N. Y.
FH 422.43	Smith Street, Buffalo, N. Y.
FH 422.77	Van Rennselaer St., Buffalo, N. Y.
FH 423.10	Hamburg St., Buffalo, N. Y.
FH 423.47	Louisiana St., Buffalo, N. Y.
FH 423.70	Chicago St., Buffalo, N. Y.
F-422.70	L. V. R. R. (Lake Line) Buffalo, N. Y.
H-422.93	Abbott Road (Lake Line) Bflo., N. Y.
F-423.15	D. L. & W. R. R. (Lake Line) Buffalo, N. Y.
H-423.75	Louisiana St. (Lake Line) Bflo., N. Y.
421.53	William St. (Stock Yards) Bflo., N. Y.
H-1.57	Seneca Street (B. & S. W.) Buffalo, N. Y.

### *Niagara Falls Branch*

F-7.92	D.L.&W. R.R. International Jct., Bflo., N.Y.
FH-24.24	Ferry St., Niagara Falls, N. Y.
FH-24.39	Walnut St., Niagara Falls, N. Y.
FH-24.50	Pine Ave., Niagara Falls, N. Y.
FH-24.99	Pierce Ave., Niagara Falls, N. Y.

### *Rochester Division*

347.97	Highway west of Conesus, N. Y.
358.04	Highway west of South Lima, N. Y.
371.59	L. V. R. R. East of Industry, N. Y.
384.12	Clarissa St., Rochester, N. Y.

### *Attica Branch*

387.13	L. V. R. R. west of Stafford, N. Y.
390.80	Tonawanda Creek, Batavia, N. Y.
391.71	L. V. R. R. west of Batavia, N. Y.
395.58	D. L. & W. R. R. west of Batavia, N. Y.

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.

### *Buffalo Division*

<i>Mile Post</i>	<i>Location</i>
336.90	Eastward town track Arkport
358.92	Wye track west of River Junction
365.15	Eddy coal sidetrack Castile
391.50	Prison sidetrack Attica
413.70	Lake Shore Lumber sidetrack west of Lancaster
421.12	Crockers sidetrack west of "SK" E. Buffalo
422.00	Laub's No. 1 Switch east of "FW" E. Buffalo



*Niagara Falls Branch*

2.95	West Leg Wye at "IQ" E. Buffalo
12.30	Kurkowski Coal sidetrack Tonawanda
12.88	Gas Company sidetrack Tonawanda
13.07	Meyers Coal sidetrack No. Tonawanda
13.90	I.R.C. interchange, North Tonawanda
21.60	Niagara Jct. interchange, Niagara Jct.

**OVERHEAD CLEARANCES—Continued**

<i>Mile Post</i>	<i>Rochester Division</i>
293.80	West of Painted Post
310.54	Team track west of Bath
317.90	At Avoca Station
320.80	At Wallace Station
366.30	At Avon Station
380.40	N. Y. C. R. R. Interchange track west of "RQ" Mortimer
380.43	N. L. & O. Power sidetrack west of "RQ" Mortimer
	<i>Attica Branch</i>
390.44	N. Y. C. R. R. interchange and Gas Company sidetrack Batavia
390.63	Main Track at N. Y. C. R. R. crossing SS No. 40 Batavia

**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.

Open inductors are in service on engine dispatching tracks at Buffalo, Avon, Corning, Elmira, also on south rail at Painted Post, Rochester Division.

Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

**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 mov-

ing 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 required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been 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**

These shall be reported on regular engineer's defect form 5322-A. Improper applications at clear signals or other point should be reported at first telegraph office.

- D. M. Raney ..... Train Master
- G. O. Murray ..... Chief Train Dispatcher
- H. J. Lycett ..... Asst. Chief Train Dispatcher



# BUFFALO DIVISION

## EASTWARD TRAINS

## WESTWARD TRAINS

### FIRST CLASS

### FIRST CLASS

EASTWARD TRAINS				WESTWARD TRAINS						
FIRST CLASS				FIRST CLASS						
6	12	B & S W 519	2	Distance from Buffalo	STATIONS AND SIDINGS	Distance from Jersey City	5	B & S W 516	477	1
Daily	Daily Except Sunday	Daily	Daily		Daily		Daily	Daily	Daily Except Sunday	Daily
A.M.			P.M.		A.....NEW YORK.....L		P.M.		Mid.	A.M.
9.16			7.54	423.8			6.40		11.55	8.30
A.M. 12.35	P.M. 8.35	P.M.	A.M. 11.05	92.5	A.....HORNELL.....L.N	331.3	A.M. 5.00	A.M.	A.M. 9.45	P.M. 5.27
				90.6	V N CROSSOVER	333.2				
	f 8.21			86.9	ARKPORT	336.9	s 5.09		s 9.54	
	*			84.1	BURNS	339.7				
	s 8.02		s 10.33	80.0	CANASERAGA	343.8	s 5.21		s 10.07	s 5.43
				77.6	GARWOODS	346.2				
	f 7.54			75.7	SWAIN'S	348.1			f 10.14	
	s 7.45			68.5	DALTON	355.3	* 5.37		s 10.24	
	* 7.41			66.4	WASHINGTON HUNT	357.4	* 5.42		s 10.29	
11.50	7.40		10.15	65.7	RIVER JUNCTION	358.1	5.43		10.31	6.02
11.45	f 7.34		10.10	62.3	PORTAGE	361.5	5.49		s 10.37	6.07
s 11.39	s 7.27		s 10.04	58.5	CASTILE	365.3	s 5.58		s 10.46	s 6.15
s 11.32	s 7.21		s 9.58	55.7	SILVER SPRINGS	368.1	s 6.05		s 10.53	s 6.21
				52.7	ROCK GLEN	371.1			s 10.58	
s 11.19	s 7.09		s 9.46	48.4	WARSAW	375.4	s 6.19		s 11.07	s 6.32
	f 6.59			42.6	DALE	381.2			f 11.15	
				38.3	LINDEN	385.5			f 11.22	
s 10.51	s 6.42		s 9.19	31.3	ATTICA	392.5	s 6.50		s 11.35	s 6.56
				29.1	SUMMIT	394.7				
	s 6.34			27.3	GRISWOLD'S	396.5	f 6.57			
	s 6.29			25.1	DARIEN CENTER	398.7	s 7.02		s 11.46	
s 10.29	s 6.18		s 8.52	19.5	ALDEN	404.3	s 7.11		s 11.55	s 7.14
	s 6.11			16.7	MARILLA	407.1	s 7.17			
	s 6.07			15.4	TOWN LINE	408.4	s 7.21			
	s 5.59		s 8.40	10.6	LANCASTER	413.2	s 7.29		s 12.07	
	s 5.55			9.3	DEPEW	414.5	s 7.33		s 12.11	
10.11	5.47		8.31	4.0	W M JUNCTION	419.8	7.41		12.19	7.33
10.09			8.29	2.9	I Q TOWER	420.9			12.21	7.35
	s 5.45			2.7	EAST BUFFALO	421.1	s 7.43			
				1.6	F W TOWER	422.2				
10.05	5.40	5.20	8.25	1.3	J U CROSSOVER	422.5	7.48	10.55	12.25	7.40
				0.9	BUFFALO JCT.	422.9				
10.00	5.35	5.15	8.20	0.0	L.....BUFFALO.....AN	423.8	7.55	11.00	12.30	7.45
P.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.	P.M.







**ROCHESTER DIVISION.**

**EASTWARD TRAINS  
FIRST CLASS**

**WESTWARD TRAINS  
FIRST CLASS**

			468	Distance from Rochester	STATIONS AND SIDINGS	Distance from Jersey City	467			
			Daily Except Sunday				Daily Except Sunday			
			P.M. 11.51	385.0	A..... NEW YORK ..... L		P.M. 11.55			
			P.M. 3.45	94.8	A..... CORNING ..... N.L	290.2	A.M. 8.40			
			s 3.35	92.9	N.Y.C.R.R. 1.9 PAINTED POST.....	292.1	s 8.47			
			f 3.25	89.6	D.L. & W.R.R. 3.3 COOPERS.....	295.4	f 8.56			
			s 3.13	85.3	4.3 CAMPBELL..... D	299.7	s 9.05			
			s 3.01	80.7	4.6 SAVONA..... D	304.3	s 9.15			
			s 2.47	74.5	6.2 BATH..... D	310.5	s 9.29			
			s 2.37	70.7	3.8 KANONA..... D	314.3	s 9.38			
			s 2.27	67.1	3.6 AVOCA..... D	317.9	s 9.46			
			s 2.19	64.2	2.9 WALLACE..... D	320.8	s 9.53			
			s 2.07	59.3	4.9 COHOCTON..... D	325.7	s10.04			
			s 1.56	55.0	4.3 ATLANTA..... D	330.0	s10.14			
			s 1.41	49.0	6.0 WAYLAND..... D	336.0	s10.27			
			s 1.28	44.3	4.7 SPRINGWATER.....	340.7	s10.37			
			s 1.20	41.4	2.9 WEBSTERS.....	343.6	s10.44			
			s 1.11	37.6	3.3 CONESUS.....	347.4	s10.52			
			f 1.01	33.9	3.7 SOUTH LIVONIA.....	351.1	f11.00			
			s12.51	30.3	3.6 LIVONIA..... D	354.7	s11.09			
			s12.43	27.7	2.6 SOUTH LIMA.....	357.3	s11.16			
				27.5	3.4 LAKEVILLE.....	360.7				
			12.37	25.9	1.6 CONESUS LAKE JCT..	359.1	11.20			
			12.15	18.7	7.2 L..... AVON..... A D	366.3	11.35			
				12.1	6.6 INDUSTRY..... D	372.9				
				4.7	7.4 N.Y.C.R.R. MORTIMER.....	380.3				
				0.0	4.7 ROCHESTER..... D	385.0				
			P.M.				A.M.			

**ATTICA BRANCH**

			Distance from Attica	STATIONS AND SIDINGS	Distance from Jersey City			
			34.8		7.0 AVON..... D	366.3		
			27.8	1.6 CALEDONIA..... D	373.3			
			26.2	G. & W.R.R. G. & W. JUNCTION.....	374.9			
			20.6	5.6 B. & O.R.R. LE ROY.....	380.5			
			10.7	N.Y.C.R.R. N.Y.C.R.R. BATAVIA..... D	390.4			
			0.0	N.Y.C.R.R., Main Line 10.7 ATTICA..... N	401.1			



# STATION LIST

For the use of Agents, Conductors and others, for reporting movement of  
Trains, Locomotives and Cars.

BUFFALO DIVISION	
<i>Station</i>	<i>Number</i>
Hornell, N. Y. ....	331
Arkport .....	3337
Burns .....	3340
Canaseraga .....	3344
Swains .....	3348
Dalton .....	3355
Washington Hunt .....	3357
River Jct. ....	3358
Portage .....	3361
Dundon Switch .....	3364
Castile .....	3365
Silver Springs .....	3368
Rock Glen .....	3371
Warsaw .....	3375
Dale .....	3381
Linden .....	3386
Attica .....	3393
Summitt .....	3395
Griswolds .....	3396
Darien Center .....	3399
Alden .....	3404
Marilla .....	3407
Town Line .....	3409
Lancaster .....	3413
Depew .....	3414
East Buffalo .....	3421
JU Tower .....	3422
Buffalo (Louisiana St.) .....	3424

## INTERNATIONAL BRANCH

International Junction .....	4426
Black Rock .....	5431

## NIAGARA FALLS SPUR

Falls Junction .....	4442
Niagara Falls .....	6443

## NIAGARA FALLS BRANCH

Buffalo (Louisiana St.) .....	3424
East Buffalo .....	3421
Buffalo (East Ferry St.) .....	4424
Buffalo (Main St.) .....	4425
International Junction .....	4426
Lewis Siding .....	4427
North Tonawanda .....	4431
LaSalle .....	4437
Falls Junction .....	4442
Suspension Bridge .....	4444

ROCHESTER DIVISION	
<i>Station</i>	<i>Number</i>
Corning, N. Y. ....	290
Painted Post .....	292
Coopers .....	6295
Campbell .....	6300
Savona .....	6304
Bath .....	6310
Kanona .....	6314
Avoca .....	6318
Wallace .....	6321
Cohocton .....	6326
Atlanta .....	6330
Wayland .....	6336
Springwater .....	6341
Websters .....	6343
Conesus .....	6347
South Livonia .....	6351
Livonia .....	6355
South Lima .....	6357
Avon .....	6366
Elm Place .....	6368
Industry .....	6373
West Henrietta .....	6376
Mortimer .....	6380
Rochester .....	6385

## CONESUS LAKE BRANCH

Conesus Lake Junction .....	6359
Lakeville .....	4360

## ATTICA BRANCH

Avon .....	6366
Gravel Pit .....	4369
Caledonia .....	4373
G. & W. Junction .....	4374
LeRoy .....	4380
Stafford .....	4385
Batavia .....	4390
Alexander .....	4398
Alexander Pit .....	4399
Attica .....	3393



STATION LIST

For the use of Agents in connection with the  
 Illinois Lumber and Coal

HOLBERT DIVISION		BUTTE DIVISION	
1000	Chicago	1000	Chicago
1001	Chicago	1001	Chicago
1002	Chicago	1002	Chicago
1003	Chicago	1003	Chicago
1004	Chicago	1004	Chicago
1005	Chicago	1005	Chicago
1006	Chicago	1006	Chicago
1007	Chicago	1007	Chicago
1008	Chicago	1008	Chicago
1009	Chicago	1009	Chicago
1010	Chicago	1010	Chicago
1011	Chicago	1011	Chicago
1012	Chicago	1012	Chicago
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1014	Chicago	1014	Chicago
1015	Chicago	1015	Chicago
1016	Chicago	1016	Chicago
1017	Chicago	1017	Chicago
1018	Chicago	1018	Chicago
1019	Chicago	1019	Chicago
1020	Chicago	1020	Chicago
1021	Chicago	1021	Chicago
1022	Chicago	1022	Chicago
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1093	Chicago	1093	Chicago
1094	Chicago	1094	Chicago
1095	Chicago	1095	Chicago
1096	Chicago	1096	Chicago
1097	Chicago	1097	Chicago
1098	Chicago	1098	Chicago
1099	Chicago	1099	Chicago
1100	Chicago	1100	Chicago