LEHIGH VALLEY RAILROAD.

BUFFALO DIVISION.

TIME-TABLE No. 10.

Taking effect Sunday, May 26, 1912, at 12.01 A. M., Eastern Standard Time

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES.

J. F. MAGUIRE, GENERAL MANAGER.

C. W. KINNEY, SUPERINTENDENT OF TRANSPORTATION.

C. T. O'NEAL, SUPERINTENDENT.

J. N. HAINES, ASSISTANT SUPERINTENDENT.

WEST.

FIRST CLASS.

Capacity of Passing Sidings in Car Lengths.		547	125	9	7	605	121	1	11	131	15	603	5	19	3
		Sunday only.	Daily.	Daily	Daily.	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily.	Daily except Monday	Daily.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			7 00	6 52	5 30		4 20	4 05	11 40	6 20	5 45		4 03	3 33	2 11
			7 04	6 56	5 34		4 24	4 09	11 44	6 24	5 49		4 07	3 37	2 15
			$ 7 07				$ 4 27		$11 47	$ 6 26	$ 5 51				
			$ 7 16	7 03	5 42		$ 4 40	4 17	$11 58	$ 6 36	$ 6 01		4 15	3 45	2 23
							f 4 44			f 6 39					
140			7 22	7 08	5 47		4 48	4 22	12 06	6 43	6 07		4 20	3 50	2 29
			7 25	7 12	5 51		f 4 52	4 26	12 11	f 6 47	6 11		4 24	3 54	2 33
84				7 17			f 4 58	4 31		f 6 53			4 30	3 59	2 39
							$ 5 07			$ 7 02					
				7 26			$ 5 13	4 42		$ 7 07			4 41	4 08	2 49
95															
							$ 5 20			$ 7 15					
80			VIA ITHACA BRANCH.	7 35	VIA ITHACA BRANCH.		5 29	4 53	VIA ITHACA BRANCH.	7 21	VIA ITHACA BRANCH.		4 50	4 17	2 59
							$ 5 36	$ 4 59		$ 7 27					
96				7 41			5 41	5 04		7 32			4 57	4 23	3 05
							$ 5 48			$ 7 36					
140				7 46			$ 5 54	5 10		$ 7 42			5 02	4 28	3 10
							$ 5 59			$ 7 48					
							$ 6 07			$ 7 55					
90				7 56			$ 6 15	5 21		$ 8 02			5 12	4 38	3 20
93				8 02			$ 6 25	5 27		$ 8 11			5 18	4 44	3 26
80				8 06			6 33	5 31		8 18			5 22	4 48	3 30
							$ 6 38			$ 8 23					
		3 00	9 51	8 14	7 36	6 15	6 50	5 40	2 52	8 31	8 37	8 20	5 30	4 56	3 39
		$ 3 04 3 08	$10 00	$ 8 18 8 23	$ 7 40 7 45	$ 6 20	$ 6 55	$ 5 44 5 48	$ 2 56 3 01	$ 8 35	$ 8 41 8 46	$ 8 25	$ 5 34 5 39	$ 5 00 5 07	$ 3 43 3 48
127		f 3 13		8 30	7 54			5 55	f 3 13		f 8 53		5 47	5 14	3 56
		f 3 17							f 3 17		f 8 59				
		$ 3 23		K 8 39	$ 8 06			6 03	$ 3 23		$ 9 06		5 56	5 22	4 05
		$ 3 32		8 48	8 15			6 11	$ 3 32		$ 9 15		6 05	5 30	4 16
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		Sunday only.	Daily.	Daily.	Daily	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily.	Daily except Monday	Daily.
		547	125	9	7	605	121	1	11	131	15	603	5	19	3

Distances from New York.	No. 10. STATIONS and Distances Between Stations.		Distances from Manchester
271.0	(Jct.) Sayre	B	88.7
272.6	1.6 State Line	B	87.1
273.0	0.4 East Waverly		86.7
279.0	6.0 Lockwood		80.7
280.8	1.8 Reniff		78.9
283.6	2.8 Shields		76.1
285.8	2.2 VanEtten Junction	B	73.9
290.0	4.2 Rodbourn		69.7
295.9	5.9 Cayuta		63.8
298.2	2.3 Alpine	D	61.5
299.1	0.9 Hinman	N	60.6
302.2	3.1 Odessa	D	57.5
306.9	4.7 Canfield		52.8
309.3	2.4 Burdett	B	50.4
312.4	3.1 Fenton		47.3
314.6	2.2 Hector		45.1
317.2	2.6 Valois	D	42.5
319.6	2.4 Caywood		40.1
323.0	3.4 Lodi	B	36.7
326.9	3.9 Gilbert	D	32.8
332.2	5.3 Kendaia	D	27.5
335.2	3.0 Reeder	N	24.5
337.1	1.9 Varick		22.6
342.1	5.0 Geneva Junction	B	17.6
344.5	(Jct.) 2.4 Geneva	B	15.2
348.4	3.9 Oaks Corners		11.3
350.9	2.5 Phelps		8.8
354.4	3.5 Clifton Springs		5.3
359.7	5.3 Manchester	B	0.0
MILES.			MILES.

EAST.

FIRST CLASS.

Capacity of Passing Siding in Car Lengths	2	8	602	116	146	10	324	4	118	132	604	130	12	20	6	546
	Daily	Daily.	Daily except Sunday	Daily	Daily.	Daily.	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily.	Sunday only.
	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
	$ 3 21	$ 9 10		$12 15	$11 45	$ 1 13	$ 1 20	$ 1 58	$ 2 57	$ 6 00		$ 9 45	$11 25	$10 50	$ 1 11	
	3 17	9 06		12 10	11 40	1 09	1 15	1 54	2 53	5 56		9 41	11 20	10 46	1 07	
				$12 08	$11 38				$ 2 51	$ 5 55		$ 9 40				
	3 08	8 58		$11 55	$11 25	1 01	1 06	1 46	$ 2 42	$ 5 47		$ 9 30	11 11	10 37	12 59	
				f11 47						f 5 42						
																141
	3 00	8 50		11 39	11 12	12 54	12 57	1 38	2 32	f 5 36		9 19	11 02	10 29	12 51	
83	2 54				f11 06			1 32		f 5 28				10 24	12 45	
					$10 58					$ 5 20						
					$10 53					$ 5 15						
163	2 43				10 49			1 22		5 11				10 13	12 35	
					$10 40					$ 5 02						
90	2 31	VIA ITHACA BRANCH.		VIA ITHACA BRANCH.	10 30	VIA ITHACA BRANCH.		1 09	VIA ITHACA BRANCH.	4 54		VIA ITHACA BRANCH.	VIA ITHACA BRANCH.	10 01	12 24	
					$10 27			$ 1 05		$ 4 50						
85	2 23				10 18			12 55		4 41				9 53	12 15	
					$10 14					$ 4 37						
140					$10 08					$ 4 33						
	2 13				$10 04			12 45		$ 4 29				9 43	12 04	
76	2 07				$ 9 58			12 38		$ 4 23				9 38	11 59	
90	2 01				$ 9 49			12 32		$ 4 14				9 33	11 54	
93	1 54				$ 9 39			12 24		$ 4 06				9 25	11 46	
176	1 49				9 33			12 19		4 00				9 21	11 41	
					$ 9 28					$ 3 56						
83	1 41	7 02	7 25	9 15	9 20	11 17		12 11	12 22	3 49	5 20	6 30	8 55	9 14	11 32	12 22
	1 37 $ 1 33	6 57 $ 6 49	7 20	9 10	9 15 $ 9 00	11 13 $11 09		12 07 $12 02	12 17	3 45	5 15	¶ 6 25 $ 6 15	8 50 $ 8 45	9 10 $ 9 03	11 28 $11 23	12 17
146					f 8 52							$ 6 10				
	1 25	6 42			$ 8 48	11 02		11 55				$ 6 05	8 35	8 56	11 16	
		H 6 38			$ 8 42	R10 58		$11 50				$ 5 69	$ 8 30		R11 12	
	1 15	6 30			8 34	10 50		11 42				5 50	8 20	8 46	11 04	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily.	Daily except Sunday	Daily	Daily.	Daily	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily.	Daily.	Daily except Sunday	Daily.	Sunday only.
	2	8	602	116	146	10	324	4	118	132	604	130	12	20	6	546

WEST.

FIRST CLASS.

Capacity of passing sidings in car lengths.	9	7	159	1	157	11	155	153	15	151	5	19	149	3	147
	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily	Daily.	Daily.	Daily except Monday	Daily.	Daily.	Daily.
	P. M.	P. M	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	8 48	8 15		6 11		3 32			9 15		6 05	5 30		4 15	
						f 3 39			$ 9 23						
102	9 00	8 27		6 23		$ 3 46			$ 9 30		6 17	5 42		4 26	
	9 06	8 33		6 29		$ 3 54			$ 9 38		6 23	5 48		4 32	
142	$ 9 14	$ 8 44		$ 6 39		$ 4 08			$ 9 45 10 00		$ 6 33	$ 6 00		4 39	
						$ 4 13			$10 07						
	9 23	8 53		6 48		f 4 20			f10 15		6 42	6 10		4 47	
164	9 26	8 56		6 51		4 24			10 20		6 45	6 14		4 51	
	9 30	9 00		$ 6 57		$ 4 31			$10 25		6 50	6 19		4 56	
100 86	9 33	9 03		7 00		$ 4 35			$ 10 29		6 53	6 22		4 59	
	9 42	9 12		7 09		$ 4 46			$ 10 40		C 7 02	6 33		5 09	
172	9 49	9 19		7 15		$ 4 55			$ 10 49		7 10	6 40		5 20	
87	9 55	9 25		K 7 22		$ 5 03			$ 10 58		7 16	C 6 47		5 27	
						f 5 11			f 11 07						
72	10 06	9 36		7 34		f 5 19			f 11 16		7 27	6 58		5 39	
						f 5 30			f 11 28						
140	10 15	9 45		7 43		5 31			11 29		7 36	7 07		5 49	
	10 19	9 49		7 47		f 5 36			f 11 35		7 40	7 11		5 53	
						$ 5 44			$ 11 43				6 20	$ 6 00 6 15	
	10 26	9 57	9 36	7 54	7 50	5 46	5 02	12 06	11 45	8 26	7 47	7 18	6 22	6 16	3 28
	10 32	10 04	9 43	8 00	7 56	5 54	5 09	12 14	11 52	8 34	7 54	7 25	6 29		3 35
	10 34	10 06	9 45	8 02	7 58	$ 5 57	5 11	12 16	$11 55	8 36	7 56	7 27	6 31		3 37
	$10 47	$10 20	$10 00	$ 8 15	$ 8 10	$ 6 10	$ 5 25	$12 30	$12 10	$ 8 50	$ 8 10	$ 7 40	$ 6 45		$ 3 50
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Daily.	Daily	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily.	Daily.	Daily. except Monday	Daily	Daily.	Daily.
	9	7	159	1	157	11	155	153	15	151	5	19	149	3	147

Distances from New York.	No. 10 STATIONS and Distances Between Stations.	Distances from Buffalo.
359.7	Manchester B	87.9
	5.1	
364.8	Farmington D	82.8
	4.4	
369.2	Victor D	78.4
	5.4	
374.6	Mendon D	73.0
	4.9	
379.5	Rochester Jct. B	68.1
	2.4	
381.9	Rush D	65.7
	4.8	
386.7	Wadsworth D	60.9
	2.6	
389.3	Maxwells N	58.3
	3.6	
392.9	Caledonia	54.7
	1.2	
394.1	P. & L. Junction B	53.5
	6.2	
400.3	North Leroy	47.3
	1.9	
402.2	Holmes.	45.4
	3.3	
405.5	Stafford B	42.1
	5.0	
410.5	Batavia D	37.1
	2.2	
412.7	Alexander	34.9
	3.4	
416.1	Upton	31.5
	4.6	
420.7	Longwood B	26.9
	8.5	
429.2	Millgrove	18.4
	0.4	
429.6	Wende B	18.0
	3.1	
432.7	Wyoming	14.9
	5.0	
437.7	Depew	9.9
	0.3	
438.0	Niagara Jct. B	9.6
	1.9	
439.9	Cheektowaga	7.7
	2.3	
442.2	Tifft Farm Jct. B	5.4
	0.9	
443.1	East Buffalo	4.5
	4.5	
447.6	Buffalo B	0.0
Miles.		Miles.

EAST.

FIRST CLASS.

8	144	146	148	10	4	150	130	12	152	20	154	6	156	158	2	Capacity of passing sidings in car lengths.
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily.	Daily except Sunday	Daily.	Daily.	Daily.	Daily.	Daily.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P M.	P. M.	P. M.	A. M.	
6 30		$ 8 34		10 50	11 42		$ 5 50	$ 8 20		8 46		11 04			1 15	
6 22		$ 8 23		10 43	11 34		$ 5 40	8 11		8 38		10 56			1 07	
		$ 8 14					$ 5 33	$ 8 05								105
6 11		$ 8 04		10 33	11 23		$ 5 24	$ 7 56		8 27		10 45			12 56	
$ 6 05		7 54 $ 7 44		10 27 $10 23	$11 15		5 15	7 47 $ 7 35		$ 8 21		$10 38			$12 49	160
5 56		$ 7 38		10 20	11 05			$ 7 31		8 05		10 29			12 41	
		$ 7 29						f 7 23								
5 47		7 24		10 12	10 56			7 18		7 57		10 21			12 33	72
		$ 7 19						$ 7 13								
5 41		$ 7 13		10 07	10 51			$ 7 08		7 52		10 16			12 28	77
		C $ 7 02						$ 6 57								
5 27		$ 6 54		9 55	10 37			$ 6 49		7 39		10 03			12 15	108
		C $ 6 46			$10 30			$ 6 42								
5 18		6 42		9 47	10 25			6 38		7 30		9 54			12 07	84
		f 6 38						f 6 33								
5 09		f 6 30		9 38	10 15			f 6 26		7 21		9 44			11 58	72
		f 6 20						f 6 15								
4 59		6 19		9 29	10 03			6 13		7 12		9 33			11 47	138
		f 6 15														
	$ 6 00	$ 6 08						$ 6 04								
4 50	5 57	6 06	8 41	9 20	9 52	1 12		6 02	6 46	7 02	8 50	9 22	10 45	11 18	11 37	130
	5 49	6 00	8 35	9 14	9 45	1 05		5 55	6 40	6 55	8 44	9 15	10 39	11 10	11 30	
	5 47	$ 5 58	8 33	9 12	9 43	1 03		$ 5 53	6 38	6 53	8 42	9 13	10 37	11 08	11 28	
	5 35	5 45	8 20	9 00	9 30	12 50		5 40	6 25	6 40	8 30	9 00	10 25	10 55	11 15	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily	Daily.	Daily except Sunday	Daily.	Daily.	Daily.	Daily.	Daily.	
8	144	146	148	10	4	150	130	12	152	20	154	6	156	158	2	

Ithaca Branch.

Capacity of Passing Sidings in Car Lengths.	WEST. SECOND CLASS.	WEST. FIRST CLASS.					Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Geneva Junction.	EAST. FIRST CLASS.								EAST. SECOND CLASS.
	763	547	125	7	11	15				8	116	10	324	118	130	12	546	764
	Daily except Sunday	Sunday only.	Daily.	Daily.	Daily except Sunday	Daily				Daily.	Daily	Daily.	Daily	Daily except Sunday	Daily.	Daily.	Sunday only.	Daily except Sunday
	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			7 25	5 51	12 11	6 11	285.8	VanEtten Junction B	59.5	8 50	11 39	12 54	12 57	2 32	9 19	11 02		
82	8 47		$ 7 28	5 54	$12 18	$ 6 16	286.6	0.8 (Jct.) VanEtten E. D. T. B	58.7	8 47	$11 36	c12 51	c12 54	$ 2 29	$ 9 16	10 59		2 10
22	9 05		$ 7 34	5 59	$12 26	$ 6 23	289.1	2.5 Spencer D	56.2	$ 8 43	$11 27	12 47		$ 2 20	$ 9 07	10 54		1 50
31 26	9 20		$ 7 46	6 04	$1241	f 6 31	293.2	4.1 North Spencer B	52.1	8 36	$11 13	12 41		f 2 11	f 8 57	10 48		1 30
	9 32		$ 7 59	6 11	f12 50	f 6 39	297.4	4.2 West Danby	47.9	8 27	$11 04	12 33		f 2 01	f 8 46	10 39		1 15
61	9 44		$ 8 08	6 18	$1258	$ 6 49	301.4	4.0 Newfield D	43.9	8 18	$10 51	12 23		$ 1 50	$ 8 35	10 30		12 58
	9 59		8 17	6 26	1 06	6 59	306.8	5.4 Auburn Junction	38.5	8 11	10 43	12 16		1 41	8 26	10 21		12 27
28	+1003 1040	1 55	$ 8 18 + 8 23	$ 6 27 6 32	$ 1 07 1 35	$ 7 00 7 10	307.1	0.3 (Jct.) Ithaca B	38.2	8 10 $ 8 05	+1042 $1037	+1215 $1211		1 40 $ 1 35	+ 8 25 $ 8 05	10 20 $10 08	$ 1 35	+1225 11 50
71	10 55	$ 2 08	$ 8 36	6 45	$ 1 47	$ 7 24	313.7	6.6 Willow Creek D	31.6	7 55	$10 27	12 02		$ 1 25	$ 7 56	9 58	$ 1 25	11 30
	11 00	$ 2 12	$ 8 40	6 49	$ 1 51	$ 7 28	315.8	2.1 Taughannock Falls D	29.5	7 52	$10 22	11 59		$ 1 20	$ 7 48	9 53	$ 1 20	11 20
80	+1110 1200	$ 2 17	$ 8 49	$ 6 55	$ 1 58	$ 7 34	317.9	2.1 Trumansburg D	27.4	R 7 48	$10 14	+1156		$ 1 15	$ 7 40	$ 9 48	$ 1 15	11 10
22	12 20	$ 2 22	$ 8 54	6 59	$ 2 04	$ 7 43	320.9	3.0 Covert D	24.4	7 43	f10 07	11 52		$ 1 08	$ 7 28	9 41	$ 1 08	10 35
33	1 02	$ 2 28	$ 9 05	$ 7 05	$ 2 12	$ 7 53	324.1	3.2 Interlaken D	21.2	R 7 38	$ 9 56	11 48		$ 1 02	$ 7 21	$ 9 34	$ 1 02	10 20
45	1 42	$ 2 33	$ 9 11	+ 7 10	$ 2 18	$ 8 00	327.4	3.3 Sheldrake Springs D	17.9	7 31	$ 9 49	11 44		$12 55	+ 7 12 $ 7 05	9 26	$12 55	10 00
26	1 57	$ 2 38	$ 9 20	$ 7 17	$ 2 25	$ 8 09	330.6	3.2 (Jct.) Hayt's Corners D	14.7	7 25	+ $ 9 43	11 40		$12 48	$ 6 57	9 20	$12 48	+ 9 50 8 35
83	+2 15 2 45	$ 2 45	$ 9 32	7 24	+ $2 34	$ 8 18	335.0	4.4 Romulus D	10.3	7 17	$ 9 35	11 33		$12 40	$ 6 48	9 12	$12 40	8 18
86	3 05	$ 2 52	$ 9 40	7 29	$ 2 43	$ 8 27	339.7	4.7 MacDougall D	5.6	7 10	$ 9 26	11 26		$ 12 31	$ 6 39	9 04	$12 31	7 35
	3 25	3 00	9 51	7 36	2 52	8 37	345.3	5.6 Geneva Junction B	0.0	7 02	9 15	11 17		12 22	6 30	8 55	12 22	7 15
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	MILES.		MILES.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	Daily except Sunday	Sunday only.	Daily.	Daily.	Daily except Sunday	Daily.				Daily.	Daily	Daily.	Daily	Daily except Sunday	Daily.	Daily.	Sunday only	Daily except Sunday
	763	547	125	7	11	15				8	116	10	324	118	130	12	546	764

Willard Branch.

WEST. Second Class	WEST. FIRST CLASS					Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Willard.	EAST. FIRST CLASS						EAST. Second Class
633		629	627	625	623				622	624	626	628	630		632
Daily except Sunday		Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday Only		Daily except Sunday
A. M.		P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	P. M.	A. M.		A. M.
8 45		7 25	2 35	1 00	8 20	330.6	(Jct.) Hayt's Corners D	5.0	$ 8 00	$12 40	$ 2 20	$ 6 50	$10 10		9 10
9 00		$ 7 35	$ 2 45	$ 1 10	$ 8 30	332.7	2.1 Ovid	2.9	$ 7 50	$12 30	$ 2 10	$ 6 40	$10 00		9 00
		$ 7 50	$ 3 00	$ 1 25	$ 8 45	335.6	2.9 Willard	0.0	7 35	12 15	1 55	6 25	9 45		
A. M.		P. M.	P. M.	P. M.	A. M.	MILES.		MILES.	A. M.	P. M.	P. M.	P. M.	A. M.		A. M.
Daily except Sunday		Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday Only		Daily except Sunday
633		629	627	625	623				622	6 24	626	628	630		632

SECOND CLASS		FIRST CLASS.																						SECOND CLASS.		
669	667				665	663	661	659	657	655	653	651	649	647	Distances from New York.	No. 10. STATIONS and Distances Between Stations.		Distances from Rochester.	644	646	648	650	652	654	130	656	658	660	662	664	666
Daily except Sunday	Daily except Sunday				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday
P. M.	A. M.				P. M	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	11 30							5 30					6 50		394.9	Hemlock	D	28.6			$10 40					$ 7 30				3 45	
	11 45							$ 5 36					$ 6 56		392.4	2.5 Livonia	D	26.1			$10 32					$ 7 22				3 30	
	11 57							f 5 47					f 7 05		389.3	3.1 Woodrouff		23.0			f10 25					f 7 15				3 10	
	12 07							f 5 52					f 7 10		387.0	2.3 Atwells		20.7			f10 19					f 7 09				2 58	
	12 27							$ 5 59					$ 7 16		385.3	1.7 Lima	D	19.0			$10 14					$ 7 04				2 50	
	12 37							6 06					7 23		382.0	3.3 Honeoye Junction		15.7			10 06					6 56				2 34	
																0.3														
	1 00					8 25		$ 6 12	3 55	11 25		9 30	$ 7 31		382.3	Honeoye Falls	D	16.0		$ 8 10	$10 03		$1125	$ 3 55		$ 6 53	$ 7 55				2 30	
	1 05					8 28		6 15	3 58	11 28		9 32	7 33		382.0	0.3 Honeoye Junction		15.7		8 05	9 58		11 18	3 48		6 47	7 48				2 18	
12 35	1 20				10 40	$ 8 36 9 14	7 40	$ 6 22 6 39	$ 4 05 4 10	$11 35	10 35	$ 9 40 9 56	$ 7 40 7 55	6 40	379.5	2.5 Rochester Junction	B	13.2	$ 5 53	$ 7 55 $ 7 40	$ 9 50 $ 9 40	$10 18	$11 10	$ 3 40	$ 5 15	$ 6 39 $ 6 29	$ 7 40 $ 7 36	$10 30	1 20	2 00	7 15
					f10 46		f 7 46	f 6 45	f 4 16				f 8 01		383.0	3.5 Cedar Swamp		9.7		f 7 33				f 3 28	f 5 02	f 6 21						
1 00					$10 52	9 24	$ 7 52	$ 6 50	$ 4 22	$11 45	$10 45	$1008	$ 8 07	$ 6 52	385.4	2.4 Henrietta	D	7.3	f 5 43	$ 7 27	$ 9 27	$1008	$10 57	$ 3 22	$ 4 57	$ 6 16	$ 7 26	$10 20	1 00		6 50
1 12					$10 59	9 30	$ 7 59	$ 6 55	$ 4 28	f11 51	10 51	$10 14	$ 8 13	f 6 58	388.0	2.6 (Jct.) Mortimer	D	4.7	5 38	$ 7 21	$ 9 21	10 03	$1051	$ 3 16	$ 4 51	$ 6 10	$ 7 20	$10 14	12 35		6 26
															389.8	1.8 Mt. Hope		2.9													
1 30					$11 10	$ 9 40	$ 8 10	$ 7 05	$ 4 40	$1201	$11 00	$10 25	$ 8 25	$ 7 10	392.7	2.9 Rochester	B	0.0	5 30	7 10	9 10	9 55	10 40	3 05	4 40	6 00	7 10	10 05	12 01		6 12
P. M.	P. M.				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	Miles.			Miles.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday	Daily except Sunday	Daily except Sunday
669	667				665	663	661	659	657	655	653	651	649	647					644	646	648	650	652	654	130	656	658	660	662	664	666

Niagara Falls Branch.

WEST. FIRST CLASS.							Distances from New York.	No. 10. STATIONS and Distances Between Stations.			Distances from Suspension Bridge.	EAST. FIRST CLASS.						
697	695	693	691	689	687	3						684	8	686	688	690	692	694
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						Daily.	D aily.	Daily.	Daily.	Daily.	Daily.	Daily.
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M						A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
11 18	10 45	8 50	6 46	1 12	8 41	6 16	438.0	Niagara Junction	B		25.5	3 28	4 50	8 26	12 06	5 02	7 50	9 36
11 26	10 53	8 58	$ 6 54	1 20	8 49	6 28	442.5	4.5 Williamsville			21.0	3 20	4 42	8 18	11 58	$ 4 54	7 42	9 28
								6.0										
11 34	11 01	9 06	7 02	1 28	8 57	6 42	448.5	Tonawanda Junction	B	N.Y.C.& H.R.R.R.	15.0	3 12	4 34	8 09	11 50	4 45	7 33	9 20
11 40	11 06	$ 9 12	7 07	$ 1 34	$ 9 03	$ 6 50	450.7	2.2 North Tonawanda		N.Y.C.& H.R.R.R.	12.8	3 07	$ 4 27	8 04	11 45	$ 4 40	$ 7 28	$ 9 15
$11 57	$11 22	$ 9 28	$ 7 22	$ 1 52	$ 9 21	$ 7 10	461.7	11.0 Niagara Falls			1.8	$ 2 52	$ 4 12	$ 7 47	$11 30	$ 4 22	$ 7 10	$ 8 57
$12 05	$11 30	$ 9 35	$ 7 30	$ 2 00	$ 9 28	$ 7 20	463.5	1.8 Suspension Bridge			0.0	2 45	4 05	7 40	11 25	4 15	7 03	8 50
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	Miles.				Miles.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
697	695	693	691	689	687	3						684	8	686	688	690	692	694

WEST.

SECOND CLASS		FIRST CLASS.											
669	667				665	663	661	659	657	655	653	651	649	647	
Daily except Sunday	Daily except Sunday				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
P. M.	A. M.				P M	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	11 30							5 30					6 50		3
	11 45							$ 5 36					$ 6 56		3
	11 57							f 5 47					f 7 05		3
	12 07							f 5 52					f 7 10		3
	12 27							$ 5 59					$ 7 16		3
	12 37							6 06					7 23		3
	1 00					8 25		$ 6 12	3 55	11 25		9 30	$ 7 31		3
	1 05					8 28		6 15	3 58	11 28		9 32	7 33		3
12 35	1 20				10 40	$ 8 36 9 14	7 40	$ 6 22 6 39	$ 4 05 4 10	$11 35	10 35	$ 9 40 9 56	$ 7 40 7 55	6 40	3
					f10 46		f 7 46	f 6 45	f 4 16				f 8 01		3
1 00					$10 52	9 24	$ 7 52	$ 6 50	$ 4 22	$11 45	$10 45	$1008	$ 8 07	$ 6 52	3
1 12					$10 59	9 30	$ 7 59	$ 6 55	$ 4 28	f11 51	10 51	$10 14	$ 8 13	f 6 58	3
															3
1 30					$11 10	$ 9 40	$ 8 10	$ 7 05	$ 4 40	$1201	$11 00	$10 25	$ 8 25	$ 7 10	3
P. M.	P. M.				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	
Daily except Sunday	Daily except Sunday				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
669	667				665	663	661	659	657	655	653	651	649	647	

Nia

WEST.

FIRST CLASS.						
697	695	693	691	689	687	3
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M
11 18	10 45	8 50	6 46	1 12	8 41	6 16
11 26	10 53	8 58	$ 6 54	1 20	8 49	6 28
11 34	11 01	9 06	7 02	1 28	8 57	6 42
11 40	11 06	$ 9 12	7 07	$ 1 34	$ 9 03	$ 6 50
$11 57	$11 22	$ 9 28	$ 7 22	$ 1 52	$ 9 21	$ 7 10
$12 05	$11 30	$ 9 35	$ 7 30	$ 2 00	$ 9 28	$ 7 20
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
697	695	693	691	689	687	3

LEHIGH VALLEY RAILROAD.

SUPPLEMENT No. 1.
Attach to Page 5, Time Table No. 10.

BUFFALO DIVISION.

SUPPLEMENT No. 1.
Attach to Page 5, Time Table No. 10.

For the Government and Information of Employes.

Taking effect FRIDAY, NOVEMBER 1, 1912, at 12.01 A. M., Eastern Standard Time.

Rochester Branch.

WEST. FIRST CLASS.	Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Rochester.	EAST. FIRST CLASS.
651				646
Daily.				Daily.
A. M.				A. M.
8 50	394.9	Hemlock D	28.6	$ 8 45
$ 8 56	392.4	2.5 Livonia D	26.1	$ 8 38
f 9 05	389.3	3.1 Woodruff	23.0	f 8 31
f 9 10	387.0	2.3 Atwells	20.7	f 8 25
$ 9 16	385.3	1.7 Lima D	19.0	$ 8 20
9 23	382.0	3.3 Honeoye Junction	15.7	8 13
$ 9 30	382.3	0.3 Honeoye Falls D	16.0	$ 8 10
9 32	382.0	0.3 Honeoye Junction	15.7	8 05
$ 9 40 9 56	379.5	2.5 Rochester Junction B	13.2	$ 7 55 $ 7 40
	383.0	3.5 Cedar Swamp	9.7	f 7 33
$10 08	385.4	2.4 Henrietta D	7.3	$ 7 27
$10 14	388.0	(Jct.) 2.6 Mortimer D	4.7	$ 7 21
	389.8	1.8 Mt. Hope	2.9	
$10 25	392.7	2.9 Rochester B	0.0	7 10
A. M.	Miles.		Miles.	A. M.
Daily.				Daily.
651				646

Changing time of No. 646 and No. 651 between Rochester and Hemlock.

J. F. MAGUIRE, General Manager.
C. W. KINNEY, Supt. of Transportation.
C. T. O'NEAL, Superintendent.
J. N. HAINES, Asst. Superintendent.

461.7	N.Y.C.&	11.0 Niagara Falls	1.8	$ 2 52	$ 4 12	$ 7 47	$11 30	$ 4 22	$ 7 10	$ 8 57			
463.5	N.Y.C.&	1.8 Suspension Bridge	0.0	2 45	4 05	7 40	11 25	4 15	7 03	8 50			
Miles.			Miles.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
				684	8	686	688	690	692	694			

SECOND CLASS.		
662	664	666
Daily except Sunday	Daily except Sunday	Daily except Sunday
P. M.	P. M.	P. M.
	3 45	
	3 30	
	3 10	
	2 58	
	2 50	
	2 34	
	2 30	
	2 13	
1 20	2 00	7 15
1 00		6 50
12 35		6 26
12 01		6 12
P. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday
662	664	666

Naples Branch.

WEST. SECOND CLASS	WEST. FIRST CLASS		Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Naples.	EAST. FIRST CLASS		EAST. SECOND CLASS
595	121	131				116	132	594
Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday
A. M.	P. M.	A. M.				A. M.	P. M.	P. M.
9 30	7 15	9 10	344.5	(Jct.) Geneva B	29.4	$ 8 20	$ 2 05	3 45
9 40	f 7 20	f 9 15	345.9	1.4 Pre-emption	28.0	f 8 15	f 2 00	3 35
9 50	f 7 26	f 9 21	349.2	3.3 Dixon	24.7	f 8 07	f 1 52	3 15
10 10	$ 7 35	$ 9 30	352.0	(Jct.) 2.8 Stanley D	21.9	$ 7 57	$ 1 42	2 55
10 30	$ 7 42	$ 9 37	354.1	2.1 Gorham D	19.8	$ 7 50	$ 1 35	2 35
10 32	7 43	9 38	354.6	0.5 Thompson	19.3	7 48	1 33	2 20
10 40	f 7 49	f 9 44	357.0	2.4 Granger	16.9	f 7 43	f 1 28	2 15
11 00	$ 7 58	$ 9 53	360.0	3.0 Rushville D	13.9	$ 7 36	$ 1 21	2 05
11 05	f 8 03	f 9 58	362.1	2.1 Valley View	11.8	f 7 29	f 1 14	1 50
11 20	$ 8 10	$10 05	364.7	2.6 Middlesex D	9.2	$ 7 23	$ 1 08	1 40
11 35	$ 8 21	$10 16	369.2	4.5 West River	4.7	$ 7 12	$ 12 57	1 25
11 45	f 8 28	f10 23	371.5	2.3 Glenloch	2.4	f 7 06	f 12 51	1 20
11 55	$ 8 35	$10 30	373.9	2.4 Naples D	0.0	7 00	12 45	1 15
A. M.	P. M.	A. M.	MILES.		MILES.	A. M.	P. M.	P. M.
Daily except Sunday	Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday	Daily except Sunday
595	121	131				116	132	594

Waverly Branch.

WEST. FIRST CLASS.						Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Waverly.	EAST. FIRST CLASS.					
579	127	577	575	573	571				122	574	576	578	580	
Sunday only.	Daily except Sunday	Daily.	Daily except Sunday	Daily.	Daily except Sunday				Daily except Sunday	Daily.	Daily.	Daily.	Daily except Sunday	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	
12 25	8 24	3 58	11 45	8 35	5 15	271.0	(Jct.) Sayre B	2.2	$ 5 37	$ 9 05	$ 12 52	$ 4 22	$ 8 42	
$12 32	$ 8 32	$ 4 05	$11 55	C $ 8 45	$ 5 30	273.2	2.2 (Jct.) Waverly	0.0	5 30	C 8 55	12 45	4 15	8 32	
P. M.	P. M.	P. M	A. M.	A. M.	A. M.	MILES		MILES	A. M.	A. M.	P. M.	P. M.	P. M.	
Sunday only.	Daily except Sunday	Daily.	Daily except Sunday	Daily.	Daily except Sunday				Daily except Sunday	Daily.	Daily.	Daily.	Daily except Sunday	
579	127	577	575	573	571				122	574	576	578	580	

Seneca Falls Branch.

WEST. FIRST CLASS		Distances from New York.	No. 10. STATIONS and Distances Between Stations.	Distances from Geneva Junction.	EAST. FIRST CLASS	
605	603				602	604
Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday
P. M.	A. M.				A. M.	P. M.
5 50	7 55	350.2	Seneca Falls D	8.1	$7 55	$ 5 50
$ 6 00	$ 8 05	346.9	3.3 Waterloo D	4.8	$ 7 40	$ 5 35
6 15	8 20	342.1	4.8 Geneva Junction B	0.0	7 25	5 20
P. M.	A. M.	MILES.		MILES.	A. M.	P. M.
Daily except Sunday	Daily except Sunday				Daily except Sunday	Daily except Sunday
605	603				602	604

SPECIAL INSTRUCTIONS—MAIN LINE AND ALL BRANCHES.

Explanation of Characters.

B Day and night train order office.

D Day train order office.

N Night train order office.

1. ON SINGLE TRACK, TRAINS RUNNING EAST ARE SUPERIOR TO TRAINS OF THE SAME CLASS RUNNING WEST.

2. When necessary to stop a train at a train order office out of office hours, or at a temporary office, a red flag or a red light (also torpedoes in foggy or stormy weather) must be used as an additional precaution.

3. All extra trains containing passenger car equipment, which includes express and milk cars, must be reported to the train dispatcher, who will determine whether or not the train is to be run as a passenger extra and issue orders accordingly.

Light engines, freight and work trains will not be run as sections of passenger trains.

4. Trains moving on or entering double track at an initial station or junction, will be governed by the interlocking signals; or where there are no interlocking signals, by train order signal. An operator or signalman, will not give a clear signal to an inferior train when a superior train is due. except under Rule D-85, when directed by the Train Dispatcher.

5. Engines about to couple on to passenger trains, the cars of which are occupied, or if handling cars which are to be attached to passenger trains which are occupied, must come to a full stop not less than ten (10) feet away from the standing portion before making the coupling.

6. Engineers on passenger trains when displaying signals for a following train must sound whistle signal in accordance with rule 14 (K) when passing section men.

SPECIAL INSTRUCTIONS—MAIN LINE WEST OF MANCHESTER.

1. Double track: between Manchester and Buffalo
The track to the right, facing east, is No. 2, the next track to the left No. 1.
On odd numbered tracks the current of traffic is westward, and on even numbered tracks the current of traffic is eastward.
Rule D-21 applies between Manchester and Buffalo.

2. Nos. 19 and 20 will not carry passengers.

3. No. 12 will stop at any station between Rochester Jct. and Ithaca to let off passengers from points west of Rochester Jct.

K—Stop to let off passengers from Newark, New York and Philadelphia.

4. Yards are located as follows and their limits are designated by yard limit signs: Manchester, Rochester Junction, P. and L. Junction, and between Depew and Buffalo.

5. Bulletin boards are located at Manchester, Rochester Junction, East Buffalo, Tifft Farm and Buffalo.

6. Train registers are located at Manchester, East Buffalo, Tifft Farm and Buffalo. Trains not scheduled to stop at registering stations must be registered by the telegraph operator.

7. Standard clocks are located at Manchester, Rochester Junction, East Buffalo, Tifft Farm and Buffalo.

8. The hours for day train order offices are from 7 a. m. until 7 p. m., for night train order offices 7 p. m. until 7 a. m., with following exceptions: Farmington, Victor, Mendon, Rush, and Wadsworth from 7 a. m. to 5 p. m., Longwood, from 5 a. m. to 11 p. m., Wende, from 4 p. m. to 10 a. m.

9. Ash pan and spark pot slides may be drawn on No. 4 track Wende, No. 3 and No. 4 track Stafford and No. 3 track Maxwells.

10. Whistle signals for switches at interlocking plants are as follows: One long and one short sound for all main line switches east or west-bound; one short and one long sound for all crossover switches; two short and one long sound for switches governing all reverse movements.
Manchester, two long and one short sound for switches leading to or from engine house; one short and two long sounds for switches leading to or from the main track to either yard.

Rochester Junction, one short and two long sounds for switches leading from No. 3 or No. 4 tracks; two long and one short sound for switches leading from main line to Rochester Branch in either direction; three long and one short sound for switches leading to or from No. 5 track; two short and two long sounds for switches leading to or from No. 7 track; three long and two short sounds for switches leading to or from No. 9 track; three long and three short sounds for switches leading to or from No. 11 track.

P. and L. Junction, one short and two long sounds for switches leading to No. 4 track and from No. 3 track; two long and one short sound for switches leading to or from south "Y."

Niagara Junction, two short and two long sounds for switches leading to Niagara Falls Branch; one short and two long sounds for switches to or from No. 3 track; three long and two short sounds for switches leading to No. 4 track.

Tifft Farm Junction, two long and one short sound for switches leading from main line to Tifft Farm connection or from Tifft Farm connection to main line, three long and two short sounds for switches leading to or from No. 4 track.

11. Freight train crews must inspect their trains at Depew or Wende, Stafford and Maxwells or Rochester Junction, east-bound, and at Stafford and Wende or Depew, west-bound.

12. Passenger trainmen must inspect their trains carefully at water stops and keep a close watch of same when in motion to detect hot journals and other irregularities.

13. No regular train will leave Buffalo without a clearance card, Form—(A).

14. Extra trains must report for orders before leaving their initial station or Manchester.

15. In showing capacity of passing sidings, allowance has been made for an engine and caboose on single sidings, and for two engines and two cabooses on double sidings.

16. Telephones connected with Train Dispatcher's Office, Buffalo, are located at Victor, Maxwells, North Leroy, East End No. 4 Track Stafford, Alexander, Longwood and Wende.

Conductors of trains using these passing sidings will communicate with train despatcher, as soon as possible after their trains are clear of main tracks.

SPECIAL INSTRUCTIONS—MAIN LINE EAST OF MANCHESTER.

1. Double track: between Sayre and Manchester.

The track to the right, facing east, is No. 2, the next track to the left No. 1.

On odd numbered tracks the current of traffic is westward, and on even numbered tracks the current of traffic is eastward.

Rule D-21 applies between Sayre and Manchester.

2. Nos. 19, 20 and 324 will not carry passengers.

3. No. 12 will stop at any station between Rochester Jct. and Ithaca to let off passengers from points west of Rochester Jct.

H—Stop to receive passengers for Wilkes-Barre and points east of Wilkes-Barre.

K—Stop to let off passengers from Newark, New York and Philadelphia.

R—Stop to receive passengers for Philadelphia, Newark and New York.

4. Yards are located as follows and their limits are designated by yard limit signs: Sayre and Geneva.

5. Bulletin boards are located at Sayre train order office, Sayre engine house, Geneva and Manchester.

6. Train registers are located at Sayre, Manchester and at Geneva for trains having terminating or initial point at Geneva.

Trains not scheduled to stop at registering stations must be registered by the telegraph operator.

7. Standard clocks are located at Sayre train order office, Sayre engine house, Geneva and Manchester.

8. The hours for day train order offices are from 7 a. m. to 7 p. m., and for night train order offices from 7 p. m. to 7 a. m.

9. Ash pan and spark pot slides may be drawn on No. 4 track at Reeder, Lodi and Hinman, and on No. 3 track at Hinman, Valois and Reeder. On through passenger trains spark pot slides may be drawn at Geneva.

10. No regular train will leave Sayre without a clearance card, Form—(A).

11. Extra trains must report for orders before leaving their initial station or Manchester.

12. Freight Train crews must inspect their trains at Hinman, Valois and Reeder west-bound and at Reeder and Burdett, or Lodi and Hinman east-bound, except fast freights westbound, which must be inspected at Hinman and Lodi.

Passenger trainmen must inspect their trains carefully at water stops and keep close watch of same while in motion to detect hot journals and other irregularities.

13. In showing capacity of passing sidings allowance has been made for an engine and caboose on single sidings, and for two engines and two cabooses on double sidings.

14. Car replacers are located at State Line, East Waverly, Shields, Van Etten Jct., Rodbourn, Hinman, Burdett, Fenton, Caywood, Lodi, Gilbert, Kendaia, Reeder, Geneva Jct., Geneva and Oaks Corners and are carried in cabooses of local freight and regular work trains.

15. Equipment necessary for passenger trains in caring for hot journals is located at Burdett, Lodi and Geneva.

16. Telephone communications are established between Oaks Corners and Geneva, Reeder's and Kendaia, Fenton and Burdett, Canfield and Burdett, Hinman and Alpine, Rodburn and Van Etten Junction, Shields and Van Etten Junction.

SPECIAL INSTRUCTIONS—LEHIGH AND LAKE ERIE BRANCH.

1. Double track: between Tifft Farm Junction and Tifft Farm.

The track to the right, facing east, is No. 2, the next track to the left No. 1.

On odd numbered tracks the current of traffic is westward, and on even numbered tracks the current of traffic is eastward.

Rule D-21 applies between Tifft Farm Junction and Tifft Farm.

SPECIAL INSTRUCTIONS—ROCHESTER BRANCH.

1. Yards are located as follows, and their limits are designated by yard limit signs: Hemlock, Rochester Junction and Rochester.

2. Bulletin boards are located at Hemlock, Rochester Junction and Rochester.

3. Train registers are located at Hemlock, Honeoye Junction, Honeoye Falls, Rochester Junction and Rochester.

4. Standard clocks are located at Hemlock, Rochester Junction and Rochester.

5. The telegraph block system for opposing and following movements will be operated between Rochester and Hemlock. Trains desiring to use "Y" switches at Rochester Junction must obtain permission from the operator.

The hours for day train order offices are from 7.00 a. m. until 7.00 p. m., except Henrietta and Mortimer, at which points the operators will report for duty at 7.00 a. m., and remain on duty until No. 658 have cleared their blocks.

6. Whistle signals for switches at interlocking plants are as follows: One long and one short sound for all main line switches east or west-bound; one short and one long sound for all crossover switches; two short and one long sound for switches governing all reverse movements.

Rochester Junction, two long and one short sound for switches leading to main line; three long and one short sound for switches leading to or from No. 5 track; two short and two long sounds for switches leading to or from No. 7, No. 9, or No. 11 tracks.

7. No train will leave Rochester, Rochester Junction, Honeoye Falls or Hemlock without a clearance card, Form—(A).

8. Honeoye Junction or Mt. Hope will not be used to meet or pass trains.

9. Conductors of extra trains must report to the Superintendent as soon as their running orders are fulfilled.

SPECIAL INSTRUCTIONS—NIAGARA FALLS BRANCH.

1. Double track: between Niagara Junction and Tonawanda Junction.

The track to the right, facing east, is No. 2, the next track to the left No. 1.

On odd numbered tracks the current of traffic is westward, and on even numbered tracks the current of traffic is eastward.

Rule D-21 applies between Niagara Junction and Tonawanda Junction.

2. Bulletin board is located at Suspension Bridge.

3. Standard clock is located at Suspension Bridge.

4. Whistle signals for switches at interlocking plants are as follows: One long and one short sound for all main line switches east or west-bound; one short and one long sound for all crossover switches; two short and one long sound for switches governing all reverse movements.

Niagara Junction, two long and one short sound for switches leading to main line west-bound from Niagara Falls Branch; three long and one short sound for switches leading to main line east-bound from Niagara Falls Branch; one short and two long sounds for switches to or from No. 3 track; three long and two short sounds for switches leading to No. 4 track.

5. Lehigh Valley trains will use the N. Y. C. & H. R. Railroad between Tonawanda Junction and Suspension Bridge, subject to the rules and regulations of that road. The time shown between these points is for information only; for running time use N. Y. C. & H. R. R. R. time table.

6. Passenger trainmen must inspect their trains carefully at water stops and keep a close watch of same when in motion to detect hot journals and other irregularities.

SPECIAL INSTRUCTIONS—ITHACA BRANCH.

1. Double track: between Van Etten Junction and Van Etten.

The track to the right, facing east, is No. 2, the next track to the left No. 1.

On odd numbered tracks the current of traffic is westward, and on even numbered tracks the current of traffic is eastward.

Rule D-21 applies between Van Etten Junction and Van Etten.

2. No. 7 will stop at any station between Ithaca and Geneva Junction to let off passengers from New York, Newark and Philadelphia.

No. 12 will stop at any station between Rochester Jct. and Ithaca to let off passengers from points west of Rochester Jct.

R—Stop to receive passengers for Philadelphia, Newark and New York.

3. Yards are located as follows and their limits are designated by yard limit signs: Ithaca and Geneva Junction.

4. Bulletin board is located at Ithaca.

5. Train registers are located at Van Etten, Ithaca and Geneva Junction.

First Class Trains not scheduled to stop at registering stations will hand off train register Form T-62 and must be registered by the telegraph operator. Eastbound trains must not leave Geneva Junction, without a register notice and a clearance card, Form—(A), and westbound trains must not leave Van Etten without a register notice.

6. Standard clock is located at Ithaca.

7. Conductors of extra trains must report to the Superintendent as soon as their running orders are fulfilled.

8. A. & I. branch trains and engines will move in Ithaca yard limits under yard rules.

9. No train will leave Ithaca without a clearance card Form—(A).

10. The telegraph block system for opposing and following movements will be operated between Geneva Junction and Van Etten and for following movements between Van Etten and Van Etten Junction.

Operators at day train order offices will report for duty in time to arrange for the blocking of Nos. 8 and 15, and will be relieved from duty as follows: MacDougall, Sheldrake Springs, Covert, Taughannock Falls and Spencer, after No. 130; Romulus, Hayt's Corners and Willow Creek, after No. 125; Interlaken and Trumansburg, after No. 12 have cleared their blocks; and Newfield at 12 o'clock midnight, unless otherwise ordered.

11. Automatic signals between Mile Posts 305 and 309 will be operated under Paragraph (b), rule 504.

12. Freight trains must be inspected and air tested before leaving North Spencer, westbound, and Trumansburg, eastbound.

13. Ash pan and spark pot slides may be drawn on the ends of sidings.

14. Car replacers are located at VanEtten, North Spencer, Ithaca, Trumansburg and Hayt's Corners and are carried in cabooses of local freight and regular work trains.

15. Equipment necessary for caring for hot journals is located at Ithaca.

16. No. 130 will take siding for No. 7.

SPECIAL INSTRUCTIONS—WAVERLY BRANCH.

1. Waverly Branch is included in Sayre yard limits.

2. Train register is located at Sayre.

3. No train will leave Sayre without a clearance card, Form—(A).

4. Standard clock is located at Sayre.

5. Trains running to or from the Waverly Branch at Sayre must be governed by a hand signal from the switch tender.

6. **No. 571 is superior to No. 122.**
No. 573 is superior to No. 574.
No. 577 is superior to No. 578.
No. 127 is superior to No. 580.
No. 579 is superior to No. 576.

SPECIAL INSTRUCTIONS—NAPLES BRANCH.

1. Bulletin board is located at Geneva.

2. Train register is located at Geneva and Naples.

3. No train will leave Geneva or Naples without a clearance card, Form—(A).

4. Standard clock is located at Geneva.

5. Conductors of extra trains must report to the Superintendent as soon as their running orders are fulfilled.

6. The telegraph block system for opposing and following movements will be operated between Geneva and Naples.

P. J. FLYNN, Train Master.
JOHN PICKLEY Train Master.

Operators at day train order offices will report for duty in time to arrange for blocking of No. 116 and will be relieved from duty after No. 121 has cleared their blocks.

7. East-bound freight trains must be inspected and air tested before leaving Stanley.

8. No. 595 is superior to No. 594.

SPECIAL INSTRUCTIONS—WILLARD BRANCH.

1. Train register is located at Hayt's Corners.

2. No train will leave Hayt's Corners or Willard without a clearance card, Form—(A).

3. Conductors of extra trains must report to the Superintendent as soon as their running orders are fulfilled.

4. **No. 633 is superior to No. 632.**
No. 625 is superior to No. 626.

SPECIAL INSTRUCTIONS—SENECA FALLS BRANCH.

1. Train register is located at Geneva Junction and Seneca Falls.

2. No train will leave Geneva Junction or Seneca Falls without a clearance card, Form—(A).

3. The hours for day train order offices are from 7 a. m. to 7 p. m.

4. Conductors of extra trains must report to the Superintendent as soon as their running orders are fulfilled.

5. The telegraph block system for opposing and following movements will be operated between Geneva Junction and Seneca Falls.

6. Car replacers are located at Geneva Junction, Waterloo and Seneca Falls.

P. O'BRIEN, Chief Train Dispatcher.
J. G. KINNEY, Chief Train Dispatcher.

COMPANY SURGEONS.

NAME.	LOCATION.	TERRITORY.
ROBERT J. TALBOT, M. D.	955 Niagara Ave., Niagara Falls, N. Y.	Suspension Bridge and La Salle.
EDWARD C. KOENIG, M. D.	228 Goundry St., North Tonawanda, N. Y.	La Salle and Depew.
ALBERT E. BRENNAN, M. D.	62 North Ogden St., Buffalo, N. Y.	Buffalo and Batavia.
FRANCIS J. CARR, M. D.	345 Eagle St., Buffalo, N. Y.	Buffalo and Batavia.
JAMES H. CARR, M. D.	345 Eagle St., Buffalo, N. Y.	Buffalo and Batavia.
FRANK B. RASBACH, M. D.	172 Allen St., Buffalo, N. Y.	Buffalo and Batavia.
ROBERT J. MENZIE, M. D.	North Main St., Caledonia, N. Y.	Batavia and Rochester Junction.
ARTHUR H. PAINE, M. D.	North St., Caledonia, N. Y.	Batavia and Rochester Junction.
FRANK F. DOW, M. D.	429 Park Ave., Rochester, N. Y	Rochester and Hemlock, including Rochester Junction.
JOHN H. PRATT, M. D.	Main St., Manchester, N Y.	Manchester and Rochester Junction.
CHARLES D. McCARTHY, M. D.	502 Main St., Geneva, N. Y.	Burdett to Manchester, including Naples and Seneca Falls branches.
J. WATSON BROWN, M. D.	331 West Seneca St., Ithaca, N. Y.	Ithaca Branch.
WILLIAM E. JOHNSON, M. D.	440 Park Ave., Waverly, N. Y	East Waverly to Burdett.
HARRY S. FISH, M. D.	114 Wilbur Ave., Sayre, Pa.	Towanda to Burdett.
DONALD GUTHRIE, M. D.	Packer Hospital, Sayre, Pa.	Sayre, Athens, Waverly and East Waverly.

The attention of all employes is especially called to the necessity of procuring the services of regularly appointed surgeons of this Company, in all cases of injury to employes and others on the line.

Application must be made to the surgeon located nearest to point where accident occurs.

In case of personal injury the Superintendent and Train Master must be notified promptly by telegraph on Form T-35, to be followed with report Form C A-5 by train mail.

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.	Time per Mile.	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.
1 min. 0 sec.	60.00	1 min. 21 sec.	44.44	1 min. 41 sec.	35.64	2 min. 1 sec.	29.75	2 min. 21 sec.	25.53	2 min. 41 sec.	22.36	3 min. 1 sec.	19.89	3 min. 21 sec.	17.91	3 min. 41 sec.	16.29
1 " 1 "	59.02	1 " 22 "	43.90	1 " 42 "	35.29	2 " 2 "	29.50	2 " 22 "	25.35	2 " 42 "	22.22	3 " 2 "	19.78	3 " 22 "	17.82	3 " 42 "	16.22
1 " 2 "	58.06	1 " 23 "	43.37	1 " 43 "	34.95	2 " 3 "	29.27	2 " 23 "	25.17	2 " 43 "	22.08	3 " 3 "	19.69	3 " 23 "	17.73	3 " 43 "	16.14
1 " 3 "	57.14	1 " 24 "	42.86	1 " 44 "	34.61	2 " 4 "	29.03	2 " 24 "	25.00	2 " 44 "	21.95	3 " 4 "	19.56	3 " 24 "	17.64	3 " 44 "	16.07
1 " 4 "	56.25	1 " 25 "	42.35	1 " 45 "	34.29	2 " 5 "	28.80	2 " 25 "	24.83	2 " 45 "	21.82	3 " 5 "	19.46	3 " 25 "	17.56	3 " 45 "	16.00
1 " 5 "	55.38	1 " 26 "	41.86	1 " 46 "	33.96	2 " 6 "	28.57	2 " 26 "	24.66	2 " 46 "	21.69	3 " 6 "	19.35	3 " 26 "	17.48	3 " 46 "	15.93
1 " 6 "	54.55	1 " 27 "	41.38	1 " 47 "	33.64	2 " 7 "	28.34	2 " 27 "	24.49	2 " 47 "	21.56	3 " 7 "	19.25	3 " 27 "	17.39	3 " 47 "	15.86
1 " 7 "	53.73	1 " 28 "	40.91	1 " 48 "	33.33	2 " 8 "	28.12	2 " 28 "	24.32	2 " 48 "	21.43	3 " 8 "	19.15	3 " 28 "	17.31	3 " 48 "	15.79
1 " 8 "	52.94	1 " 29 "	40.45	1 " 49 "	33.03	2 " 9 "	27.91	2 " 29 "	24.16	2 " 49 "	21.30	3 " 9 "	19.05	3 " 29 "	17.22	3 " 49 "	15.72
1 " 9 "	52.17	1 " 30 "	40.00	1 " 50 "	32.73	2 " 10 "	27.69	2 " 30 "	24.00	2 " 50 "	21.17	3 " 10 "	18.95	3 " 30 "	17.14	3 " 50 "	15.65
1 " 10 "	51.43	1 " 31 "	39.56	1 " 51 "	32.43	2 " 11 "	27.48	2 " 31 "	23.84	2 " 51 "	21.05	3 " 11 "	18.85	3 " 31 "	17.06	3 " 51 "	15.58
1 " 11 "	50.70	1 " 32 "	39.13	1 " 52 "	32.14	2 " 12 "	27.27	2 " 32 "	23.68	2 " 52 "	20.93	3 " 12 "	18.75	3 " 32 "	16.98	3 " 52 "	15.51
1 " 12 "	50.00	1 " 33 "	38.71	1 " 53 "	31.86	2 " 13 "	27.09	2 " 33 "	23.53	2 " 53 "	20.81	3 " 13 "	18.65	3 " 33 "	16.90	3 " 53 "	15.45
1 " 13 "	49.31	1 " 34 "	38.29	1 " 54 "	31.58	2 " 14 "	26.87	2 " 34 "	23.38	2 " 54 "	20.69	3 " 14 "	18.55	3 " 34 "	16.82	3 " 54 "	15.38
1 " 14 "	48.65	1 " 35 "	37.89	1 " 55 "	31.30	2 " 15 "	26.67	2 " 35 "	23.23	2 " 55 "	20.57	3 " 15 "	18.46	3 " 35 "	16.74	3 " 55 "	15.32
1 " 15 "	48.00	1 " 36 "	37.50	1 " 56 "	31.03	2 " 16 "	26.47	2 " 36 "	23.08	2 " 56 "	20.45	3 " 16 "	18.37	3 " 36 "	16.66	3 " 56 "	15.25
1 " 16 "	47.37	1 " 37 "	37.11	1 " 57 "	30.77	2 " 17 "	26.28	2 " 37 "	22.93	2 " 57 "	20.34	3 " 17 "	18.28	3 " 37 "	16.59	3 " 57 "	15.19
1 " 17 "	46.74	1 " 38 "	36.73	1 " 58 "	30.51	2 " 18 "	26.09	2 " 38 "	22.78	2 " 58 "	20.22	3 " 18 "	18.18	3 " 38 "	16.51	3 " 58 "	15.12
1 " 18 "	46.15	1 " 39 "	36.36	1 " 59 "	30.25	2 " 19 "	25.90	2 " 39 "	22.64	2 " 59 "	20.11	3 " 19 "	18.09	3 " 39 "	16.43	3 " 59 "	15.06
1 " 19 "	45.57	1 " 40 "	36.00	2 " 0 "	30.00	2 " 20 "	25.71	2 " 40 "	22.50	3 " 0 "	20.00	3 " 20 "	18.00	3 " 40 "	16.36	4 " 0 "	15.00
1 " 20 "	45.00																

GENERAL SPEED RESTRICTIONS

Except where speed is restricted to less, the following will apply:

Engines running backwards, twenty-five (25) miles per hour, except regular trains, which make regular back-up movements on Branch Lines, which must not exceed schedule speed.

Trains passing through cross-over, turnout or diverging route switches, fifteen (15) miles per hour.

Trains passing over steam railroad grade crossings, forty-five (45) miles per hour.

Engines without engine trucks or pilots, twenty (20) miles per hour.

Trains on Nos. 3 and 4 tracks, thirty (30) miles per hour.

When consolidation freight engines are used in passenger service, their maximum speed limit is as follows:

M-35 Converted compound, series 700-811, 840, 850, 25 miles per hour.
M-35 Locomotives, " 812-832, inc., 30 " " "
M-38 " " 900-914, " 35 " " "

MAXIMUM SPEED RESTRICTIONS.

First-class trains and passenger extras, Main Line, sixty (60) miles per hour.

Fast Freight trains, Main Line, forty-five (45) miles per hour.

Slow freight trains, Main Line, thirty (30) miles per hour.

All trains, Lehigh and Lake Erie Branch, twenty-five (25) miles per hour.

First-class trains and passenger extras, Rochester Branch, fifty (50) miles per hour between Rochester and Rochester Junction, and forty (40) miles per hour between Rochester Junction and Hemlock.

Freight trains, Rochester Branch, thirty (30) miles per hour.

First-class trains and passenger extras, Niagara Falls Branch, fifty-five (55) miles per hour.

Freight trains, Niagara Falls Branch, forty (40) miles per hour between Niagara Junction and Williamsville, and thirty (30) miles per hour between Williamsville and Tonawanda Junction.

First-class trains and passenger extras, Ithaca Branch, sixty (60) miles per hour.

Freight trains, Ithaca Branch, forty-five (45) miles per hour.

First-class trains and passenger extras, Naples Branch, forty (40) miles per hour between Geneva and Middlesex, and thirty (30) miles per hour between Middlesex and Naples.

Freight trains, Naples Branch, thirty (30) miles per hour.

All trains, Willard Branch, twenty (20) miles per hour.

All trains, Seneca Falls Branch, twenty-five (25) miles per hour.

All trains, Waverly Branch, twenty (20) miles per hour.

SPEED RESTRICTIONS ON CURVES.

A sign has been placed in advance of each curve upon which speed is restricted, bearing a number, which indicates the degree of curvature, and unless speed is restricted to less by time table or otherwise, engineers will observe same and govern speed in accordance with the following table:

Degree of Curve	MAIN LINE, Athens to Buffalo, including Ithaca Branch. Maximum Speed.	ALL MAIN TRACKS, except MAIN LINE, Athens to Buffalo, including Ithaca Branch. Maximum Speed.
3	60 miles per hour	45 miles per hour
4	55 " " "	40 " " "
5	50 " " "	35 " " "
6	45 " " "	30 " " "
7	40 " " "	30 " " "
8	40 " " "	25 " " "
9	35 " " "	25 " " "
10	30 " " "	20 " " "
11	30 " " "	20 " " "
12	25 " " "	15 " " "
13	25 " " "	15 " " "
14		15 " " "
15		15 " " "
16		15 " " "
17		15 " " "
18		15 " " "

TRAINS WILL STOP AT POINTS DESIGNATED.

Buffalo—N. Y. C. & H. R. Railroad crossing near Chicago Street—Not less than 200 or more than 800 feet from the crossing, and not proceed until proper signals are displayed.

Buffalo—Before reaching Alabama St., Louisiana St. yard, and send flagman ahead to protect this street crossing; he will station himself so as to give ample warning to persons approaching before giving train signal to proceed.

Honeoye Falls—Before reaching North Main St. on Tompkinson, Kenyon & Tompkinson switch, and send flagman ahead to protect this street crossing; he will station himself so as to give ample warning to persons approaching before giving train signal to proceed.

Seneca Falls—Before reaching Bridge Street, and send flagman ahead to protect this street crossing; he will station himself so as to give ample warning to persons approaching before giving train signal to proceed.

Stanley—Northern Central Railroad—Not less than 200 or more than 800 feet from crossing. After coming to a stop they will blow one long sound of the whistle to call for the crossing signals. When signals are set for safety, the engineman must answer with two short sounds of the whistle before proceeding.

Geneva Freight Yard—Before reaching Evans Street, and send flagman ahead to protect this street crossing; he will station himself so as to give ample warning to persons approaching before giving train signal to proceed.

TRAINS WILL NOT EXCEED FOLLOWING SPEED AT POINTS DESIGNATED:

FIFTY 50 Miles Per Hour.	FORTY-FIVE 45 Miles Per Hour.	FORTY 40 Miles Per Hour.	THIRTY-FIVE 35 Miles Per Hour.	THIRTY 30 Miles Per Hour.	TWENTY-FIVE 25 Miles Per Hour.	FIFTEEN 15 Miles Per Hour.	TEN 10 Miles Per Hour.	SIX 6 Miles Per Hour.	FOUR 4 Miles Per Hour.
Between Willow Creek and Ithaca—Eastbound passenger trains.	Geneva Junction—Through interlocking plant. Van Etten Junction—Through interlocking plant. Buffalo—Between Louisiana and Dingen streets.	Between North Spencer and Newfield—Westbound passenger trains.	Niagara Junction—Through interlocking plant.	Sayre—Through yard—First-class trains and passenger extras. Rochester Junction—Through interlocking plant.	Geneva—Passing passenger station. Manchester—Through yard—First-class trains and passenger extras. East Buffalo—Over William Street. North Spencer—No. 763 between North Spencer and Newfield.	Burdett—Approaching and passing over highway crossing just east of station between the hours of 9 P. M. and 6 A. M. Lima—Over bridge R. S. 386, between Lima and Atwells. Rochester Junction—passing around "Y." North Spencer—Westbound freight trains, except No. 763, between North Spencer and Newfield.	Rochester Junction—Through diverging route and slip switches at interlocking plant. East Buffalo—Through west leg "Y," Lehigh & Lake Erie Branch. Niagara Junction—Passing around "Y." Tonawanda Junction—Through interlocking plant. Honeoye Junction—Passing around "Y." Hemlock—Passing around "Y." Spencer—Approaching and passing over highway crossing just west of Spencer.	Buffalo—Over any street crossing at grade. Honeoye Falls—Over any street crossing at grade in the village of Honeoye Falls. Rochester—Between engine house and passenger station.	Waterloo and Seneca Falls—Over street crossings.