

G. T. Snow.

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The New York, New Haven and Hartford Railroad Co.

— and —

Central New England Railway Co.

NEW YORK DIVISION

New York Connecting Railroad Co.

LINES WEST

New Haven, Hartford and Highland Divisions

CENTRAL NEW ENGLAND RAILWAY

Time Table No. 71

Superseding Time Tables

No. 70 of June 10, 1917, New York Division
No. 70 of June 10, 1917, New Haven Division
No. 70A of June 25, 1917, Hartford Division
No. 70A of June 25, 1917, Highland Division
No. 70A of June 25, 1917, C. N. E. Railway

FOR EMPLOYEES ONLY

In Effect 12.01 A.M.

Sunday, September 23, 1917

G. W. WILDIN
General Manager

J. O. HALLIDAY
Supt. of Transportation

J. A. DROEGE
General Superintendent
New York Div.

H. C. OVIATT
General Superintendent
Lines West

G. W. CLARK
General Superintendent C. N. E. Ry.

C. H. MOTSETT
Supt., New York Div.

W. H. FOSTER
Supt., New Haven Div.

C. A. MITCHELL
Supt., Hartford Div.

M. D. MILLER
Supt., Highland Div.

AIR LINE JCT. TO WOODLAWN.

WESTWARD.

Distance from Air Line Jct.	STATIONS.	Distance between Stations	49	29	97	201	1	3	69	151	261	93	67	153
			Ex. Sun.	Daily	Ex. Mon.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
			1st Class Adams Express	1st Class Boston Mail	1st Class Amer. Express	1st Class Passenger	1st Class Boston Passenger	1st Class Boston Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Passenger	1st Class State of Maine Express	1st Class Wh. Mts. Express	1st Class Passenger
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00	Air Line Jct. N	0.00	1.09	3.48	4.10	-----	4.19	4.35	4.39	-----	-----	5.18	5.19	-----
0.52	Cedar Hill	0.52	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
1.92	S. S. 78 N	1.40	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
2.20	New Haven N	0.28	s 1.15 s 1.40	s 3.55 s 4.05	s 4.15 s 4.20	-----	s 4.25 s 4.35	s 4.40 s 4.47	s 4.45 s 4.53	-----	-----	s 5.25 s 5.32	s 5.24 s 5.32	-----
2.48	S. S. 75 N	0.28	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
4.25	West Haven D	1.77	1.46	4.11	4.26	-----	4.41	4.53	4.59	-----	-----	5.38	5.38	-----
7.79	Woodmont N	3.54	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
11.17	Milford	3.38	1.55	4.20	4.35	-----	4.50	5.02	5.09	-----	-----	5.47	5.47	-----
13.83	Devon	2.66	2.00	4.24	4.40	-----	4.54	5.05	5.14	-----	-----	5.50	5.50	-----
15.43	Stratford D	1.60	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
18.84	Bridgeport N	3.41	2.15	s 4.32 s 4.35	k 4.50	-----	s 5.02 s 5.07	5.15	s 5.26	-----	5.40	o 6.02	p 6.02	-----
23.92	Fairfield D	5.08	2.24	4.43	4.59	-----	5.17	5.25	5.34	-----	s 5.48	6.10	6.10	-----
25.56	Southport D	1.64	-----	-----	-----	-----	-----	-----	-----	-----	s 5.51	-----	-----	-----
27.31	Green's Farms	1.75	2.29	4.47	5.03	-----	5.21	5.30	5.38	-----	s 5.55	6.14	6.14	-----
30.29	Westport D	2.98	-----	-----	-----	-----	-----	-----	-----	-----	s 6.00	-----	-----	-----
32.35	East Norwalk	2.06	-----	-----	-----	-----	-----	-----	-----	-----	s 6.04	-----	-----	-----
33.47	So. Norwalk N	1.12	2.38	4.58	s 5.12	-----	s 5.32 s 5.35	5.43	s 5.49	-----	s 6.08	o 6.22	p 6.22	-----
35.30	Rowayton	1.83	-----	-----	-----	-----	-----	-----	-----	-----	s 6.13	-----	-----	-----
36.74	Darien D	1.44	2.48	5.04	5.18	-----	5.43	5.52	5.56	-----	s 6.16	6.28	6.28	-----
37.98	Noroton D	1.24	-----	-----	-----	-----	-----	-----	-----	-----	s 6.20	-----	-----	-----
39.32	Glenbrook	1.34	-----	-----	-----	-----	-----	-----	-----	-----	s 6.24	-----	-----	-----
41.43	Stamford N	2.11	3.10	5.11	5.25	5.30	s 5.50 s 5.54	6.00	s 6.04 s 6.08	-----	s 6.28 s 6.32	o 6.36 o 6.40	6.36 6.40	-----
43.14	Sound Beach D	1.71	-----	-----	-----	s 5.34	-----	-----	-----	-----	s 6.36	-----	-----	-----
44.18	Riverside D	1.04	-----	-----	-----	s 5.38	-----	-----	-----	-----	s 6.40	-----	-----	-----
44.85	Cos Cob D	0.67	3.20	5.17	5.31	s 5.40	6.01	6.07	6.15	-----	s 6.42	6.46	6.46	-----
46.35	Greenwich D	1.50	-----	-----	-----	s 5.44	-----	-----	-----	-----	s 6.46	-----	-----	-----
48.83	Port Chester N	2.48	3.25	5.22	5.36	s 5.49	6.07	6.12	6.20	6.30	s 6.51	6.51	6.51	7.06
50.40	Rye N	1.57	-----	-----	-----	s 5.53	-----	-----	-----	s 6.34	s 6.55	-----	-----	s 7.10
52.31	Harrison D	1.91	-----	-----	-----	s 5.57	-----	-----	-----	s 6.38	s 6.59	-----	-----	s 7.14
54.01	Mamaroneck N	1.70	3.35	5.29	5.43	s 6.01	6.15	6.20	6.27	s 6.42	s 7.03	7.00	7.00	s 7.18
55.81	Larchmont Manor D	1.80	-----	-----	-----	s 6.05	-----	-----	-----	s 6.46	s 7.07	-----	-----	s 7.22
57.90	New Roch'le N	2.09	3.41	5.34	5.49	s 6.10	6.21	6.27	6.33	s 6.51	s 7.13	7.04	7.04	s 7.28
59.33	Pelham D	1.43	-----	-----	-----	s 6.14	-----	-----	-----	s 6.55	s 7.17	-----	-----	s 7.32
59.98	Columbus Ave.	0.65	-----	-----	-----	s 6.17	-----	-----	-----	s 6.57	s 7.20	-----	-----	s 7.35
60.73	Mt. Vernon N	0.75	-----	-----	-----	s 6.20	-----	-----	6.38	s 7.01	s 7.23	-----	-----	s 7.39
62.72	Woodlawn N	1.99	-----	5.42	5.57	6.25	6.29	6.34	6.42	7.06	7.28	7.13	7.13	7.44
74.48	Gr. Ct. Ter. N Arrive	11.76	----- A M	6.07 A M	6.20 A M	6.48 A M	6.53 A M	6.57 A M	7.05 A M	7.29 A M	7.51 A M	7.36 A M	7.36 A M	8.07 A M
	Note references			Y	K	Y	BY			B	Y	QQ	Pp	BUYZ

B Does not carry baggage.

K (k) Train 97 stops at Bridgeport Sundays to leave papers.

O Train 93 will stop at Bridgeport, South Norwalk and Stamford on signal to leave passengers from Worcester or points beyond.

P Train 67 will be discontinued after October 8, 1917.

P Train 67 will stop at Bridgeport and South Norwalk on signal to leave passengers from north of Springfield.

Q Train 93 will commence running October 9, 1917.

U Will not run November 6, 1917, or February 12, 1918.

Y Stops at 125th Street.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L.W.)

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	203	141	361	155	271	157	143	205	251	145	159	207	237	147
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	1st Class Danbury Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
NEW HAVEN DIVISION	Air Line Jct.													
	Cedar Hill													
	S. S. 78													
	New Haven				5.50									
	S. S. 75													
	West Haven				s 5.56									
	Woodmont				f 6.01									
	Milford				s 6.08									
	Devon				s 6.13									
	Stratford				s 6.17									
	Bridgeport				s 6.25									
	Fairfield				s 6.34									
	Southport				s 6.38									
	Green's Farms				s 6.43									
NEW YORK DIVISION	Westport				s 6.49									
	East Norwalk				s 6.53									
	South Norwalk				s 6.57				s 7.18					
	Rowayton				s 7.01				s 7.22					
	Darien				s 7.04				s 7.25					
	Noroton				s 7.08				s 7.28					
	Glenbrook				s 7.12				s 7.31					
	Stamford	7.05		7.05	s 7.17 7.21			7.28	s 7.35 7.39			7.45	s 7.56	
	Sound Beach	s 7.09		s 7.09				s 7.32				s 7.49	s 8.00	
	Riverside	s 7.13		s 7.13				s 7.36				s 7.53		
	Cos Cob	s 7.15		s 7.15	7.27			s 7.38	7.45			s 7.55	8.05	
	Greenwich	s 7.19		s 7.19				s 7.42	s 7.48			s 7.59		
	Port Chester	s 7.24		s 7.25	7.28	7.32	7.37	s 7.47	7.52		7.55	s 8.05	8.10	
	Rye	7.27		s 7.29	s 7.32		s 7.41	7.50	7.55		s 7.59	s 8.09		
	Harrison			s 7.33	s 7.36		s 7.45				s 8.03	s 8.13		
	Mamaroneck	7.32		s 7.37	s 7.40	7.38	s 7.49	7.55	8.00		s 8.07	s 8.17	8.16	
	Larchmont Manor			s 7.41	s 7.44		s 7.53				s 8.11	s 8.21		
	New Rochelle	s 7.37	7.41	s 7.47	s 7.49	7.42	7.57	7.59	8.00	8.04	8.09	s 8.17	8.26	8.30
	Pelham		s 7.45	s 7.51	s 7.52						s 8.13	s 8.21		s 8.35
	Columbus Ave.		s 7.47	s 7.54							s 8.15			s 8.38
	Mount Vernon	7.43	s 7.51	s 7.57	s 7.57		s 8.05				s 8.19	s 8.25		s 8.42
	Woodlawn	7.47	7.56	8.02	8.01	7.50	8.04	8.10	8.07	8.13	8.24	8.30	8.35	8.46
	Gr. Ct. Ter.	8.10	8.19	8.25	8.25	8.13	8.27	8.33	8.30	8.36	8.47	8.53	8.58	9.09
	Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Note references	BYZ	BUYZ	Y	Y	Y	BUZ	BYZ	BUYZ	BY	BZ	BYZ	BYZ	BUZ	BYZ

B Does not carry baggage.

U Will not run November 6, 1917, or February 12, 1918.

Y Stop at 125th Street.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L.W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H. 3
DIVISIONS.

STATIONS.	209	273	91	161	363	263	175	653	255	211	1233	391	63	1206
	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.
	1st Class Passenger	1st Class Meriden Passenger	1st Class BarHbr. N. Y. Express	1st Class Passenger	1st Class Passenger	1st Class Waterb'y Passenger	1st Class Bar Hbr. Wash. Express Passenger	1st Class Saybrook Point Passenger	1st Class N. Milfd Passenger	1st Class Passenger	1st Class Waterb'y Passenger	1st Class Passenger	1st Class SpringPd Passenger	1st Class Waterb'y Passenger
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Air Line Jct.		6.36	6.42				7.08	7.33					7.48	
Cedar Hill		s 6.38						s 7.35					s 7.50	
S. S. 78		s 6.43	s 6.50				s 7.15	A 7.40				7.55	s 7.55	8.02
New Haven		s 6.50	s 7.00				s 7.25						s 7.55	8.04
S. S. 75														
West Haven		s 6.56	7.06				7.31					s 8.02	8.06	
Woodmont		s 7.02										s 8.08		
Milford		s 7.08	7.16				7.39					s 8.14	8.13	
Devon		s 7.13	7.19			s 7.36	7.42				s 8.00	s 8.19	8.16	
Stratford		s 7.16				s 7.39						s 8.22		
Bridgeport		s 7.24	b 7.31			s 7.46	7.56				A 8.10	s 8.29	8.23	
Fairfield		s 7.32	7.42			7.59	8.06					s 8.38	8.30	
Southport		s 7.36				s 8.03						s 8.42		
Green's Farms		s 7.40	7.50			8.06	8.12					s 8.46	8.34	
Westport		s 7.46				s 8.10						s 8.51		
East Norwalk		s 7.50										s 8.55		
South Norwalk		s 7.54	b 8.00			8.15	8.20		s 8.21			s 8.59	8.42	
Rowayton												s 9.03		
Darien		s 8.01	8.09			8.21	8.26		s 8.28			s 9.06	8.47	
Noroton												s 9.10		
Glenbrook												s 9.14		
Stamford	8.03	s 8.08 s 8.12	b 8.16 8.20		8.15	8.29	8.34		s 8.36 s 8.41	8.47		s 9.19 s 9.23	8.53	
Sound Beach	s 8.07				s 8.19					s 8.51				
Riverside	s 8.11				s 8.23					s 8.55				
Cos Cob	s 8.13	8.18	8.26		s 8.25	8.35	8.40		8.47	s 8.57		9.29	8.59	
Greenwich	s 8.17				s 8.30					s 9.02		s 9.33		
Port Chester	s 8.23	8.28	8.31	8.31	s 8.35	8.40	8.44		s 8.53	s 9.08		s 9.38	9.05	
Rye	8.26			s 8.35	s 8.39					s 9.12				
Harrison				s 8.39	s 8.43					s 9.16				
Mamaroneck	8.32	8.29	8.37	s 8.43	s 8.47	8.46	8.50		9.00	s 9.20		9.45	9.11	
Larchmont Manor				s 8.47	s 8.51					s 9.24				
New Rochelle	8.36	8.33	8.42	s 8.53	s 8.57	8.50	8.54		s 9.05	s 9.30		s 9.51	9.15	
Pelham				s 8.57	s 9.01					s 9.34				
Columbus Ave.				s 9.00	s 9.04					s 9.37				
Mount Vernon				s 9.03	s 9.07					s 9.40		s 9.59		
Woodlawn	8.43	8.40	8.49	9.08	9.12	8.57			9.13	9.45		10.04	9.22	
Grand Ct. Ter.	9.06	9.03	9.12	9.31	9.35	9.20			9.36	10.08		10.27	9.44	
Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Note references	BY	BY	b JY	BYZ	BY		G		Y	Y		Y		

B Does not carry baggage.

b Train 91 will stop at Bridgeport, South Norwalk and Stamford on signal to leave passengers from Ayer or points beyond.

G Train 175 will be discontinued after October 8, 1917. *

J Train 91 will be discontinued after October 8, 1917.

Y Stops at 125th Street.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L. W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	275	265	73	253	365	277	1235	1103	1011	65	1414	1436	367	259
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.
	1st Class Passenger	1st Class Winsted Passenger	1st Class Passenger	1st Class Brook'ld Jct. Passenger	1st Class Passenger	1st Class Passenger	1st Class Winsted Passenger	1st Class N'hamton Passenger	1st Class Wil'antio Passenger	1st Class Spring'fd Passenger	1st Class Oanaan Passenger	1st Class Derby Passenger	1st Class Passenger	1st Class Br'kshire Express
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
NEW HAVEN DIVISION														
Air Line Jct.									9.18	9.28				
Cedar Hill									\$ 9.20					
S.S. 78								9.18						
New Haven	8.05		8.30			8.30		A 9.20	A 9.25	\$ 9.33 9.41	9.38	9.55		
S.S. 75											9.40	9.57		
West Haven	8.11		8.36			\$ 8.36				9.47				
Woodmont						\$ 8.42								
Milford	\$ 8.20		8.44			\$ 8.47				\$ 9.56				
Devon	8.25	\$ 8.44	8.47			\$ 8.53	\$ 9.26			10.01				
Stratford						\$ 8.56	\$ 9.30							
Bridgeport	\$ 8.34	\$ 8.52 8.57	\$ 8.57			\$ 9.04	A 9.36			\$ 10.09 10.11				
Fairfield	\$ 8.42	9.05	9.06			\$ 9.13				10.20				
Southport	\$ 8.46					\$ 9.16								
Green's Farms	8.49	9.09	9.10			\$ 9.21				10.24				
Westport	\$ 8.53					\$ 9.26								
East Norwalk						\$ 9.30								
NEW YORK DIVISION														
South Norwalk	\$ 8.59	9.17	\$ 9.19	\$ 9.24		\$ 9.34 9.39				\$ 10.33				\$ 10.52
Rowayton						\$ 9.44								
Darien	9.05	9.21	9.26	\$ 9.31		\$ 9.48				10.40				10.57
Noroton						\$ 9.52								
Glenbrook						\$ 9.57								
Stamford	\$ 9.11 9.15	\$ 9.28 9.32	\$ 9.33 9.37	\$ 9.39 9.43	9.45	\$ 10.01 10.05				\$ 10.46 10.50			11.00	\$ 11.03 11.07
Sound Beach					\$ 9.49	\$ 10.09							\$ 11.04	
Riverside					\$ 9.53	\$ 10.13							\$ 11.08	
Cos Cob	9.21	9.38	9.44	9.50	\$ 9.55	\$ 10.16				10.56			\$ 11.10	11.13
Greenwich	\$ 9.25			\$ 9.55	\$ 10.00	\$ 10.21							\$ 11.14	
Port Chester	\$ 9.30	9.43	9.49	\$ 10.00	\$ 10.06	\$ 10.28				11.01			\$ 11.20	11.18
Rye					\$ 10.10	\$ 10.32							\$ 11.24	
Harrison					\$ 10.14	\$ 10.36							\$ 11.28	
Mamaroneck	9.37	9.49	9.56	10.08	\$ 10.18	\$ 10.40				11.07			\$ 11.32	11.24
Larchmont Manor					\$ 10.22	\$ 10.44							\$ 11.36	
New Rochelle	\$ 9.42	9.53	10.00	\$ 10.14	\$ 10.27	\$ 10.51				11.11			\$ 11.42	11.28
Pelham					\$ 10.31	\$ 10.55							\$ 11.46	
Columbus Ave.					\$ 10.34	\$ 10.58							\$ 11.49	
Mount Vernon	9.47			\$ 10.20	\$ 10.37	\$ 11.02							\$ 11.52	
Woodlawn	9.51	10.00	10.07	10.25	10.42	11.07				11.18			11.57	11.35
Grand Ct. Ter.	10.14	10.23	10.30	10.48	11.05	11.30				11.41			12.20	11.58
Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	A M
Note references	B Y		Y	Y	Y					Y				Y

B Does not carry baggage.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L. W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H. 5
DIVISIONS.

STATIONS.	1205	213	5	79	215	381	405	87	7	45	173	217	9	51
	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.
	1st Class Winsted Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Conn. Riv Special Passenger	1st Class Passenger	1st Class Passenger	1st Class Danbury Passenger	1st Class KeeneNH Express	1st Class Boston Express	1st Class Boston Passenger	1st Class Colonial Express Passenger	1st Class Passenger	1st Class Bay State Limited	1st Class Boston Passenger
	A M	A M	A M	A M	NOON	P M	P M	P M	P M	P M	P M	P M	P M	P M
Air Line Jct.			10.25	10.29				12.07	12.16		12.37		1.20	1.25
Cedar Hill														
S. S. 79														
New Haven			10.31 11.00	10.34 10.39				12.12 12.17	12.22 12.27		12.43 12.50		1.25 1.28	1.30 1.36
S. S. 75														
West Haven			11.06	10.45				12.23	12.33		12.56		1.34	1.42
Woodmont														
Milford			11.15	10.53				12.32	12.42		1.04		1.41	1.50
Devon	10.46		11.19	10.56				12.37	12.46	1.00	1.08		1.44	1.54
Stratford	10.53		11.23											
Bridgeport	10.57		11.33	11.08				12.46 12.48	12.54 12.56	1.09 1.12	1.18		1.51	2.02 2.06
Fairfield			11.42	11.16				12.56	1.03	1.20	1.27		1.58	2.12
Southport			11.46							1.24				
Green's Farms			11.50	11.20				1.00	1.07	1.27	1.33		2.02	2.16
Westport			11.56							1.31				
East Norwalk														
South Norwalk			12.03	11.27			12.52	1.09	1.14	1.38	1.43		2.10	2.24
Rowayton							12.56							
Darien			12.10	11.32			12.59	1.15	1.20	1.45	1.55		2.14	2.28
Noroton							1.02							
Glenbrook							1.06							
Stamford		11.18	12.18 12.22	11.38 11.42	12.00		1.10	1.21 1.25	1.26 1.30	1.52 1.56	2.01	2.06	2.20	2.35 2.39
Sound Beach					12.04							2.10		
Riverside					12.08							2.14		
Cos Cob		11.24	12.28	11.48	12.10			1.32	1.36	2.02	2.08	2.16	2.25	2.45
Greenwich		11.27	12.33		12.14							2.20		
Port Chester		11.32	12.40	11.53	12.20	12.45		1.37	1.41	2.07	2.14	2.26	2.30	2.50
Rye		11.36			12.24	12.49						2.30		
Harrison					12.28	12.53						2.34		
Mamaroneck		11.42	12.48	11.59	12.32	12.57		1.43	1.47	2.13	2.20	2.38	2.36	2.56
Larchmont Manor					12.36	1.01						2.42		
New Rochelle		11.50	12.55	12.03	12.41	1.07		1.47	1.51	2.17	2.24	2.48	2.46	3.00
Pelham		11.54			12.45	1.12						2.52		
Columbus Ave.					12.48	1.14						2.55		
Mount Vernon		11.58	1.02	12.07	12.51	1.17						2.58		3.04
Woodlawn		12.03	1.07	12.10	12.56	1.22		1.54	1.58	2.25		3.04	2.47	3.07
Grand Ct. Ter. Arrive	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references			M		Y	B Y		Y				Y		

B Does not carry baggage.

Y Stops at 125th Street.

M Train 5 will run except Sunday between Air Line Junction
and New Haven.

The time shown at Grand Central Terminal is for information only.

(L. W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	101	77	1031	811	11	1237	219	103	369	285	1217	371	83	221
	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sat. only	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Daily
	1st Class N. Y. Passenger	1st Class Springfd Passenger	1st Class Wil'antio Passenger	1st Class Hartford Passenger	1st Class N. Y. Passenger	1st Class Waterb'y Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Passenger	1st Class Winsted Passenger	1st Class Passenger	1st Class Springfd Passenger	1st Class Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Air Line Jct.	1.35	1.43	1.48	1.54	2.01			2.13					3.30	
Cedar Hill		\$ 1.45		\$ 1.56										
S. S. 78														
New Haven	\$ 1.40 \$ 1.45	\$ 1.50 \$ 1.55	A 1.55	A 2.01	\$ 2.06 \$ 2.13			\$ 2.19 \$ 2.23					\$ 3.35 \$ 3.40	
S. S. 75														
West Haven	1.51	2.01			2.19			2.29					3.46	
Woodmont														
Milford	1.58	2.08			2.27			2.37					\$ 3.55	
Devon	2.02	2.12			2.30	\$ 2.31		2.40			\$ 3.52		4.00	
Stratford						\$ 2.35					\$ 3.56			
Bridgeport	2.09	\$ 2.20 \$ 2.22			\$ 2.38 \$ 2.40	A 2.41		\$ 2.48 \$ 2.50		2.56	A 4.02		\$ 4.08 \$ 4.10	
Fairfield	2.17	2.31			2.49			2.59		\$ 3.05			4.19	
Southport										\$ 3.09				
Green's Farms	2.21	2.35			2.53			3.03		\$ 3.14			4.23	
Westport										\$ 3.20				
East Norwalk										\$ 3.24				
South Norwalk	2.30	\$ 2.44			\$ 3.02			\$ 3.12		\$ 3.29			\$ 4.32	
Rowayton										\$ 3.34				
Darien	2.36	2.51			3.09			3.19		\$ 3.37			4.39	
Noroton										\$ 3.41				
Glenbrook										\$ 3.45				
Stamford	2.43	\$ 2.57 \$ 3.01			\$ 3.15 \$ 3.19		3.25	\$ 3.25 \$ 3.29	3.40	\$ 3.53		4.17	\$ 4.45 \$ 4.49	5.01
Sound Beach							\$ 3.29		\$ 3.44	\$ 3.57		\$ 4.21		\$ 5.05
Riverside							\$ 3.33		\$ 3.48	\$ 4.01		\$ 4.25		\$ 5.09
Cos Cob	2.49	3.07			3.25		\$ 3.35	3.35	\$ 3.50	\$ 4.03		\$ 4.27	4.55	\$ 5.11
Greenwich							\$ 3.39		\$ 3.54	\$ 4.08		\$ 4.31		\$ 5.15
Port Chester	2.55	3.12			3.30		\$ 3.45	3.40	\$ 4.00	\$ 4.14		\$ 4.37	5.00	\$ 5.21
Rye							\$ 3.49		\$ 4.04	\$ 4.19		\$ 4.41		\$ 5.25
Harrison							\$ 3.53		\$ 4.08	\$ 4.23		\$ 4.45		\$ 5.29
Mamaroneck	3.02	3.18			3.36		\$ 3.57	3.46	\$ 4.12	\$ 4.27		\$ 4.49	5.06	\$ 5.33
Larchmont Manor							\$ 4.01		\$ 4.16	\$ 4.31		\$ 4.53		\$ 5.37
New Rochelle	3.06	3.22			3.40		\$ 4.07	3.50	\$ 4.22	\$ 4.37		\$ 4.58	5.10	\$ 5.42
Pelham							\$ 4.11		\$ 4.27	\$ 4.41		\$ 5.03		\$ 5.46
Columbus Ave.							\$ 4.14			\$ 4.43				\$ 5.49
Mount Vernon							\$ 4.17		\$ 4.32	\$ 4.46		\$ 5.09		\$ 5.52
Woodlawn	3.13	3.29			3.47		4.22	3.57	4.37	4.53		5.14	5.17	5.57
Grand Ct. Ter.	3.36	3.52			4.10		4.45	4.20	5.00	5.16		5.37	5.40	6.20
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y	Y			Y	Y	BY	Y		Y		BY	Y	Y

B Does not carry baggage.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N.Y. AND N.H. 7
DIVISIONS.

STATIONS.	53	1428	15	245	383	1215	287	813	19	85	289	1426	1111	1239
	Daily	Ex. Sun	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
	1st Class Boston Passenger	1st Class Canaan Passenger	1st Class Knicker- bocker Limited	1st Class Pittsfield Passenger	1st Class Passenger	1st Class Waterb'y Passenger	1st Class Passenger	1st Class Springf'd Passenger	1st Class Boston Passenger	1st Class White Mts. Express	1st Class Passenger	1st Class Derby Passenger	1st Class North- ampton Passenger	1st Class Winsted Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Air Line Jct.	4.02		4.20					4.40	5.01	5.19				
Cedar Hill								s 4.43						
S. S. 78														5.58
New Haven	s 4.07 4.13	4.04	s 4.25 4.28				4.35	A 4.48	s 5.06 5.13	s 5.24 5.32	5.37	5.50	A 6.00	
S. S. 75		4.06										5.52		
West Haven	4.19		4.34				s 4.42		5.19	5.38	s 5.43			
Woodmont							s 4.47				s 5.49			
Milford	4.27		4.41				s 4.54		5.27	5.46	s 5.54			
Devon	4.30		4.44			s 4.53	s 4.59		5.30	5.50	s 5.59			s 6.23
Stratford							s 5.04				s 6.04			s 6.27
Bridgeport	s 4.38 4.40		4.51			A 5.03	s 5.14		s 5.38 5.40	s 6.01	s 6.11			A 6.33
Fairfield	4.48		4.58				s 5.23		5.49	6.11	s 6.24			
Southport							s 5.27				s 6.28			
Green's Farms	4.52		5.02				s 5.32		5.53	6.15	s 6.32			
Westport							s 5.37				s 6.37			
East Norwalk							s 5.41				s 6.41			
South Norwalk	5.00		5.10	s 5.27			s 5.46		s 6.02	s 6.26	s 6.47			
Rowayton							s 5.50				s 6.51			
Darien	5.05		5.14	5.33			s 5.54		6.09	6.33	s 6.54			
Noroton							s 5.58				s 6.58			
Glenbrook							s 6.03				s 7.02			
Stamford	s 5.11 5.15		5.20	s 5.39 5.43			s 6.07 6.12		s 6.15 6.19	s 6.40 6.44	s 7.06 7.27			
Sound Beach							s 6.16				s 7.31			
Riverside							s 6.20				s 7.35			
Cos Cob	5.21		5.25	5.49			s 6.22		6.25	6.50	s 7.37			
Greenwich							s 6.26				s 7.42			
Port Chester	5.36		5.30	5.54	6.05		s 6.32		6.30	6.55	s 7.48			
Rye					s 6.09		s 6.36				s 7.52			
Harrison					s 6.13		s 6.40				s 7.57			
Mamaroneck	5.32		5.36	6.00	s 6.17		s 6.44		6.36	7.01	s 8.01			
Larchmont Manor					s 6.21		s 6.48				s 8.05			
New Rochelle	5.36		5.40	6.04	s 6.27		s 6.54		6.40	7.06	s 8.11			
Pelham					s 6.32		s 6.58				s 8.16			
Columbus Ave.							s 7.01				s 8.18			
Mount Vernon					s 6.37		s 7.05				s 8.23			
Woodlawn	5.44		5.47	6.12	6.42		7.10		6.47	7.13	8.28			
Grand Ct. Ter. Arrive	6.07 PM		6.10 PM	6.35 PM	7.05 PM		7.33 PM		7.10 PM	7.36 PM	8.51 PM			
Note references	Y		Y	Y	B		Y		Y	GY	Y			

B Does not carry baggage.

Y Stops at 125th Street.

G Train 85 will be discontinued after October 8, 1917.

The time shown at Grand Central Terminal is for information only.

(L. W.)

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H.
DIVISIONS.

STATIONS	447	89	395	819	21	385	55	57	1440	1029	825	249	1223	373
	Sun. only	Daily	Sun. only	Ex. Sun.	Daily	Sun. only	Ex. Sun.	Sun. only	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only
	1st Class Brookf'd Jct. Passenger	1st Class Springf'd Passenger	1st Class Passenger	1st Class Hartford Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Springf'd Passenger	1st Class Derby Passenger	1st Class Will'antic Passenger	1st Class Springf'd Passenger	1st Class Pittsfield Passenger	1st Class Winsted Passenger	1st Class Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Air Line Jct.		5.54		6.35	6.42			6.55		7.16	7.20			
Cedar Hill		5.57		6.38						7.18				
S. S. 78														
New Haven		6.02 6.11	6.11	6.43	6.47 6.51			7.00 7.08	7.05	7.23	7.25			
S. S. 75									7.07					
West Haven		6.17	6.17		6.57			7.11						
Woodmont														
Milford		6.26	6.26		7.06			7.19						
Devon		6.31	6.31		7.10		7.15	7.25					7.56	
Stratford														
Bridgeport		6.38	6.38		7.19		7.23 7.28	7.33 7.38					8.06	
Fairfield		6.47	6.47		7.27		7.33	7.44						
Southport														
Green's Farms		6.51	6.52		7.31		7.37	7.48						
Westport		6.56	6.56											
East Norwalk														
South Norwalk	6.57	7.02	7.02		7.39		7.46	7.57				8.06		
Rowayton			7.07											
Darien	7.04	7.09	7.10		7.44		7.53	8.05				8.12		
Noroton			7.14											
Glenbrook			7.18											
Stamford	7.11 7.16	7.16 7.20	7.22 7.26		7.50 7.54		7.59 8.03	8.11 8.15				8.18 8.22		8.30
Sound Beach														8.34
Riverside														8.38
Cos Cob	7.21	7.26	7.32		8.00		8.09	8.21				8.28		8.40
Greenwich			7.36									8.32		8.44
Port Chester	7.28	7.31	7.41		8.05	8.11	8.14	8.26				8.37		8.50
Rye	7.32					8.16						8.41		8.54
Harrison						8.21								8.58
Mamaroneck	7.38	7.37	7.47		8.11	8.26	8.20	8.32				8.48		9.02
Larchmont Manor						8.31						8.52		9.06
New Rochelle	7.42	7.41	7.53		8.15	8.38	8.24	8.36				8.57		9.11
Pelham						8.43								9.15
Columbus Ave.						8.46								
Mount Vernon	7.48					8.49						9.03		9.19
Woodlawn	7.53	7.48	8.02		8.22	8.54	8.31	8.43				9.08		9.24
Grand Ct. Ter. Arrive	8.16 PM	8.10 PM	8.25 PM		8.45 PM	9.17 PM	8.54 PM	9.05 PM				9.31 PM		9.47 PM
Notereferences	Y	G	Y		Y	BY			E			Y		BY

B Does not carry baggage.

E Train 1440 backs from New Haven to West River
Junction through South Wye.G Train 89 will run except Sunday between New Haven
and Grand Central Terminal.

Y Stops at 125th Street.

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H. 9
DIVISIONS.

STATIONS.	59	669		23	247	223	37	81	1033	25		225	397	179
	Daily	Ex. Sun.		Ex. Sun.	Sun. only	Daily	Daily	Daily	Ex. Sun.	Daily		Ex. Sun.	Sun. only	Ex. Sun.
	1st Class Boston Passenger	1st Class N London Passenger		1st Class Mer- chants' Limited	1st Class Pittsfield Special	1st Class Passenger	1st Class Bos-N.Y. Passenger	1st Class Green Mountain Express	1st Class Wil'antic Passenger	1st Class Boston Passenger		1st Class Passenger	1st Class Passenger	1st Class Adams Express
	PM	PM		PM	PM	PM	PM	PM	PM	PM		PM	PM	PM
Air Line Jct.	8.03	8.08		8.20			8.44	8.48	9.10	9.02				11.05
Cedar Hill		8.10												
S. S. 78														
New Haven	8.08 8.13	8.18		8.28 8.28			8.50 9.00	8.53 9.25	9.16	9.08 9.18			9.35	11.10 12.55
S. S. 75														
West Haven	8.19			8.34			9.06	9.31		9.24			9.42	1.01
Woodmont													9.47	
Milford	8.27			8.41			9.14	9.40		9.32			9.54	1.10
Devon	8.30			8.44			9.18	9.46		9.35			9.59	1.15
Stratford													10.03	
Bridgeport	8.38 8.40			8.51			9.28	9.54 10.00		9.44 9.46			10.11	1.25 1.48
Fairfield	8.48			8.58			9.36	10.08		9.54			10.19	1.57
Southport								10.12					10.22	
Green's Farms	8.52			9.02			9.40	10.17		9.58			10.26	2.01
Westport								10.24					10.31	
East Norwalk													10.35	
South Norwalk	9.00			9.10	9.19		9.48	10.30		10.07			10.40	2.10 2.25
Rowayton													10.44	
Darien	9.05			9.14	9.25		10.00	10.37		10.13			10.47	2.38
Noroton													10.51	
Glenbrook													10.55	
Stamford	9.11 9.15			9.20	9.31 9.35	9.41	10.06	10.43 10.47		10.19 10.23			10.52	11.02 3.47 3.03
Sound Beach						9.45							10.56	11.06
Riverside													11.00	11.10
Cos Cob	9.21			9.25	9.41	9.49	10.13	10.53		10.29			11.02	11.12 3.10
Greenwich						9.54							11.06	11.17
Port Chester	9.26			9.30	9.46	9.59	10.19	10.58		10.34			11.11	11.22 3.15
Rye						10.03							11.15	11.26
Harrison						10.07							11.19	11.30
Mamaroneck	9.32			9.36	9.52	10.11	10.26	11.04		10.40			11.23	11.34 3.22
Larchmont Manor						10.15							11.27	11.38
New Rochelle	9.36			9.40	9.56	10.20	10.30	11.10		10.44			11.32	11.43 3.27
Pelham						10.24							11.37	11.48
Columbus Ave.						10.27							11.40	11.50
Mount Vernon						10.31							11.43	11.54
Woodlawn	9.44			9.47	10.03	10.36		11.18		10.51			11.48	11.59
Grand Ct. Ter. Arrive	10.07 PM	PM		10.10 PM	10.26 PM	10.59 PM	PM	11.41 PM	PM	11.14 PM			12.11 AM	12.22 AM
Note references				Y	GY	BY				Y		Y	Y	

B Does not carry baggage.

G. Train 247 will be discontinued after December 23, 1917.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

WESTWARD.

AIR LINE JCT. TO WOODLAWN.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	171	399	297												
	Daily	Sun. only	Ex. Sun.												
	1st Class Federal Express Passenger	1st Class Springf'd Passenger	1st Class Springf'd Passenger												
	P M	P M	P M												
Air Line Jct	11.24	11.27	11.48												
Cedar Hill		\$11.29	\$11.50												
S. S. 78															
New Haven	179 11.30 S 11.35	14.35 S 11.40	179 11.55 S 12.25												
S. S. 75															
West Haven	11.40	11.46	12.31												
Woodmont															
Milford	11.48	\$11.55	\$12.40												
Devon	11.52	11.59	12.44												
Stratford															
Bridgeport	\$12.03	\$12.06 S 12.11	\$12.52 S 1.05												
Fairfield	12.12	12.19	1.13												
Southport															
Green's Farms	12.16	12.23	1.18												
Westport															
East Norwalk															
South Norwalk	12.24	\$12.34	\$1.27 S 1.39												
Rowayton															
Darien	12.36	12.41	1.45												
Noroton															
Glenbrook															
Stamford	12.42	\$12.49	\$1.51 S 2.11												
Sound Beach															
Riverside															
Cos Cob	12.48	12.55	2.18												
Greenwich															
Port Chester	12.53	1.00	2.23												
Rye															
Harrison															
Mamaroneck	1.00	1.07	2.30												
Larchmont Manor															
New Rochelle	1.04	1.13	2.35												
Pelham															
Columbus Ave.															
Mount Vernon															
Woodlawn		1.21	2.42												
Grand Ct. Ter.		1.44	3.05												
Arrive	A M	A M	A M												
Note references	Q		Y												

Q Train 171 on Sundays stops at Bridgeport to take passengers or to leave passengers from New London or beyond.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H. 11
DIVISIONS.

Distance from New York	STATIONS	Distance between Stations	2	200	4	172	38	48	34	84	180	40	1232	1200
			Daily	Ex. Mon.	Daily	Daily	Sun. only	Daily	Ex. Sun.	Ex. Sun.	Ex. Mon.	Sun. only	Sun. only	Ex. Sun.
			1st Class Boston Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Federal Express	1st Class Boston News- paper	1st Class Adams Express	1st Class Boston Mail	1st Class Mail and Express	1st Class Adams Express	1st Class Spring Pd News- paper	1st Class Waterby's News- paper	1st Class Winsted Passenger
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00	Gr. Ct. Ter. N	0.00	12.01	12.28	12.31	-----	1.30	-----	2.10	2.20	-----	2.35	-----	-----
11.76	Woodlawn N	11.76	12.27	12.51	12.54	-----	1.52	-----	2.34	2.43	-----	2.57	-----	-----
13.75	Mt. Vernon N	1.99	12.32	12.56	12.58	-----	1.56	-----	2.38	2.47	-----	3.02	-----	-----
14.50	Columbus Ave. D	0.75	-----	12.58	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
15.15	Pelham D	0.65	-----	1.00	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
16.58	New Rochelle N	1.43	12.37	1.05	1.02	1.43	2.00	2.03	2.42	2.51	3.02	3.11	-----	-----
18.67	Larchmont Manor D	2.09	-----	1.10	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
20.47	Mamaroneck N	1.80	12.41	1.14	1.06	1.47	2.04	2.09	2.46	2.56	3.07	3.19	-----	-----
22.17	Harrison D	1.70	-----	1.18	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
24.08	Rye N	1.91	-----	1.22	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
25.65	Port Chester N	1.57	12.47	1.26	1.12	1.53	2.10	2.16	2.52	3.02	3.13	3.31	-----	-----
28.13	Greenwich D	2.48	-----	1.32	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
29.63	Cos Cob D	1.50	12.52	1.36	1.17	1.58	2.15	2.21	2.57	3.07	3.18	3.39	-----	-----
30.30	Riverside D	0.67	-----	1.38	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
31.34	Sound Beach D	1.04	-----	1.42	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
33.05	Stamford N	1.71	12.59	1.45	1.24	2.04	2.21	c 2.28	3.02	3.12	3.24	3.51	-----	-----
35.16	Glenbrook D	2.11	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
36.50	Noroton D	1.34	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
37.74	Darien D	1.24	1.07	-----	1.32	2.13	2.29	2.36	3.08	3.23	3.42	3.59	-----	-----
39.18	Rowayton D	1.44	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
41.01	So. Norwalk N	1.83	s 1.13	-----	1.39	2.25	2.33	c 2.49	3.12	3.28	40 3.56 s 4.14	s 4.05	-----	-----
42.13	East Norwalk D	1.12	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
44.19	Westport D	2.06	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
47.17	Green's Farms D	2.98	1.23	-----	1.49	2.35	2.41	3.00	3.20	3.36	4.26	4.15	-----	-----
48.92	Southport D	1.75	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
50.56	Fairfield D	1.64	1.27	-----	1.53	2.39	2.45	3.04	3.24	3.40	4.30	4.19	-----	-----
55.64	Bridgeport N	5.08	s 1.36	-----	2.02	2.47	s 2.54	c 3.14	s 3.33	s 3.48 s 3.56	s 4.39 s 4.54	s 4.27 s 4.32	4.40	4.55
59.05	Stratford D	3.41	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
60.65	Devon N	1.60	1.45	-----	2.11	2.56	3.03	3.22	3.40	4.04	5.04	4.40	s 4.49	s 5.05
63.31	Milford D	2.66	1.49	-----	2.15	3.00	3.07	3.26	3.43	4.07	5.09	4.44	-----	-----
66.69	Woodmont D	3.38	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
70.23	West Haven D	3.54	1.59	-----	2.24	3.08	3.16	3.36	3.50	4.14	5.19	4.54	-----	-----
72.00	S. S. 75 N	1.77	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
72.28	New Haven N	0.28	s 2.05 s 2.20	-----	s 2.30 s 2.35	s 3.15 s 3.20	s 3.21 s 3.28	s 3.45 s 4.10	48 3.54 s 4.01	s 4.19 s 4.34	s 5.24 s 6.00	s 4.59 s 5.07	-----	-----
72.56	S. S. 78 N	0.28	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
73.96	Cedar Hill D	1.40	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
74.48	Air Line Jct. N	0.52	2.26	-----	2.41	3.26	3.34	4.16	4.07	4.40	6.06	5.13	-----	-----
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	Note References		BY	BY				CG	Y			P		

B Does not carry baggage.

C Will stop at Stamford, South Norwalk and Bridgeport,
Monday only, to handle express.G Train 48 runs daily except Monday between New Haven
and Air Line Jct.

P Train 40 will slow down at stations to throw off papers.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N.Y. AND N.H.
DIVISIONS.

STATIONS.	804	1014	1403	1104	6	406	292	1204	806	270	202	398	1234	250
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.
	1st Class Springfd Passenger	1st Class Wil'antio Passenger	1st Class Derby Passenger	1st Class N'ham't'n Passenger	1st Class Boston Passenger	1st Class Brookfld Jct. Passenger	1st Class Passenger	1st Class Winsted Passenger	1st Class Hartford Passenger	1st Class SpringPd Passenger	1st Class Adams Express	1st Class SpringPd Passenger	1st Class Waterb'y Passenger	1st Class Brookfld Jct. Passenger
<i>Grand Ct. Ter.</i>	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Woodlawn					4.11					5.31	5.35	6.01		6.35
Mount Vernon					4.33					5.53	5.58	6.23		6.58
Columbus Ave.					s 4.38					s 5.58	s 6.10	s 6.28		s 7.04
Pelham										s 6.02		s 6.32		s 7.09
New Rochelle					s 4.44					s 6.07	s 6.16 s 6.26	s 6.37		s 7.15
Larchmont Manor										s 6.12	s 6.32	s 6.42		s 7.21
Mamaroneck					4.49					s 6.16	s 6.40	s 6.46		s 7.26
Harrison										s 6.20	s 6.50	s 6.50		s 7.30
Rye										s 6.24	s 7.00	s 6.54		s 7.35
Port Chester					s 4.59					s 6.28	s 7.15	s 6.58		s 7.40
Greenwich					s 5.04					s 6.34	s 7.26	s 7.04		s 7.47
Cos Cob					s 5.07					s 6.38	s 7.32	s 7.08		s 7.51
Riverside					5.08					s 6.40	s 7.38	s 7.10		s 7.53
Sound Beach					s 5.11					s 6.44	s 7.44	s 7.14		s 7.57
Stamford					s 5.19	5.38	5.50			s 6.48 s 6.52	s 7.48	s 7.20		s 8.05
Glenbrook						s 5.43				s 6.57		s 7.25		s 8.10
Noroton						s 5.46				s 7.00		s 7.29		s 8.13
Darien					5.27	s 5.49	s 5.59			s 7.04		s 7.33		s 8.16
Rowayton						s 5.52				s 7.08		s 7.37		s 8.19
South Norwalk					s 5.32 s 5.37	s 5.56	s 6.07			s 7.15		s 7.43		s 8.23
East Norwalk							s 6.10			s 7.18		s 7.46		
Westport					s 5.44		s 6.15			s 7.23		s 7.51		
Green's Farms					5.50		s 6.21			s 7.28		s 7.56		
Southport					s 5.55		s 6.25			s 7.33		s 8.00		
Fairfield					6.01		s 6.29			s 7.38		s 8.03		
Bridgeport					s 6.07 s 6.17		s 6.34 s 6.40	7.07		s 7.45 s 7.51		s 8.13	8.40	
Stratford						s 6.46	s 7.14			s 7.57		s 8.19	s 8.47	
Devon					6.25	f 6.50	s 7.17			s 8.01		s 8.23	s 8.50	
Milford					s 6.32	s 6.56				s 8.07		s 8.28		
Woodmont						s 7.02				s 8.13		s 8.34		
West Haven					s 6.44	s 7.09				s 8.19		s 8.40		
S.S. 75			7.41											
New Haven	6.35	7.10	s 7.43	7.44	s 6.50 s 7.50		s 7.15		7.55	s 8.25 s 8.35		s 8.47 s 9.05		
S.S. 78				7.46										
Cedar Hill	s 6.41	s 7.15			s 7.56				s 8.00					
Air Line Jct.	6.43	7.18			7.58				8.02	8.41		9.11		
Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Note references							B			Y				Y

B Does not carry baggage.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H. 13
DIVISIONS.

STATIONS.	46	1435	82	204	360	1236	8	252	86	1409	392	50	206	10
	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.
	1st Class Boston Passenger	1st Class Derby Passenger	1st Class Green Mountain Express	1st Class Passenger	1st Class Passenger	1st Class Winsted Passenger	1st Class Boston Passenger	1st Class Pittsfield Passenger	1st Class White Mts. Express	1st Class Canaan Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class BayState Limited
<i>Grand Ct. Ter.</i>	AM 7.52	AM	AM 8.01	AM 8.04	AM 8.18	AM	AM 8.32	AM 8.52	AM 9.01	AM	AM 9.01	AM 9.16	AM 9.19	AM 10.01
Woodlawn	8.14		8.24	8.28	8.41		8.55	9.15	9.24		9.24	9.38	9.41	10.22
Mount Vernon	8.18		8.29	8.33	8.46		8.59	9.19	9.28		9.29	9.42	9.46	10.26
Columbus Ave.				8.35	8.48								9.48	
Pelham				8.38	8.51								9.51	
New Rochelle	8.22		8.36	8.43	8.56		9.03	9.23	9.32		9.34	9.46	9.57	10.30
Larchmont Manor				8.48	9.01								10.02	
Mamaroneck	8.26		8.41	8.52	9.05		9.07	9.27	9.36		9.38	9.50	10.06	10.34
Harrison				8.56	9.09								10.10	
Rye				9.00	9.13								10.14	
Port Chester	8.33		8.47	9.04	9.17		9.14	9.33	9.42		9.44	9.56	10.18	10.40
Greenwich			8.53	9.09	9.23						9.48		10.23	
Cos Cob	8.38		8.55	9.12	9.27		9.19	9.38	9.47		9.51	10.01	10.27	10.45
Riverside				9.15	9.29								10.29	
Sound Beach					9.33								10.33	
Stamford	8.44 8.48		9.01 9.05	9.19	9.37		9.25 9.29	9.43 9.47	9.51 9.55		9.58	10.06 10.10	10.37	10.49
Glenbrook											10.03			
Noroton											10.07			
Darien	8.55		9.14				9.36	9.54	10.03		10.11	10.17		10.55
Rowayton											10.15			
South Norwalk	8.59		9.19				9.39	9.58	10.09		10.19	10.22		10.59
East Norwalk											10.22			
Westport			9.25								10.27			
Green's Farms	9.08		9.27				9.48		10.18		10.33	10.31		11.08
Southport			9.31								10.37			
Fairfield	9.12		9.35				9.52		10.22		10.40	10.35		11.12
Bridgeport	9.19 9.21		9.43 9.46			10.00	10.01		10.31		10.48	10.43 10.46		11.18
Stratford						10.07					10.54			
Devon	9.29		9.54			10.10	10.09		10.39		10.58	10.54		11.25
Milford			10.00				10.13		10.43		11.03	10.58		11.28
Woodmont											11.09			
West Haven			10.10				10.21		10.52		11.15	11.06		11.35
S. S. 75		9.37								11.13				
New Haven		9.39	10.15 10.21				10.26 10.33		10.58 11.06	11.15	11.22	11.11 11.18		11.39 11.42
S. S. 78														
Cedar Hill														
Air Line Jct.			10.27				10.39		11.12			11.24		11.48
Arrive	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Note references	e Y	E	m Y	Y	Y		Y	Y	PP Y		Y		B C	

B Does not carry baggage.

C Stops at 125th Street Sundays only.

e Will stop at Stamford to take on passengers only.

E Train 1435 turns on West River Wye and backs into New Haven station.

m Will stop to take passengers for east of Stamford.

P Train 86 will be discontinued after October 6, 1917.

p Train 86 will stop at Stamford, South Norwalk and Bridgeport on signal for passengers for points on B. and M. R.R.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	100	12	102	1218	258	380	660	1022	88	208	408	664	54	282
	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Sat. only	Daily	Ex. Sun.
	1st Class Boston Passenger	1st Class Boston Passenger	1st Class Boston Passenger	1st Class Winsted Passenger	1st Class Passenger	1st Class Passenger	1st Class N. Lond'n Passenger	1st Class Wil'antic Passenger	1st Class Keene, N.H. Passenger	1st Class Passenger	1st Class Danbury Passenger	1st Class N. Lond'n Passenger	1st Class Boston Passenger	1st Class Springfield Passenger
<i>Grand Ct. Ter.</i>	AM 10.01	AM 10.04	AM 10.04	AM	AM 10.07	AM 10.07	PM	PM	AM 10.51	AM 11.04	PM	PM	PM 12.01	PM 12.04
Woodlawn	10.23	10.26	10.26		10.30	10.29			11.14	11.26			12.23	12.26
Mount Vernon	10.27	10.30	10.30		10.35	10.34			11.18	11.31			12.27	12.30
Columbus Ave.						10.36				11.34				
Pelham					10.39	10.38				11.37				
New Rochelle	10.31	10.35	10.35		10.44	10.43			11.22	11.42			12.31	12.34
Larchmont Manor					10.49	10.48				11.46				
Mamaroneck	10.35	10.39	10.40		10.53	10.52			11.26	11.50			12.35	12.39
Harrison					10.57	10.56				11.54				
Rye					11.01	11.00				11.58				
Port Chester	10.41	10.45	10.46		11.05	11.04			11.32	12.04			12.41	12.45
Greenwich					11.11					12.10				
Cos Cob	10.46	10.50	10.51		11.15				11.37	12.14			12.46	12.50
Riverside					11.17					12.16				
Sound Beach					11.21					12.20				
Stamford	10.52	10.55 10.59	10.56 11.00		11.29				11.42 11.46	12.24	12.35		12.51 12.54	12.55 12.59
Glenbrook					11.34						12.40			1.04
Noroton					11.37						12.44			1.07
Darien	10.59	11.06	11.07		11.41				11.53		12.48		1.01	1.11
Rowayton					11.44						12.52			1.14
South Norwalk	11.04	11.11	11.12		11.48 12.03				11.58		12.56		1.04	1.20
East Norwalk					12.06									1.23
Westport					12.10									1.27
Green's Farms	11.11	11.19	11.20		12.15				12.07				1.12	1.33
Southport					12.19									1.37
Fairfield	11.15	11.23	11.24		12.23				12.11				1.16	1.41
Bridgeport	11.22	11.30 11.33	11.33	11.40	12.32				12.18 12.21				1.23	1.49 1.54
Stratford														2.02
Devon	11.28	11.41	11.41	11.48					12.29				1.30	2.06
Milford	11.32	11.45	11.46						12.35				1.33	2.14
Woodmont														2.21
West Haven	11.40	11.54	11.54						12.45				1.40	2.27
S. S. 75														
New Haven	11.45 11.54	11.59 12.05	11.59 12.05				12.20	12.35	12.50 12.57			1.15	1.45 1.51	2.34 2.37
S. S. 78														
Cedar Hill							12.26	12.40				1.20		3.16
Air Line Jct.	11.57	12.11	12.11				12.28	12.43	1.03			1.23	1.57	3.18
Arrive	AM	PM	PM	AM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y	Y	Y		Y	B			Y	C	O			

B Does not carry baggage.

C Stops at 125th Street Sundays only.

O Carries baggage Sundays only.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L. W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H. 15
DIVISIONS.

STATIONS.	210	444	212	140	248	234	16	20	1220	262	264	362	142	152
	Ex. Sun.	Sun. only	Sat. only	Sat. only	Sat. only	Sat. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sat. and Sun.	Sat. only	Sun. only	Sat. only	Sat. only
	1st Class Passenger	1st Class Danbury Passenger	1st Class Passenger	1st Class Passenger	1st Class Pittsfield Passenger	1st Class New Canaan Passenger	1st Class Knickerbocker Limited	1st Class Boston Passenger	1st Class Winsted Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
<i>Grand Ct. Ter.</i>	12.08	12.11	12.32	12.35	12.46	12.48	1.01	1.04	-----	1.07	1.07	1.07	1.13	1.21
Woodlawn	12.31	12.33	12.54	12.57	1.09	1.10	1.22	1.27	-----	1.30	1.30	1.30	1.36	1.43
Mount Vernon	12.36	12.38	12.58	1.02	1.13	1.15	1.26	1.31	-----	1.35	1.34	1.35	1.41	1.48
Columbus Ave.	12.39	-----	-----	1.04	-----	-----	-----	-----	-----	-----	-----	1.37	-----	-----
Pelham	12.42	12.43	-----	1.06	-----	-----	-----	-----	-----	1.39	-----	1.39	1.45	1.53
New Rochelle	12.49	12.48	1.02	1.10	1.17	1.22	1.30	1.35	-----	1.43	1.38	1.44	1.49	1.58
Larchmont Manor	12.54	12.53	1.07	-----	-----	-----	-----	-----	-----	1.48	1.43	1.49	-----	2.03
Mamaroneck	12.59	12.57	1.12	-----	1.21	1.26	1.34	1.39	-----	1.52	1.47	1.53	-----	2.07
Harrison	1.03	1.01	1.16	-----	-----	-----	-----	-----	-----	1.56	1.51	1.57	-----	2.11
Rye	1.08	1.05	1.20	-----	-----	-----	-----	-----	-----	2.00	1.55	2.01	-----	2.15
Port Chester	1.14	1.09	1.25	-----	1.27	1.32	1.40	1.45	-----	2.04	1.59	2.05	-----	2.19
Greenwich	1.20	1.14	1.30	-----	-----	-----	-----	-----	-----	2.10	2.05	2.11	-----	-----
Cos Cob	1.24	1.18	1.33	-----	1.32	1.37	1.45	1.50	-----	2.14	2.09	2.15	-----	-----
Riverside	1.26	1.20	1.35	-----	-----	-----	-----	-----	-----	2.16	2.11	2.17	-----	-----
Sound Beach	1.30	1.24	1.39	-----	1.37	1.42	1.49	1.55	-----	2.20	2.15	2.21	-----	-----
Stamford	1.34	1.28	1.43	-----	1.41	1.46	1.49	1.59	-----	2.24	2.19	2.26	-----	-----
Glenbrook	-----	1.37	-----	-----	-----	-----	-----	-----	-----	2.33	2.28	-----	-----	-----
Noroton	-----	1.40	-----	-----	-----	-----	-----	-----	-----	2.36	2.31	-----	-----	-----
Darien	-----	1.44	-----	-----	1.48	-----	1.55	2.06	-----	2.39	2.34	-----	-----	-----
Rowayton	-----	1.47	-----	-----	-----	-----	-----	-----	-----	2.42	2.37	-----	-----	-----
South Norwalk	-----	1.52	-----	-----	1.53	-----	1.59	2.10	-----	2.47	2.41	-----	-----	-----
East Norwalk	-----	-----	-----	-----	-----	-----	-----	-----	-----	2.49	2.43	-----	-----	-----
Westport	-----	-----	-----	-----	-----	-----	-----	-----	-----	2.54	2.48	-----	-----	-----
Green's Farms	-----	-----	-----	-----	-----	-----	2.08	2.18	-----	3.00	2.54	-----	-----	-----
Southport	-----	-----	-----	-----	-----	-----	-----	-----	-----	3.04	2.58	-----	-----	-----
Fairfield	-----	-----	-----	-----	-----	-----	2.12	2.22	-----	3.08	3.02	-----	-----	-----
Bridgeport	-----	-----	-----	-----	-----	-----	2.18	2.32	2.40	3.16	3.10	-----	-----	-----
Stratford	-----	-----	-----	-----	-----	-----	-----	-----	2.46	-----	-----	-----	-----	-----
Devon	-----	-----	-----	-----	-----	-----	2.25	2.39	2.50	-----	-----	-----	-----	-----
Milford	-----	-----	-----	-----	-----	-----	2.28	2.42	-----	-----	-----	-----	-----	-----
Woodmont	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
West Haven	-----	-----	-----	-----	-----	-----	2.35	2.50	-----	-----	-----	-----	-----	-----
S. S. 75	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
New Haven	-----	-----	-----	-----	-----	-----	2.42	2.55	3.02	-----	-----	-----	-----	-----
S. S. 78	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Hill	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Air Line Jct.	-----	-----	-----	-----	-----	-----	2.48	3.08	-----	-----	-----	-----	-----	-----
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y	-----	BY	BY	KY	BJ	-----	GY	-----	Y	Y	BY	BY	B

B Does not carry baggage.

G (g) Train 20 stops at South Norwalk Sundays only.

K Train 248 will be discontinued after December 22, 1917.

J Train 234 will run direct to S S 38 and back over on main track 3 and make station stop.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L. W.)

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H.
DIVISIONS.

STATIONS	238	154	214	56	364	174	216	218	276	1238	284	22	366	156
	Sat. only	Sat. only	Sat. only	Ex. Sun.	Sun. only	Daily	Sat. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Sun. only	Ex. Sun.
	1st Class Danbury Passenger	1st Class Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Colonial Express	1st Class Passenger	1st Class Passenger	1st Class Spring Pd Passenger	1st Class Waterbury Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
<i>Grand Ct. Ter.</i>	1.36	1.41	1.44	2.01	2.10	-----	2.13	2.16	2.19	-----	2.58	3.01	3.04	3.28
Woodlawn	1.58	2.04	2.07	2.23	2.33	-----	2.35	2.39	2.42	-----	3.21	3.23	3.27	3.50
Mount Vernon	2.02	2.09	2.11	2.27	2.38	-----	2.39	2.44	2.46	-----	3.26	3.27	3.32	3.56
Columbus Ave.	-----	2.12	-----	-----	2.40	-----	-----	2.47	-----	-----	-----	-----	-----	3.58
Pelham	-----	2.15	-----	-----	2.43	-----	-----	2.50	-----	-----	3.30	-----	3.36	4.01
New Rochelle	2.06	2.19	2.15	2.31	2.47	2.38	2.43	2.55	2.50	-----	3.35	3.31	3.41	4.05
Larchmont Manor	-----	2.24	-----	-----	2.52	-----	2.48	3.00	-----	-----	-----	-----	3.46	4.10
Mamaroneck	2.10	2.28	2.19	2.35	2.56	2.42	2.52	3.04	2.54	-----	3.39	3.35	3.50	4.14
Harrison	-----	2.32	-----	-----	3.00	-----	2.56	3.08	-----	-----	-----	-----	3.54	4.18
Rye	-----	2.36	-----	-----	3.04	-----	3.00	3.12	-----	-----	-----	-----	3.58	4.22
Port Chester	2.16	2.40	2.26	2.41	3.08	2.48	3.04	3.16	3.00	-----	3.47	3.41	4.02	4.26
Greenwich	-----	-----	2.31	-----	3.14	-----	3.10	3.22	3.05	-----	3.52	-----	4.07	-----
Cos Cob	2.21	-----	2.35	2.46	3.18	2.53	3.14	3.26	3.08	-----	3.56	3.46	4.11	-----
Riverside	-----	-----	2.37	-----	3.20	-----	3.16	3.28	-----	-----	3.58	-----	4.13	-----
Sound Beach	-----	-----	2.41	-----	3.24	-----	3.20	3.32	-----	-----	4.01	-----	4.17	-----
Stamford	2.27 2.31	-----	2.45	2.51 2.55	3.28	2.59	3.24	3.36	3.13 3.17	-----	4.05 4.09	3.51 3.55	4.21	-----
Glenbrook	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.14	-----	-----	-----
Noroton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.17	-----	-----	-----
Darien	2.40	-----	-----	3.03	-----	3.08	-----	-----	3.25	-----	4.20	4.02	-----	-----
Rowayton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.23	-----	-----	-----
South Norwalk	2.47	-----	-----	3.06	-----	3.20	-----	-----	3.30	-----	4.28	4.05	-----	-----
East Norwalk	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.31	-----	-----	-----
Westport	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.35	-----	-----	-----
Green's Farms	-----	-----	-----	3.14	-----	3.30	-----	-----	3.38	-----	4.40	4.13	-----	-----
Southport	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.43	-----	-----	-----
Fairfield	-----	-----	-----	3.18	-----	3.34	-----	-----	3.42	-----	4.47	4.17	-----	-----
Bridgeport	-----	-----	-----	3.26 3.29	-----	3.44	-----	-----	3.49 3.51	4.35	4.52 4.56	4.26 4.29	-----	-----
Stratford	-----	-----	-----	-----	-----	-----	-----	-----	-----	4.42	5.08	-----	-----	-----
Devon	-----	-----	-----	3.37	-----	3.52	-----	-----	3.59	4.45	5.13	4.36	-----	-----
Milford	-----	-----	-----	-----	-----	3.55	-----	-----	4.03	-----	5.19	4.39	-----	-----
Woodmont	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	5.25	-----	-----	-----
West Haven	-----	-----	-----	-----	-----	4.04	-----	-----	4.12	-----	5.31	4.48	-----	-----
S. S. 75	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
New Haven	-----	-----	-----	-----	-----	4.09 4.15	-----	-----	4.17 4.23	-----	5.38	4.53 4.59	-----	-----
S. S. 78	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Hill	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Air Line Jct.	-----	-----	-----	-----	-----	4.21	-----	-----	4.29	-----	-----	5.05	-----	-----
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references		BY	B	P	B	E	BY	Y	QY		gY	C	BY	BYZ

B Does not carry baggage.

C Stops at 125th Street Sunday only.

E (e) Train 174 will stop at Bridgeport to leave passengers.
and take passengers for New London and east.

g Train 284 stops at Pelham Saturday only.

P Train 56 Saturdays will run track 2, S.S. 22, New Rochelle Jct. to S.S. 38, Stamford, to pass train 154.

Q Train 276 Saturdays will run track 2, S.S. 22, New Rochelle Junction to S.S. 38, Stamford, and omit Greenwich stop.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L.W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N.Y. AND N.H. 17
DIVISIONS.

STATIONS.	240	822	1415	1112	58	668	1028	286	60	1439	158	368	242	244
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Sun. only	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sun.
	1st Class Pittsfield Passenger	1st Class Springfd Passenger	1st Class Waterb'y Passenger	1st Class N'hamton Passenger	1st Class Springfd Passenger	1st Class Saybrook Point Passenger	1st Class Wil'antic Passenger	1st Class Meriden Passenger	1st Class Boston Passenger	1st Class Derby Passenger	1st Class Passenger	1st Class Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger
<i>Grand Ct. Ter.</i>	PM 3.31	PM	PM	PM	PM 3.36	PM	PM	PM 3.54	PM 4.01	PM	PM 4.04	PM 4.11	PM 4.14	PM 4.24
Woodlawn	3.53				3.58			4.17	4.22		s 4.27	4.33	4.36	4.46
Mount Vernon	3.57				4.02			4.21	4.26		s 4.32	s 4.38	4.41	4.50
Columbus Ave.														
Pelham											s 4.37	s 4.42		
New Rochelle	4.01				4.06			4.25	4.30		s 4.41	s 4.47	4.45	s 4.55
Larchmont Manor											s 4.46	s 4.52		
Mamaroneck	4.05				4.10			4.29	4.34		s 4.50	s 4.56	4.49	5.00
Harrison											s 4.54	s 5.00		
Rye											s 4.58	s 5.04		
Port Chester	4.11				4.16			s 4.37	4.40		A 5.02	s 5.08	4.55	s 5.08
Greenwich								s 4.42				s 5.14		s 5.13
Cos Cob	4.16				4.21			s 4.46	4.45			s 5.18	5.00	s 5.17
Riverside								s 4.48				s 5.20		s 5.19
Sound Beach								s 4.52				s 5.24		s 5.23
Stamford	4.21 4.25				s 4.28			4.56 s 5.00	4.51 4.54			A 5.28	5.05 5.09	s 5.27 s 5.31
Glenbrook														s 5.36
Noroton								s 5.07						s 5.39
Darien	4.32				4.36			s 5.10	5.01				s 5.18	s 5.41
Rowayton								s 5.14						s 5.45
South Norwalk	SA 4.38				s 4.42			s 5.19	5.04				SA 5.26	SA 5.50
East Norwalk														
Westport								s 5.25						
Green's Farms					4.51			s 5.30	5.12					
Southport								s 5.34						
Fairfield					4.55			s 5.38	5.16					
Bridgeport					s 5.04			s 5.47	5.23					
Stratford														
Devon					5.12				5.55	5.30				
Milford					5.16			s 6.01	5.33					
Woodmont									6.07					
West Haven					5.25			s 6.10	5.40					
S. S. 75			5.08							6.34				
New Haven		5.02	A 5.10	5.20	s 5.31 s 5.36	5.57	6.05	s 6.17 s 6.25	s 5.45 s 5.51	A 6.36				
S. S. 78				5.22										
Cedar Hill						s 6.03	s 6.11	s 6.31						
Air Line Jct.		5.08			5.42	6.05	6.13	6.33	5.57					
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y				B			BY			Y			Y

B Does not carry baggage.

Y Stops at 125th Street.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L. W.)

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H.
DIVISIONS.

STATIONS.	266	160	236	24	394	80	144	26	290	162	220	146	74	1240
	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sun. only	Sun. only
	1st Class Winsted Passenger	1st Class Passenger	1st Class N. Cana'n Passenger	1st Class Merchants' Limited	1st Class Passenger	1st Class Conn. River Special	1st Class Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Spring'd Passenger	1st Class Winsted Passenger
<i>Grand Ct. Ter.</i>	PM 4.27	PM 4.33	PM 4.50	PM 5.01	PM 5.03	PM 5.04	PM 5.07	PM 5.11	PM 5.14	PM 5.17	PM 5.20	PM 5.26	PM 5.26	PM
Woodlawn	4.49	4.57	5.11	5.22	5.26	5.27	5.30	5.33	5.36	5.39	5.42	5.48	5.49	
Mount Vernon	4.53	s 5.02	5.15	5.26	s 5.31	5.31	s 5.35	5.37	5.40	5.43	5.46	s 5.53	5.53	
Columbus Ave.		s 5.05					s 5.37					s 5.56		
Pelham		s 5.08			s 5.35		s 5.39					s 5.58		
New Rochelle	4.57	s 5.13	5.19	5.30	s 5.41	5.35	5.43	5.41	5.44	e 5.48	5.50	5.61	5.57	
Larchmont Manor		s 5.18			s 5.46					s 5.52				
Mamaroneck	5.01	s 5.22	5.24	5.34	s 5.51	5.39		5.45	5.48	s 5.56	5.54		6.01	
Harrison		s 5.26			s 5.55					s 6.00				
Rye		s 5.30			s 5.59					s 6.04	5.58			
Port Chester	5.07	5.34	5.31	5.40	s 6.03	5.45		5.51	5.54	5.69	s 6.03		6.07	
Greenwich					s 6.09					s 6.08				
Cos Cob	5.12		5.36	5.45	s 6.13	5.50		5.56	5.59		s 6.12		6.12	
Riverside					s 6.15					s 6.14				
Sound Beach					s 6.19					s 6.18				
Stamford	5.17 5.20		5.41	5.49	s 6.26	5.56		6.02	s 6.04 6.08		5.62 6.22		s 6.19	
Glenbrook					s 6.31									
Noroton					s 6.35									
Darien	5.27			5.55	s 6.39	6.03		6.09	s 6.15				6.26	
Rowayton					s 6.43									
South Norwalk	5.31			5.59	s 6.48	6.06		6.14	s 6.21				s 6.33	
East Norwalk					s 6.51									
Westport	s 5.38				s 6.55				s 6.27					
Green's Farms	5.42			6.08	s 7.00	6.15		6.23	s 6.32				6.43	
Southport	s 5.46				s 7.03				s 6.36					
Fairfield	5.50			6.12	s 7.07	6.19		6.27	s 6.40				6.47	
Bridgeport	s 5.57 6.01			6.18	s 7.15	6.25		s 6.35	s 6.49				s 6.56	7.10
Stratford	s 6.07				s 7.21				s 6.55					s 7.17
Devon	s 6.11			6.25	s 7.26	6.37		6.43	6.58				7.04	s 7.20
Milford				6.28	s 7.31	6.40		6.46	s 7.03				7.08	
Woodmont					s 7.37									
West Haven				6.35	s 7.44	6.47		6.54	7.12				7.16	
S. S. 75														
New Haven				s 6.39 6.42	5.50 7.50	s 6.52 6.58		s 7.00 7.06	5.18 7.18				s 7.21 7.27	
S. S. 78														
Cedar Hill														
Air Line Jct.				6.48		7.04		7.12					7.33	
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Notereference		BUYZ	BJUZ		Y		BYZ	Y	BY	BeYZ	BKUZ	BUZ	Y	

B Does not carry baggage.

e Will stop at New Rochelle to take on passengers only.

J Train 236 will run direct to S. S. 38 and back over on main track 3 and make station stop.

K Train 220 will run track 2, New Rochelle Junction, to S S 26, Rye, to pass train 162.

U Will not run November 6, 1917, or February 12, 1918.

Y Stops at 125th Street.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

The time shown at Grand Central Terminal is for information only.

(L. W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N. Y. AND N. H. 19
DIVISIONS.

STATIONS.	288	222	164	148	150	64	1230	260	382	166	168	224	1429	1020
	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Daily	Ex. Sun.	Ex. Sun.	Sat. and Sun. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Sun. only
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	Passenger	Passenger	Passenger	Passenger	Spring'd Passenger	Water'b'y Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Brook'd Jct. Passenger	Will'ntio Passenger
<i>Grand Ct. Ter.</i>	PM 5.30	PM 5.33	PM 5.42	PM 5.45	PM 5.58	PM 6.01	PM -----	PM 6.04	PM 6.04	PM 6.07	PM 6.18	PM 6.42	PM -----	PM -----
Woodlawn	5.52	5.56	6.05	6.08	6.21	6.24	-----	6.27	6.27	6.30	6.40	7.05	-----	-----
Mount Vernon	5.56	6.01	6.09	6.13	6.26	6.28	-----	6.32	6.33	6.35	6.45	7.10	-----	-----
Columbus Ave.	-----	-----	-----	6.15	6.28	-----	-----	-----	6.35	-----	6.48	7.12	-----	-----
Pelham	-----	-----	6.11	6.18	6.31	-----	-----	-----	6.37	-----	6.52	7.15	-----	-----
New Rochelle	6.00	6.06	6.16	6.21	6.34	6.32	-----	6.36	6.42	6.41	6.57	7.20	-----	-----
Larchmont Manor	-----	6.10	6.21	-----	-----	-----	-----	-----	6.47	6.46	7.02	7.25	-----	-----
Mamaroneck	6.04	6.14	6.25	-----	-----	6.36	-----	6.41	6.52	6.50	7.06	7.29	-----	-----
Harrison	-----	-----	6.29	-----	-----	-----	-----	-----	6.56	6.54	7.10	7.33	-----	-----
Rye	6.09	-----	6.33	-----	-----	-----	-----	-----	7.00	6.58	7.14	7.37	-----	-----
Port Chester	6.13	6.21	6.37	-----	-----	6.42	-----	6.49	7.05	7.03	7.18	7.42	-----	-----
Greenwich	6.18	-----	-----	-----	-----	6.46	-----	6.55	-----	-----	-----	7.48	-----	-----
Cos Cob	6.20	6.28	-----	-----	-----	6.49	-----	6.59	-----	-----	-----	7.53	-----	-----
Riverside	-----	6.30	-----	-----	-----	-----	-----	7.01	-----	-----	-----	7.55	-----	-----
Sound Beach	-----	6.34	-----	-----	-----	-----	-----	7.04	-----	-----	-----	7.59	-----	-----
Stamford	6.26 6.30	6.38	-----	-----	-----	6.55	-----	7.08 7.12	-----	-----	-----	8.03	-----	-----
Glenbrook	6.35	-----	-----	-----	-----	-----	-----	7.17	-----	-----	-----	-----	-----	-----
Noroton	6.38	-----	-----	-----	-----	-----	-----	7.20	-----	-----	-----	-----	-----	-----
Darien	6.42	-----	-----	-----	-----	7.02	-----	7.23	-----	-----	-----	-----	-----	-----
Rowayton	6.45	-----	-----	-----	-----	-----	-----	7.27	-----	-----	-----	-----	-----	-----
South Norwalk	6.51	-----	-----	-----	-----	7.08	-----	7.32	-----	-----	-----	-----	-----	-----
East Norwalk	6.53	-----	-----	-----	-----	-----	-----	7.36	-----	-----	-----	-----	-----	-----
Westport	6.57	-----	-----	-----	-----	-----	-----	7.41	-----	-----	-----	-----	-----	-----
Green's Farms	7.03	-----	-----	-----	-----	7.18	-----	7.46	-----	-----	-----	-----	-----	-----
Southport	7.07	-----	-----	-----	-----	-----	-----	7.50	-----	-----	-----	-----	-----	-----
Fairfield	7.10	-----	-----	-----	-----	7.22	-----	7.55	-----	-----	-----	-----	-----	-----
Bridgeport	7.19	-----	-----	-----	-----	7.31	7.40	8.04	-----	-----	-----	-----	-----	-----
Stratford	7.26	-----	-----	-----	-----	-----	7.47	-----	-----	-----	-----	-----	-----	-----
Devon	7.30	-----	-----	-----	-----	7.40	7.51	-----	-----	-----	-----	-----	-----	-----
Milford	7.36	-----	-----	-----	-----	7.46	-----	-----	-----	-----	-----	-----	-----	-----
Woodmont	7.42	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
West Haven	7.49	-----	-----	-----	-----	7.55	-----	-----	-----	-----	-----	-----	-----	-----
S. S. 75	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	8.03	-----
New Haven	7.56	-----	-----	-----	-----	8.01 8.08	-----	-----	-----	-----	-----	-----	8.05	8.15
S. S. 78	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Hill	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	8.21
Air Line Jct	-----	-----	-----	-----	-----	8.14	-----	-----	-----	-----	-----	-----	-----	8.23
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y	BY	BUYZ	BYZ	BYZ	PY	-----	Y	BY	BUYZ	BUZ	Y	-----	-----

B Does not carry baggage.

P (p) Stops at Greenwich Sunday only.

Y Stops at 125th St.

U Will not run November 6, 1917, or February 12, 1918.

Z Will not run November 29, December 25, 1917, January 1,
February 22 or May 30, 1918.The time shown at *Grand Central Terminal* is for information only.

(L.W.)

STATIONS.	92	396	176	226	94	68	66	228		384	296	370	230	98
	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily		Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
	1st Class N. Y.- Bar Hbr. Express	1st Class Passenger	1st Class Wash.- Bar Hbr. Express	1st Class Passenger	1st Class State of Maine Express	1st Class White Mts. Express	1st Class Springfd Passenger	1st Class Passenger		1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class American Express
<i>Grand Cen. Ter.</i>	PM 7.01	PM 7.11	PM -----	PM 7.31	PM 7.36	PM 8.06	PM 8.11	PM 8.24	-----	PM 9.11	PM 9.29	PM 10.04	PM 10.31	PM 10.35
Woodlawn	7.24	7.33	-----	7.54	7.59	8.29	8.33	8.47	-----	9.34	9.52	10.27	10.54	10.57
Mount Vernon	7.28	s 7.38	-----	s 8.00	8.03	8.33	c 8.38	s 8.52	-----	s 9.39	s 9.56	s 10.32	s 10.59	11.01
Columbus Ave.	-----	-----	-----	s 8.03	-----	-----	-----	s 8.55	-----	-----	s 9.59	s 10.35	s 11.01	-----
Pelham	-----	-----	-----	s 8.06	-----	-----	-----	s 8.58	-----	s 9.43	s 10.01	s 10.38	s 11.04	-----
New Rochelle	7.32	s 7.44	7.55	s 8.11	8.07	8.37	c 8.43	s 9.03	-----	s 9.47	s 10.06	s 10.43	s 11.09	11.05
Larchmont Manor	-----	-----	-----	s 8.15	-----	-----	-----	s 9.08	-----	s 9.52	s 10.11	s 10.48	s 11.14	-----
Mamaroneck	7.36	7.49	8.00	s 8.19	8.11	8.41	8.48	s 9.12	-----	s 9.56	s 10.15	s 10.52	s 11.18	11.09
Harrison	-----	-----	-----	s 8.23	-----	-----	-----	s 9.16	-----	s 10.00	s 10.19	s 10.56	s 11.22	-----
Rye	-----	-----	-----	s 8.27	-----	-----	-----	s 9.20	-----	s 10.04	s 10.23	s 11.00	s 11.26	-----
Port Chester	7.42	s 7.58	8.06	s 8.31	8.17	8.47	8.54	s 9.24	-----	s 10.08	s 10.27	s 11.04	s 11.30	11.15
Greenwich	-----	s 8.04	-----	s 8.37	-----	-----	p 8.58	s 9.34	-----	-----	s 10.32	s 11.10	s 11.35	-----
Cos Cob	7.47	8.08	8.11	s 8.41	8.22	8.52	9.02	s 9.38	-----	-----	s 10.36	s 11.14	s 11.37	11.20
Riverside	-----	-----	-----	s 8.43	-----	-----	-----	s 9.40	-----	-----	s 10.39	s 11.16	a	-----
Sound Beach	-----	-----	-----	s 8.47	-----	-----	-----	s 9.44	-----	-----	s 10.43	s 11.20	a	-----
Stamford	j 7.52 7.56	s 8.15 8.19	8.16	A 8.51	r 8.27 8.31	e 8.57 9.01	s 9.10	A 9.48	-----	-----	s 10.49	A 11.24	A 11.45	11.28
Glenbrook	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	s 10.53	-----	-----	-----
Noroton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	s 10.57	-----	-----	-----
Darien	8.05	s 8.27	8.24	-----	8.39	9.10	s 9.18	-----	-----	-----	s 11.00	-----	-----	11.36
Rowayton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	s 11.03	-----	-----	-----
South Norwalk	j 8.11	s 8.33	8.28	-----	r 8.44	e 9.16	s 9.25	-----	-----	-----	s 11.08	-----	-----	11.41
East Norwalk	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	s 11.10	-----	-----	-----
Westport	-----	s 8.40	-----	-----	-----	-----	s 9.32	-----	-----	-----	s 11.14	-----	-----	-----
Green's Farms	8.21	8.44	8.38	-----	8.49	9.26	9.36	-----	-----	-----	s 11.19	-----	-----	11.51
Southport	-----	-----	-----	-----	-----	-----	f 9.40	-----	-----	-----	s 11.23	-----	-----	-----
Fairfield	8.25	8.48	8.42	-----	8.54	9.30	9.45	-----	-----	-----	s 11.27	-----	-----	11.56
Bridgeport	j 8.34	s 8.59	8.51	-----	s 9.05	e 9.39	s 9.55	-----	-----	-----	s 11.35 11.56	-----	-----	s 12.05 12.16
Stratford	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	s 11.57	-----	-----	-----
Devon	8.42	9.06	9.01	-----	9.13	9.47	10.03	-----	-----	-----	12.00	-----	-----	12.23
Milford	8.45	s 9.11	9.04	-----	9.16	9.50	s 10.10	-----	-----	-----	s 12.06	-----	-----	12.27
Woodmont	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
West Haven	8.55	9.19	9.14	-----	9.25	10.00	10.19	-----	-----	-----	s 12.16	-----	-----	12.35
S. S. 75	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
New Haven	s 9.01 9.08	A 9.24	s 9.20 9.30	-----	s 9.30 9.37	s 10.08 10.18	s 10.25 10.30	-----	-----	-----	A 12.22	-----	-----	s 12.41 12.51
S. S. 78	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Hill	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Air Line Jct.	9.14	-----	9.36	-----	9.43	10.21	10.36	-----	-----	-----	-----	-----	-----	12.57
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	-----	PM	AM	PM	PM	AM
Notereferences	H J Y	-----	O	BY	Q R Y	e G	c P	B	-----	B Y	Y	Y	a B Y	-----

a Will stop on signal to leave passengers.

B Does not carry baggage.

c Train 66 will stop at Mt. Vernon and New Rochelle for passengers east of Stamford.

e Train 68 will stop at Stamford, South Norwalk and Bridgeport on signal to take on passengers for Holyoke or beyond.

G Train 68 will be discontinued after October 5, 1917.

H Train 92 will be discontinued after October 6, 1917.

J (j) Train 92 will stop at Stamford, South Norwalk and Bridgeport on signal to take on passengers for Ayer or points beyond.

O Train 176 will be discontinued after October 5, 1917.

P (p) Stops at Greenwich Sunday only.

Q Train 94 will commence running October 7, 1917.

R (r) Train 94 will stop at Stamford and South Norwalk on signal to take passengers for Worcester or points beyond.

Y Stops at 125th Street.

The time shown at Grand Central Terminal is for information only.

(L.W.)

EASTWARD.

WOODLAWN TO AIR LINE JCT.

N.Y. AND N. H. 21
DIVISIONS.

STATIONS.	30	70	232										
	Daily	Daily	Daily										
	1st Class Adams and Mail	1st Class Boston Passenger	1st Class Passenger										
<i>Grand Ct. Ter.</i>	P M 11.01	P M 11.16	P M 11.31										
Woodlawn	11.26	11.39	11.54										
Mount Vernon	11.30	11.43	11.59										
Columbus Ave.			12.02										
Pelham			12.05										
New Rochelle	11.35	11.47	12.10										
Larchmont Manor			12.15										
Mamaroneck	11.41	11.51	12.19										
Harrison			12.23										
Rye			12.27										
Port Chester	11.48	11.57	12.31										
Greenwich			12.37										
Cos Cob	11.53	12.02	12.41										
Riverside			12.43										
Sound Beach			12.47										
Stamford	11.58 12.02	12.09	12.51										
Glenbrook													
Noroton													
Darien	12.12	12.17											
Rowayton													
South Norwalk	12.18	12.23 12.26											
East Norwalk													
Westport													
Green's Farms	12.26	12.36											
Southport													
Fairfield	12.32	12.40											
Bridgeport	12.40	12.49 12.57											
Stratford													
Devon	12.50	1.04											
Milford	12.54	1.08											
Woodmont													
West Haven	1.04	1.18											
S. S. 75													
New Haven	1.10 1.45	1.25 1.35											
S. S. 78													
Cedar Hill													
Air Line Jct.	1.51	1.41											
Arrive	A M	A M	A M										
Note references			Y										

Y Stops at 125th Street.

The time shown at *Grand Central Terminal* is for information only.

(L. W.)

NEW ROCHELLE TO HARLEM RIVER.

Distance from New Rochelle	STATIONS.	Distance between Stations	A711	A713	A893	A715	171	A717	A719	179	49	A721	A723	301
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily
			1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Federal Express Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Adams Express	1st Class Adams Express	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger
0.00	New Rochelle...N	0.00	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
0.31	New Rochelle Jc.N	0.31					1.04			3.27	3.41			5.46
0.73	Woodside	0.42					1.05			3.28	3.42			5.47
1.74	Pelham Manor...D	1.01												\$ 5.49
3.29	City Island Sta...D	1.55												\$ 5.51
4.28	Baychester	0.99					1.12			3.35	3.52			\$ 5.54
5.73	Westchester	1.45												\$ 5.57
6.11	Morris Park	0.38												\$ 6.01
6.67	Van Nest...D	0.56												f 6.02
7.61	West Farms	0.94	12.03	12.23	12.29	12.49	1.17	1.46	3.04	3.41	4.00	4.14	5.24	\$ 6.04
8.29	Westchester Ave.	0.68			\$12.31	\$12.51								\$ 6.07
8.91	Hunt's Point	0.62			\$12.33	\$12.53		\$ 1.49	\$ 3.07			\$ 4.17	\$ 5.27	\$ 6.09
9.58	Casanova	0.67	12.06	12.26	\$12.35	\$12.55	1.23	1.50	3.08	3.48	4.08	4.18	5.28	6.11
10.57	Port Morris	0.99			\$12.37	\$12.57								
11.54	Harlem River Arrive	0.97	12.11 AM	12.31 AM	12.41 AM	1.01 AM		1.55 AM	3.13 AM			4.23 AM	5.33 AM	6.16 AM

Note references

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A710	A712	300	A714	A802	A716	172	48	A718	180	A720	A722	A804	A606
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Federal Express Passenger	1st Class Adams Express	1st Class N. Y., W. & B. Passenger	1st Class Adams Express	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
Harlem River...N	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Port Morris	12.08	12.18	12.25	12.38	12.58	1.08			2.00		3.18	4.28	5.53	6.28
Casanova	12.13	\$12.22	12.30	\$12.42	\$ 1.02	1.13	1.25	1.40	2.05	2.35	3.23	4.33	\$ 5.57	\$ 6.32
Hunt's Point		\$12.24		\$12.44	\$ 1.04								\$ 5.59	\$ 6.34
Westchester Ave.		\$12.26		\$12.46	\$ 1.06				\$ 2.06		\$ 3.24	\$ 4.34	\$ 6.01	\$ 6.36
West Farms		\$12.28		\$12.48	\$ 1.08								\$ 6.03	\$ 6.38
Van Nest...D	12.16	12.30	\$12.36	12.50	1.10	1.16	1.29	1.45	2.09	2.40	3.27	4.37	6.05	6.40
Morris Park			\$12.38											
Westchester			f12.39											
Baychester			\$12.41											
City Island Sta...D			\$12.45				1.35	1.51		2.49				
Pelham Manor...D			\$12.49											
Woodside			\$12.53											
New Rochelle Jc.N			\$12.55											
New Rochelle...N			12.56				1.42	2.02		2.59				
Arrive	AM	AM	12.58	AM	AM	AM	1.43	2.03	AM	3.02	AM	AM	AM	AM

Note references

G

G Does not carry baggage Mondays.

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK 23
DIVISION.

STATIONS.	A605	A801	A607	A609	A803	303	A805	A611	305	A613	A807	307	A615	A895
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
New Rochelle	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
New Rochelle Jct.						6.55			7.20			7.39		
Woodside						6.56			7.21			7.40		
Pelham Manor						6.58			7.22			7.42		
City Island Station						7.01						7.45		
Baychester						7.04			7.27			7.48		
Westchester						7.07						7.51		
Morris Park						7.11						7.54		
Van Nest						7.12						7.55		
West Farms	6.09	6.33	6.39	6.53	6.59	7.14	7.23	7.29	7.35	7.43	7.49	7.58	8.03	8.06
Westchester Ave.	6.11		6.41		7.01	7.18	7.31	7.37	7.39	7.51				
Hunt's Point	6.13		6.43		7.03	7.20	7.33	7.39	7.41	7.53				
Casanova	6.15	6.36	6.45	6.56	7.05	7.22	7.26	7.35	7.41	7.46	7.55	8.01	8.06	8.09
Port Morris	6.17		6.47		7.07	7.24	7.37	7.43	7.47	7.57				
Harlem River	6.21	6.41	6.51	7.01	7.11	7.28	7.31	7.41	7.47	7.51	8.01	8.06	8.11	8.14
Arrive	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Note references						B			BUZ			UZ		UZ

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	302	A806	A608	A610	A808	A810	304	A612	A614	306	A812	A616	A814	A618
	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
Harlem River	6.39	6.48	6.58	7.08	7.18	7.38	7.45	7.48	7.58	8.02	8.08	8.18	8.28	8.38
Port Morris	6.52		7.12		7.42				8.02		8.22		8.42	
Casanova	6.44	6.54	7.03	7.14	7.23	7.44	7.50	7.53	8.04	8.07	8.13	8.24	8.33	8.44
Hunt's Point	6.56		7.16		7.46				8.06		8.26		8.46	
Westchester Ave.	6.47	6.58		7.18		7.48			8.08	8.10		8.28		8.48
West Farms	6.49	7.00	7.06	7.20	7.26	7.50	7.53	7.56	8.10	8.12	8.16	8.30	8.36	8.50
Van Nest	6.52									8.15				
Morris Park	6.53									8.16				
Westchester	6.55									8.18				
Baychester	6.59						7.57			8.22				
City Island Station	7.03						8.00			8.26				
Pelham Manor	7.07									8.30				
Woodside	7.09									8.32				
New Rochelle Jct.	7.10						8.05			8.33				
New Rochelle	7.12						8.06			8.34				
Arrive	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Note references							BZ			B				

B Does not carry baggage.

U Will not run November 6, 1917, or February 12, 1918.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK
DIVISION.

STATIONS.	A809	A617	309	A811	311	A619	A813	A621	175	A815	A817	A623	313	A625
	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Bar Hbr.- Wash. Express	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
New Rochelle			8.06		8.21				8.54				9.15	
New Rochelle Jct.			8.07		8.22				8.55				9.16	
Woodside			8.09		8.23								9.18	
Pelham Manor			8.12		8.26								9.21	
City Island Station			8.15		8.29								9.24	
Baychester			8.18		8.31				9.00				9.27	
West Chester			8.21										9.31	
Morris Park			8.22										9.32	
Van Nest			8.24										9.34	
West Farms	8.09	8.23	8.26	8.29	8.36	8.42	8.49	9.03	9.05	9.09	9.23	9.29	9.36	9.43
Westchester Ave.	8.11		8.28	8.31		8.51			9.11			9.31	9.38	
Hunt's Point	8.13		8.30	8.33		8.53			9.13			9.33	9.40	
Casanova	8.15	8.26	8.32	8.35	8.39	8.45	8.55	9.06	9.12	9.15	9.26	9.35	9.42	9.46
Port Morris	8.17		8.34	8.37		8.57			9.17			9.37	9.44	
Harlem River	8.21	8.31	8.38	8.41	8.44	8.50	9.01	9.11		9.21	9.31	9.41	9.48	9.51
Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Note references			B		BUZ				G				B	

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A816	A620	308	A818	A622	A820	A822	A624	A626	310	A824	A826	A628	A630
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Harlem River	8.48	8.58	9.02	9.08	9.18	9.28	9.38	9.48	9.58	10.02	10.08	10.18	10.28	10.38
Port Morris		9.02			9.22		9.42		10.02			10.22		10.42
Casanova	8.53	9.04	9.07	9.13	9.24	9.33	9.44	9.53	10.04	10.07	10.13	10.24	10.33	10.44
Hunt's Point		9.06			9.26		9.46		10.06			10.26		10.46
Westchester Ave.		9.08	9.10		9.28		9.48		10.08	10.10		10.28		10.48
West Farms	8.56	9.10	9.12	9.16	9.30	9.36	9.50	9.56	10.10	10.12	10.16	10.30	10.36	10.50
Van Nest			9.15							10.15				
Morris Park			9.16							10.16				
West Chester			9.18							10.18				
Baychester			9.22							10.22				
City Island Station			9.26							10.26				
Pelham Manor			9.30							10.30				
Woodside			9.32							10.32				
New Rochelle Jct.			9.33							10.35				
New Rochelle			9.35							10.36				
Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Note references										B				

B Does not carry baggage.

G Train 175 will be discontinued after October 8, 1917.

U Will not run November 6, 1917, or February 12, 1918.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK 25
DIVISION.

STATIONS.	A819	A821	A627	A629	A823	315	A825	A631	A633	A827	A829	317	A635	A637
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
New Rochelle.....						10.15						11.03		
New Rochelle Jct.....						10.16						11.04		
Woodside.....						10.18						11.06		
Pelham Manor.....						10.21						11.09		
City Island Station.....						10.24						11.12		
Baychester.....						10.27						11.15		
Westchester.....						10.31						11.19		
Morris Park.....						10.33						11.21		
Van Nest.....						10.36						11.24		
West Farms.....	9.49	10.03	10.09	10.23	10.29	10.39	10.43	10.49	11.03	11.09	11.23	11.27	11.29	11.43
Westchester Ave.....	9.51		10.11		10.31	10.41		10.51		11.11		11.29	11.31	
Hunt's Point.....	9.53		10.13		10.33			10.53		11.13			11.33	
Casanova.....	9.55	10.06	10.15	10.26	10.35	10.43	10.46	10.55	11.06	11.15	11.26	11.31	11.35	11.46
Port Morris.....	9.57		10.17		10.37			10.57		11.17			11.37	
Harlem River.....	10.01	10.11	10.21	10.31	10.41	10.48	10.51	11.01	11.11	11.21	11.31	11.36	11.41	11.51
Arrive	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Note references												B		

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A828	A830	312	A632	A634	A832	A834	A636	A638	314	A836	A838	A640	A642
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Harlem River.....	10.48	10.58	11.02	11.08	11.18	11.28	11.38	11.48	11.58	12.02	12.08	12.18	12.28	12.38
Port Morris.....		11.02			11.22		11.42		12.02			12.22		12.42
Casanova.....	10.53	11.04	11.07	11.13	11.24	11.33	11.44	11.53	12.04	12.07	12.13	12.24	12.33	12.44
Hunt's Point.....		11.06			11.26		11.46		12.06			12.26		12.46
Westchester Ave.....		11.08			11.28		11.48		12.08	12.10		12.28		12.48
West Farms.....	10.56	11.10	11.12	11.16	11.30	11.36	11.50	11.56	12.10	12.12	12.16	12.30	12.36	12.50
Van Nest.....			11.15							12.15				
Morris Park.....			11.16							12.16				
Westchester.....			11.18							12.18				
Baychester.....			11.22							12.22				
City Island Station.....			11.26							12.25				
Pelham Manor.....			11.30							12.29				
Woodside.....			11.32							12.31				
New Rochelle Jct.....			11.33							12.34				
New Rochelle.....			11.35							12.35				
Arrive	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Note references										B				

B Does not carry baggage.

(L. W.)

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK
DIVISION.

STATIONS.	A831	A833	A639	A641	319	A835	A837	A643	A645	A839	A841	321	A647	A649
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle					12.03							1.03		
New Rochelle Jct.					12.04							1.04		
Woodside					12.06							1.06		
Pelham Manor					12.09							1.09		
City Island Station					12.12							1.12		
Baychester					12.15							1.15		
Westchester					12.19							1.19		
Morris Park					12.21							1.21		
Van Nest					12.24							1.24		
West Farms	11.49	12.03	12.09	12.23	12.27	12.29	12.43	12.49	1.03	1.09	1.23	1.27	1.29	1.43
Westchester Ave.	11.51		12.11		12.29	12.31		12.51		1.11		1.29	1.31	
Hunt's Point	11.53		12.13			12.33		12.53		1.13			1.33	
Casanova	11.55	12.06	12.15	12.26	12.31	12.35	12.46	12.55	1.06	1.15	1.26	1.31	1.35	1.46
Port Morris	11.57		12.17			12.37		12.57		1.17			1.37	
Harlem River	12.01	12.11	12.21	12.31	12.36	12.41	12.51	1.01	1.11	1.21	1.31	1.36	1.41	1.51
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Note references

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EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A840	A842	316	A644	A646	A844	A846	A648	A650	318	A848	174	A850	A652
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Colonial Express Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Harlem River	12.48	12.58	1.02	1.08	1.18	1.28	1.38	1.48	1.58	2.02	2.08		2.18	2.28
Port Morris		1.02			1.22		1.42		2.02				2.22	
Casanova	12.53	1.04	1.07	1.13	1.24	1.33	1.44	1.53	2.04	2.07	2.13	2.20	2.24	2.33
Hunt's Point		1.06			1.26		1.46		2.06				2.26	
Westchester Ave.		1.08	1.10		1.28		1.48		2.08	2.10			2.28	
West Farms	12.56	1.10	1.12	1.16	1.30	1.36	1.50	1.56	2.10	2.12	2.16	2.24	2.30	2.36
Van Nest			1.15							2.15				
Morris Park			1.16							2.16				
Westchester			1.18							2.18				
Baychester			1.22							2.21		2.30		
City Island Station			1.26							2.24				
Pelham Manor			1.30							2.27				
Woodside			1.32							2.30				
New Rochelle Jct.			1.35							2.32		2.37		
New Rochelle			1.36							2.33		2.38		
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Note references

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B

B Does not carry baggage.

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK 27
DIVISION

STATIONS.	A843	A845	A651	A653	323	A847	173	A849	A655	A657	A851	A853	325	A659
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Colonial Express Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle					2.03		2.24						3.03	
New Rochelle Jct.					2.04		2.25						3.04	
Woodside					2.06								3.06	
Pelham Manor					2.09								3.09	
City Island Station					2.12								3.12	
Baychester					2.15		2.32						3.15	
Westchester					2.19								3.19	
Morris Park					2.21								3.21	
Van Nest					2.24								3.24	
West Farms	1.49	2.03	2.09	2.23	2.27	2.29	2.37	2.43	2.49	3.03	3.09	3.23	3.27	3.29
Westchester Ave.	1.51		2.11		2.29	2.31			2.51		3.11		3.29	3.31
Hunt's Point	1.53		2.13			2.33			2.53		3.13			3.33
Casanova	1.55	2.06	2.15	2.26	2.31	2.35	2.43	2.46	2.55	3.06	3.15	3.26	3.31	3.35
Port Morris	1.57		2.17			2.37			2.57		3.17			3.37
Harlem River	2.01	2.11	2.21	2.31	2.36	2.41		2.51	3.01	3.11	3.21	3.31	3.36	3.41
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references					B								B	

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A654	A852	A854	320	A656	A658	A856	A858	A660	A662	322	A860	A862	A664
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Harlem River	2.38	2.48	2.58	3.02	3.08	3.18	3.28	3.38	3.48	3.58	4.01	4.08	4.18	4.28
Port Morris	2.42		3.02			3.22		3.42		4.02	4.05		4.22	
Casanova	2.44	2.53	3.04	3.07	3.13	3.24	3.33	3.44	3.53	4.04	4.07	4.13	4.24	4.33
Hunt's Point	2.46		3.06			3.26		3.46		4.06	4.09		4.26	
Westchester Ave.	2.48		3.08	3.10		3.28		3.48		4.08	4.11		4.28	
West Farms	2.50	2.56	3.10	3.12	3.16	3.30	3.36	3.50	3.56	4.10	4.14	4.16	4.30	4.36
Van Nest				3.15							4.17			
Morris Park				3.16							4.18			
Westchester				3.18							4.20			
Baychester				3.21							4.23			
City Island Station				3.24							4.26			
Pelham Manor				3.27							4.29			
Woodside				3.30							4.32			
New Rochelle Jct.				3.32							4.33			
New Rochelle				3.33							4.34			
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references											B			

B Does not carry baggage.

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK
DIVISION.

STATIONS.	A661	A855	A857	A663	A665	327	A859	A861	A667	A669	A863	A865	329	A671
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
New Rochelle	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle Jct.						4.03							5.03	
Woodside						4.04							5.04	
Pelham Manor						s 4.06							s 5.06	
City Island Station						s 4.09							s 5.09	
Baychester						s 4.12							s 5.12	
Westchester						s 4.15							s 5.15	
Morris Park						s 4.19							s 5.19	
Van Nest						f 4.21							f 5.21	
West Farms						s 4.24							s 5.24	
Westchester Ave.	3.43	3.49	4.03	4.09	4.23	s 4.27	4.29	4.43	4.49	5.03	5.09	5.23	s 5.27	5.29
Hunt's Point		s 3.51		s 4.11		s 4.29	s 4.31		s 4.51		s 5.11		s 5.29	s 5.31
Casanova		s 3.53		s 4.13			s 4.33		s 4.53		s 5.13			s 5.33
Port Morris	3.46	s 3.55	4.06	s 4.15	4.26	4.31	s 4.35	4.46	s 4.55	5.06	s 5.15	5.26	5.31	s 5.35
Harlem River		s 3.57		s 4.17			s 4.37		s 4.57		s 5.17			s 5.37
Arrive	3.51 PM	4.01 PM	4.11 PM	4.21 PM	4.31 PM	4.36 PM	4.41 PM	4.51 PM	5.01 PM	5.11 PM	5.21 PM	5.31 PM	5.36 PM	5.41 PM

Note references

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EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A666	A864	324	A866	A668	326	A670	328	A868	A870	330	A672	A674	332
	Daily	Daily	Daily	Daily	Daily	Ex. Sat. and Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sat. and Sun.	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
Harlem River	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Port Morris	s 4.42		s 4.54	s 5.02		s 5.14	s 5.18	s 5.21	s 5.28	s 5.38	5.44	5.48	5.58	6.01
Casanova	s 4.44	4.53	s 4.56	s 5.04	5.13	5.19	s 5.24	s 5.27	5.33	s 5.44	5.49	5.53	s 6.04	s 6.07
Hunt's Point	s 4.46		s 4.58	s 5.06	s 5.14		s 5.26	s 5.29		s 5.46			s 6.06	s 6.09
Westchester Ave.	s 4.48		s 5.00	s 5.08			s 5.28	s 5.31		s 5.48			s 6.08	s 6.11
West Farms	4.50	4.56	s 5.03	5.10	5.17	5.22	5.30	s 5.33	5.36	5.50	5.52	5.56	6.10	s 6.13
Van Nest			s 5.06					s 5.36						s 6.16
Morris Park			5.07					f 5.37						s 6.17
Westchester			s 5.09					s 5.39						s 6.19
Baychester			s 5.13			5.27		s 5.43			5.57			s 6.23
City Island Station			s 5.16			s 5.30		s 5.46			s 6.00			s 6.26
Pelham Manor			s 5.20			s 5.33		s 5.51			s 6.03			s 6.31
Woodside			s 5.22			s 5.36		s 5.54			s 6.05			s 6.33
New Rochelle Jct.			5.23			5.37		5.56			6.06			6.34
New Rochelle			5.25			5.38		5.57			6.08			6.35
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Note references

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BUZ

U Z

BUZ

B

B Does not carry baggage.

U Will not run November 6, 1917, or February 12, 1918.

Z Will not run November 29, December 25, 1917, January 1, February 22, or May 30, 1918.

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER

NEW YORK 29
DIVISION.

STATIONS.	A673	331	A867	A869	A675	333	A677	335	A871	A873	A679	A681	A875	337
	Daily	Ex. Sat. and Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Sun. only	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle.....		5.33				5.50		6.03						6.57
New Rochelle Jct.....		5.34				5.51		6.04						6.58
Woodside.....						s 5.52		s 6.06						s 7.00
Pelham Manor.....						s 5.55		s 6.09						s 7.03
City Island Station.....						s 5.59		s 6.12						s 7.06
Baychester.....		5.40				s 6.02		s 6.15						s 7.09
Westchester.....						s 6.06		s 6.19						s 7.13
Morris Park.....						f 6.08		f 6.21						f 7.15
Van Nest.....						s 6.11		s 6.24						s 7.18
West Farms.....	5.43	5.45	5.49	6.03	6.09	s 6.14	6.23	s 6.27	6.29	6.43	6.49	7.03	7.09	s 7.21
Westchester Ave.....			s 5.51		s 6.11	s 6.16		s 6.29	s 6.31		s 6.51		s 7.11	s 7.23
Hunt's Point.....			s 5.53		s 6.13				s 6.33		s 6.53		s 7.13	
Casanova.....	5.46	5.48	s 5.55	6.06	s 6.15	6.18	6.26	6.31	s 6.35	6.46	s 6.55	7.06	s 7.15	7.25
Port Morris.....			s 5.57		s 6.17				s 6.37		s 6.57		s 7.17	
Harlem River.....	5.51	5.53	6.01	6.11	6.21	6.23	6.31	6.36	6.41	6.51	7.01	7.11	7.21	7.30
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references		B U Z				B								

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A872	A874	A676	A678	334	A876	A878	336	A680	A682	176	A882	338	A684
	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Sun. only	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily
	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Wash.-Bar Hbr. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Harlem River.....	6.08	6.18	6.28	6.38	6.44	6.48	6.58	7.02	7.08	7.18		7.38	7.43	7.48
Port Morris.....		s 6.22		s 6.42			s 7.02			s 7.22		s 7.42		
Casanova.....	6.13	s 6.24	6.33	s 6.44	6.49	6.53	s 7.04	7.07	7.13	s 7.24	7.33	s 7.44	7.48	7.53
Hunt's Point.....		s 6.26		s 6.46			s 7.06			s 7.26		s 7.46		
Westchester Ave.....		s 6.28		s 6.48	s 6.51		s 7.08	s 7.10		s 7.28		s 7.48	s 7.52	
West Farms.....	6.16	6.30	6.36	6.50	s 6.53	6.56	7.10	s 7.12	7.16	7.30	7.40	7.50	s 7.54	7.56
Van Nest.....					s 6.56			s 7.15					s 7.56	
Morris Park.....								s 7.16					s 7.57	
Westchester.....					s 6.59			s 7.18					s 7.59	
Baychester.....					s 7.02			s 7.22			7.47		s 8.03	
City Island Station.....					s 7.06			s 7.25					s 8.06	
Pelham Manor.....					s 7.10			s 7.29					s 8.10	
Woodside.....					s 7.13			s 7.32					s 8.13	
New Rochelle Jct.....					7.14			7.33			7.54		8.14	
New Rochelle.....					7.16			7.35			7.55		8.16	
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references					B						O			

B Does not carry baggage.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

O Train 176 will be discontinued after October 5, 1917.

U Will not run November 6, 1917, or February 12, 1918.

(L.W.)

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK
DIVISION.

STATIONS.	A683	339	A783	A685	A879	A687	A689	A881	343	A691	345	A693	A883	A695
	Ex. Sun.	Sun. only	Sun. only	Daily	Daily	Daily	Daily	Daily	Sun. only	Daily	Ex. Sun.	Daily	Daily	Daily
	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger
New Rochelle	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle Jct.		7.03									8.30			
Woodside		7.04									8.31			
Pelham Manor		7.06									8.33			
City Island Station		7.09									8.36			
Baychester		7.12									8.39			
Westchester		7.15									8.42			
Morris Park		7.19									8.46			
Van Nest		7.21									8.48			
West Farms		7.24									8.51			
Westchester Ave.		7.27	7.29	7.43	7.49	8.09	8.23	8.29	8.39	8.49	8.54	9.03	9.09	9.29
Hunt's Point		7.28	7.31	7.46	7.51	8.11	8.23	8.31	8.41	8.51	8.56		9.11	9.31
Casanova		7.30	7.33	7.47	7.53	8.13	8.26	8.33	8.43	8.53			9.13	9.33
Port Morris		7.32	7.35	7.55	8.01	8.15	8.26	8.35	8.43	8.55	8.58	9.06	9.15	9.35
Harlem River		7.36	7.37	7.57	8.01	8.17	8.37	8.47	8.57				9.17	9.37
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Note references

B

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A686	340	A884	A688	A690	A886	342	A692	344	A694	A888	A696	A698	346
	Daily	Sun. only	Daily	Daily	Daily	Daily	Sun. only	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Sun. only
	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class N. Y., W. & B. Passenger	1st Class Passenger
Harlem River	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Port Morris	7.58	8.02	8.18	8.28	8.38	8.58	9.02	9.08	9.11	9.18	9.38	9.48	9.58	10.02
Casanova	8.02	8.07	8.22	8.33	8.44	9.04	9.07	9.13	9.16	9.22	9.42	9.53	10.04	10.07
Hunt's Point	8.04	8.07	8.24	8.33	8.44	9.04	9.07	9.13	9.16	9.24	9.44	9.53	10.04	10.07
Westchester Ave.	8.06	8.10	8.26	8.36	8.46	9.06	9.10	9.19	9.21	9.26	9.46	9.56	10.06	10.10
West Farms	8.08	8.12	8.28	8.36	8.48	9.08	9.12	9.16	9.21	9.28	9.48	9.58	10.08	10.12
Van Nest	8.10	8.15	8.30	8.36	8.50	9.10	9.15	9.24	9.26	9.30	9.50	9.56	10.10	10.15
Morris Park		8.16					9.16	9.25	9.27					10.16
Westchester		8.18					9.18	9.27	9.31					10.18
Baychester		8.22					9.22	9.31	9.34					10.22
City Island Station		8.25					9.25	9.34	9.38					10.25
Pelham Manor		8.29					9.29	9.38	9.41					10.29
Woodside		8.32					9.32	9.41	9.42					10.32
New Rochelle Jct.		8.33					9.33	9.42	9.44					10.33
New Rochelle		8.35					9.35	9.44	9.44					10.35
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Note references

B

B

WESTWARD.

NEW YORK CONNECTING RAILROAD.

CASANOVA TO HAROLD AVE.

Distance from Casanova	STATIONS.	Distance between Stations.	171	179	49	175	173	37						
			Daily	Ex. Mon.	Ex. Mon.	Ex. Sun.	Daily	Daily						
			1st Class Federal Express	1st Class Adams Express	1st Class Adams Express	1st Class Bar.Hbr. -Wash. Express	1st Class Colonial Express	1st Class Boston Passenger						
0.00	Casanova	0.00	AM	AM	AM	AM	PM	PM						
6.19	Harold Ave.	6.19	1.23 1.37 1.42	3.48	4.08	9.12 9.27 9.32	2.43 2.57 3.02	10.48 11.02 11.07						
10.01	Penn. Terminal	3.82	1.50			9.40	3.10	11.15						
	Arrive		AM	AM	AM	AM	PM	PM						

Note references

G

B Does not carry baggage.

G Train 175 will be discontinued after October 8, 1917.

The time shown at Penn. Terminal is for information only.

(L. W.)

WESTWARD.

NEW ROCHELLE TO HARLEM RIVER.

NEW YORK 31
DIVISION.

STATIONS.	347	A697	A885	A699	A701	A887	349	37	A703	A705	A891	A707	A709	353
	Sun. only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger
New Rochelle.....	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
New Rochelle Jct.	9.15						10.23	10.30						11.45
Woodside.....	9.16						10.24	10.31						11.46
Pelham Manor.....	9.18						10.26							11.48
City Island Station	9.21						10.29							11.51
Baychester.....	9.24						10.32							11.54
Westchester.....	9.27						10.35	10.37						11.57
Morris Park.....	9.31						10.39							12.01
Van Nest.....	9.33						10.40							12.03
West Farms.....	9.36						10.42							12.06
Westchester Ave.....	9.39	9.43	9.49	10.09	10.23	10.29	10.44	10.42	10.49	11.03	11.23	11.29	11.49	12.09
Hunt's Point.....	9.41		9.51	10.11		10.31	10.46		10.51			11.31	11.51	12.11
Casanova.....			9.53	10.13		10.33			10.53			11.33	11.53	
Port Morris.....	9.43	9.46	9.55	10.15	10.26	10.35	10.48	10.48	10.55	11.06	11.26	11.35	11.55	12.13
Harlem River.....			9.57	10.17		10.37			10.57			11.37	11.57	
Arrive	9.48	9.51	10.01	10.21	10.31	10.41	10.53		11.01	11.11	11.31	11.41	12.01	12.18
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Note references

B

C

B Does not carry baggage.

C Does not carry baggage Sundays.

EASTWARD.

HARLEM RIVER TO NEW ROCHELLE.

STATIONS.	A890	A700	A702	A892	350	A704	A706	A708	A894					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class					
	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger	N. Y., W. & B. Passenger					
Harlem River.....	PM	PM	PM	PM	PM	PM	PM	PM	PM					
Port Morris.....	10.18	10.28	10.38	10.58	11.02	11.08	11.18	11.48	11.58					
Casanova.....	10.22		10.42	11.02			11.22		12.02					
Hunt's Point.....	10.24	10.33	10.44	11.04	11.07	11.13	11.24	11.53	12.04					
Westchester Ave.....	10.26		10.46	11.06			11.26		12.06					
West Farms.....	10.28		10.48	11.08	11.10		11.28		12.08					
Van Nest.....	10.30	10.36	10.50	11.10	11.12	11.16	11.30	11.56	12.10					
Morris Park.....					11.15									
Westchester.....					11.16									
Baychester.....					11.18									
City Island Station					11.22									
Pelham Manor.....					11.25									
Woodside.....					11.29									
New Rochelle Jct.					11.32									
New Rochelle.....					11.33									
Arrive					11.35									
	PM	PM	PM	PM	PM	PM	PM	PM	AM					

Note references

EASTWARD.

NEW YORK CONNECTING RAILROAD.

HAROLD AVENUE TO CASANOVA.

Distance from Penn. Terminal	STATIONS.	Distance between Stations	172	48	180	174	176							
			Daily	Daily	Ex. Mon.	Daily	Ex. Sun.							
			1st Class	1st Class	1st Class	1st Class	1st Class							
			Federal Express	Adams Express	Adams Express	Colonial Express	Wash.- Bar Hbr. Express							
0.00	Penn. Terminal	0.00	AM	AM	AM	PM	PM							
3.82	Harold Ave.	3.82	1.08 1.13	1.25	2.30	2.03 2.08	7.13 7.18							
10.01	Casanova	6.19	1.25	1.40	2.35	2.20	7.33							
	Arrive		AM	AM	AM	PM	PM							
	Note references						0							

O Train 176 will be dis-
continued after October 5,
1917.

The time shown at Penn. Terminal is for information only.

(L.W.)

SOUTHWARD.

DANBURY TO SOUTH NORWALK.

NEW YORK
DIVISION.

Distance from Danbury	STATIONS.	251	255	441	253	259	405	449	245	447	249	247
		Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only
		1st Class Danbury Passenger	1st Class New Milford Passenger	1st Class Passenger	1st Class Brookf'd Jct. Passenger	1st Class B'kshire Express	1st Class Danbury Passenger	1st Class Passenger	1st Class Pittsfield Passenger	1st Class Brookf'd Jct. Passenger	1st Class Pittsfield Passenger	1st Class Pittsfield Special
		A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
0.00	Danbury (White St.) N	6.00	\$7.25	7.50	\$ 8.25	\$10.05	11.50	12.05	\$ 4.33	\$ 6.01	\$ 7.07	\$ 8.30
0.67	Bailys	6.01	7.26	7.51	8.26	10.06	11.51	12.06	4.34	6.02	7.08	8.31
1.29	East Danbury						\$11.53					
2.96	Bethel	\$6.06	\$7.31	\$ 7.57	\$ 8.31	\$10.12	\$11.57	\$12.12	\$ 4.40	\$ 6.07	\$ 7.15	\$ 8.37
3.25	Bethel Lower Sid'g	6.07	7.32	7.58	8.32	10.14	11.58	12.13	4.41	6.08	7.17	8.39
6.27	Redding	\$6.12	\$7.38	\$ 8.03	\$ 8.37	10.18	\$12.03	\$12.18	4.45	\$ 6.13	\$ 7.23	8.43
8.43	Topstone	\$6.16	\$7.43	\$ 8.07	\$ 8.41	10.22	\$12.07	\$12.22	4.49	\$ 6.17	\$ 7.27	8.47
10.83	Branchville N	\$6.22	\$7.49	\$ 8.13	\$ 8.46	\$10.29	\$12.13	\$12.28	\$ 4.55	\$ 6.23	\$ 7.33	\$ 8.54
11.69	Georgetown D	\$6.25	\$7.53	\$ 8.16	\$ 8.53	10.31	\$12.16	\$12.31	\$ 4.57	\$ 6.26	\$ 7.38	8.56
14.67	Cannondale D	\$6.30	\$7.59	\$ 8.21	\$ 8.58	10.35	\$12.21	\$12.36	\$ 5.04	\$ 6.31	\$ 7.43	9.00
16.19	Wilton	\$ 6.35	\$8.03	\$ 8.25	\$ 9.01	10.37	\$12.25	\$12.40	\$ 5.08	\$ 6.35	\$ 7.46	9.02
18.59	Hopkins (South Wilton) D	\$6.39	8.07	\$ 8.29	\$ 9.06	10.40	\$12.30	\$12.45	5.11	\$ 6.40	\$ 7.51	9.05
19.85	Norwalk Mills S'g	6.41	8.09	8.32	9.09	10.42	12.33	12.47	5.13	6.43	7.54	9.07
20.40	Winnipauk D	\$6.43		\$ 8.34	\$ 9.11		\$12.35	\$12.49		\$ 6.45		
20.78	Fair Grounds	6.44	8.11	8.35	9.12	10.44	12.36	12.50	5.15	6.46	7.57	9.10
21.45	Catherine Street ..	\$6.45		\$ 8.37			\$12.38					
22.08	Norwalk	\$6.48	\$8.14	\$ 8.39	\$ 9.15	10.46	\$12.41	\$12.54	\$ 5.18	\$ 6.50	\$ 8.00	9.12
23.05	Dock	6.51	8.17	8.42	9.18	10.49	12.44	12.57	5.23	6.53	8.03	9.15
23.82	South Norwalk N Arrive	\$6.54	\$8.20	8.45	\$ 9.21	\$10.52	\$12.47	1.01	\$ 5.26	\$ 6.57	\$ 8.06	\$ 9.18
	Note references	B	I		I	I			I		H I	G I

B Does not carry baggage.

G Train 247 will be discontinued after December 23, 1917.

H Train 244 will take siding at Bethel Lower Siding for train 249.

I Trains 255, 253, 259, 245, 249 and 247 will not exceed their schedule speed between Bethel and Norwalk.

SOUTHWARD.

RIDGEFIELD TO BRANCHVILLE.

NEW YORK
DIVISION.

Distance from Ridgefield	STATIONS.	Distance between Stations	471	473	475	477	479	481	483	485	491	487
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.
			1st Class Mixed	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Mixed
			A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
0.00	Ridgefield	0.00	6.04	7.30	8.30	10.09	11.53	1.40	2.58	4.37	5.40	6.42
1.93	Cooper	1.93	\$ 6.11	\$ 7.37	\$ 8.36	\$10.16	\$12.00	\$ 1.47		\$ 4.44		\$ 6.49
2.67	Florida	0.74	\$ 6.14	\$ 7.40	\$ 8.39	\$10.19	\$12.03	\$ 1.50		\$ 4.47		\$ 6.52
3.72	Branchville N Arrive	1.05	6.18	7.44	8.44	10.23	12.08	1.56	3.10	4.51	5.52	6.56
	Note references		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

NORTHWARD.

SOUTH NORWALK TO DANBURY.

NEW YORK 33
DIVISION.

Distance from So. Norwalk	STATIONS.	Distance between Stations	406	250	442	252	408	248	444	238	240	242	244	448
			Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sat. only	Sun. only	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun. only
			1st Class Brookf'd Jct. Passenger	1st Class Brookf'd Jct. Passenger	1st Class Passenger	1st Class Pittsfield Passenger	1st Class Danbury Passenger	1st Class Pittsfield Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger	1st Class Pittsfield Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger
			A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
0.00	South Norwalk N	0.00	s 6.13	s 8.27	9.25	s 9.59	s 1.27	s 1.54	s 2.15	s 2.48	s 4.39	s 5.27	s 6.25	7.15
0.77	Dock	0.77	s 6.17	s 8.31	9.29	10.03	1.31	1.58	2.19	2.52	4.43	5.31	6.29	7.19
1.74	Norwalk	0.97	s 6.20	s 8.34	s 9.32	10.06	s 1.35	2.01	s 2.22	2.55	4.46	5.34	s 6.32	s 7.22
2.37	Catherine Street	0.63	f 6.22		f 9.34								f 6.34	
3.04	Fair Grounds	0.67	6.24	8.37	9.36	10.09	1.39	2.03	2.26	2.58	4.48	5.37	6.36	7.26
3.42	Winnipauk D	0.38	s 6.26	s 8.39	s 9.38		s 1.41		s 2.28				s 6.38	s 7.28
3.97	Norwalk Mills S'g	0.55	6.28	8.41	9.40	10.11	1.43	2.06	2.30	3.00	4.51	5.39	6.40	
5.23	Hopkins (South Wilton) D	1.26	s 6.30	s 8.44	s 9.43	10.13	s 1.46	2.08	s 2.33	3.02	4.54	5.41	s 6.43	s 7.33
7.63	Wilton D	2.40	s 6.35	s 8.51	s 9.48	s 10.16	s 1.51	2.10	s 2.38	s 3.06	4.58	s 5.44	s 6.48	s 7.38
9.15	Cannondale D	1.52	s 6.40	s 8.58	s 9.51	10.19	s 1.55	2.12	s 2.41	3.09	5.04	5.47	s 6.51	s 7.41
12.13	Georgetown D	2.98	s 6.46	s 9.04	s 9.57	10.24	s 2.00	2.16	s 2.46	3.13	5.09	5.52	s 6.57	s 7.47
12.99	Branchville N	0.86	s 6.49	s 9.07	s 10.00	s 10.29	s 2.04	2.20	s 2.49	s 3.16	5.11	s 5.57	s 7.01	s 7.50
15.39	Topstone D	2.40	s 6.57	s 9.13	s 10.08	10.34	s 2.10	2.25	s 2.55	3.21	5.15	6.02	s 7.07	s 7.58
17.55	Redding D	2.16	s 7.02	s 9.17	s 10.11	V 10.39	s 2.14	2.28	s 3.00	V 3.25	5.18	V 6.07	s 7.12	s 8.01
20.57	Bethel Lower Sid'g	3.02	7.07	9.22	10.16	10.44	2.19	2.32	3.05	3.30	5.22	6.12	7.17	8.06
20.86	Bethel D	0.29	s 7.09	s 9.23	s 10.18	s 10.46	s 2.21	2.33	s 3.07	s 3.32	5.23	s 6.14	s 7.19	s 8.08
22.53	East Danbury	1.67					f 2.25							
23.15	Bailys	0.62	7.15	9.29	10.24	10.52	2.29	2.39	3.12	3.38	5.28	6.20	7.25	8.14
23.82	Danbury (White St.) N Arrive	0.67	s 7.16	s 9.30	10.25	s 10.53	2.30	s 2.40	3.13	3.39	s 5.29	6.21	7.26	8.15
			A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
	Note references					V		K		V		V	H	

H Train 244 will take siding at Bethel Lower Siding for train 249.

V Trains 252, 238 and 242 will stop at Redding on signal to leave passengers from New York.

K Train 248 will be discontinued after December 22, 1917.

NORTHWARD.

BRANCHVILLE TO RIDGEFIELD.

NEW YORK
DIVISION.

Distance from Branchville	STATIONS.	470	472	474	476	478	480	482	484	488	486			
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.			
		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class			
		Mixed	Mixed	Mixed	Passenger	Mixed	Passenger	Passenger	Passenger	Passenger	Mixed			
		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M			
0.00	Branchville N	7.00	7.52	9.12	10.34	12.20	2.07	3.20	5.00	6.02	7.06			
1.05	Florida	f 7.04	f 7.56	f 9.16	f 10.38	f 12.25	f 2.11	f 3.25	f 5.04	f 6.06	f 7.10			
1.79	Cooper	f 7.07	f 7.59	f 9.19	f 10.41	f 12.28	f 2.14	f 3.28	f 5.07	f 6.09	f 7.13			
3.72	Ridgefield	7.13	8.05	9.25	10.47	12.35	2.20	3.33	5.13	6.15	7.19			
	Arrive	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M			
	Note references													

(L. W.)

NEW CANAAN TO STAMFORD.

Distance from New Canaan	STATIONS.	Distance between Stations	501	503	237	537	505	529	507	509	511	539	541	513
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Daily	Daily	Daily	Sun. only	Sun. only	Ex. Sun.
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			Passenger	Passenger	N. Y. Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
0.00	New CanaanD	0.00	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M
2.14	Talmadge Hill.....	2.14	s 5.55	s 6.43	s 7.37	s 7.50	s 8.15	s 9.06	s 10.25	s 11.27	s 12.35	s 1.35	s 2.35	s 2.30
3.96	Springdale Ceme'y.....	1.82	s 5.59	f 6.51	s 7.42	s 7.54	s 8.19	s 9.10	s 10.29	s 11.31	s 12.39	s 1.40	s 2.40	s 2.34
4.29	Springdale.....	0.33	s 6.05	s 6.52	s 7.47	s 7.59	s 8.24	s 9.15	s 10.35	s 11.36	s 12.44	s 1.46	s 2.46	s 2.39
5.62	Glenbrook.....	1.33	s 6.09	s 6.56	s 7.50	s 8.03	s 8.28	s 9.19	s 10.39	s 11.40	s 12.48	s 1.50	s 2.50	s 2.43
7.86	Stamford.....N	2.24	6.14	7.02	s 7.56	8.08	8.33	9.24	10.44	11.45	12.53	1.56	2.55	2.48
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M
Note references			B U Z											

STATIONS.	515	543	517	545	519	547	521	523	551	527				
	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Sun. only	Daily				
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
New Canaan	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M				
Talmadge Hill	s 3.30	s 3.55	s 4.32	s 5.35	s 5.46	s 6.34	s 6.56	s 7.43	s 8.46	s 10.00				
Springdale Ceme'y	s 3.35	s 3.59	s 4.36	s 5.40	s 5.50	s 6.38	s 7.00	s 7.47	s 8.51	s 10.05				
Springdale	f 3.39	f 4.03	f 4.40	f 5.45	f 5.55									
Glenbrook	s 3.40	s 4.04	s 4.41	s 5.46	s 5.56	s 6.45	s 7.05	s 7.52	s 8.56	s 10.10				
Stamford	s 3.44	s 4.08	s 4.45	s 5.50	s 6.00									
Arrive	3.49	4.13	4.50	5.55	6.05	6.52	7.14	8.01	9.05	10.19				
	P. M.	P M	P M	P M	P M	P M	P M	P M	P M	P M				
Note references														

EASTWARD.

STAMFORD TO NEW CANAAN.

Distance from Stamford	STATIONS.	Distance between Stations	502	528	548	530	504	550	506	508	510	234	536	512
			Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Daily	Daily	Sat. only	Sun. only	Ex. Sun.
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	N. Can'an Express	Passenger	Passenger
0.00	Stamford.....N	0.00	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M
2.24	Glenbrook.....	2.24	s 6.19	s 7.17	s 7.25	s 8.40	s 9.32	s 9.46	s 10.58	s 11.50	s 1.05	s 1.46	s 2.10	s 2.57
3.57	Springdale.....	1.33	s 6.24	s 7.22	s 7.30	s 8.45	s 9.37	s 9.51	s 11.03	s 11.55	s 1.10	s 1.51	s 2.15	s 3.02
3.90	Springdale Ceme'y.....	0.33	s 6.27	s 7.25	s 7.33	s 8.48	s 9.40	s 9.54	s 11.06	s 11.58	s 1.13	s 1.54	s 2.18	s 3.05
5.72	Talmadge Hill.....	1.82	s 6.33	s 7.31	s 7.39	s 8.54	s 9.46	s 10.00	s 11.12	s 11.59	s 1.14	s 1.19	s 2.19	s 3.06
7.86	New Canaan.....D	2.14	6.38	7.36	7.45	8.59	9.51	10.05	11.17	12.10	1.25	2.05	2.30	3.17
	Arrive		A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
Note references			B											

STATIONS.	538	514	540	516	236	542	518	544	520	546	524	552	526
	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Daily	Sun. only	Ex. Sun.
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	Passenger	Passenger	Passenger	N. Can'an Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Stamford	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Glenbrook	s 3.30	s 4.08	s 4.47	s 5.01	s 5.46	s 6.08	s 6.32	s 7.00	s 7.19	s 8.21	s 9.15	s 11.07	s 11.30
Springdale	s 3.35	s 4.13	s 4.52	s 5.06	s 5.51	s 6.13	s 6.37	s 7.05	s 7.24	s 8.26	s 9.20	s 11.12	s 11.35
Springdale Ceme'y	s 3.38	s 4.16	s 4.55	s 5.09	s 5.54	s 6.16	s 6.40	s 7.08	s 7.27	s 8.29	s 9.23	s 11.15	s 11.38
Talmadge Hill	f 3.39	f 4.17	f 4.56		5.55	f 6.17	6.41	f 7.09	f 7.28				
New Canaan	s 3.44	s 4.22	s 5.01	s 5.15	s 6.00	s 6.22	s 6.46	s 7.14	s 7.33	s 8.35	s 9.29	s 11.21	s 11.44
Arrive	3.50	4.27	5.07	5.20	6.06	6.27	6.51	7.20	7.38	8.40	9.34	11.27	11.50
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references			B U Z										

B Does not carry baggage U Will not run November 6, 1917, or February 12, 1918.

Z Will not run November 29, December 25, 1917, January 1, February 22 or May 30, 1918.

(L. W.)

WESTWARD.

WATERFORD TO AIR LINE JCT.

NEW HAVEN 35
DIVISION.

Distance from New London	STATIONS.	Distance between Stations	49	29	1	3	653	963	5	7	173	9	101	11
			Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.
			1st Class Adams Express	1st Class Bos-N.Y. Mail	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Passenger	1st Class Saybrook Point Passenger	1st Class Hartford Passenger	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Express	1st Class Colonial Express	1st Class Bay State Limited	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Passenger
0.00	New London	0.00	MID. s12.00	AM s 2.45	AM s 3.13	AM s 3.30	AM -----	AM 7.30	AM s 8.55	AM s11.13	AM s11.34	PM s12.23	PM s12.35	PM s12.57
3.21	Waterford	3.21	12.07	2.52	3.20	3.37	-----	s 7.39	9.02	11.20	11.41	12.30	12.42	1.04
5.26	Millstone	2.05	-----	-----	-----	-----	-----	s 7.43	-----	-----	-----	-----	-----	-----
6.95	East Lyme	1.69	12.13	2.57	3.25	3.42	-----	s 7.48	s 9.10	11.25	11.46	12.35	12.47	1.09
7.84	Crescent Beach	0.89	-----	-----	-----	-----	-----	s 7.51	-----	-----	-----	-----	-----	-----
11.02	South Lyme	3.18	12.18	3.02	3.30	3.47	-----	s 7.56	9.17	11.30	11.51	-----	12.52	1.14
12.33	Sound View	1.31	-----	-----	-----	-----	-----	f 7.59	-----	-----	-----	-----	-----	-----
14.94	Lyme	2.61	12.24	3.07	3.35	3.52	-----	s 8.04	s 9.24	11.34	11.56	12.43	12.56	1.18
16.46	Conn. River	1.52	-----	-----	-----	-----	-----	f 8.09	-----	-----	-----	-----	-----	-----
17.81	Saybrook Jct.	1.35	12.30	3.11	3.40	3.57	s 6.25	sa8.14	s 9.31	s11.40	12.00	12.47	1.00	s 1.24
21.69	Westbrook	3.88	12.35	3.16	3.45	4.02	s 6.32	-----	9.37	11.45	12.05	12.51	1.04	1.29
23.93	Grove Beach	2.24	-----	-----	-----	-----	f 6.36	-----	-----	-----	-----	-----	-----	-----
26.19	Clinton	2.26	12.40	3.21	3.50	4.07	s 6.40	-----	s 9.44	11.50	12.10	12.56	1.09	1.34
29.87	Madison	3.68	12.46	3.25	3.55	4.12	s 6.47	-----	s 9.50	11.54	12.14	-----	1.13	1.38
31.88	East River	2.01	-----	-----	-----	-----	s 6.51	-----	-----	-----	-----	-----	-----	-----
33.97	Guilford	2.09	12.51	3.30	4.00	4.17	s 6.57	-----	s 9.58	11.59	12.19	1.04	1.18	1.43
35.26	Sachem's Head	1.29	-----	-----	-----	-----	s 7.00	-----	-----	-----	-----	-----	-----	-----
36.80	Leete's Island	1.54	12.55	3.33	4.03	4.21	s 7.04	-----	10.02	12.02	12.23	1.07	1.21	1.46
38.30	Stony Creek	1.50	-----	-----	-----	-----	s 7.08	-----	s10.05	-----	-----	-----	-----	-----
39.38	Pine Orchard	1.08	-----	-----	-----	-----	s 7.11	-----	-----	-----	-----	-----	-----	-----
41.65	Branford	2.27	1.00	3.38	4.09	4.26	s 7.17	-----	s10.12	12.07	12.28	1.12	1.26	1.52
44.69	East Haven	3.04	1.05	3.43	4.14	4.30	s 7.24	-----	10.18	12.11	12.33	1.16	1.30	1.56
47.01	Fair Haven	2.32	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
48.58	Air Line Jct.	1.57	1.09	3.48	4.19	4.35	7.33	-----	10.25	12.16	12.37	1.20	1.35	2.01
50.78	New Haven	2.20	s 1.15 AM	s 3.55 AM	s 4.25 AM	s 4.40 AM	7.40 AM	----- AM	s10.31 AM	s12.22 PM	s12.43 PM	s 1.25 PM	s 1.40 PM	s 2.06 PM
	Note references 				B		G							

B Does not carry baggage.

G Stops at Cedar Hill.

The time shown at New London and New Haven is for information only.

(L.W.).

WATERFORD TO AIR LINE JCT.

NEW HAVEN
DIVISION.

STATIONS.	103	979	15	19	21	669	997	23	37	25	171			
	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Daily	Daily			
	1st Class Bos-N.Y. Passenger	1st Class Hartford Passenger	1st Class Knicker- bocker Limited	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Passenger	1st Class Hartford Passenger	1st Class Mer- chants Limited	1st Class Bos-N.Y. Passenger	1st Class Bos-N.Y. Passenger	1st Class Federal Express			
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M			
<i>New London</i>	s 12.55	1.10	s 3.23	s 3.57	s 5.41	6.06	6.45	s 7.23	s 7.41	s 8.00	s 10.20	-----	-----	-----
Waterford	1.02	s 1.19	3.30	4.04	5.48	s 6.15	s 6.54	7.30	7.48	8.07	10.27	-----	-----	-----
Millstone		s 1.23				s 6.19	s 6.58					-----	-----	-----
East Lyme	s 1.10	s 1.27	3.35	4.09	5.53	s 6.26	s 7.03	7.35	7.53	8.12	10.32	-----	-----	-----
Crescent Beach		f 1.30				f 6.29	s 7.06					-----	-----	-----
South Lyme	1.16	s 1.35		4.14	5.58	s 6.35	s 7.11		7.58	8.17	10.37	-----	-----	-----
Sound View		f 1.39				f 6.39	s 7.14					-----	-----	-----
Lyme	s 1.23	s 1.44	3.43	4.18	6.02	s 6.46	s 7.19	7.43	8.02	8.21	10.41	-----	-----	-----
Conn. River		f 1.48				f 6.51						-----	-----	-----
Saybrook Jct.	s 1.30	<u>SA 1.53</u>	3.47	s 4.24	6.06	s 6.58	<u>SA 7.26</u>	7.47	8.07	8.25	10.46	-----	-----	-----
Westbrook	1.36		3.51	4.29	6.11	s 7.05		7.51	8.12	8.30	10.51	-----	-----	-----
Grove Beach						f 7.09						-----	-----	-----
Clinton	1.42		3.56	4.34	6.16	s 7.15		7.56	8.17	8.35	10.56	-----	-----	-----
Madison	s 1.48			4.38	6.20	s 7.21			8.21	8.39	11.00	-----	-----	-----
East River						s 7.26						-----	-----	-----
Guilford	1.54		4.04	4.43	6.25	s 7.32		8.04	8.26	8.44	11.05	-----	-----	-----
Sachem's Head						f 7.36						-----	-----	-----
Leete's Island	1.57		4.07	4.46	6.28	s 7.40		8.07	8.30	8.47	11.09	-----	-----	-----
Stony Creek						s 7.45						-----	-----	-----
Pine Orchard						s 7.49						-----	-----	-----
Branford	2.03		4.12	4.52	6.33	s 7.55		8.12	8.35	8.52	11.14	-----	-----	-----
East Haven	2.08		4.16	4.56	6.37	8.01		8.16	8.39	8.57	11.19	-----	-----	-----
Fair Haven												-----	-----	-----
Air Line Jct.	2.13		4.20	5.01	6.42	8.08		8.20	8.44	9.02	11.24	-----	-----	-----
<i>New Haven</i>	s 2.18		s 4.25	s 5.06	s 6.47	8.18		s 8.25	s 8.50	s 9.08	s 11.30	-----	-----	-----
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	-----	-----	-----
Note references 						G	P							

G Stops at Cedar Hill.

P Train 997 will be discontinued after October 28, 1917.

The time shown at *New London* and *New Haven* is for information only.

(L.W.)

EASTWARD.

AIR LINE JCT. TO WATERFORD.

NEW HAVEN 37
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	30	2	4	172	38	34	48	960	6	996	8	10
			Daily	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.
			1st Class N.Y. Mail	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class Federal Express	1st Class N.Y.-Bos. News- paper	1st Class N.Y.-Bos. Mail	1st Class Adams Express	1st Class Hartford Passenger	1st Class N.Y.-Bos. Passenger	1st Class Hartford Passenger	1st Class N.Y.-Bos. Passenger	1st Class Bay State Limited
0.00	New Haven	0.00	A M \$ 1.45	A M \$2.20	A M \$2.35	A M \$3.20	A M \$3.28	A M \$4.01	A M \$4.10	A M -----	A M \$7.50	A M -----	A M \$10.33	A M \$11.42
2.20	Air Line Jct. N	2.20	1.51	2.26	2.41	3.26	3.34	4.07	4.16	-----	f 7.58	-----	10.39	11.48
3.77	Fair Haven	1.57	-----	-----	-----	-----	-----	-----	-----	-----	f 8.01	-----	-----	-----
6.09	East Haven	2.32	1.56	2.31	2.46	3.31	3.39	4.12	4.21	-----	f 8.05	-----	10.44	11.53
9.13	Branford	3.04	2.01	2.35	2.50	3.35	3.44	-----	4.25	-----	s 8.12	-----	10.48	-----
11.40	Pine Orchard	2.27	-----	-----	-----	-----	-----	-----	-----	-----	s 8.17	-----	-----	-----
12.48	Stony Creek	1.08	-----	-----	-----	-----	-----	-----	-----	-----	s 8.20	-----	-----	-----
13.98	Leete's Island	1.50	2.06	2.40	2.55	3.41	3.50	4.20	4.30	-----	s 8.24	-----	10.54	12.01
15.52	Sachem's Head	1.54	-----	-----	-----	-----	-----	-----	-----	-----	f 8.27	-----	-----	-----
16.81	Guilford	1.29	2.09	2.44	2.59	3.44	3.54	4.23	4.34	-----	s 8.32	-----	10.57	12.04
18.90	East River	2.09	-----	-----	-----	-----	-----	-----	-----	-----	s 8.36	-----	-----	-----
20.91	Madison	2.01	2.14	2.49	3.04	3.49	4.00	-----	4.39	-----	s 8.42	-----	11.02	-----
24.59	Clinton	3.68	2.18	2.53	3.08	3.53	4.06	4.31	4.43	-----	s 8.49	-----	11.06	12.12
26.85	Grove Beach	2.26	-----	-----	-----	-----	-----	-----	-----	-----	f 8.53	-----	-----	-----
29.09	West Brook	2.24	2.23	2.58	3.13	3.58	4.13	4.36	4.48	-----	s 9.00	-----	11.11	12.17
32.97	Saybrook Jct.	3.88	2.28	3.03	3.18	4.03	4.20	q 4.40	4.53	s 8.20	s 9.12	s 10.37	s 11.17	12.21
34.32	Conn. River	1.35	-----	-----	-----	-----	-----	-----	-----	-----	f 9.16	-----	-----	-----
35.84	Lyme	1.52	2.33	3.09	3.23	4.08	4.25	4.45	4.59	s 8.26	s 9.21	s 10.44	11.21	12.25
38.45	Sound View	2.61	-----	-----	-----	-----	-----	-----	-----	f 8.32	-----	s 10.50	-----	-----
39.76	South Lyme	1.31	2.38	3.15	3.28	4.13	4.31	-----	5.05	s 8.37	s 9.31	s 10.54	11.26	-----
42.94	Crescent Beach	3.18	-----	-----	-----	-----	-----	-----	-----	f 8.43	s 9.37	s 10.58	-----	-----
43.83	East Lyme	0.89	2.43	3.21	3.33	4.18	4.36	4.53	5.11	s 8.47	s 9.40	s 11.01	11.31	12.33
45.52	Millstone	1.69	-----	-----	-----	-----	-----	-----	-----	s 8.52	f 9.43	s 11.05	-----	-----
47.57	Waterford	2.05	2.48	3.28	3.38	4.23	4.42	4.58	5.18	s 8.56	s 9.48	s 11.14	11.36	12.38
50.78	New London	3.21	s 2.55	s 3.35	s 3.45	s 4.30	s 4.48	s 5.04	s 5.25	9.03	s 9.55	11.22	s 11.42	s 12.44
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
	Notereferences			B				q			G	V		

B Does not carry baggage.

G Stops at Cedar Hill.

q Slow down, and when necessary, stop to put off mail

V Train 996 will be discontinued after October 28, 1917.

AIR LINE JCT. TO WATERFORD.

STATIONS.	100	12	102	660	664	16	20	174	22	668	974	24	26	
	Sun. only	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.	
	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y.-Bos. Passenger	
<i>New Haven</i>	AM \$11.51	PM \$12.05	PM \$12.05	PM 12.20	PM 1.15	PM \$ 2.42	PM \$ 3.02	PM \$ 4.15	PM \$ 4.59	PM 5.57	PM -----	PM \$ 6.42	PM \$ 7.06	
Air Line Jct.	11.57	12.11	12.11	12.28	1.23	2.48	3.08	4.21	5.05	6.05	-----	6.48	7.12	
Fair Haven														
East Haven	12.02	12.16	12.16	f 12.37	1.30	2.53	3.13	4.26	5.10	6.10	-----	6.53	7.17	
Branford	12.06	12.20	12.20	\$ 12.43	\$ 1.35	-----	3.17	4.30	5.14	\$ 6.15	-----	-----	7.21	
Pine Orchard				\$ 12.48	f 1.40	-----	-----	-----	-----	\$ 6.20	-----	-----	-----	
Stony Creek				\$ 12.52	\$ 1.43	-----	-----	-----	-----	\$ 6.23	-----	-----	-----	
Leete's Island	12.11	12.25	12.25	\$ 12.56	\$ 1.46	3.01	3.22	4.36	5.19	\$ 6.27	-----	7.01	7.26	
Sachem's Head				\$ 12.59	f 1.48	-----	-----	-----	-----	f 6.30	-----	-----	-----	
Guilford	12.14	12.28	12.28	\$ 1.05	\$ 1.53	3.04	3.25	4.39	5.22	\$ 6.35	-----	7.04	7.30	
East River				\$ 1.09	\$ 1.56	-----	-----	-----	-----	\$ 6.39	-----	-----	-----	
Madison	12.19	12.33	\$ 12.36	\$ 1.15	\$ 2.01	-----	3.30	4.44	5.27	\$ 6.44	-----	-----	7.35	
Clinton	12.23	12.37	12.41	\$ 1.23	\$ 2.08	3.12	3.34	4.48	5.31	\$ 6.52	-----	7.12	7.39	
Grove Beach				\$ 1.28	f 2.13	-----	-----	-----	-----	f 6.57	-----	-----	-----	
Westbrook	12.28	12.42	12.46	\$ 1.34	\$ 2.18	3.17	3.39	4.53	5.36	\$ 7.02	-----	7.17	7.44	
Saybrook Jct.	12.33	\$ 12.48	\$ 12.52	\$ 1.42	\$ 2.25	3.21	\$ 3.44	4.58	5.40	SA 7.10	\$ 6.49	7.21	\$ 7.50	
Conn. River				f 1.46	f 2.30	-----	-----	-----	-----	-----	-----	-----	-----	
Lyme	12.38	12.53	\$ 1.00	\$ 1.52	\$ 2.34	3.25	g 3.49	5.03	5.44	-----	\$ 6.56	7.25	7.55	
Sound View				\$ 1.58	f 2.41	-----	-----	-----	-----	-----	f 7.01	-----	-----	
South Lyme	12.42	12.58	1.06	\$ 2.03	\$ 2.45	-----	3.54	5.07	5.48	-----	f 7.05	-----	8.00	
Crescent Beach				\$ 2.09	f 2.53	-----	-----	-----	-----	-----	-----	-----	-----	
East Lyme	12.47	1.03	\$ 1.14	\$ 2.14	\$ 2.56	3.33	3.59	5.13	5.53	-----	\$ 7.12	7.33	8.05	
Millstone				\$ 2.17	f 3.01	-----	-----	-----	-----	-----	\$ 7.17	-----	-----	
Waterford	12.52	1.08	1.20	\$ 2.22	\$ 3.07	3.38	4.05	5.18	5.58	-----	\$ 7.22	7.38	8.11	
<i>New London</i>	\$ 12.58	\$ 1.14	\$ 1.26	2.30	3.15	\$ 3.44	\$ 4.11	\$ 5.24	\$ 6.04	-----	7.30	\$ 7.44	\$ 8.18	
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Note references				G	G		Eg			G				

E Train 20 omit Saybrook Junction stop, Sundays.
 G Stops at Cedar Hill

g Train 20 Fridays stops on signal at Lyme to let off
 passengers from New York, until November 23, 1917.

TURNERS FALLS TO SOUTH DEERFIELD.

NEW HAVEN
DIVISION.

SOUTHWARD

Distance from Turners Falls	STATIONS.	Distance between Stations	1161		
			Ex. Sun.		
			1st Class Westf'd Mixed		
			P M		
0.00	Turners Falls...D	0.00	3.15	-----	-----
1.29	Montague City....	1.29	f 3.20	-----	-----
4.85	Deerfield.....	3.56	s 3.31	-----	-----
5.00	Gibson.....	0.15	-----	-----	-----
9.01	South Deerfield...D	4.01	s 4.40	-----	-----
	Arrive		P M		
Note references					

SOUTH DEERFIELD TO TURNERS FALLS.

NEW HAVEN
DIVISION.

NORTHWARD.

Distance from South Deerfield	STATIONS.	Distance between Stations	1160		
			Ex. Sun.		
			1st Class Westf'd Mixed		
			A M		
0.00	South Deerfield...D	0.00	s 11.35	-----	-----
4.01	Gibson.....	4.01	-----	-----	-----
4.16	Deerfield.....	0.15	s 11.45	-----	-----
7.72	Montague City....	3.56	f 11.55	-----	-----
9.01	Turners Falls...D	1.29	12.01	-----	-----
	Arrive		P M		
Note references					

WILLIAMSBURGH TO NORTHAMPTON.

NEW HAVEN
DIVISION.

SOUTHWARD.

Distance from Williamsburgh	STATIONS.	Distance between Stations	1171		
			Ex. Sun.		
			1st Class Mixed		
			P M		
0.00	Williamsburgh...D	0.00	2.00	-----	-----
1.30	Haydenville...D	1.30	s 2.20	-----	-----
2.87	Leeds.....	1.57	s 2.30	-----	-----
4.84	Florence.....D	1.97	s 3.00	-----	-----
6.88	Williamsb'gh Jc.N	2.04	a 3.10	-----	-----
7.58	Northampton...N	0.70	3.22	-----	-----
	Arrive		P M		
Note references					

NORTHAMPTON TO WILLIAMSBURGH.

NEW HAVEN
DIVISION.

NORTHWARD.

Distance from Northampton	STATIONS.	Distance between Stations.	1172		
			Ex. Sun.		
			1st Class Mixed		
			A M		
0.00	Northampton...N	0.00	11.15	-----	-----
0.70	Williamsb'gh Jc.N	0.70	s 11.17	-----	-----
2.74	Florence.....D	2.04	s 12.30	-----	-----
4.71	Leeds.....	1.97	s 12.45	-----	-----
6.28	Haydenville...D	1.57	s 1.00	-----	-----
7.58	Williamsburgh...D	1.30	1.10	-----	-----
	Arrive		P M		
Note references					

NEW HARTFORD TO FARMINGTON.

NEW HAVEN
DIVISION.

SOUTHWARD.

Distance from New Hartford	STATIONS.	Distance between Stations	1131	1135	
			Ex. Sun.	Ex. Sun.	
			1st Class Passenger	1st Class Passenger	
			A M	P M	
0.00	New Hartford...D	0.00	7.20	4.01	-----
0.78	Pine Meadow...D	0.78	s 7.25	s 4.06	-----
6.19	Collinsville...D	5.41	s 7.39	s 4.24	-----
8.36	Burlington.....	2.17	s 7.46	s 4.31	-----
11.32	Unionville...D	2.96	s 7.53	s 4.38	-----
11.50	Burnham.....	0.18	-----	-----	-----
14.09	Farmington...N	2.59	8.00	4.45	-----
	Arrive		A M	P M	
Note references					

FARMINGTON TO NEW HARTFORD.

NEW HAVEN
DIVISION.

NORTHWARD.

Distance from Farmington	STATIONS.	Distance between Stations	1130	1134	
			Ex. Sun.	Ex. Sun.	
			1st Class Passenger	1st Class Passenger	
			A M	P M	
0.00	Farmington...N	0.00	8.57	6.30	-----
2.59	Burnham.....	2.59	-----	-----	-----
2.77	Unionville...D	0.18	s 9.05	s 6.38	-----
5.73	Burlington.....	2.96	s 9.12	s 6.45	-----
7.90	Collinsville...D	2.17	s 9.19	s 6.52	-----
13.31	Pine Meadow...D	5.41	s 9.32	s 7.06	-----
14.09	New Hartford...D	0.78	9.37	7.10	-----
	Arrive		A M	P M	
Note references					

(L.W.)

SHELBURNE JCT. TO NEW HAVEN.

NEW HAVEN
DIVISION.

Distance from Shelburne Falls	STATIONS.	Distance between Stations	1103 Ex. Sun.	1105 Ex. Sun.	1111 Ex. Sun.	1171 Ex. Sun.	1161 Ex. Sun.	551 Daily	1173 Daily	557 Ex. Sun.	555 Daily	599 Daily	1181 Daily
			1st Class Passenger	1st Class Mixed	1st Class Passenger	1st Class Mixed	1st Class Turners Falls Mixed	2d Class X E 1 Freight	2d Class X E 3 Freight	2d Class X H 3 Freight	2d Class X H 5 Freight	2d Class X O 1 Freight	2d Class N. Haven Freight
			A M	A M	P M	P M	P M	A M	A M	P M	P M	P M	P M
0.00	Shelburne Falls	0.00		8.15									
4.60	Shelburne Jct.	4.60		8.25									
6.40	Conway	1.80		8.33									
11.34	South Deerfield	4.94		8.43			3.40 4.05						
15.17	Whately	3.83		8.50			4.13						
19.33	Hatfield	4.16					4.21						
22.24	Williamsb'gh Jc.	2.91	6.20	9.13	2.55	3.10 3.20	4.30 5.10	4.15	11.30	5.25	5.50	8.30	9.00
22.94	Northampton	0.70	6.30	9.15	3.10	3.22	5.15	4.17	11.32	5.26	5.51	8.31	9.01
27.75	Easthampton	4.81	6.40		3.20		5.25	4.35	11.45	5.40	6.08	8.45	9.20
28.08	Barnett	0.33	6.41		3.21		5.26	4.36	11.46	5.41	6.09	8.46	9.21
31.85	Southampton	3.77	6.49		3.28		5.34	4.45	11.55	5.51	6.35	8.55	9.40
38.82	Westfield	6.97	7.05		3.50		5.50	5.00 5.30	12.30	6.10 6.30	6.55 7.30	9.40	10.50
44.43	Southwick	5.61	7.15		4.00			5.45	12.50	6.58 7.15	7.45	10.05	11.25
46.85	Congamond	2.42	7.21		4.06			5.55	1.00 1.40	7.20	7.53	10.13	11.40
52.68	Granby	5.83	7.31		4.16			6.10	1.59	7.30	8.07	10.32	11.59
57.42	Simsbury	4.74	7.41		4.27			6.35	2.10 2.15	7.48	8.25	10.53	12.20
59.40	Weatogue	1.98	7.47		4.32								
62.16	Avon	2.76	7.53		4.37			6.50	2.30	8.00	8.45	11.08	12.35
68.66	Farmington	6.50	8.08		4.51			7.10	3.00	8.25	9.05	11.38	1.05
71.93	Plainville	3.27	8.18		4.59			7.25	3.15 3.50	9.00	9.35	11.50	1.20
77.29	Southington	5.36	8.30		5.09			7.40	4.05	9.12	9.50		2.38
78.07	Plantsville	0.78	8.35		5.14			7.45	4.10	9.15	9.53		2.41
79.68	Milldale	1.61	8.40		5.19			7.50	4.15	9.21	10.00		2.46
83.91	Cheshire	4.23	8.49		5.29			8.00 8.15	4.30	9.31	10.18		2.57
86.94	Brooksvale	3.03	8.54		5.35								
90.72	Mt. Carmel	3.78	9.00		5.41			8.30	4.55	9.50	10.35		3.15
95.87	Highwood	5.15	9.08		5.48			8.40 9.20	5.20 6.00	10.10	10.48		3.28
99.07	S. S. 78	3.20	9.18		5.58			9.35	6.13	10.23	10.58		3.40
99.35	New Haven	0.28	9.20		6.00			9.37	6.15	10.25	11.00		3.45
	Arrive		A M	A M	P M	P M	P M	A M	P M	P M	P M	P M	A M
	Note references		B K		B H		B	P			O		E

B Trains **1103**, **1111** and **1161** stop at Brick Yard on signal.

K Train 1103 stops at Floydville, south of Granby, on signal.

E Train **1181** meet train **1180** at track 6, north of passenger station, Plainville.

0 Train 596 take siding at Southampton for train 555.

P Train 1180 take siding at Southampton for train 551.

H Train **1112** take siding at Mt. Carmel for train **1111**.

The time shown at *Shelburne Falls* is for information only.

SOUTHWARD.

HOLYOKE TO WESTFIELD.

**NEW HAVEN
DIVISION.**

[illegible]

(L.W.)

NORTHWARD.

NEW HAVEN TO SHELBURNE JCT.

NEW HAVEN 41
DIVISION.

Distance from New Haven	STATIONS.	1160	1104	1172	1112	1114	574	590	552	596	1178	1180
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily
		1st Class Turners Falls Mixed	1st Class No'hampton Passenger	1st Class W'ms- burgh Mixed	1st Class N.Hamp- ton Passenger	1st Class Shelb'ne Falls Mixed	2d Class H X 2 Freight	2d Class O X 2 Freight	2d Class E X 2 Freight	2d Class E X 4 Freight	2d Class New Haven Freight	2d Class H X 6 Freight
0.00	New Haven.....N	A M	A M	A M	P M	P M	A M	A M	A M	P M	P M	P M
0.28	S. S. 78.....N		7.44		5.20		1.30		10.10	12.30	9.00	11.00
3.48	Highwood.....N		7.46		5.22		1.32		10.12	12.32	9.02	11.02
8.63	Mt. Carmel.....D		7.54		5.32		1.42		10.25	12.45 S 1.08	9.15	11.15
12.41	Brooksvale.....		S 8.02		5.41		1.57		10.48	1.27	557 9.32 S 9.50	11.40
15.44	Cheshire.....N		f 8.08		5.47							
19.67	Milldale.....D		S 8.14		5.54		2.15		11.13	2.05	10.18	12.01
21.28	Plantsville.....		S 8.21		6.01		2.25		11.25	2.15	10.30	12.15
22.06	Southington.....N		S 8.25		6.05		2.29		11.30	2.25	10.37	12.25
27.42	Plainville.....N		S 8.30		6.09		2.38		11.45	2.30	11.00	12.35
30.69	Farmington.....N		S 8.42		6.19		S 2.48 3.15	3.40	12.00	1178 2.45 S 3.18	559 11.15 S 12.15	1181 12.50 S 1.20
37.19	Avon.....D		S 8.52		6.26		3.35	4.00	12.15	3.28	1181 12.40 S 1.05	1.35
39.95	Weatogue.....		S 9.03		6.37		3.50	4.20	12.35	3.48	1.20	1.55
41.93	Simsbury.....N		f 9.08		6.42							
46.67	Granby.....D		S 9.14		6.49		S 4.10	S 4.45	S 12.45 1.00	1111 3.58 S 4.30	S 1.45	S 2.05 2.25
52.50	Congamond.....N		S 9.24		6.59		4.20	5.00	1.15	4.45	2.00	2.40
54.92	Southwick.....D		S 9.34		7.09		4.35	5.20	1.35	5.00	2.20	3.00
60.53	Westfield.....N	7.30	S 9.39		7.15		4.43	5.30 5.45	1.43	5.08	2.28	3.10
67.50	Southampton.....N	S 7.44	S 10.00		7.25 S 7.30		551 4.55 S 5.40	S 6.15	2.00 2.40	S 1161 5.25 557 6.10	S 2.45 3.30	S 4.00
71.27	Barnett.....	7.52	S 10.14		7.43		6.00	1108 6.35 S 7.00	1111 3.00 3.28	S 6.35	3.50	551 4.25 S 4.45
71.60	Easthampton.....D	S 7.53	10.20		7.50		1103 6.15 S 6.41	7.10	3.38	6.44	3.58	4.55
76.41	Northampton.....N	S 8.10	S 10.23		7.52		6.42	7.11	3.39	6.45	3.59	4.56
77.11	Williamsb'gh Jc.N	1106 8.12 S 9.15	S 10.40	11.15	S 8.05	6.30	6.58	7.25	3.55	6.59	4.13	5.15
80.02	Hatfield.....	9.25	A 10.42	11.17	A 8.10	6.31	A 7.00	A 7.30	A 4.00	A 7.00	A 4.15	A 5.20
84.18	Whately.....	f 9.35										
88.01	South Deerfield..D	S 9.45 S 11.35										
92.95	Conway.....D											
94.75	Shelburne Jct.N					7.17						
99.35	Shelburne Falls..N Arrive	A M	A M	A M	P M	7.30 P M	A M	A M	P M	P M	A M	A M
Note references		B			B H K					O		P E

B Trains 1160 and 1112 stop at Brick Yard on signal.

E Train 1181 meet train 1180 at track 6, north of passenger station, Plainville.

H Train 1112 take siding at Mt. Carmel for train 1111.

The time shown at Shelburne Falls is for information only.

K Train 1112 stops at Floydville, south of Granby, on signal.

O Train 596 take siding at Southampton for train 555.

P Train 1180 take siding at Southampton for train 551.

NORTHWARD.

WESTFIELD TO HOLYOKE.

NEW HAVEN
DIVISION.

Distance from Westfield	STATIONS.	Distance between Stations	1140	1142	1144	1146
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
			2d Class Freight	2d Class Mixed	2d Class Freight	2d Class Freight
0.00	Westfield.....N	0.00	A M	A M	P M	P M
10.29	Holyoke.....D Arrive	10.29	8.00	10.10	1.00	4.10
			8.35	10.45	1.40	4.45
			A M	A M	P M	P M
Note references						

(L. W.)

WESTWARD.

COLUMBIA TO AIR LINE JCT.

NEW HAVEN
DIVISION.

Distance from Willimantic	STATIONS.	Distance between Stations	93	91	175	1011	1031	1029	1033		
			Daily 1st Class State of Maine Express	Daily 1st Class New York- Bar Harbor Express	Ex. Sun. 1st Class Wash.- Bar Harbor Express	Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class Passenger	Sun. only 1st Class Passenger	Ex. Sun. 1st Class Passenger		
0.00	WillimanticN	0.00	A M s 3.20	A M s 4.45	A M s 5.08	A M 7.05	A M 11.35	P M 5.09	P M 7.02		
1.07	ColumbiaN	1.07	3.24	4.49	5.12	7.09	11.39	5.13	7.06		
1.22	DawsonN	0.15	3.25	4.50	5.13	7.10	11.40	5.14	7.07		
4.65	Chestnut HillD	3.49	3.32	4.57	5.22	s 7.17	s 11.48	s 5.21	s 7.15		
7.00	Leonards BridgeD	2.44				s 7.26	f 11.56	f 5.27	f 7.22		
9.93	AmstonN	2.93	3.43	5.08	5.34	s 7.36	s 12.08	s 5.37	s 7.32		
14.33	WestchesterD	4.40	3.52	5.17	5.43	s 7.44	s 12.20	s 5.47	s 7.44		
17.11	Lyman ViaductD	2.78				f 7.51	f 12.27	f 5.54	s 7.52		
20.86	East HamptonN	3.75	4.05	5.31	5.59	s 8.03	s 12.39	s 6.06	s 8.05		
23.95	CobaltD	3.09	4.13	5.37	6.06	s 8.09	s 12.45	s 6.13	s 8.12		
28.68	PortlandD	4.73	4.23	5.47	6.16	s 8.18	s 12.54	s 6.23	s 8.19		
29.39	End Double TrackD	0.71				b 8.20	12.55	6.25	8.20		
29.66	MiddletownN	0.27	s 4.26 4.30	s 5.49 5.55	s 6.18 6.24	s 8.21 8.30	s 12.56 1.03	s 6.29	s 8.22 8.27		
30.40	ProspectD	0.74				8.32	1.04	6.31	8.28		
33.05	RockfallD	2.65	4.37	6.01	6.30	s 8.36	f 1.09	s 6.37	8.33		
34.56	Middlefield CenterD	1.51				s 8.40	f 1.13	f 6.40	f 8.36		
35.54	MiddlefieldN	0.98	4.43	6.06	6.35	s 8.44	s 1.16	s 6.43	s 8.42		
35.69	DurhamD	0.15				8.45	1.17	6.44	8.43		
41.61	E. WallingfordD	5.92	4.56	6.18	6.47	f 8.54	f 1.27	f 6.54	f 8.53		
45.85	NorthfordN	4.24	5.05	6.27	6.56	s 9.02	s 1.35	s 7.04	f 9.01		
49.19	MontoweseD	3.34	5.12	6.34	7.03	f 9.09	f 1.42	f 7.12	9.06		
51.89	Air Line Jct.N	2.70	5.18	6.42	7.08	9.18	1.48	7.16	9.10		
54.09	New HavenN	2.20	s 5.25 A M	s 6.50 A M	s 7.15 A M	9.25 A M	1.55 P M	7.23 P M	9.16 P M		
	Arrive		E	O	J	b G	I	G	H		

b Train 1011 meet train 1014 on double track between Cobalt and end double track.

E Train 93 will commence running October 9, 1917.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

J Train 175 will be discontinued after October 8, 1917.

O Train 91 will be discontinued after October 8, 1917.

WESTWARD.

COLCHESTER TO AMSTON.

NEW HAVEN
DIVISION.

Distance from Colchester	STATIONS.	Distance between Stations	1051	1053	1055	1057	1059				
			Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class Mixed	Ex. Sun. 1st Class Mixed	Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class Passenger				
0.00	ColchesterD	0.00	A M 7.20	A M 8.35	A M 11.45	P M 2.10	P M 7.15				
3.59	AmstonD	3.59	7.30 A M	8.45 A M	11.55 A M	2.20 P M	7.25 P M				
	Arrive										
	Note references										

The time shown at Willimantic and New Haven is for information only.

(L. W.)

EASTWARD

AIR LINE JCT. TO COLUMBIA.

NEW HAVEN 43
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	1014	1022	1028	1020	92	176	94		
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Daily		
			1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class N. Y.- Bar Hbr. Express	1st Class Wash.- Bar Hbr. Express	1st Class State of Maine Express		
0.00	New Haven.....N	0.00	A M 7.10	P M 12.35	P M 6.05	P M 8.15	P M 9.08	P M 9.30	P M 9.37		
2.20	Air Line Jct.....N	2.20	7.18	12.43	6.13	8.23	9.14	9.36	9.43		
4.90	Montowese.....	2.70	f 7.22	f 12.48	s 6.18	f 8.28	9.20	9.42	9.49		
8.24	Northford.....N	3.34	s 7.29	s 12.53	s 6.25	s 8.34	9.27	9.48	9.55		
12.48	E. Wallingford.....D	4.24	f 7.37	f 1.02	f 6.33	f 8.42	9.36	9.56	10.04		
18.40	Durham.....	5.92	7.46	1.17	6.43	8.51					
18.55	Middlefield.....N	0.15	s 7.48	s 1.18	s 6.44	s 8.52	9.47	10.08	10.16		
19.53	Middlefield Center.....	0.98	f 7.50	f 1.20	f 6.47	f 8.55					
21.04	Rockfall.....D	1.51	s 7.54	s 1.24	f 6.50	s 8.58	9.52	10.14	10.21		
23.69	Prospect.....	2.65	7.59	1.28	6.54	9.02					
24.43	Middletown.....N	0.74	s 8.01	s 1.36	s 7.04	s 9.09	s 9.59 10.04	s 10.21 10.27	s 10.28 10.32		
24.70	End Double Track.....	0.27	b 8.11	1.38	7.05	9.10					
25.41	Portland.....D	0.71	s 8.14	s 1.41	s 7.08	s 9.13	10.06	10.30	10.35		
30.14	Cobalt.....D	4.73	s 8.23	s 1.52	s 7.18	s 9.23	10.16	10.40	10.45		
33.23	East Hampton.....N	3.09	s 8.31	s 2.04	s 7.27	s 9.32	10.23	10.48	10.52		
36.98	Lyman Viaduct.....D	3.75	f 8.38	f 2.11	s 7.36	f 9.40					
39.76	Westchester.....D	2.78	s 8.46	s 2.19	s 7.44	s 9.48	10.37	11.02	11.05		
44.16	Amston.....N	4.40	s 8.58	s 2.33	s 8.02	s 9.59	10.46	11.13	11.14		
47.09	Leonards Bridge.....	2.93	f 9.05	f 2.41	f 8.10	f 10.06					
49.53	Chestnut Hill.....D	2.44	s 9.10	s 2.48	s 8.16	s 10.11	10.57	11.24	11.28		
52.87	Dawson.....	3.34	9.17	2.56	8.21	10.20	11.04	11.31	11.36		
53.02	Columbia.....N	0.15	9.18	2.57	8.22	10.21	11.05	11.32	11.37		
54.09	Willimantic.....N Arrive	1.07	9.21 A M	3.00 P M	8.26 P M	10.24 P M	s 11.10 P M	s 11.36 P M	s 11.42 P M		
Note references			b G	G I	G H	G	J	K	E		

b Train 1011 meet train 1014 on double track between
Cobalt and end double track.

E Train 94 will commence running October 7, 1917.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

J Train 92 will be discontinued after October 6, 1917.

K Train 176 will be discontinued after October 5, 1917.

EASTWARD.

AMSTON TO COLCHESTER.

NEW HAVEN
DIVISION.

Distance from Amston	STATIONS.	Distance between Stations	1050	1052	1054	1056	1058				
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
			1st Class Passenger	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger				
0.00	Amston.....D	0.00	A M 7.45	A M 9.10	P M 12.15	P M 2.40	P M 8.05				
3.59	Colchester.....D Arrive	3.59	7.56 A M	9.21 A M	12.26 P M	2.51 P M	8.16 P M				
Note references											

The time shown at Willimantic and New Haven is for information only.

(L. W.)

SPRINGFIELD TO AIR LINE JCT.

Distance from Springfield	STATIONS.	Distance between Stations	97	69	67	273	63	807	959	65	79	963	87	77
			Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Sun. only
			1st Class Amer. Express	1st Class Bos.-N.Y. Passenger	1st Class Wh. Mts. Express	1st Class N. Y. Passenger	1st Class N. Y. Passenger	1st Class N. Y. Passenger	1st Class Mid'town Passenger	1st Class N. Y. Passenger	1st Class Conn. River Special	1st Class N London Passenger	1st Class Keene Express	1st Class N. Y. Passenger
0.00	Springfield N	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
2.45	Pecowsic	2.45	2.30	2.53	3.50	-----	5.30	6.55	-----	7.50	9.05	-----	10.16	11.50
3.85	Longmeadow	1.40	2.38	3.01	3.58	-----	5.38	f 7.03	-----	7.58	9.13	-----	10.24	11.58
7.97	Thompsonville .. D	4.12	2.43	3.06	4.03	-----	s 5.45	s 7.13	-----	s 8.05	9.18	-----	s 10.32	s 12.05
9.73	Enfield Bridge	1.76	-----	-----	-----	-----	f 5.48	s 7.17	-----	-----	-----	-----	-----	-----
11.96	Warehouse Point ..	2.23	2.47	3.10	4.07	-----	f 5.51	s 7.22	-----	8.09	9.22	-----	10.36	12.09
13.37	Windsor Locks .. N	1.41	2.50	3.13	4.10	-----	s 5.56	s 7.27	-----	s 8.13	9.26	-----	s 10.41	s 12.13
16.29	Hayden's	2.92	-----	-----	-----	-----	f 6.02	s 7.32	-----	8.17	-----	-----	-----	f 12.18
19.05	Windsor	2.76	2.57	3.20	4.17	-----	s 6.07	s 7.37	-----	s 8.21	9.32	-----	s 10.50	f 12.23
22.14	Wilson's	3.09	3.00	3.23	4.20	-----	s 6.12	f 7.42	-----	8.25	9.35	-----	10.54	12.28
24.77	S. S. 214	2.63	3.04	3.27	4.24	-----	6.17	7.48	7.53	8.29	9.38	10.03	10.58	12.33
25.39	Hartford	0.62	s 3.06	s 3.29	s 4.26	-----	s 6.19	A 7.50	A 7.55	s 8.31	s 9.40	A 10.05	s 11.00	s 12.35
30.24	Newington	4.85	3.24	3.49	4.39	-----	7.02	-----	-----	8.44	9.52	-----	11.19	f 12.50
36.11	Berlin	5.87	3.31	m 3.58	4.46	-----	s 7.10	-----	-----	s 8.51	9.58	-----	s 11.27	s 12.58
41.87	Quarry Jct.	5.76	3.38	4.04	4.53	-----	7.17	-----	-----	8.58	10.04	-----	11.34	1.05
43.33	Meriden	1.46	3.45	s 4.12	g 4.58	6.06	s 7.22	-----	-----	s 9.03	s 10.09	-----	s 11.39	s 1.12
45.99	Yalesville	2.66	3.50	4.17	5.03	f 6.11	7.27	-----	-----	9.08	10.14	-----	11.44	s 1.18
49.34	Wallingford .. N	3.35	3.55	4.22	5.07	s 6.16	s 7.33	-----	-----	s 9.13	10.17	-----	s 11.49	s 1.23
54.68	North Haven .. D	5.34	4.03	4.31	5.13	s 6.25	s 7.41	-----	-----	9.22	10.23	-----	f 11.58	s 1.32
57.12	Quinnipiack	2.44	4.06	4.34	5.15	f 6.31	7.44	-----	-----	9.24	10.25	-----	12.02	f 1.37
58.44	Brick Yard A	1.32	4.08	4.37	5.17	6.34	7.46	-----	-----	9.26	10.27	-----	12.05	1.41
59.78	Air Line Jct. N	1.34	4.10	4.39	5.19	6.36	7.48	-----	-----	9.28	10.29	-----	12.07	1.43
61.98	New Haven	2.20	s 4.15	s 4.45	s 5.24	s 6.43	s 7.55	-----	-----	s 9.33	s 10.34	-----	s 12.12	s 1.50
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M
	Note references			m	g K	X				C				

C Train 65 omit Windsor stop, Sundays.

g Stops at Meriden to leave passengers from points on
B. and M. R. R.

K Train 67 will be discontinued after October 8, 1917.

m Stops at Berlin for mail.

X Does not carry baggage.

Time shown at New Haven is for information only.

WESTWARD.

MIDDLETOWN TO BERLIN.

Distance from Middletown	STATIONS.	Distance between Stations	B49	851	B51	151	853	B53	855	B55	947	B57	859	B59
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Daily	Daily	Daily	Sun. only	Daily	Daily	Daily
			1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
0.00	Middleto'n (R.R. Sta) N	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
1.58	Newfield	1.58	6.00	6.10	6.40	7.02	7.12	8.05	8.25	9.05	9.25	10.05	10.25	11.05
3.44	Westfield	1.86	f 6.05	6.14	f 6.45	f 7.08	f 7.17	f 8.10	f 8.30	f 9.10	f 9.30	f 10.10	s 10.30	f 11.10
5.18	East Berlin	1.74	A 6.10	s 6.19	A 6.50	A 7.12	s 7.22	A 8.15	s 8.35	A 9.15	s 9.35	A 10.15	s 10.35	A 11.15
6.95	Beckleys	1.77	-----	s 6.24	-----	-----	s 7.27	-----	s 8.40	-----	s 9.40	-----	s 10.40	-----
9.41	Berlin	2.46	-----	s 6.29	-----	-----	s 7.32	-----	s 8.45	-----	s 9.45	-----	s 10.45	-----
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	Note references		Y	X	Y	Y		Y		Y		Y		Y

X Does not carry baggage.

Y Stops at Brick Yard No. 3.

SOUTHWARD.

SPRINGFIELD TO AIR LINE JCT.

HARTFORD 45
DIVISION.

STATIONS.	51	811	83	53	813	979	85	89	819	57	971	825	59	81
	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Daily
	1st Class Bos.-N.Y. Passenger	1st Class Passenger	1st Class N. Y. Passenger	1st Class Bos.-N.Y. Passenger	1st Class Passenger	1st Class N London Passenger	1st Class White Mts. Express	1st Class N. Y. Passenger	1st Class Passenger	1st Class N. Y. Passenger	1st Class Saybrook Point Passenger	1st Class Passenger	1st Class Bos.-N.Y. Passenger	1st Class Green Mountain Express
Springfield	A M 11.54	P M	P M 1.57	P M 2.32	P M 2.45	P M	P M 3.50	P M 4.10	P M	P M 5.17	P M	P M 5.22	P M 6.32	P M 6.55
Pecowsic														
Longmeadow	12.02		2.05	2.40	2.53		3.58	4.18		5.25		5.30	6.40	7.03
Thompsonville	12.07		2.12	2.46	3.01		4.03	4.25		5.33		5.39	6.46	7.11
Enfield Bridge												5.43		
Warehouse Point	12.11		2.16	2.50	3.06		4.07	4.29		5.37		5.48	6.50	7.16
Windsor Locks	12.14		2.21	2.53	3.12		4.10	4.34		5.42		5.54	6.53	7.21
Hayden's												6.00		
Windsor	12.21		2.28	2.59	3.22		4.17	4.43		5.49		6.06	6.59	7.30
Wilson's	12.24		2.31	3.02	3.26		4.20	4.47		5.52		6.11	7.02	7.34
S. S. 214	12.28		2.35	3.06	3.30	3.43	4.24	4.51		5.56	6.13	6.15	7.06	7.38
Hartford	12.30	12.55	2.37	3.08	3.32	3.45	4.26	4.53	5.30	5.58	6.15	6.17	7.08	7.40
Newington	12.43	1.05	2.50	3.20	3.48		4.39	5.10	5.40	6.11		6.32	7.20	7.54
Berlin	12.51	1.14	2.57	3.28	3.57		4.46	5.19	5.50	6.19		6.40	7.28	8.03
Quarry Jet.	12.58	1.20	3.03	3.35	4.04		4.53	5.26	5.57	6.26		6.47	7.35	8.11
Meriden	1.04	1.25	3.10	3.41	4.10		4.58	5.31	6.04	6.31		6.54	7.41	8.19
Yalesville	1.09	1.31	3.15	3.46	4.15		5.03	5.36	6.10	6.36		7.00	7.46	8.24
Wallingford	1.13	1.38	3.18	3.50	4.22		5.07	5.41	6.18	6.41		7.07	7.51	8.30
North Haven	1.19	1.46	3.24	3.56	4.30		5.13	5.48	6.26	6.47		7.14	7.57	8.40
Quinnipiack	1.21	1.50	3.26	3.58	4.34		5.15	5.50	6.31	6.50		7.16	7.59	8.43
Brick Yard A	1.23	1.52	3.28	4.00	4.38		5.17	5.52	6.33	6.53		7.18	8.01	8.46
Air Line Jet.	1.25	1.54	3.30	4.02	4.40		5.19	5.54	6.35	6.55		7.20	8.03	8.48
New Haven	1.30	2.01	3.35	4.07	4.48		5.24	6.02	6.43	7.00		7.25	8.08	8.53
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references							K Q							

K (k) Train 85 stops at Meriden to leave passengers from points on B. & M. R. R.

Q Train 85 will be discontinued after October 8, 1917.

Time shown at New Haven is for information only.

WESTWARD.

MIDDLETOWN TO BERLIN.

HARTFORD
DIVISION.

STATIONS.	861	B61	951	B63	865	B65	869	B67	B69	873	B71	877	977	879
	Ex. Sun.	Daily	Sun. only	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Ex. Sun.
	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger
Middletown (R.R. Sta)	A M 11.32	P M 12.05	P M 12.25	P M 1.05	P M 1.15	P M 2.08	P M 2.58	P M 3.06	P M 4.05	P M 4.25	P M 5.05	P M 5.16	P M 5.45	P M 6.02
Newfield		12.10	12.30	1.10		2.13		3.11	4.10	4.30	5.10	5.21	5.51	6.07
Westfield	11.40	12.15	12.35	1.15	1.23	2.18	3.06	3.16	4.15	4.35	5.15	5.26	5.56	6.12
East Berlin	11.45		12.40		1.28		3.11			4.40		5.31	6.01	6.17
Beckleys			12.45		1.33		3.16			4.45		5.36	6.06	6.22
Berlin	11.53		12.50		1.38		3.21			4.50		5.41	6.11	6.27
Arrive	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references		Y	X	Y		Y		Y	Y		Y		X	X

X Does not carry baggage.

Y Stops at Brick Yard No. 3

(L. W.)

SOUTHWARD.

SPRINGFIELD TO AIR LINE JCT.

HARTFORD
DIVISION.

STATIONS.	997	179	297	399										
	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only										
	1st Class N London Passenger	1st Class Adams Express	1st Class N.Y. Passenger	1st Class N.Y. Passenger										
	PM	PM	PM	PM										
Springfield			9.25	9.30										
Pecowsic														
Longmeadow			9.33	9.38										
Thompsonville			s 9.41	s 9.46										
Enfield Bridge														
Warehouse Point			9.45	9.50										
Windsor Locks			s 9.51	s 9.56										
Hayden's														
Windsor			s10.00	s10.05										
Wilson's			10.04	10.09										
S. S. 214	9.09		10.08	10.13										
Hartford	A 9.11	10.05	s10.10	s10.15										
Newington		10.13	s10.41	s10.30										
Berlin		10.21	s10.54	s10.41										
Quarry Jct		10.28	11.02	10.49										
Meriden		s10.31	s11.07	s10.55										
Yalesville		10.45	f11.22	s11.02										
Wallingford		10.51	s11.28	s11.10										
North Haven		10.57	s11.38	s11.19										
Quinnipiack		11.00	f11.43	11.22										
Brick Yard A		11.03	11.46	11.25										
Air Line Jct.		11.05	11.48	11.27										
New Haven		s11.10	s11.55	s11.35										
Arrive	PM	PM	PM	PM										
Note references														

Time shown at New Haven is for information only.

WESTWARD.

MIDDLETOWN TO BERLIN.

HARTFORD
DIVISION.

STATIONS.	B73	881	B75	B77	883	987	B79	993	B81	885	B83			
	Daily	Daily	Daily	Daily	Ex. Sun.	Sun. only	Daily	Sun. only	Daily	Ex. Sun.	Ex. Sun.			
	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Middletown (R.R. Sta)	6.22	7.01	7.09	8.08	8.25	8.49	9.05	9.57	10.05	10.15	11.05			
Newfield	f 6.27		f 7.14	f 8.13	f 8.31		f 9.10		f10.10	f10.21	f11.10			
Westfield	A 6.32	s 7.09	A 7.19	A 8.18	s 8.36	s 8.57	A 9.15	s10.05	A10.15	s10.26	A11.15			
East Berlin		s 7.14			s 8.41	s 9.02		s10.10		s10.31				
Beckleys		s 7.19			s 8.46	f 9.06		s10.15		s10.36				
Berlin		7.24			8.51	9.11		10.20		10.41				
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Note references	Y		Y	Y		0	Y		Y		Y			

Y Stops at Brick Yard No. 3.

0 Train 987 will be discontinued after October 28, 1917.

NORTHWARD.

AIR LINE JCT. TO SPRINGFIELD.

HARTFORD 47
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	98	70	84	40	960	180	804	996	806	270	398	82
			Ex. Mon.	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Mon.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Daily
			1st Class American Express	1st Class N.Y.-Bos. Passenger	1st Class Mail and Express	1st Class News- paper Express	1st Class N London Passenger	1st Class Adams Express	1st Class Passenger	1st Class N London Passenger	1st Class Passenger	1st Class N.Y. Passenger	1st Class N.Y. Passenger	1st Class Green Mts. Express
0.00	New Haven.....N	0.00	AM \$12.51	AM \$ 1.35	AM \$ 4.34	AM \$ 5.07	AM	AM \$ 6.00	AM 6.35	AM	AM 7.55	AM \$ 8.35	AM \$ 9.05	AM \$10.21
2.20	Air Line Jct.....N	2.20	12.57	1.41	4.40	5.13	-----	6.06	6.43	-----	8.02	8.41	9.11	10.27
3.54	Brick Yard A.....	1.34	12.59	1.43	4.42	5.15	-----	6.09	6.45	-----	8.04	8.43	9.13	10.29
4.86	Quinnipiack.....	1.32	1.01	1.45	4.44	5.17	-----	6.12	f 6.48	-----	8.06	8.45	9.15	10.31
7.30	North Haven.....D	2.44	1.04	1.48	4.47	5.19	-----	6.15	s 6.53	-----	s 8.12	s 8.50	s 9.19	10.34
12.64	Wallingford.....N	5.34	1.12	1.55	4.54	s 5.26	-----	s 6.23 6.30	s 7.03	-----	s 8.21	s 8.59	s 9.28	s10.41
15.99	Yalesville.....	3.35	1.16	1.59	4.58	5.31	-----	6.36	s 7.09	-----	s 8.28	9.03	9.32	10.45
18.65	Meriden.....N	2.66	1.23	s 2.11	s 5.09	s 5.36	-----	s 6.42 6.55	s 7.15 7.20	-----	s 8.36	s 9.09	s 9.38 9.43	s10.52
20.11	Quarry Jct.....	1.46	1.29	2.14	5.12	5.39	-----	6.59	7.23	-----	8.39	9.12	9.46	10.56
25.87	Berlin.....N	5.76	1.38	m 2.25	s 5.22	s 5.47	-----	s 7.10 7.20	s 7.33 7.38	-----	s 8.52	s 9.21	s 9.58	s11.04
31.74	Newington.....	5.87	1.44	2.33	5.29	5.54	-----	7.30	s 7.45	-----	s 9.00	9.27	10.05	11.11
36.59	Hartford.....N	4.85	s 2.04	s 2.55	s 5.36	s 6.01 6.04	6.25	A 7.40	s 8.05	8.45	A 9.08	s 9.35 9.40	s10.13 10.23	s11.19 11.24
37.21	S. S. 214.....N	0.62	2.06	2.57	5.52	6.06	6.27	-----	8.07	8.47	-----	9.42	10.25	11.26
39.84	Wilson's.....	2.63	-----	-----	-----	-----	-----	-----	s 8.14	-----	-----	-----	-----	-----
42.93	Windsor.....D	3.09	2.14	3.07	s 6.02	s 6.16	-----	-----	s 8.19	-----	-----	s 9.53	s10.35	s11.37
45.69	Hayden's.....	2.76	-----	-----	f 6.07	-----	-----	-----	-----	-----	-----	-----	-----	-----
48.61	Windsor Locks.....N	2.92	2.21	3.17	s 6.13	s 6.25	-----	-----	s 8.29	-----	-----	s10.03	s10.45	s11.47
50.02	Warehouse Point.....	1.41	-----	-----	s 6.18	-----	-----	-----	s 8.34	-----	-----	-----	-----	-----
52.25	Enfield Bridge.....	2.23	2.27	3.23	f 6.23	6.31	-----	-----	8.37	-----	-----	10.09	10.52	11.53
54.01	Thompsonville.....D	1.76	2.30	3.26	s 6.27	s 6.34	-----	-----	s 8.43	-----	-----	s10.12	s10.57	s11.56
58.13	Longmeadow.....	4.12	-----	-----	-----	-----	-----	-----	f 8.50	-----	-----	-----	-----	-----
59.53	Pecowsic.....	1.40	2.36	3.32	6.34	6.41	-----	-----	8.54	-----	-----	10.19	11.06	12.03
61.98	Springfield.....N	2.45	2.43	3.38	6.40	6.47	-----	-----	9.00	-----	-----	10.25	11.13	12.09
	Arrive		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
	Note references			m	C									J K

C Train 84 will handle passengers from Hartford and stations north only.

J Train 82, runs direct to B. & M. R. R. yard and backs to the passenger station, Springfield.

K Train 82 will omit stops at Windsor, Windsor Locks and Thompsonville on Sunday.

m Stops at Berlin week-days only, to leave mail.

The time shown at New Haven is for information only.

EASTWARD.

BERLIN TO MIDDLETOWN.

HARTFORD
DIVISION.

Distance from Berlin	STATIONS.	Distance between Stations	B48	B50	850	B52	148	852	B54	854	B56	946	B58	860
			Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Daily	Daily	Daily	Sun. only	Daily	Daily
			1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger
0.00	Berlin.....N	0.00	AM	AM	6.39	AM	AM	AM	AM	AM	AM	AM	AM	AM
2.46	Beckleys.....	2.46	-----	-----	s 6.45	-----	-----	s 7.47	-----	s 9.05	-----	s10.05	-----	11.08
4.23	East Berlin.....	1.77	-----	-----	s 6.50	-----	-----	s 7.52	-----	s 9.10	-----	s10.10	-----	s11.17
5.97	Westfield.....D	1.74	s12.11	s 6.21	s 6.55	s 7.22	s 7.27	s 7.57	s 8.35	s 9.15	s 9.35	s10.15	s10.35	s11.22
7.83	Newfield.....	1.86	f12.16	f 6.26	f 7.00	f 7.27	f 7.32	f 8.01	f 8.40	-----	f 9.40	-----	f10.40	-----
9.41	Middleto'n(R.R. Sta)N	1.58	12.21	6.31	7.05	7.32	7.37	8.05	8.45	9.23	9.45	10.23	10.45	11.30
	Arrive		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
	Note references		Y	Y	X	Y	Y		Y		Y		Y	

X Does not carry baggage.

Y Stops at Brick Yard No. 3.

(L.W.)

AIR LINE JCT. TO SPRINGFIELD.

HARTFORD
DIVISION.

STATIONS.	86	50	966	88	54	282	974	276	822	986	58	60	286	80
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Ex. Sun.
	1st Class White Mts. Express	1st Class N.Y.-Bos. Passenger	1st Class Saybrook Point Passenger	1st Class Keene Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y. Passenger	1st Class N.London Passenger	1st Class N.Y. Passenger	1st Class Passenger	1st Class Mid'town Passenger	1st Class N.Y. Passenger	1st Class N.Y.-Bos. Passenger	1st Class N.Y. Passenger	1st Class Conn. River Special
<i>New Haven</i>	A M \$11.06	A M \$11.18	P M -----	P M \$12.57	P M \$ 1.51	P M \$ 3.10	P M -----	P M \$ 4.23	P M 5.02	P M -----	P M \$ 5.36	P M \$ 5.51	P M \$ 6.25	P M \$ 6.58
Air Line Jct.	11.12	11.24	-----	1.03	1.57	3.18	-----	4.29	5.08	-----	5.42	5.57	6.33	7.04
Brick Yard A.	11.14	11.26	-----	1.05	1.59	3.20	-----	4.31	5.10	-----	5.44	5.59	6.35	7.06
Quinnipiack	11.16	11.28	-----	1.07	2.01	f 3.22	-----	4.33	f 5.13	-----	5.46	6.01	f 6.38	7.08
North Haven	11.18	11.30	-----	f 1.11	2.03	s 3.28	-----	4.36	s 5.18	-----	5.48	6.03	s 6.43	7.11
Wallingford	11.24	11.36	-----	s 1.20	2.09	s 3.36	-----	s 4.44	s 5.27	-----	s 5.56	6.09	s 6.51	s 7.19
Yalesville	11.28	11.40	-----	1.24	2.13	s 3.43	-----	4.49	s 5.33	-----	6.01	6.13	s 6.57	7.24
Meriden	b11.33	s11.45	-----	s 1.30	s 2.18	s 3.52	-----	s 4.54	s 5.40	-----	s 6.06	s 6.18	7.05	s 7.29
Quarry Jct.	11.36	11.48	-----	1.33	2.21	3.55	-----	4.57	5.43	-----	6.09	6.21	-----	7.32
Berlin	11.44	s11.57	-----	s 1.42	s 2.30	s 4.07	-----	s 5.07	s 5.53	-----	s 6.18	s 6.30	-----	s 7.42
Newington	11.51	12.04	-----	1.49	2.37	s 4.15	-----	5.14	s 6.01	-----	6.25	6.37	-----	7.49
Hartford	s12.03	s12.16	1.43	s 2.04	2.49	s 4.36	5.00	s 5.32	s 6.19	6.24	s 6.35	s 6.49	-----	s 8.01
S. S. 214	12.05	12.18	1.45	2.06	2.51	4.38	5.02	5.34	6.21	6.26	6.37	6.51	-----	8.03
Wilson's	-----	-----	-----	-----	2.56	f 4.45	-----	f 6.27	-----	-----	6.42	6.56	-----	8.08
Windsor	12.13	12.26	-----	s 2.17	2.59	s 4.51	-----	s 5.45	s 6.32	-----	6.45	6.59	-----	8.11
Hayden's	-----	-----	-----	-----	-----	s 4.57	-----	f 6.37	-----	-----	-----	-----	-----	-----
Windsor Locks.	12.21	12.33	-----	s 2.27	3.07	s 5.04	-----	s 5.55	s 6.44	-----	6.52	7.07	-----	8.18
Warehouse Point.	-----	-----	-----	-----	-----	s 5.09	-----	s 5.59	f 6.49	-----	-----	-----	-----	-----
Enfield Bridge.	12.27	12.38	-----	2.33	3.12	s 5.15	-----	6.03	f 6.54	-----	6.57	7.12	-----	8.23
Thompsonville.	12.30	12.40	-----	s 2.36	3.14	s 5.21	-----	s 6.06	s 7.00	-----	6.59	7.14	-----	8.25
Longmeadow	-----	-----	-----	-----	-----	f 5.28	-----	-----	-----	-----	-----	-----	-----	-----
Pecowsic	12.37	12.46	-----	2.43	3.21	f 5.32	-----	6.13	7.09	-----	7.05	7.21	-----	8.31
Springfield	12.44	12.52	-----	2.49	3.28	5.40	-----	6.20	7.16	-----	7.12	7.28	-----	8.37
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references	BJM	-----	-----	J	-----	-----	-----	-----	-----	-----	X	-----	X	J

B (b) Train 86 stops at Meriden on signal to take passengers for points on B. & M. R.R.

M Train 86 will be discontinued after October 6, 1917.

X Does not carry baggage.

J Trains 86, 88 (except Sunday) and 80 run direct to B. & M. R.R. yard and back to the passenger station, Springfield.

The time shown at *New Haven* is for information only.

EASTWARD.

BERLIN TO MIDDLETOWN.

HARTFORD
DIVISION.

STATIONS.	B60	862	B62	952	B64	954	B66	868	B68	870	B70	874	B72	878
	Daily	Ex. Sun.	Daily	Sat. only	Daily	Sun. only	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.
	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Electric Passenger
Berlin	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Beckleys	-----	12.02	-----	12.29	-----	1.45	-----	2.34	-----	3.34	-----	5.10	-----	5.57
East Berlin	-----	s12.08	-----	s12.35	-----	s 1.50	-----	s 2.40	-----	s 3.40	-----	s 5.16	-----	s 6.02
Westfield	-----	s12.13	-----	s12.40	-----	s 1.55	-----	s 2.45	-----	s 3.45	-----	s 5.21	-----	s 6.07
Newfield	s11.40	s12.18	s12.35	s12.45	s 1.38	s 2.00	s 2.38	s 2.50	s 3.35	s 3.50	s 4.35	s 5.26	s 5.35	s 6.12
Middletown (R.R. Sta.)	f11.45	f12.23	f12.40	f12.50	f 1.43	f 2.03	f 2.43	f 2.50	f 3.40	f 3.55	f 4.40	-----	f 5.40	f 6.17
Arrive	11.50	12.28	12.45	12.55	1.48	2.08	2.48	2.58	3.45	4.00	4.45	5.34	5.45	6.22
Arrive	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references	Y	-----	Y	X	Y	-----	Y	-----	Y	-----	Y	-----	Y	-----

X Does not carry baggage.

Y Stops at Brick Yard No. 3.

NORTHWARD.

AIR LINE JCT. TO SPRINGFIELD.

HARTFORD DIVISION. 49

STATIONS.	74	64	68	66																
	Sun. only	Daily	Ex. Sun.	Daily																
	1st Class N. Y. Passenger	1st Class N. Y. Passenger	1st Class Wh. Mts. Express	1st Class N. Y. Passenger																
<i>New Haven</i>	PM s 7.27	PM s 8.08	PM s 10.15	PM s 10.30																
Air Line Jct.	7.33	8.14	10.21	10.36																
Brick Yard A	7.35	8.16	10.23	10.38																
Quinnipiack	7.37	8.18	10.25	k 10.41																
North Haven	s 7.42	s 8.21	10.28	s 10.46																
Wallingford	s 7.50	s 8.31	10.35	s 10.55																
Yalesville	7.55	8.36	10.41	11.00																
Meriden	s 8.00	s 8.45	b 10.48	s 11.06																
Quarry Jct.	8.03	8.48	10.52	11.09																
Berlin	s 8.13	s 8.58	11.00	s 11.19																
Newington	f 8.20	9.06	11.07	11.26																
Hartford	s 8.27 s 8.32	s 9.14 s 9.24	s 11.15 s 11.20	s 11.33 s 11.41																
S. S. 214	8.34	9.26	11.22	11.43																
Wilson's	8.39	9.31	11.27	11.48																
Windsor	s 8.43	9.35	11.32	s 11.53																
Hayden's	f 8.48																			
Windsor Locks	s 8.54	s 9.45	11.40	s 12.03																
Warehouse Point	f 8.59																			
Enfield Bridge	f 9.04	9.51	11.46	12.08																
Thompsonville	s 9.08	s 9.55	11.50	s 12.12																
Longmeadow	f 9.14																			
Pecowsic	9.17	10.03	11.57	12.19																
Springfield	9.23	10.10	12.04	12.25																
Arrive	PM	PM	AM	AM																
Note references			B J M	K																

B (b) Stops at Meriden on signal to take passengers for points on B. & M. R.R.

K (k) Train 66 stops on signal to leave passengers.

M Train 68 will be discontinued after October 5, 1917.

J Train 68 runs direct to B. & M. R.R. yard and backs to the passenger station, Springfield.

The time shown at New Haven is for information only.

EASTWARD.

BERLIN TO MIDDLETOWN.

HARTFORD DIVISION.

STATIONS.	B74	880	B76	882	972	B78	884	976	B80	152	B82	B84	888
	Daily	Daily	Daily	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Daily	Daily	Daily
	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Berlin		6.29		7.45	8.15		9.02	9.14					11.29
Beckleys		s 6.36			s 8.21		s 9.08	s 9.20					s 11.35
East Berlin		s 6.41		s 7.54	s 8.26		s 9.13	s 9.25					s 11.40
Westfield	s 6.32	s 6.46	s 7.37	s 7.59	s 8.31	s 8.39	s 9.18	s 9.30	s 9.35	s 9.40	s 10.35	s 11.35	s 11.45
Newfield	f 6.37	f 6.51	f 7.42	f 8.03		f 8.44	f 9.23	f 9.35	f 9.40	f 9.45	f 10.40	f 11.40	f 11.50
Middletown (R.R. Sta)	6.42	6.56	7.47	8.08	8.39	8.49	9.28	9.40	9.45	9.50	10.45	11.45	11.55
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	Y	X				Y		0	Y	Y	Y	Y	

0 Train 976 will be discontinued after October 28, 1917.

Y Stops at Brick Yard No. 3.

X Does not carry baggage.

(L. W.)

SAYBROOK POINT TO HARTFORD.

HARTFORD
DIVISION.

Distance from Saybrook Point	STATIONS.	Distance between Stations	653	959	963	979	971	997						
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only						
			1st Class N. Haven Passenger	1st Class N. London Passenger	1st Class N. London Passenger	1st Class N. London Passenger	1st Class N. London Passenger	1st Class N. London Passenger						
0.00	Saybrook Point. D	0.00	A M 6.15	A M	A M	P M	P M	P M						
1.82	Saybrook Jct. N	1.82	SA 6.20		S 8.20	S 2.00	S 4.15 S 4.30	S 7.33						
6.00	Essex. D	4.18			S 8.29	S 2.08	S 4.39	S 7.42						
9.63	Deep River. D	3.63			S 8.36	S 2.15	S 4.46	S 7.48						
10.56	Chester. D	0.93			S 8.39	S 2.18	S 4.52	S 7.51						
11.29	Hadlyme. D	0.73			S 8.41	f 2.20	S 4.54	f 7.53						
14.27	East Haddam. D	2.98			S 8.48	S 2.27	S 5.00	S 7.59						
16.81	Arnolds. D	2.54			f 8.52	f 2.32	f 5.05	f 8.04						
17.49	Haddam. D	0.68			S 8.55	S 2.35	S 5.07	S 8.06						
20.20	Higganum. D	2.71			S 9.01	2.41	S 5.13	S 8.13						
23.62	Maromas. D	3.42			f 9.08	f 2.47	f 5.19	f 8.19						
24.92	Laurel. D	1.30			f 9.11	f 2.50		f 8.22						
29.14	Middletown. N	4.22		7.17	S 9.23	S 3.02	S 5.30 S 5.36	S 8.35						
31.16	Cromwell. N	2.02		S 7.22	S 9.28	S 3.07	S 5.44	S 8.40						
32.62	North Cromwell. D	1.46		f 7.27	f 9.31	f 3.11								
35.27	Dividend. D	2.65		f 7.32	f 9.36	f 3.16	f 5.51							
36.55	Rocky Hill. D	1.28		S 7.35	S 9.41	S 3.21	S 5.54	S 8.53						
38.70	So. Wethersfield. D	2.15		f 7.40	S 9.46	f 3.25								
40.34	Wethersfield. D	1.64		S 7.44	S 9.52	S 3.32	S 6.02	9.00						
43.43	Dyke. D	3.09												
44.15	State Street. D	0.72		S 7.50	S 10.00	S 3.40	S 6.10	S 9.06						
45.23	S. S. 214. N	1.08		7.53	10.03	3.43	6.13	9.09						
45.85	Hartford. N	0.62		7.55	10.05	3.45	6.15	9.11						
	Arrive		A M	A M	A M	P M	P M	P M						
	Note references						E	P						

NOTE.—Conn. Co. electric trains, under protection of electric train staff system as per General Rule 495, leave Middletown for Cromwell hourly 5.27 A.M. to 12.37 P.M., half hourly 12.57 P.M. to 6.57 P.M. and hourly 7.27 P.M. to 11.27 P.M., inclusive.

E Train 971 pulls through Ferry side track, Middletown, to meet train 974.

P Train 997 will be discontinued after October 28, 1917.

The time shown at Hartford is for information only.

SUFFIELD TO WINDSOR LOCKS.

SOUTHWARD.

HARTFORD
DIVISION.

Distance from Suffield	STATIONS.	Distance between Stations	801	803	805
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class Passenger	1st Class Freight	1st Class Passenger
0.00	Suffield. D	0.00	A M 7.51	A M 9.05	P M 5.20
4.46	Windsor Locks. N	4.46	8.07	9.25	5.36
	Arrive		A M	A M	P M
	Note references		Y		Y

WINDSOR LOCKS TO SUFFIELD.

NORTHWARD.

HARTFORD
DIVISION.

Distance from Windsor Locks	STATIONS.	Distance between Stations	812	814	816
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class Mixed	1st Class Freight	1st Class Passenger
0.00	Windsor Locks. N	0.00	A M 8.32	P M 3.00	P M 6.00
4.46	Suffield. D	4.46	8.45	3.25	6.12
	Arrive		A M	P M	P M
	Note references		Y		Y

Y Trains 801-805-812 and 816 stop at South Street, Boston Neck and Woods on signal.

EASTWARD.

HARTFORD TO SAYBROOK POINT.

HARTFORD 51
DIVISION.

Distance from Hartford	STATIONS.	Distance between Stations	960	996	966	974	986	668						
			Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.						
			1st Class N. London Passenger	1st Class N. London Passenger	1st Class Passenger	1st Class N. London Passenger	1st Class Passenger	1st Class N. Haven Passenger						
0.00	Hartford	N 0.00	A M	A M	P M	P M	P M	P M						
0.62	S. S. 214	N 0.62	6.25	8.45	1.43	5.00	6.24							
1.70	State Street	D 1.08	s 6.30	s 8.50	s 1.48	s 5.04	s 6.29							
2.42	Dyke	0.72												
5.51	Wethersfield	D 3.09	s 6.37	s 8.57	s 1.56	s 5.10	s 6.35							
7.15	So. Wethersfield	1.64			f 1.59	f 5.13	c 6.38							
9.30	Rocky Hill	D 2.15	s 6.46	s 9.05	s 2.06	s 5.18	s 6.43							
10.58	Dividend	1.28	f 6.49			f 5.21	f 6.46							
13.23	North Cromwell	2.65	f 6.54			f 5.26	6.50							
14.69	Cromwell	N 1.46	s 6.59	s 9.17	s 2.16	s 5.31	s 6.55							
16.71	Middletown	N 2.02	s 7.04 s 7.10	s 9.23 s 9.27	s 2.22	s 5.36 s 5.40	A 7.00							
20.93	Laurel	4.22	f 7.19	f 9.36		5.49								
22.23	Maromas	1.30	f 7.22	f 9.38	f 2.33	f 5.53								
25.65	Higganum	D 3.42	s 7.30	s 9.44	s 2.41	s 6.02								
28.36	Haddam	D 2.71	s 7.36	s 9.50	s 2.47	s 6.07								
29.04	Arnolds	0.68	f 7.39	f 9.52	f 2.51	f 6.10								
31.58	East Haddam	D 2.54	s 7.46	s 9.59	s 2.58	s 6.18								
34.56	Hadlyme	2.98	s 7.52	f 10.05	s 3.04	s 6.21								
35.29	Chester	0.73	s 7.55	s 10.08	s 3.07	s 6.24								
36.22	Deep River	D 0.93	s 7.59	s 10.12	s 3.11	s 6.28								
39.85	Essex	D 3.63	s 8.07	10.20	s 3.19	s 6.35								
44.03	Saybrook Jct.	N 4.18	SA 8.15	SA 10.29	s 3.44	SA 6.42		s 7.15						
45.85	Saybrook Point	D 1.82			3.49			7.20						
	Arrive		A M	A M	P M	P M	P M	P M						
Note references			P			E		C						

NOTE.—Conn. Co. electric trains under protection of electric train staff as per General Rule 495, leave Cromwell for Middletown 12.11 A.M., and hourly 6.11 A.M. to 1.11 P.M., half hourly 1.41 P.M. to 7.41 P.M. and hourly 8.11 P.M. to 11.11 P.M., inclusive.

C(c) Train 986 stop on signal at South Wethersfield to leave passengers.

E Train 971 pull through Ferry side track, Middletown, to meet train 974.

P Train 996 will be discontinued after October 28, 1917.

Time shown at Hartford is for information only.

WATERBURY TO MERIDEN.

EASTWARD.

HARTFORD
DIVISION.

Distance from Waterbury	STATIONS.	Distance between Stations		
0.00	Waterbury, Dublin St.	0.00		
0.70	Scoville	0.70		
3.29	East Farms	2.59		
4.89	East Summit	1.60		
6.94	Prospect	2.05		
8.26	Tucker	1.32		
10.24	Southington Road	1.98		
12.04	Cheshire Street	1.80		
13.55	East Hanover	1.51		
14.20	Hanover Park	0.65		
15.31	Meriden, W. Main St.	1.11		
	Arrive			
Note references				

MERIDEN TO WATERBURY.

WESTWARD.

HARTFORD
DIVISION.

Distance from Meriden	STATIONS.	Distance between Stations		
0.00	Meriden, W. Main St.	0.00		
1.11	Hanover Park	1.11		
1.76	East Hanover	0.65		
3.27	Cheshire Street	1.51		
5.07	Southington Road	1.80		
7.05	Tucker	1.98		
8.37	Prospect	1.32		
10.42	East Summit	2.05		
12.02	East Farms	1.60		
14.61	Scoville	2.59		
15.31	Waterbury, Dublin St.	0.70		
	Arrive			
Note references				

(L. W.)

WILLIMANTIC TO HARTFORD.

HARTFORD
DIVISION.

Distance from Willimantic	STATIONS.	Distance between Stations	93	91	175	1605	1607	1011	1701	7653	1619	1627	4303	1629
			Daily 1st Class State of Maine Express	Daily 1st Class New York Bar Hbr. Express	Ex. Sun. 1st Class Wash- Bar Hbr. Express	Ex. Sun. 1st Class Electric Passenger	Daily 1st Class Electric Passenger	Ex. Sun. 1st Class N. H. Passenger	Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class Springfd Passenger	Daily 1st Class Electric Passenger	Daily 1st Class Electric Passenger	Ex. Sun. 1st Class Prov. Passenger	Daily 1st Class Electric Passenger
0.89	<i>Yardley</i>	0.89	A M 3.09	A M 4.33	A M 5.02	A M	A M	A M	A M	A M	A M	A M	A M	A M
1.71	<i>Camp Station</i>	1.71											9.31	
0.00	Willimantic.....	0.00	S 3.11 3.20	S 4.35 4.45	S 5.04 5.08			7.05 7.09	7.10 7.14				A 9.35	
1.07	Columbia.....D	1.07	3.24	4.49	5.12									
1.62	Deford.....	0.55							7.15					
5.21	Hop River.....D	3.59							S 7.21					
8.99	Andover.....N	3.78							S 7.27					
13.33	Steeles.....N	4.34							7.35					
14.91	Bolton.....	1.58							S 7.38					
15.93	Club House.....D	1.02							7.42					
19.26	Vernon.....D	3.33				S 5.59	S 6.59		S 7.49		S 7.59	S 9.03		S 9.59
19.60	Vernon Jct.....N	0.34				6.00	7.00				8.00	9.04		10.00
20.23	Talcottville.....	0.63				S 6.02	S 7.02		f 7.52		S 8.02	S 9.06		S 10.02
22.75	Manchester.....D	2.52				S 6.08	S 7.08		S 7.57		S 8.08	S 9.12		S 10.08
24.04	Buckland.....	1.29				S 6.12	S 7.12		S 8.01		S 8.12	S 9.16		S 10.12
27.37	Burnside.....	3.33				S 6.19	S 7.19		S 8.07		S 8.19	S 9.23		S 10.19
27.46	Burnside Jct.....N	0.09				A 6.20	A 7.20				A 8.20	A 9.24		A 10.20
28.94	East Hartford.....D	1.48							S 8.12	S 8.07				
31.55	Hartford.....N Arrive	2.61							8.20	8.15				
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	Note references		EP	EQ	EQ	MO		E						

EASTWARD.

HARTFORD TO WILLIMANTIC.

Distance from Hartford	STATIONS.	Distance between Stations	4306	7504	112	1610	1614	1014	116	1622	1628	4312	1630	46
			Daily 1st Class Prov. Passenger	Sun. only 1st Class Boston Passenger	Ex. Sun. 1st Class Boston Passenger	Ex. Sun. 1st Class Electric Passenger	Daily 1st Class Electric Passenger	Ex. Sun. 1st Class N. H. Passenger	Daily 1st Class Highland Passenger	Daily 1st Class Electric Passenger	Daily 1st Class Electric Passenger	Ex. Sun. 1st Class Prov. Passenger	Daily 1st Class Electric Passenger	Ex. Sun. 1st Class N. Y. Bos. Passenger
0.00	Hartford.....N	0.00	A M	A M	A M 5.00	A M	A M	A M	A M	A M	A M	A M	A M	A M S 11.24
2.61	East Hartford.....D	2.61			S 5.09				S 8.36					11.32
4.09	Burnside Jct.....N	1.48				6.40	7.40			8.50	9.40		10.50	
4.18	Burnside.....	0.09			5.12	S 6.41	S 7.41		8.39	S 8.51	S 9.41		S 10.51	
7.51	Buckland.....	3.33				S 6.49	S 7.48			S 8.58	S 9.48		S 10.58	
8.80	Manchester.....D	1.29			S 5.23	S 6.53	S 7.52		S 8.49	S 9.02	S 9.52		S 11.02	S 11.40
11.32	Talcottville.....	2.52				S 6.59	S 7.57			S 9.07	S 9.57		S 11.07	
11.96	Vernon Jct.....N	0.63			5.28	7.01	7.59			9.09	9.59		11.09	11.46
12.29	Vernon.....D	0.34			S 5.31	S 7.03	S 8.01		S 8.57	S 9.11	S 10.01		S 11.11	S 11.49
15.62	Club House.....D	3.33			5.38				9.04					11.57
16.64	Bolton.....	1.02							S 9.07					
18.22	Steeles.....N	1.58			5.43				9.10					12.02
22.56	Andover.....N	4.34			f 5.51				S 9.18					S 12.10
26.34	Hop River.....D	3.78			5.57				S 9.24					12.16
29.93	Deford.....	3.59			6.01				9.31					12.20
30.48	Columbia.....D	0.55			6.02			9.18	9.32					12.21
31.55	Willimantic.....	1.07	6.14	6.20	S 6.05 6.20			A 9.21	S 9.35 9.45			10.10		S 12.24 12.28
33.26	<i>Camp Station</i>	1.71	6.16									10.12		
32.44	<i>Yardley</i>	0.89		6.22	6.22				9.47					12.30
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
	Note references					MO	m	E						

E Will use Air Line Branch track, Columbia to Bridge Street, Willimantic.

M Stops on signal at Parker, 0.95 miles east of Manchester.

m Stops on signal at Meekville and Parker Sundays only.

O Stops on signal at Meekville, 0.60 miles west of Buckland.

P Train 93 will commence running October 9, 1917.

Q Trains 91 and 175 will be discontinued after October 8, 1917.

(L. W.)

WESTWARD.

WILLIMANTIC TO HARTFORD.

HARTFORD 53
DIVISION.

STATIONS.	45 Ex. Sun.	1645 Daily	1653 Daily	4377 Sun. only	121 Ex. Sun.	119 Sun. only	1031 Ex. Sun.	1657 Daily	1665 Daily	1669 Daily	1677 Daily	4309 Ex. Sun.	55 Ex. Sun.	1681 Daily
	1st Class Bos-N.Y. Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Prov. Passenger	1st Class Bos-Mid'- town, NY Passenger	1st Class Boston- Waterby Passenger	1st Class N. H. Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Prov. Passenger	1st Class Bos-N.Y. Passenger	1st Class Electric Passenger
	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
Yardley	9.58				11.16	11.28							4.09	
Camp Station				11.14								4.02		
Willimantic	10.00 10.04			11.17	11.18 11.23	11.30 11.34	11.35					4.05	4.11 4.15	
Columbia	10.08				11.27	11.38	11.39						4.19	
Deford	10.09				11.28	11.39							4.20	
Hop River	10.14				11.34	11.45							4.25	
Andover	10.21				11.40	11.51							4.32	
Steeles	10.29				11.48	11.59							4.40	
Bolton					11.51	12.02								
Club House	10.33				11.57	12.05							4.44	
Vernon	10.40	11.09	11.59		12.08	12.11	12.59	1.59	3.09	3.59			4.51	4.59
Vernon Jct.		11.10	12.00				1.00	2.00	3.10	4.00				5.00
Talcottville		11.12	12.02				1.02	2.02	3.12	4.02				5.02
Manchester	10.47	11.18	12.08		12.18	12.17	1.08	2.08	3.18	4.08			4.58	5.08
Buckland		11.22	12.12				1.12	2.12	3.22	4.12				5.12
Burnside	10.55	11.29	12.19		12.27	12.25	1.19	2.19	3.29	4.19			5.06	5.19
Burnside Jct.		11.30	12.20				1.20	2.20	3.30	4.20				5.20
East Hartford	10.58				12.31 12.37	12.28							5.09	
Hartford	11.05				12.45	12.35							5.16	
Arrive	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	P M

Note references

E M O

EASTWARD.

HARTFORD TO WILLIMANTIC.

STATIONS.	7528 Sun. only	1646 Daily	1650 Daily	1658 Daily	1022 Ex. Sun.	122 Ex. Sun.	1662 Daily	120 Sun. only	4380 Sun. only	1670 Daily	1676 Daily	7658 Ex. Sun.	56 Ex. Sun.	1682 Daily
	1st Class Putnam Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class N. H. Passenger	1st Class Mid'town N.Y.-Bos Passenger	1st Class Electric Passenger	1st Class Waterby Boston Passenger	1st Class Prov. Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Springf'd Passenger	1st Class N.Y.-Bos Passenger	1st Class Electric Passenger
	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Hartford	11.30					2.01		3.05				5.15	5.32	
East Hartford	11.39					2.09 2.14		3.14				5.24	5.40	
Burnside Jct		11.50	12.40	1.40			2.45			3.45	4.45			5.50
Burnside		11.51	12.41	1.41		2.17	2.46			3.46	4.46			5.51
Buckland		11.58	12.48	1.48			2.53			3.53	4.53			5.59
Manchester	11.49	12.02	12.52	1.52		2.26	2.57	3.24		3.57	4.57		5.48	6.03
Talcottville		12.07	12.57	1.57		2.32	3.02			4.02	5.02			6.10
Vernon Jct.		12.09	12.59	1.59			3.04			4.04	5.04		5.54	6.12
Vernon	11.57	12.11	1.01	2.01		2.37	3.06	3.32		4.06	5.06		5.57	6.14
Club House	12.05					2.45		3.38					6.05	
Bolton	12.08					2.49		3.41						
Steeles	12.11					2.52		3.44					6.10	
Andover	12.19					3.00		3.52					6.18	
Hop River	12.26					3.06		3.58					6.24	
Deford	12.31					3.12		4.03					6.28	
Columbia	12.32				2.57	3.13		4.04					6.29	
Willimantic	12.35 12.40				3.00	3.16 3.23		4.07 4.10		4.10			6.32 6.36	
Camp Station										4.12				
Yardley	12.42					3.25		4.12					6.38	
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Note references

E

M O

E Will use Air Line Branch track, Columbia to Bridge Street, Willimantic.

M Will stop on signal at Parker, 0.95 miles east of Manchester.

O Will stop on signal at Meekville, 0.60 miles west of Buckland.

(L. W.)

WESTWARD.

WILLIMANTIC TO HARTFORD.

HARTFORD
DIVISION.

STATIONS.	7515	1029	1683	4311	113	1687	1033	1689	115	1691	1693	7521	4379	1697
	Sun. only	Sun. only	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Sun. only	Sun. only	Daily
	1st Class Putnam Passenger	1st Class N. H. Passenger	1st Class Electric Passenger	1st Class Prov. Passenger	1st Class Boston Passenger	1st Class Electric Passenger	1st Class N. H. Passenger	1st Class Electric Passenger	1st Class Highland Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Boston Passenger	1st Class Prov. Passenger	1st Class Electric Passenger
<i>Yardley</i>	PM 4.49	PM	PM	PM	PM 6.50	PM	PM	PM	PM 8.01	PM	PM	PM 10.03	PM	PM
<i>Camp Station</i>				6.45									10.24	
Willimantic	s 4.51 4.54	5.09		A 6.48	A 6.52		7.02		s 8.03 8.10			A 10.05	A 10.27	
Columbia	4.58	5.13					7.06		8.14					
Deford	4.59								8.15					
Hop River	f 5.05								s 8.21					
Andover	s 5.11								s 8.27					
Steeles	5.19								8.35					
Bolton	s 5.22								s 8.38					
Club House	5.25								8.41					
Vernon	s 5.31		s 6.06			s 6.59		s 7.59	s 8.47	s 8.59	s 9.59			s 10.59
Vernon Jct.			6.07			7.00		8.00		9.00	10.00			11.00
Talcottville			s 6.09			s 7.02		s 8.02	k 8.50	s 9.02	s 10.02			s 11.02
Manchester	s 5.38		s 6.15			s 7.08		s 8.08	s 8.54 8.59	s 9.08	s 10.08			s 11.08
Buckland			s 6.19			s 7.12		s 8.12		s 9.12	s 10.12			s 11.12
Burnside	5.45		s 6.26			s 7.19		s 8.19	9.06	s 9.19	s 10.19			s 11.19
Burnside Jct.			A 6.27			A 7.20		A 8.20		A 9.20	A 10.20			A 11.20
East Hartford	5.48								s 9.10					
Hartford	5.55 PM	PM	PM	PM	PM	PM	PM	PM	s 9.18 PM	PM	PM	PM	PM	PM
Arrive														
Note references		E	M O				E		K					

EASTWARD.

HARTFORD TO WILLIMANTIC.

STATIONS.	4322	1686	1028	1688	1690	1692	1020	1694	92	176	94	1696
	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Daily	Daily	Ex. Sun.	Daily	Daily
	1st Class Prov. Passenger	1st Class Electric Passenger	1st Class N. H. Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class Electric Passenger	1st Class N. H. Passenger	1st Class Electric Passenger	1st Class N. Y. Bar. Hbr. Express	1st Class Wash.- Bar. Hbr. Express	1st Class State of Maine Express	1st Class Electric Passenger
Hartford	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
East Hartford												
Burnside Jct.		6.45		7.40	8.40	9.40		10.40				11.40
Burnside		s 6.46		s 7.41	s 8.41	s 9.41		s 10.41				s 11.41
Buckland		s 6.53		s 7.48	s 8.48	s 9.48		s 10.48				s 11.48
Manchester		s 6.57		s 7.52	s 8.52	s 9.52		s 10.52				s 11.52
Talcottville		s 7.02		s 7.57	s 8.57	s 9.57		s 10.57				s 11.57
Vernon Jct.		7.04		7.59	8.59	9.59		10.59				11.59
Vernon		s 7.06		s 8.01	s 9.01	s 10.01		s 11.01				s 12.01
Club House												
Bolton												
Steeles												
Andover												
Hop River												
Deford												
Columbia			8.22				10.21		11.05	11.32	11.37	
Willimantic	6.35		A 8.26				A 10.24		11.10 11.15	11.36 11.42	11.42 11.47	
Camp Station	6.37											
Yardley	PM	PM	PM	PM	PM	PM	PM	PM	11.17 PM	11.44 PM	11.49 PM	AM
Note references			E				E		E J	E G	C E	(L. W.)

C Train 94 will commence running October 7, 1917.

E Will use Air Line Branch track, Columbia to Bridge Street, Willimantic.

G Train 176 will be discontinued after October 5, 1917.

J Train 92 will be discontinued after October 6, 1917.

K (k) Will stop to leave passengers from Willimantic and east.

M Will stop on signal at Parker, 0.95 miles east of Manchester.

O Will stop on signal at Meekville, 0.60 miles west of Buckland.

WESTWARD.

ROCKVILLE TO VERNON.

HARTFORD 55
DIVISION.

Distance from Rockville	STATIONS.	Distance between Stations	1605	1607	7609	1619	7615	1627	1629	7621	1645	7625	1653	1657
			Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily
			1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
0.00	Rockville.....D	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
0.90	Spring Street.....	0.90	f 5.48	f 6.45	7.30	f 7.45	s 8.37	s 8.50	f 9.45	s 10.22	f 10.55	s 11.30	f 11.45	f 12.45
1.16	Westway.....	0.26	s 5.49	s 6.49	s 7.34	s 7.49	s 8.41	f 8.54	s 9.49	s 10.26	f 10.59	s 11.34	f 11.49	f 12.49
2.46	Campbell.....	1.30	f 5.52	f 6.52	7.37	f 7.52	s 8.44	s 8.57	f 9.52	s 10.29	f 11.02	s 11.37	f 11.52	f 12.52
3.57	Vernon Centre.....	1.11	s 5.55	s 6.55	f 7.40	s 7.55	f 8.47	s 9.00	s 9.55	f 10.32	s 11.05	f 11.40	s 11.55	f 12.55
4.42	Vernon.....D	0.85	s 5.59	s 6.59	f 7.43	s 7.59	f 8.50	s 9.03	s 9.59	f 10.35	s 11.09	f 11.43	s 11.58	f 12.59
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M

Note references

STATIONS.	1665	7633	1669	1677	7641	1681	7643	1683	7651	1687	1689	1691	1693	1697
	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily
	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric D. H. Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
Rockville.....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Spring Street.....	f 1.45	s 2.15	f 2.55	s 3.45	f 4.30	s 4.43	f 5.40	s 5.53	f 6.32	s 6.45	f 7.45	s 8.45	f 9.45	f 10.45
Westway.....	f 1.48	s 2.18	f 2.58	s 3.48	f 4.33	s 4.46	f 5.43	s 5.56	f 6.36	s 6.48	f 7.48	s 8.48	f 9.48	f 10.48
Campbell.....	s 1.49	s 2.19	s 2.59	s 3.49	s 4.34	s 4.47	s 5.44	s 5.57	f 6.36	s 6.49	f 7.49	s 8.49	f 9.49	f 10.49
Vernon Centre.....	f 1.52	f 2.22	f 3.02	f 3.52	f 4.37	f 4.50	f 5.47	f 6.00	f 6.36	f 6.52	f 7.52	f 8.52	f 9.52	f 10.52
Vernon.....	s 1.55	f 2.25	s 3.05	s 3.55	f 4.40	s 4.53	f 5.50	s 6.03	f 6.36	s 6.55	s 7.55	s 8.55	s 9.55	f 10.55
	s 1.59	f 2.28	s 3.09	s 3.59	f 4.43	s 4.56	f 5.53	s 6.06	f 6.36	s 6.59	s 7.59	s 8.59	s 9.59	f 10.59
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Note references

EASTWARD.

VERNON TO ROCKVILLE.

Distance from Vernon	STATIONS.	Distance between Stations	1696	7608	1610	1614	7612	7616	1622	1628	7620	1630	7624	1646
			Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily
			1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric D. H. Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
0.00	Vernon.....D	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
0.85	Vernon Centre.....	0.85	s 12.01	-----	s 7.03	s 8.01	f 8.15	s 9.03	s 9.16	s 10.01	f 10.42	s 11.11	s 11.58	f 12.11
1.96	Campbell.....	1.11	s 12.04	-----	f 7.06	s 8.04	f 8.18	f 9.06	s 9.19	s 10.04	f 10.45	s 11.14	f 12.01	f 12.14
3.26	Westway.....	1.30	f 12.07	-----	f 7.09	f 8.07	s 8.21	f 9.09	f 9.22	f 10.07	s 10.48	f 11.17	f 12.04	f 12.17
3.52	Spring Street.....	0.26	s 12.10	7.20	s 7.12	s 8.10	s 8.24	s 9.12	s 9.25	s 10.10	s 10.51	s 11.20	s 12.07	f 12.20
4.42	Rockville.....D	0.90	f 12.11	-----	f 7.13	f 8.11	s 8.25	s 9.13	f 9.26	f 10.11	s 10.52	f 11.21	s 12.08	f 12.21
	Arrive		12.15	7.25	f 7.17	s 8.15	s 8.28	s 9.16	s 9.29	s 10.15	s 10.55	s 11.25	12.11	12.24
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M

Note references

STATIONS.	1650	1658	7636	1662	1670	7642	1676	7644	1682	1686	1688	1690	1692	1694
	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily
	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger	1st Class Conn. Co. Electric Passenger
Vernon.....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Vernon Centre.....	s 1.01	s 2.01	f 2.42	s 3.09	s 4.06	f 4.56	s 5.09	f 6.06	s 6.19	s 7.06	s 8.01	s 9.01	s 10.01	s 11.01
Campbell.....	s 1.04	f 2.04	f 2.45	s 3.12	f 4.09	f 4.59	s 5.12	f 6.09	s 6.22	s 7.09	s 8.04	s 9.04	s 10.04	s 11.04
Westway.....	f 1.07	f 2.07	2.48	f 3.15	f 4.12	5.02	s 5.15	6.12	f 6.25	f 7.12	f 8.07	f 9.07	f 10.07	f 11.07
Spring Street.....	s 1.10	s 2.10	s 2.51	s 3.18	f 4.17	s 5.05	s 5.18	s 6.15	s 6.28	s 7.15	s 8.10	s 9.10	s 10.10	s 11.10
Rockville.....	f 1.11	f 2.11	s 2.52	f 3.19	f 4.18	s 5.06	f 5.19	s 6.16	f 6.29	f 7.16	f 8.11	f 9.11	f 10.11	f 11.11
Arrive	1.15	2.15	s 2.55	3.23	4.21	5.09	5.22	6.19	6.32	7.20	8.15	9.15	10.15	11.15
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Note references

(L. W.)

WESTWARD.

HARTFORD TO HIGHLAND JCT.

HARTFORD
DIVISION.

Distance from Hartford	STATIONS.	2003	123	139	1707	2013	2015	1743	2021	45	2027	119	121	2035
		Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only
		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
		Passenger	P'keepsie Passenger	P'keepsie Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	1st Class Boston- New York Passenger	Passenger	1st Class Boston Passenger	1st Class Boston- Middle- town, NY Passenger
0.00	HartfordN	A M 6.00	A M 7.00	A M 7.00	A M s 8.00	A M 9.00	A M 9.30	A M 10.00	A M 11.00	A M s 11.10	PM 12.05	PM s 12.45	PM s 1.05	PM 1.45
1.51	Parkvilles	6.04	7.04	-----	s 8.03	-----	-----	-----	-----	-----	-----	-----	-----	-----
2.98	Charter Oak	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
3.63	Elmwoods	6.08	7.08	s 7.07	s 8.07	s 9.07	s 9.37	s 10.07	s 11.07	-----	s 12.12	s 12.52	-----	s 1.52
4.86	Newingtons	6.11	7.11	s 7.10	f 8.10	s 9.10	s 9.40	s 10.10	s 11.10	11.18	s 12.15	s 12.55	1.13	s 1.55
6.60	Clayton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
9.07	New BritainD	s 6.21	s 7.21	s 7.20	s 8.21	s 9.20	s 9.50	s 10.20	s 11.20	s 11.26	s 12.24 s 12.30	s 1.05	s 1.20 s 1.25	s 2.05
13.75	PlainvilleN	s 6.30	s 7.31	s 7.30	s 8.31	s 9.30	s 10.00	s 10.30	s 11.30	11.34	s 12.41	s 1.15	s 1.36	s 2.15
15.44	ForestvilleD	s 6.34	s 7.36	s 7.35	s 8.35	s 9.34	s 10.04	s 10.35	s 11.34	-----	s 12.47	s 1.20	s 1.41	s 2.19
17.82	BristolD	s 6.40	s 7.43	s 7.41	s 8.42	s 9.40	s 10.10	s 10.41	s 11.40	s 11.43	s 12.54	s 1.26	s 1.49	s 2.25
21.75	TerryvilleD	s 6.50	s 7.53	s 7.51	s 8.52	s 9.50	s 10.20	s 10.51	s 11.50	11.53	s 1.05	s 1.36	s 2.00	s 2.35
24.88	Hancock	-----	f 7.59	f 7.58	f 8.59	-----	-----	10.57	-----	-----	-----	1.42	2.06	-----
26.55	Greystone	-----	f 8.03	f 8.03	s 9.07	-----	-----	f 11.02	-----	-----	-----	f 1.47	-----	-----
28.64	E. Waterville	-----	s 8.08	s 8.08	-----	-----	-----	s 11.08	-----	12.03	-----	s 1.53	2.11	-----
30.63	Highland Jct.N	-----	8.13	8.13	9.11	-----	-----	11.13	-----	12.06	-----	1.58	2.14	-----
0.00	Waterbury	-----	s 8.15	s 8.15	9.13	-----	-----	11.15	-----	s 12.07	-----	2.00	s 2.15	-----
	Arrive	A M	A M	A M	A M	A M	A M	A M	A M	PM	PM	PM	PM	PM
	Note references		C					X				C		

WESTWARD.

HARTFORD TO HIGHLAND JCT.

STATIONS.	1705	2039	1747	2045	2047	55	1711	2051	2053	1749	2055	115	2067	2071
	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Daily	Sun. only	Daily
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class Boston- N. Y. Passenger	1st Class Danbury Passenger	1st Class	1st Class	1st Class	1st Class	1st Class Highland Passenger	1st Class	1st Class
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Hartford	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Parkville	2.30	3.00	4.00	4.55	5.00	s 5.21	5.35	6.05	6.30	7.15	7.35	s 9.26	10.30	11.30
Charter Oak							s 5.40		s 6.34					
Elmwood	s 2.37	s 3.07	s 4.07	s 5.02	s 5.07		s 5.45	s 6.12	s 6.38	s 7.22	s 7.42		s 10.37	s 11.37
Newington	s 2.40	s 3.10	s 4.10	s 5.05	s 5.10	5.29	s 5.49	s 6.15	s 6.41	s 7.25	s 7.45	9.34	s 10.40	s 11.40
Clayton														
New Britain	s 2.50	s 3.20	s 4.20	s 5.15	s 5.20	s 5.37	s 5.59 s 6.06	s 6.25	s 6.51	s 7.35	s 7.55	s 9.42	s 10.50	s 11.50
Plainville	s 3.00	s 3.30	s 4.30	s 5.25	s 5.30	5.45	s 6.16	s 6.35	s 7.01	s 7.45	s 8.05	s 9.52	s 11.00	s 12.00
Forestville	s 3.04	s 3.34	s 4.35	s 5.29	s 5.34		s 6.21	s 6.39	s 7.05	s 7.50	s 8.09	s 9.57	s 11.04	s 12.04
Bristol	s 3.11	s 3.40	s 4.41	s 5.35	s 5.40	5.54	s 6.29	s 6.45	s 7.11	s 7.56	s 8.15	s 10.04	s 11.10	s 12.10
Terryville	s 3.21	s 3.50	s 4.51	s 5.45	s 5.50	6.04	s 6.39	s 6.55	s 7.21	s 8.06	s 8.25	s 10.14	s 11.20	s 12.20
Hancock	f 3.27		4.57				f 6.45			f 8.12		f 10.20		
Greystone	f 3.30		f 5.02				f 6.49			f 8.17		f 10.24		
E. Waterville	s 3.36		s 5.08			6.14	s 6.54			s 8.22		s 10.29		
Highland Jct.	3.40		5.13			6.17	6.58			8.26		10.33		
Waterbury	3.42		5.15			s 6.18	s 7.00			8.28		10.34		
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M
Note references	C		C X				C			X				

C Will stop at Tolles, 2.08 miles west of Terryville, on signal to take or leave passengers.

X Does not carry passengers.

Trains originating or terminating at Terryville will handle no passengers between Bristol and Terryville, and will not carry baggage.

Time shown at Waterbury is for information only.

(L. W.)

EASTWARD.

HIGHLAND JCT. TO HARTFORD.

HARTFORD 57
DIVISION.

Distance from Highland Jct.	STATIONS.	2004	2006	2008	116	2010	1712	2024	46	1742	2032	122	120
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Sun. only
		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
		Passenger	Passenger	Passenger	Highland Passenger	Passenger	Danbury Passenger	Passenger	New York- Boston Passenger	Passenger	Passenger	Middletown Boston Passenger	Boston Passenger
0.00	Waterbury	A M	A M	A M	A M	A M	A M	A M	A M	A M	NOON	P M	P M
0.00	Highland Jct. N				7.10		s 8.35		s 10.24	10.35		s 12.25	1.25
1.99	E. Waterville				s 7.16		s 8.41		10.28	s 10.41		12.29	s 1.31
4.08	Greystone				f 7.22		f 8.46			f 10.46			f 1.36
5.75	Hancock				f 7.27		f 8.51			10.50		12.37	1.40
8.88	Terryville D	s 5.45	s 6.20	s 7.00	s 7.35	s 9.00	s 8.59	s 10.00	10.41	s 10.59	12.00	s 12.44	s 1.49
12.81	Bristol D	s 5.55	s 6.30	s 7.10	s 7.44	s 9.10	s 9.10	s 10.10	s 10.49	s 11.10	s 12.08 s 12.15	s 12.55	s 2.00
15.19	Forestville D	s 6.00	s 6.35	s 7.15	s 7.49	s 9.15	s 9.15	s 10.15	10.52	s 11.15	s 12.20	s 1.01	s 2.05
16.88	Plainville N	s 6.05	s 6.40	s 7.20	s 7.54	s 9.20	s 9.20	s 10.20	10.55	s 11.20	s 12.25	s 1.07	s 2.10
21.56	New Britain D	s 6.16	s 6.50	s 7.30	s 8.04	s 9.30	s 9.30	s 10.30	s 11.04	s 11.30	s 12.35	s 1.19	s 2.20
24.03	Clayton												
25.77	Newington	s 6.26	s 6.59	s 7.39	m 8.11	s 9.39	s 9.38	s 10.39	11.11	s 11.38	s 12.44	s 1.27	s 2.28
27.00	Elmwood	s 6.30	s 7.02	s 7.42		s 9.42	s 9.42	s 10.42		s 11.42	s 12.47	s 1.31	s 2.32
27.65	Charter Oak												
29.12	Parkville	s 6.36		f 7.46							B		
30.63	Hartford N	6.40	7.10	7.50	s 8.20	9.50	9.50	10.50	s 11.19	11.50	12.55	s 1.40	s 2.40
	Arrive	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M
	Note references				Cm					CX	B		

EASTWARD.

HIGHLAND JCT. TO HARTFORD.

STATIONS.	1706	2040	1746	56	2048	2052	1748	2058	1708	2060	124	138	2070
	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	Passenger	Passenger	N. York- Boston Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	P'keepsie Passenger	P'keepsie Passenger	Passenger
Waterbury	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Highland Jct.	2.20		3.35	s 4.32			5.50		7.20		s 8.00	s 8.30	
E. Waterville	2.21		3.36	4.33			5.51		7.22		8.01	8.31	
Greystone	s 2.26		s 3.41	4.36			s 5.56		s 7.27		8.04	s 8.36	
Hancock	f 2.31		f 3.46				f 6.01		f 7.32			f 8.42	
	f 2.35		3.50				6.05		f 7.36			f 8.46	
Terryville	s 2.44	2.45	s 3.59	4.49	5.05	5.55	s 6.14	6.55	s 7.45	8.00	8.17	s 8.54	9.50
Bristol	s 2.55	s 2.55	s 4.10	s 4.57	s 5.15	s 6.04 s 6.15	s 6.25	s 7.05	s 7.56	s 8.10	s 8.25	s 9.04	s 10.00
Forestville	s 3.00	s 3.00	s 4.15	5.00	s 5.20	s 6.22	s 6.30	s 7.10	s 8.01	s 8.15	8.28	s 9.09	s 10.05
Plainville	s 3.05	s 3.05	s 4.20	5.03	s 5.25	s 6.29	s 6.35	s 7.15	s 8.07	s 8.20	s 8.33	s 9.15	s 10.10
New Britain	s 3.15	s 3.15	s 4.30	s 5.12	s 5.35	s 6.38 s 6.45	s 6.45	s 7.25	s 8.16 s 8.20	s 8.30	s 8.45	s 9.25	s 10.20
Clayton													
Newington	s 3.23	s 3.23	s 4.38	5.19	s 5.44	s 6.54	s 6.53	s 7.34	s 8.28	s 8.39	8.52	s 9.33	s 10.29
Elmwood	s 3.27	s 3.27	s 4.42		s 5.48	s 6.57	s 6.57	s 7.37	s 8.32	s 8.42		s 9.37	s 10.32
Charter Oak													
Parkville					s 5.52	s 7.01							
Hartford	3.35	3.35	4.50	s 5.27	5.57	7.06	7.05	7.45	8.40	8.50	9.00	9.45	10.40
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Note references	C		X				CX		C				

B Will stop at Parkville to leave passengers, Saturdays only.

C Will stop at Tolles, 2.08 miles west of Terryville, on signal to take or leave passengers.

m Train 116 will stop at Newington on signal, Sunday only, to take or leave passengers.

X Does not carry baggage.

Trains originating or terminating at Terryville will handle no passengers between Bristol and Terryville, and will not carry baggage.

Time shown at Waterbury is for information only.

(L. W.)

SPRINGFIELD TO EAST HARTFORD.**WESTWARD.****HARTFORD
DIVISION.**

Distance from Springfield	STATIONS.	Distance between Stations	7653 Ex. Sun. 1st Class Hartford Passenger	
			A M	
0.00	SpringfieldD	0.00	6.55	
2.47	ArmoryD	2.47	s 7.04	
3.26	Water Shops.....	0.79	f 7.08	
6.67	E. Longmeadow .D	3.41	s 7.15	
10.15	Shaker Station.....	3.48	f 7.22	
12.18	HazardvilleD	2.03	s 7.27	
15.46	MelroseD	3.28	s 7.34	
17.14	Broad BrookD	1.68	s 7.38	
18.78	Scantic (^{East} Windsor) ..	1.64	s 7.42	
21.35	Rye Street	2.57	f 7.48	
22.94	East Windsor Hill D	1.59	s 7.52	
23.65	Brick Yard	0.71	f 7.55	
25.54	Wapping (^{South} Windsor) ..	1.89	s 7.59	
27.03	Burnhams	1.49	s 8.02	
29.13	East Hartford...D	2.10	s 8.07	
			A M	
	Note references		0	

EAST HARTFORD TO SPRINGFIELD.**EASTWARD.****HARTFORD
DIVISION.**

Distance from East Hartford	STATIONS.	Distance between Stations	7658 Ex. Sun. 1st Class Passenger	
			P M	
0.00	East Hartford...D	0.00	s 5.24	
2.10	Burnhams	2.10	f 5.30	
3.59	Wapping (^{South} Windsor) ..	1.49	s 5.33	
5.48	Brick Yard	1.89	f 5.37	
6.19	East Windsor Hill D	0.71	s 5.40	
7.78	Rye Street	1.59	f 5.44	
10.35	Scantic (^{East} Windsor) ..	2.57	s 5.50	
11.99	Broad BrookD	1.64	s 5.54	
13.67	MelroseD	1.68	s 5.58	
16.95	HazardvilleD	3.28	s 6.05	
18.98	Shaker Station.....	2.03	f 6.10	
22.46	E. Longmeadow .D	3.48	s 6.17	
25.87	Water Shops.....	3.41	f 6.24	
26.66	ArmoryD	0.79	s 6.28	
29.13	SpringfieldD	2.47	6.36	
	Arrive		P M	
	Note references		0	

0 Trains 7653 and 7658 will stop on signal at Farnhams, 1.00 mile east of Rye Street.

WESTWAY TO MELROSE.**WESTWARD.****HARTFORD
DIVISION.**

Distance from Westway	STATIONS.	Distance between Stations		
0.00	Westway	0.00		
1.98	Windermere	1.98		
3.70	Ellington	1.72		
5.54	Sadds Mills	1.84		
7.22	MelroseD	1.68		
	Arrive			
	Note references			

MELROSE TO WESTWAY.**EASTWARD.****HARTFORD
DIVISION.**

Distance from Melrose	STATIONS.	Distance between Stations		
0.00	MelroseD	0.00		
1.68	Sadds Mills	1.68		
3.52	Ellington	1.84		
5.24	Windermere	1.72		
7.22	Westway	1.98		
	Arrive			
	Note references			

WESTWARD.

BERLIN TO NEW BRITAIN.

HARTFORD 59
DIVISION.

Distance from Berlin	STATIONS.	1901	1903	1905	1909	1911	1913	1917	1919	1921	1925	1927	1929	1933
		Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sat. only	Daily	Ex. Sun.	Daily	Ex. Sun.
		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
0.00	Berlin.....N	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
2.46	New Britain....D	6.38	7.12	7.40	8.55	9.26	10.03	11.33	12.01	12.28	1.47	2.35	3.31	4.12
	Arrive	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
	Note references													

STATIONS.	1935	1937	1939	1941	1945	1947	1951	1953	1955	1957				
	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Daily	Sun. only	Sun. only	Daily				
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Berlin.....N	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				
5.13	5.25	5.56	6.35	7.46	8.18	9.03	9.16	10.42	11.23					
New Britain....D	5.20	5.32	6.03	6.42	7.53	8.25	9.10	9.23	10.49	11.30				
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				
Note references							E	O						

E Train 1951 will not run Sundays, September 23 to
October 28, 1917, inclusive.

O Train 1953 will be discontinued after October 28, 1917.

EASTWARD.

NEW BRITAIN TO BERLIN.

Distance from New Britain	STATIONS.	1902	1904	1906	1910	1912	1914	1922	1924	1926	1930	1936	1938	1940
		Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Sun. only	Daily	Sat. only	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.
		1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
0.00	New Britain....D	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
2.46	Berlin.....N	6.24	6.59	7.24	8.38	9.10	9.46	11.13	12.14	12.41	12.47	2.18	3.18	3.47
	Arrive	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
	Note references													

STATIONS.	1942	1944	1946	1948	1950	1952	1956	1960	1964	1966	1968			
	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Sun. only	Ex. Sun.	Sun. only			
	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class			
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
New Britain....D	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
4.58	5.08	5.39	6.07	6.18	7.17	7.51	8.46	10.28	10.41	11.09				
Berlin.....N	5.05	5.15	5.46	6.14	6.25	7.24	7.58	8.53	10.35	10.48	11.16			
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Note references														

PITTSFIELD TO BRIDGEPORT.

Distance from Pittsfield	STATIONS.	Distance between Stations	1401	255	1409	1457	259	1405	575	573	1425	245	1465
			Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class New York Passenger	Ex. Sun. 1st Class New Haven Passenger	Ex. Sun. 1st Class State Line Passenger	Ex. Sun. 1st Class New York Passenger	Ex. Sun. 1st Class Passenger	Sun. only 1st Class Q H 1 Milk	Ex. Sun. 1st Class Q H 1 Milk	Ex. Sun. 1st Class Passenger	Ex. Sun. 1st Class New York Passenger	Ex. Sun. 1st Class State Line Mixed
0.00	Pittsfield	N 0.00	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
4.37	Yukon (New Lenox)	4.37					7.21		11.30	10.20		1.45	
7.48	Lenox	D 3.11					7.28			f10.28		1.52	
8.65	Niagara (Lenox Dale)	1.17					s 7.33		11.48	s10.39		s 1.57	
10.75	Lee	D 2.10					7.36		11.53	s10.45		2.00	
14.78	Hurlburt (South Lee)	4.03					s 7.41		12.00	s10.55		s 2.05	
							7.47		s12.12	f11.05		2.11	
16.65	Stockbridge	D 1.87					s 7.51		12.20	s11.11		s 2.15	
18.19	Glendale	1.54					7.54		12.25	f11.20		2.18	
19.99	Iron Works	1.80											
20.91	Housatonic	D 0.92					s 8.00		12.33	s11.30		2.24	
21.75	Rising Siding	0.84											
22.89	Van Deusenville	N 1.14				s 7.56	8.05		s12.38	s11.50		2.28	s 3.56
25.60	Great Barrington	D 2.71				SA8.02	s 8.11		s12.48	s12.10		s 2.34	SA4.02
28.71	Kelloggs	3.11											
31.50	Sheffield	D 2.79					s 8.20		s 1.08	s12.38		s 2.43	
35.21	Ashley Falls	D 3.71					8.25		s 1.25	s12.56		2.48	
37.70	Canaan	N 2.49			7.55		s 8.32		s 1.30	s 1.15		s 2.55	
40.99	Maltbys	3.29							s 2.15	s 2.35			
43.37	Falls Village	D 2.38			s 8.06		8.41		s 2.30	s 2.45		3.04	
44.98	Lime Rock	D 1.61			s 8.11		8.43		s 2.35	s 2.50		3.07	
49.50	West Cornwall	D 4.52			s 8.19		8.49		s 2.50	s 3.00		s 3.13	
53.60	Cornwall Bridge	D 4.10			s 8.27		8.56		s 3.00	s 3.10		3.20	
58.64	Flanders	5.04			f 8.36				s 3.10	s 3.54			
62.19	Kent	D 3.55			s 8.44		9.08		s 3.25	s 4.18		s 3.32	
65.83	Woodrow	3.64			f 8.51				s 3.35	s 4.30		3.39	
68.10	Merwinsville	D 2.27			s 8.57		9.16		s 3.50	s 4.40		3.42	
72.55	Boardmans Bridge	4.45			f				s 4.10	s 5.00			
74.99	New Milford	N 2.44	6.11	6.45	s 9.09		s 9.29		s 4.20	s 5.10		s 3.55	
77.31	Still River	D 2.32	s 6.19	s 6.53	s 9.22		9.35		s 4.35	s 5.25		4.02	
81.72	Brookfield	D 4.41	s 6.27	s 7.01	s 9.30		9.41		s 4.55	s 5.40		4.08	
83.89	Brookfield Jet.	N 2.17	s 6.32	SA7.05	s 9.35		SA9.45		A 5.15	A 6.00	4.17	SA4.12	
85.36	Hawleyville Jet.	N 1.47	6.36		9.54						4.21		
87.86	S.S. 201	N 2.50	6.43		10.03						4.29		
90.70	Newtown	D 2.84	s 6.50		s10.10						s 4.36		
95.11	Botsford	N 4.41	s 6.58		SA10.18		10.42				s 4.44		
97.59	Pepper Crossing	2.48	f										
99.65	Stepney	D 2.06	s 7.10						s10.54		s 4.53		
101.29	Parlor Rock	1.64	7.13										
101.79	Long Hill	D 0.50	s 7.16						s10.59		s 5.01		
104.53	Trumbull	2.74	s 7.22						s11.04		s 5.07		
108.17	Lyons	3.64	7.31						11.12		5.16		
109.78	Bridgeport	N 1.61	7.35						11.16		5.20		
	Arrive.		AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
	Note references				B		B				E		

B Train 1412 will take siding at Woodrow for train 1409 and at Kent for train 259.

E Train 252 will take siding at Lenox for train 245.

HIGHLAND 61
DIVISION.

0 Train **247** will be discontinued after December 23, 1917.

(L. W.)

BRIDGEPORT TO PITTSFIELD.

Distance from Bridgeport	STATIONS.	Distance between Stations	402	1410	1412	1450	1422	1414	252	248	1466	240	1428
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class Danbury Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class New Haven Passenger	1st Class N. Y. Passenger	1st Class N. Y. Passenger	1st Class State Line Passenger	1st Class N. Y. Passenger	1st Class N. Haven Passenger
			A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M
0.00	Bridgeport.....N	0.00			6.53	8.30	9.40						
1.61	Lyons.....	1.61			6.57	8.34	9.44						
5.25	Trumbull.....	3.64			8.7.05	8.8.42	9.9.52						
7.99	Long Hill.....D	2.74			8.7.12	8.8.49	9.9.57						
8.49	Parlor Rock.....	0.50			7.13								
10.13	Stepney.....D	1.64			8.7.19	8.8.56	10.0.03						
12.19	Pepper Crossing.....	2.06					f						
14.67	Botsford.....N	2.48			8.7.32	8.9.09	<u>10.1.15</u>	10.1.37					8.5.00
19.08	Newtown.....D	4.41			8.7.40	8.9.17		10.1.45					8.5.08
21.92	S. S. 201.....N	2.84			7.45	9.23		10.50					5.14
24.42	Hawleyville Jct. N	2.50			7.53	9.30		10.58					5.32
25.89	Brookfield Jct. N	1.47	8.6.01		8.7.57	8.9.35		<u>11.0.2</u>	11.1.13	2.55		8.5.48	240 8.5.37
28.06	Brookfield.....D	2.17	8.6.07		8.8.08	8.9.41			11.1.19	2.59		5.52	8.5.59
32.47	Still River.....D	4.41	8.6.14		8.8.16	8.9.48			11.1.26	3.05		5.58	8.6.07
34.79	New Milford.....N	2.32	<u>8.6.20</u>		8.8.26	8.9.57			11.1.33	3.11		8.6.04	8.6.16
37.23	Boardmans Bridge.....	2.44			f 8.33	f			f 11.39				8.6.22
41.68	Merwinsville.....D	4.45			8.8.43	10.1.10			11.1.48	3.22		6.15	8.6.32
43.95	Woodrow.....	2.27			8.51	f 10.16			f 11.53	3.25		6.19	8.6.38
47.59	Kent.....D	3.64			8.9.02	10.1.25			12.0.00	3.32		6.25	8.6.46
51.14	Flanders.....	3.55			f 9.22	f			f 12.05				8.6.53
56.18	Cornwall Bridge D	5.04			8.9.32	10.1.40			12.1.16	3.43		6.36	8.7.03
60.28	West Cornwall D	4.10			8.9.41	10.1.50			12.2.24	3.50		8.6.43	8.7.11
64.80	Lime Rock.....D	4.52			8.9.51	11.0.00			12.3.33	3.57		6.51	8.7.20
66.41	Falls Village.....D	1.61			8.9.57	11.0.05			12.3.38	3.59		6.53	8.7.25
68.79	Maltbys.....	2.38											
72.08	Canaan.....N	3.29			10.1.12	11.1.16			12.5.00	4.10		8.7.04	<u>8.7.35</u>
74.57	Ashley Falls.....D	2.49			10.1.19	11.1.24			12.56	4.15		7.09	
78.28	Sheffield.....D	3.71			10.1.27	11.1.32			1.0.3	4.21		8.7.15	
81.07	Kelloggs.....	2.79								4.25			
84.18	Great Barrington D	3.11		8.30	10.1.40	11.1.45			1.1.13	4.31	4.40	8.7.25	
86.89	Van Deusenville N	2.71		8.3.35	10.1.48	11.1.51			1.1.19	4.36	<u>8.4.45</u>	7.30	
88.03	Rising Siding.....	1.14											
88.87	Housatonic.....D	0.84		8.4.40	10.1.55	11.1.56			1.2.24	4.41		8.7.34	
89.79	Iron Works.....	0.92											
91.59	Glendale.....	1.80		8.4.46	11.1.03	f 12.02			f 1.30	4.48		7.41	
93.13	Stockbridge.....D	1.54		8.5.1	11.11	12.0.7			1.3.36	4.52		8.7.46	
95.00	Hurlburt (South Lee) D	1.87		8.5.56	11.1.18	12.12			f 1.40	4.57		7.51	
99.03	Lee.....D	4.03		8.9.04	11.1.28	12.2.20			1.4.7	5.06		8.7.59	
101.13	Niagara (Lenox Dale) D	2.10		8.9.09	11.1.34	f 12.25			f 1.51	5.10		8.02	
102.30	Lenox.....D	1.17		8.9.14	11.1.40	12.3.30			1.57	5.14		8.07	
105.41	Yukon (New Lenox) D	3.11		f 9.20	11.1.47	12.3.35			f 2.05	5.19		8.12	
109.78	Pittsfield.....N	4.37		9.30	11.55	12.45			2.15	5.28		8.21	
	Arrive		A M	A M	A M	P M	A M	A M	P M	P M	P M	P M	P M
	Note references				B				E	O			V

B Train 1412 will take siding at Woodrow for train 1409
at Kent for train 259.

E Train 252 will take siding at Lenox for train 245.

O Train 248 will be discontinued after December 22, 1917.

V Train 1428 loses both right and schedule at 9.00 P.M.

NORTHWARD.

BRIDGEPORT TO PITTSFIELD.

HIGHLAND
DIVISION.

63

STATIONS.	1424	1432	1442																	
	Ex. Sun.	Ex. Sun.	Ex. Sun.																	
	1st Class Danbury Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger																	
	P M	P M	P M																	
Bridgeport	4.30	6.25																		
Lyons	4.34	6.29																		
Trumbull	s 4.42	s 6.37																		
Long Hill	s 4.48	s 6.42																		
Parlor Rock																				
Stepney	s 4.53	s 6.48																		
Pepper Crossing	f	f																		
Botsford	s 5.09	s 7.00																		
Newtown	s 5.17	s 7.09																		
S. S. 201	5.23	7.15																		
Hawleyville Jct.																				
Brookfield Jct.			s 7.51																	
Brookfield			s 7.57																	
Still River			s 8.04																	
New Milford			s 8.11																	
Boardmans Bridge																				
Merwinsville																				
Woodrow																				
Kent																				
Flanders																				
Cornwall Bridge																				
West Cornwall																				
Lime Rock																				
Falls Village																				
Maltbys																				
Canaan																				
Ashley Falls																				
Sheffield																				
Kelloggs																				
Great Barrington																				
Van Deusenville																				
Rising Siding																				
Housatonic																				
Iron Works																				
Glendale																				
Stockbridge																				
Hurlburt (South Lee)																				
Niagara (Lenox Dale)																				
Lenox																				
Yukon (New Lenox)																				
Pittsfield																				
Arrive	P M	P M	P M																	

Note references

(L. W).

BROOKFIELD JCT. TO BERKSHIRE JCT.

HIGHLAND
DIVISION.

Distance from Brookfield Junction	STATIONS.	Distance between Stations	255	253	259	415	245	447	249	247				
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only				
			1st Class N. Milfd. N. Y. Passenger	1st Class N. Y. Passenger	1st Class Pittsfield - N. Y. Passenger	1st Class Danbury Passenger	1st Class Pittsfield - N. Y. Passenger	1st Class N. Y. Passenger	1st Class Pittsfield - N. Y. Passenger	1st Class Pittsfield - N. Y. Passenger				
0.00	Brookfield Jct. N	0.00	A M	A M	A M	A M	P M	P M	P M	P M				
2.22	Berkshire Jct. N	2.22	s 7.06	8.05	s 9.49	11.15	s 4.17	5.45	s 6.41	8.14				
	Arrive		A M	A M	A M	A M	P M	P M	P M	P M				
	Note references									0				

0 Train 247 will be discontinued after December 23, 1917.

NORTHWARD.

BERKSHIRE JCT. TO BROOKFIELD JCT.

STATIONS.	402	406	250	252	248	1722	446	240	1732	1442				
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.				
	1st Class Danbury - N. Milfd Passenger	1st Class New York Passenger	1st Class New York Passenger	1st Class N. Y. - Pittsfield Passenger	1st Class N. Y. - Pittsfield Passenger	1st Class Danbury Passenger	1st Class Danbury Passenger	1st Class N. Y. - Pittsfield Passenger	1st Class D. H. Passenger	1st Class Danbury- New Milford Passenger				
Berkshire Jct. N	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M				
Brookfield Jct. N	s 5.56	7.32	9.40	11.04	2.51	3.51	5.21	5.39	6.04	7.45				
Arrive	s 6.01	7.37	9.45	s 11.08	2.55	3.55	5.26	s 5.43	6.10	s 7.50				
	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M				
Note references					0									

0 Train 248 will be discontinued after December 22, 1917.

SOUTHWARD.

STATE LINE TO VAN DEUSENVILLE.

HIGHLAND
DIVISION.

Distance from State Line	STATIONS	Distance between Stations	1457	1465	1467									
			Ex. Sun.	Ex. Sun.	Ex. Sun.									
			1st Class Gt. B'gton Passenger	1st Class Gt. B'gton Mixed	1st Class Passenger									
0.00	State Line N	0.00	A M	P M	P M									
2.52	West Stockbridge D	2.52	s 7.40	s 3.25	SA 5.30									
10.32	Van Deusenville N	7.80	s 7.55	s 3.55										
	Arrive		A M	P M	P M									
	Note references		K	J										

J Train 1465 will stop at North Plains Crossing, 1.83 miles north of Van Deusenville on signal to take or leave passengers.

K Trains 1457 and 1466 will stop at Grangers Lime Co., 1.37 miles south of West Stockbridge on signal to take or leave passengers.

NORTHWARD.

VAN DEUSENVILLE TO STATE LINE.

Distance from Van Deusenville	STATIONS.	Distance between Stations	1456	1466										
			Ex. Sun.	Ex. Sun.										
			1st Class Passenger	1st Class Gt. B'gton Mixed										
0.00	Van Deusenville N	0.00	A M	P M										
7.80	W. Stockbridge D	7.80	7.22	s 5.05										
10.32	State Line N	2.52	7.30	5.10										
	Arrive		A M	P M										
	Note references			K										

(L. W.)

SOUTHWARD.

LITCHFIELD TO HAWLEYVILLE.

HIGHLAND 65
DIVISION.

Distance from Litchfield	STATIONS.	Distance between Stations	1501	1505	1507					
			Ex. Sun.	Ex. Sun.	Sun. only					
			1st Class Danbury Passenger	1st Class Danbury Passenger	1st Class Danbury Mixed					
			A M	P M	P M					
0.00	LitchfieldD	0.00	8.10	2.30	3.20					
2.19	Lake	2.19	f 8.15	f 2.35	f 3.25					
2.96	Bantam	0.77	s 8.19	s 2.39	s 3.30					
6.30	Morris	3.34	s 8.27	s 2.47	s 3.45					
8.31	Romford	2.01	f 8.32	f 2.52	s 3.55					
12.14	New Preston....D	3.83	s 8.42	s 3.02	s 4.05					
13.14	Washington....D	1.00	s 8.47	s 3.07	s 4.10					
17.45	Judds Bridge	4.31	f 8.56	f 3.16	f 4.30					
20.02	Roxbury.....D	2.57	s 9.04	s 3.24	s 4.40					
23.79	Roxbury Falls....	3.77	f 9.13	f 3.33	f 4.50					
26.49	West Shore	2.70	s 9.19	s 3.39						
27.34	Shepaug.....	0.85	f 9.21	f 3.41	f 5.05					
32.16	Hawleyville....D	4.82	s 9.35	s 3.55	s 5.20					
	Arrive		A M	P M	P M					
	Note references		B	B	B					

B Trains 1501, 1505 and 1507 will stop at Hanover Springs, 1.43 miles south of Shepaug, and at Valley Station, 1.64 miles south of Washington on signal to take or leave passengers.

NORTHWARD.

HAWLEYVILLE TO LITCHFIELD.

Distance from Hawleyville	STATIONS.	Distance between Stations	1508	1500	1504					
			Sun. only	Ex. Sun.	Ex. Sun.					
			1st Class Danbury Mixed	1st Class Danbury Passenger	1st Class Danbury Passenger					
			A M	A M	P M					
0.00	Hawleyville....D	0.00	s 9.30	s 11.28	s 5.59					
4.82	Shepaug.....	4.82	f 9.43	f 11.41	f 6.12					
5.67	West Shore	0.85	9.45	11.43	6.14					
8.37	Roxbury Falls....	2.70	f 9.52	f 11.50	f 6.21					
12.14	Roxbury.....D	3.77	s 10.02	s 12.00	s 6.31					
14.71	Judd's Bridge	2.57	f 10.14	f 12.08	f 6.39					
19.02	Washington....D	4.31	s 10.29	s 12.24	s 6.55					
20.02	New Preston....D	1.00	s 10.34	s 12.30	s 7.01					
23.85	Romford	3.83	s 10.44	f 12.41	f 7.12					
25.86	Morris	2.01	s 10.54	s 12.46	s 7.17					
29.20	Bantam	3.34	s 11.09	s 12.58	s 7.29					
29.97	Lake	0.77	f 11.14	f 1.02	f 7.33					
32.16	Litchfield.....D	2.19	11.20	1.08	7.39					
	Arrive		A M	P M	P M					
	Note references		B	B	B					

B Trains 1500, 1504 and 1508 will stop at Hanover Springs, 1.43 miles south of Shepaug, and at Valley Station, 1.64 miles south of Washington, on signal to take or leave passengers.

WESTWARD.

BANK STREET JCT. TO DANBURY.

HIGHLAND
DIVISION.

Distance from Bank Street Junction	STATIONS.	Distance between Stations	255	1713	253	123	1751	139	1501	259	1715	415	121
			Ex. Sun. 1st Class N. Milf'd New York Passenger	Ex. Sun. 1st Class B'port- Pittsfield Passenger	Ex. Sun. 1st Class Brookfield Jct.-N. Y. Passenger	Ex. Sun. 1st Class Hartford B'port- Pittsfield Passenger	Sun. only 1st Class B'port- Pittsfield Passenger	Sun. only 1st Class Hartford B'port- Pittsfield Passenger	Ex. Sun. 1st Class Litchf'd Passenger	Ex. Sun. 1st Class Pittsfield- New York Passenger	Ex. Sun. 1st Class New Haven- B'field Jo. Passenger	Ex. Sun. 1st Class B'field Jo. Passenger	Ex. Sun. 1st Class Boston- Middle- town N Y Passenger
0.00	Bank St. Jct. N	0.00	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
3.77	Allerton Farms. D	3.77				f 8.30		f 8.27					2.27
4.40	Osborntown	0.63				f 8.38		f 8.36					s 2.35
7.67	Towantic D	3.27				8.40		8.38					2.37
						f 8.47		f 8.45					f 2.44
10.95	Oxford	3.28				s 8.55		s 8.52					s 2.51
13.94	Southbury D	2.99				s 9.02		s 8.58					s 2.58
18.47	Sandy Hook D	4.53				s 9.12		s 9.08					s 3.08
20.31	Newtown Siding ..	1.84				9.16		9.12					3.12
21.15	North Newtown ..	0.84				f 9.18		f 9.14					f 3.14
22.88	S. S. 201	1.73		7.45		9.21	9.23	9.19			10.50		3.18
23.61	Hawleyville D	0.73		s 7.47 7.50		s 9.25	s 9.27	s 9.22 9.31	s 9.37		s 10.52 10.55		s 3.24
25.38	Hawleyville Jct. N	1.77		7.53		9.28	9.30	9.34	9.40		10.58		3.27
27.02	Berkshire Jct. ... N	1.64	7.11		8.09	9.31		9.36	9.42	9.54		11.20	3.30
30.07	Danbury N	3.05	s 7.18		s 8.16	s 9.39		s 9.45	9.49	s 10.00		11.27	s 3.38
	Arrive		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM
	Note references					C		C					C

WESTWARD.

BANK STREET JCT. TO DANBURY.

STATIONS.	1505	245	1729	1727	1507	447	249	1733	1711	247
	Ex. Sun. 1st Class Litchf'd Passenger	Ex. Sun. 1st Class Pittsfield New York Passenger	Ex. Sun. 1st Class New Haven- Canaan Passenger	Ex. Sun. 1st Class Brdg'port- Danbury Passenger	Sun. only 1st Class Litchfield Mixed	Sun. only 1st Class Brk'd Jo.- New York Passenger	Ex. Sun. 1st Class Pittsfield- New York Passenger	Ex. Sun. 1st Class Brdg'port- N. Milford Passenger	Ex. Sun. 1st Class Hartford Passenger	Sun. only 1st Class Pittsfield- New York Passenger
Bank St. Jct.	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Allerton Farms.									7.14	
Osborntown									s 7.22	
Towantic									7.24	
									f 7.32	
Oxford									s 7.41	
Southbury									s 7.48	
Sandy Hook									s 7.58	
Newtown Siding ..									8.01	
North Newtown ..									f 8.03	
S. S. 201			5.14	5.23				7.15	8.06	
Hawleyville	s 3.57		s 5.16 5.29	s 5.25 5.32	s 5.34			s 7.20	s 8.10	
Hawleyville Jct. ...	4.00		5.32	5.35	5.37			7.23	8.13	
Berkshire Jct.	4.02	4.21		5.38	5.40	5.50	6.46	7.26	8.15	8.18
Danbury	4.09	s 4.28		5.45	5.47	s 5.57	s 6.54	s 7.33	8.22	s 8.25
Arrive	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references								C	O	

C Trains 123, 139, 121 and 1711 will stop at South Britain 2.05 miles east of Sandy Hook, on signal to take or leave passengers.

O Train 247 will be discontinued after December 23, 1917.

EASTWARD.

DANBURY TO BANK STREET JCT.

HIGHLAND 67
DIVISION.

Distance from Danbury	STATIONS.	Distance between Stations	402	1700	1712	406	1508	250	1710	252	122	1500
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class New Milford Passenger	1st Class N. Milford- Bridgeport Passenger	1st Class Hartford Passenger	1st Class New York- B'kfield Jct. Passenger	1st Class Litchfield Mixed	1st Class New York- B'kfield Jct. Passenger	1st Class Canaan- New Haven Passenger	1st Class N. Y.- Pittsfield Passenger	1st Class M'dletown -Boston Passenger	1st Class Litchfield Passenger
0.00	DanburyN	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
3.05	Berkshire Jct.N	3.05	5.50	-----	7.20	s 7.26	9.00	s 9.34	-----	s10.58	s11.05	11.12
4.69	Hawleyville Jct.N	1.64	5.56	-----	7.26	7.32	9.06	9.40	-----	11.04	11.11	11.18
6.46	HawleyvilleD	1.77	-----	6.36	7.28	-----	9.09	-----	9.54	-----	11.13	11.20
7.19	S. S. 201.N	0.73	-----	s 6.41	s 7.33	-----	s9.12	-----	s 10.01	-----	s11.18	s11.24
8.92	North Newtown.	1.73	-----	6.43	7.35	-----	-----	-----	10.03	-----	11.20	-----
9.76	Newtown Siding.	0.84	-----	-----	f 7.39	-----	-----	-----	-----	-----	f11.23	-----
11.60	Sandy HookD	1.84	-----	-----	7.40	-----	-----	-----	-----	-----	11.24	-----
16.13	SouthburyD	4.53	-----	-----	s 7.55	-----	-----	-----	-----	-----	s11.42	-----
19.12	OxfordD	2.99	-----	-----	s 8.02	-----	-----	-----	-----	-----	s11.51	-----
22.40	TowanticD	3.28	-----	-----	f 8.09	-----	-----	-----	-----	-----	f11.59	-----
25.67	OsborntownD	3.27	-----	-----	8.15	-----	-----	-----	-----	-----	12.07	-----
26.30	Allerton Farms.D	0.63	-----	-----	s 8.17	-----	-----	-----	-----	-----	f12.09	-----
30.07	Bank St. Jct.N	3.77	-----	-----	8.24	-----	-----	-----	-----	-----	12.17	-----
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	P M	A M
	Note references				C						C	

EASTWARD.

DANBURY TO BANK STREET JCT.

STATIONS.	248	1722	1726	446	240	1752	1504	1732	124	1730	1724	138	1442
	Sat. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
	1st Class N. Y.- Pittsfield Passenger	1st Class B'kfield Jct. Passenger	1st Class B'kfield Jct.- Bridgeport Passenger	1st Class Bk'field Jct. Passenger	1st Class New York- Pittsfield Passenger	1st Class Pittsfield Bridgeport Passenger	1st Class Litchfield Passenger	1st Class D. H. Passenger	1st Class P'keepsie Hartford Jct.-N.H. Passenger	1st Class Brookfield Passenger	1st Class Bridgeport Passenger	1st Class P'keepsie Hartford Passenger	1st Class N. Milford Passenger
Danbury	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Berkshire Jct.	s 2.45	3.45	-----	s 5.15	s 5.33	-----	5.43	5.55	s 6.30	-----	-----	s 6.53	s 7.36
Hawleyville Jct.	2.51	3.51	-----	5.21	5.39	-----	5.49	6.04	6.39	-----	-----	7.02	7.45
Hawleyville	-----	-----	4.21	-----	-----	5.49	5.51	-----	6.42	6.45	6.52	7.05	-----
S. S. 201	-----	-----	s 4.27	-----	-----	s 6.02	s4.55	-----	s 6.46	s 6.48	s 6.55	s 7.08	-----
North Newtown	-----	-----	4.29	-----	-----	6.04	-----	-----	s 6.52	s 6.54	s 7.05	s 7.15	-----
Newtown Siding	-----	-----	-----	-----	-----	-----	-----	-----	6.54	6.56	7.07	7.17	-----
Sandy Hook	-----	-----	-----	-----	-----	-----	-----	-----	f 6.58	-----	-----	f 7.21	-----
Southbury	-----	-----	-----	-----	-----	-----	-----	-----	6.59	-----	-----	7.22	-----
Oxford	-----	-----	-----	-----	-----	-----	-----	-----	s 7.03	-----	-----	s 7.26	-----
Towantic	-----	-----	-----	-----	-----	-----	-----	-----	s 7.16	-----	-----	s 7.39	-----
Osborntown	-----	-----	-----	-----	-----	-----	-----	-----	s 7.24	-----	-----	s 7.47	-----
Allerton Farms	-----	-----	-----	-----	-----	-----	-----	-----	f 7.32	-----	-----	f 7.55	-----
Bank St. Jct.	-----	-----	-----	-----	-----	-----	-----	-----	7.40	-----	-----	8.03	-----
Arrive	P M	P M	P M	P M	P M	P M	P M	P M	f 7.42	-----	-----	f 8.05	-----
									7.50	-----	-----	8.13	-----
									P M	P M	P M	P M	P M
Note references	0								C			C	R

C Trains 1712, 122, 124 and 138 will stop at South Britain, 2.05 miles east of Sandy Hook, on signal, to take or leave passengers.

O Train 248 will be discontinued after December 22, 1917.
R Runs via "Link" in accordance with Rule 8117.

(L. W.)

SOUTHWARD.

WINSTED TO DEVON.

HIGHLAND
DIVISION.

Distance from Winsted	STATIONS.	Distance between Stations	1265	263	1201	1403	1233	1267	265	123	139	1235	1707	1435
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Sun. only
			1st Class Water- town Passenger	1st Class New York Passenger	1st Class D.H. Passenger	1st Class New Haven Passenger	1st Class Passenger	1st Class Water- town Passenger	1st Class New York Passenger	1st Class Hartford P'keepsie Passenger	1st Class Hartford P'keepsie Passenger	1st Class Passenger	1st Class Hartford Passenger	1st Class New Haven Passenger
0.00	Winsted.....N	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
4.17	Burrville.....	4.17							f 6.45			7.20		
9.31	Torrington.....D	5.14							s 6.52			s 7.27		
12.25	East Litchfield..D	2.94							s 7.03			s 7.36		
									s 7.09			s 7.42		
14.65	Campville.....	2.40							f 7.14			f 7.47		
17.12	Fluteville.....	2.47										f		
19.98	Thomaston.....D	2.86							s 7.25			s 8.00		
22.01	Reynolds Bridge..	2.03										f		
23.41	Jericho.....	1.40												
26.04	Chases Mills.....	2.63			6.52									
26.52	Waterville.....D	0.48			6.54				s 7.38			s 8.14		
28.53	Highland Jct....N	2.01	6.25		7.02			7.35	7.42	8.13	8.13	8.18	9.11	
28.94	Waterbury.....	0.41	A 6.28	6.35			7.05	A 7.38	s 7.44	s 8.15	s 8.15	s 8.20	A 9.13	
29.62	Bank St. Jct....N	0.68		6.37			7.07		s 7.50	s 8.28	s 8.25	s 8.30		
31.85	Platts Mills.....	2.23		f 6.41					7.52	8.30	8.27	8.32		
33.27	Union City.....	1.42		s 6.45			s 7.14					s 8.39		
33.99	Naugatuck.....D	0.72		s 6.48			s 7.17		s 8.01			s 8.42		
37.99	Beacon Falls....N	4.00		s 6.55			s 7.25		m 8.08			s 8.50		
41.47	Seymour.....D	3.48		s 7.02			s 7.33		s 8.14			s 8.58		
45.31	Ansonia.....N	3.84		s 7.10			s 7.41		s 8.23			s 9.06		
46.96	Derby.....	1.65		s 7.15		7.18	s 7.45		s 8.27			s 9.10		9.12
47.45	Derby Jct.....N	0.49		7.17		7.20	7.46		8.29			9.11		9.14
55.83	Devon.....N	8.38		s 7.36			s 8.00		s 8.44			s 9.26		
	Bridgeport.....N			7.46			8.10		8.52			9.36		
	Arrive		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

Note references

e

C

B m

B Train 1200 will take siding at East Litchfield for train 265.

C Train 1233 will stop on signal at Baldwins, 2.49 miles north of Devon, to take or leave passengers.

e Train 263 will stop on signal at Buckhouts Park, 2.99 miles south of Derby Junction, and at Baldwins, 2.49 miles north of Devon, to take or leave passengers.

m Train 265 will stop on signal at Beacon Falls to take on passengers for New York.

The time shown at Bridgeport is for information only.

WATERTOWN TO HIGHLAND JCT.

SOUTHWARD.

HIGHLAND
DIVISION.

Distance from Watertown	STATIONS.	Distance between Stations	1265	1267	1271
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class Passenger	1st Class Passenger	1st Class Passenger
0.00	Watertown.....D	0.00	A M	A M	P M
1.44	Weltons.....	1.44	6.10	7.20	5.42
2.33	Oakville.....D	0.89	s 6.17	s 7.27	s 5.49
3.54	Browns.....	1.21		f	
4.90	Highland Jct....N	1.36	6.25	7.35	5.57
	Arrive		A M	A M	P M

Note references

HIGHLAND JCT. TO WATERTOWN

NORTHWARD.

HIGHLAND
DIVISION.

Distance from Highland Jct.	STATIONS.	Distance between Stations	1266	1272	1274
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class Passenger	1st Class Passenger	1st Class Passenger
0.00	Highland Jct....N	0.00	A M	P M	P M
1.36	Brown's.....	1.36	6.39	5.20	6.24
2.57	Oakville.....D	1.21	s 6.45	s 5.26	s 6.30
3.46	Weltons.....	0.89	f		f
4.90	Watertown.....D	1.44	6.52	5.33	6.37
	Arrive		A M	P M	P M

Note references

H

H Train 1266 will leave from track 5, Waterbury.

SOUTHWARD.

WINSTED TO DEVON.

HIGHLAND 69
DIVISION.

STATIONS.	1205	1743	1211	1213	45	1237	119	121	1217	1705	1215	1415	1747	1239
	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only
	1st Class Passenger	1st Class Hartford Passenger	1st Class Mixed	1st Class Passenger	1st Class Boston- New York Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Boston- Middle- town NY Passenger	1st Class Passenger	1st Class Hartford Passenger	1st Class Passenger	1st Class New Haven Passenger	1st Class Hartford Passenger	1st Class Passenger
Winsted	A M 8.40	A M	A M 10.05	A M 10.50	P M	P M	P M	P M	P M 1.45	P M	P M	P M	P M	P M 4.10
Burrville	f 8.47		f 10.12	10.57					f 1.52					s 4.18
Torrington	s 8.59		s 10.20	s 11.07					s 2.03					s 4.28
East Litchfield	s 9.08		s 10.38	s 11.13					s 2.09					s 4.37
Campville	f 9.13		10.43	s 11.20					f 2.14					f 4.42
Fluteville	f 9.18								f 2.19					f
Thomaston	s 9.24		10.56 1.53	s 11.33					s 2.26					s 4.55
Reynolds Bridge	f 9.29								f 2.31					f
Jericho			1.15	11.40										
Chases Mills														
Waterville	s 9.38		s 1.25 1.35	s 11.47					s 2.40					s 5.10
Highland Jct.	9.42	11.13	A 1.40	11.52	12.06		1.58	2.14	2.44	3.40			5.13	5.16
Waterbury	s 9.44	A 11.15		A 11.54	s 12.07 12.12	1.34	A 2.00	s 2.15 2.25	s 2.51	A 3.42		3.50	A 5.15	s 5.18 5.23
Bank St. Jct.	9.51				12.14	1.36		2.27	2.53			3.52		5.25
Platts Mills														
Union City	s 9.57					s 1.43			s 3.00			s 3.59		s 5.32
Naugatuck	s 10.00				k 12.22	s 1.46			s 3.04			s 4.03		s 5.35
Beacon Falls	s 10.07				k 12.29	s 1.53			s 3.11			s 4.11		s 5.43
Seymour	s 10.14				12.35	s 2.01			s 3.19			s 4.20 4.29		s 5.52
Ansonia	s 10.23				s 12.42	s 2.09			s 3.29		4.31	s 4.34		s 6.01
Derby	s 10.27				s 12.46	s 2.13			s 3.35		s 4.35	s 4.37		s 6.05
Derby Jct.	s 10.30				12.47	2.14			3.37		4.36	4.43		6.07
Devon	s 10.46				1.00	s 2.30			s 3.52		s 4.53			s 6.22
Bridgeport	10.57				1.09	2.41			4.02		5.03			6.33
Arrive	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	P M
Note references	B	X	E		k						H		X	B

The time shown at Bridgeport is for information only.

SOUTHWARD.

BOTSFORD TO NEW HAVEN.

HIGHLAND
DIVISION.

Distance from Botsford	STATIONS.	Distance between Stations	1403	1435	1409	1415	1439	1429						
			Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.						
			1st Class Derby Passenger	1st Class Derby Passenger	1st Class Canaan Passenger	1st Class Waterbury Passenger	1st Class Derby Passenger	1st Class Brookfield Jct. Passenger						
0.00	Botsford	N 0.00	A M	A M	A M	P M	P M	P M						
2.46	Monroe	2.46			s 10.20			s 7.11						
5.21	Stevenson	N 2.75			f 10.26			f 7.17						
12.67	Shelton	N 7.46			s 10.32			s 7.23						
13.50	Derby Jct.	N 0.83	7.20	9.14	s 10.51	4.43	6.09	s 7.42						
17.43	Orange	3.93	s 7.28	s 9.22	e 10.59	s 4.53	s 6.18	f 7.50						
19.05	Tyler City	1.62	s 7.31	f 9.25	e 11.02	s 4.58	s 6.24	f 7.53						
22.10	Concrete	3.05	7.36	9.30	11.07	5.03	6.29	7.58						
22.50	West River Jct.	0.41	7.37	9.31	11.08	5.04	6.30	7.59						
24.02	New Haven	N 1.52	7.43	9.39	11.15	5.10	6.36	8.05						
	Arrive		A M	A M	A M	P M	P M	P M						
Note references					g	e								

- B Trains 1205 and 1239 will stop on signal at Baldwins, 2.49 miles north of Devon, to take or leave passengers.
- E Train 1211 carries passengers between Winsted and Torrington only.
- e Train 1409 will stop to let off passengers from Stevenson and points north.
- g Train 1435 will turn on West River Junction wye and back into New Haven station.

- H Train 1215 will stop on signal at Buckhouts Park, 2.99 miles south of Derby Junction, and at Baldwins, 2.49 miles north of Devon, to take or leave passengers.
- k Train 45 will stop on signal at Naugatuck and Beacon Falls to leave passengers from Hartford and east, or to take on passengers for New York.
- X Does not carry baggage.

(L.W.)

WINSTED TO DEVON.

HIGHLAND
DIVISION.

STATIONS.	1221	1271	1439	55	1223	1711	1749	115										
	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily										
	1st Class Passenger	1st Class W'town Passenger	1st Class N. Haven Passenger	1st Class Bos.-N.Y. Passenger	1st Class Passenger	1st Class Hartford- Danbury Passenger	1st Class Hartford Passenger	1st Class Highland Passenger										
Winsted	PM	PM	PM	PM	PM	PM	PM	PM										
Burrville					5.07													
Torrington					f 5.14													
East Litchfield					s 5.23													
					1230 s 5.30													
Campville					s 5.36													
Fluteville					f 5.42													
Thomaston					f 5.47													
Reynolds Bridge					s 5.55													
Jericho					6.02													
Chases Mills	5.38																	
Waterville	s 5.41				s 6.11													
Highland Jct.	5.46	5.57		6.17	6.18	6.58	8.26	10.33										
Waterbury	A 5.48	A 6.00		s 6.19	s 6.32	s 7.00	A 8.28	A 10.34										
Bank St. Jct.				6.24	6.34	7.14												
Platts Mills																		
Union City				6.30	s 6.41													
Naugatuck				s 6.33	s 6.50													
Beacon Falls				6.39	s 7.02													
Seymour				s 6.46	s 7.13													
Ansonia				s 6.54	s 7.25													
Derby			6.07	s 6.58	s 7.35													
Derby Junction			6.09	7.00	s 7.40													
Devon				7.15	s 7.56													
Bridgeport				7.23	8.06													
Arrive	PM	PM	PM	PM	PM	PM	PM	PM										
Note references							X											

The time shown at Bridgeport is for information only.

NORTHWARD.

NEW HAVEN TO BOTSFORD.

HIGHLAND
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	1206	1414	1436	1428	1426	1440										
			Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Sun. only										
			1st Class Waterbury Passenger	1st Class B'kfield Jct. Passenger	1st Class Derby Passenger	1st Class Canaan Passenger	1st Class Derby Passenger	1st Class Derby Passenger										
0.00	New Haven	0.00	A M	A M	A M	P M	P M	P M										
1.52	West River Jct.	1.52	8.02	9.38	9.55	4.04	5.50	7.05										
			8.08	9.44	10.01	4.10	5.56	7.14										
1.93	Concrete	0.41	8.09	9.45	10.02	4.11	5.57	7.15										
4.97	Tyler City	3.05	s 8.15	f 9.51	f 10.08	f 4.17	s 6.03	f 7.21										
6.59	Orange	1.62	s 8.19	s 9.55	s 10.12	f 4.21	s 6.08	s 7.25										
10.52	Derby Jct.	3.93	8.26	10.02	10.19	4.29	6.15	7.32										
11.35	Shelton	0.83		s 10.06		s 4.33												
18.81	Stevenson	7.46		s 10.20		s 4.46												
21.56	Monroe	2.75		f 10.26		f 4.52												
24.02	Botsford	2.46		s 10.32		s 4.59												
	Arrive		A M	A M	A M	P M	P M	P M										
Note references								Y										

X Does not carry baggage.

Y Train 1440 will back New Haven to West River Junction through south wye.

(L. W.)

NORTHWARD.

DEVON TO WINSTED.

HIGHLAND 71
DIVISION.

Distance from Devon	STATIONS.	Distance between Stations	1232	1200	1266	1202	116	1204	1712	1206	1234	46	1436	1216
			Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
			1st Class N's paper Special	1st Class Passenger	1st Class Watert'n Passenger	1st Class Passenger	1st Class Highland Passenger	1st Class Passenger	1st Class Danb'y- Hartford Passenger	1st Class N. Haven Passenger	1st Class Passenger	1st Class N. Y.- Boston Passenger	1st Class N. Haven Passenger	1st Class Passenger
	BridgeportN		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00	Devon.....N	0.00	4.40	4.55				7.07			8.40	9.21		
8.38	Derby Junction.....N	8.38	s 4.50	s 5.06				s 7.18			s 8.51	9.29		
8.87	Derby.....N	0.49	s 5.02	s 5.19				7.34		8.26	s 9.06	9.42	10.19	
10.52	Ansonia.....N	1.65	s 5.04	s 5.29				s 7.38		s 8.29	s 9.09	b 9.44	10.21	
14.36	Seymour.....D	3.84	s 5.10	s 5.36				s 7.46		s 8.37	s 9.15	s 9.48		
17.84	Beacon Falls.....N	3.48	s 5.19	s 5.44				s 7.55		s 8.46	s 9.25	b 9.54		
21.84	Naugatuck.....D	4.00	s 5.28	s 5.52				s 8.03		s 8.55	s 9.33	b 10.00		
22.56	Union City.....D	0.72	s 5.35	s 6.02				s 8.12		s 9.06	s 9.41	b 10.08		
23.98	Platts Mills.....D	1.42	s 5.37	s 6.05				s 8.15		s 9.10	s 9.44			
26.21	Bank St. Jct.....N	2.23												
26.89	Waterbury.....D	0.68	5.47	6.13				8.22	8.24	9.20	9.53	10.17		
27.30	Highland Jct.....N	0.41	A 5.50	s 6.15	6.37	6.40	7.10	s 8.24	s 8.26	A 9.22	A 9.54	s 10.19		10.35
29.31	Waterville.....D	2.01		6.32	6.39	6.42	7.11	s 8.30	s 8.35			10.25		10.37
29.79	Chases Mills.....D	0.48						8.36						
32.42	Jericho.....D	2.63												
33.82	Reynolds Bridge.....D	1.40												
35.85	Thomaston.....D	2.03		s 6.49				f						f
38.71	Fluteville.....D	2.86		f				s 8.50						s 10.56
41.18	Campville.....D	2.47		f 7.00				f						f
43.58	East Litchfield.....D	2.40						f 9.01						s 11.06
46.52	Torrington.....D	2.94		s 7.09				s 9.08						s 11.13
51.66	Burrville.....D	5.14		s 7.17				s 9.13						s 11.23
55.83	Winsted.....N	4.17		s 7.22				f 9.28						f 11.32
	Arrive		A M	A M	A M	A M	A M	9.37						11.42
	Note references			B	A	H		G			J	b		

A Train 1266 will leave from track 5, Waterbury.

B Train 1200 will take siding at East Litchfield for train 265.

b Train 46 will stop on signal at Derby, Seymour, Beacon Falls and Naugatuck to leave passengers from New York or take on passengers for Hartford and east.

G Train 1204 will stop on signal at Buckhouts Park, 2.99 miles south of Derby Junction, and at Baldwins, 2.49 miles north of Devon, to take or leave passengers.

H Train 1202 loses both right and schedule at 7.25 A.M.

J Train 1234 will stop on signal at Baldwins, 2.49 miles north of Devon, to leave or take on passengers.

The time shown at Bridgeport is for information only.

(L. W.)

STATIONS.	1742 Sun. only	1236 Sun. only	122 Ex. Sun.	1218 Ex. Sun.	120 Sun. only	1706 Ex. Sun.	1746 Sun. only	1220 Ex. Sun.	56 Ex. Sun.	1222 Ex. Sun.	1272 Ex. Sun.	1238 Sun. only	1748 Sun. only	1426 Ex. Sun.
	1st Class Hartford Passenger	1st Class Hartford Passenger	1st Class Mid'town Boston Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Hartford Passenger	1st Class Hartford Passenger	1st Class Passenger	1st Class N.Y.-Bos. Passenger	1st Class D H Passenger	1st Class Water- town Passenger	1st Class Passenger	1st Class Hartford Passenger	1st Class New Haven Passenger
	AM	AM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Bridgeport		10.00		11.40				2.40	3.29			4.35		
Devon		\$10.11		\$11.48				\$ 2.51	3.37			\$ 4.46		
Derby Junction		10.25		12.01				3.06	3.50			5.00		6.15
Derby		\$10.27		\$12.03				\$ 3.10	b 3.52			\$ 5.02		Δ 6.17
Ansonia		\$10.31		\$12.07				\$ 3.16	s 3.57			\$ 5.07		
Seymour		\$10.41		\$12.15				\$ 3.24	4.03			\$ 5.16		
Beacon Falls		\$10.49		g12.22				\$ 3.31	4.09			\$ 5.24		
Naugatuck		\$10.58		\$12.29				\$ 3.41	4.15			\$ 5.33		
Union City		\$11.01		12.31				\$ 3.46				\$ 5.36		
Platts Mills														
Bank St. Jct.		11.09	12.17	12.37				3.53	4.25			5.43		
Waterbury	10.35	\$11.11	\$12.19	\$12.44	1.25	2.20	3.35	3.55	4.27		5.18	Δ 5.45	5.50	
Highland Jct.	10.36	11.22	12.26	12.46	1.26	2.21	3.36	3.56	4.32		5.20		5.51	
Waterville		\$11.27		\$12.50				\$ 4.44			5.18			
Chases Mills										Δ 5.20				
Jericho														
Reynolds Bridge		f						f						
Thomaston		\$11.41		s 1.03				s 4.58						
Fluteville		f						f						
Campville		f11.54		1.11				f 5.10						
East Litchfield		\$12.01		1.17				s 5.16						
Torrington		\$12.09		s 1.25				s 5.27						
Burrville		f12.19		1.35				f 5.37						
Winsted		12.28		1.45				5.46						
Arrive	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Note references	X			g			X	J	b	B			X	

B Train 1222 loses both right and schedule at 5.55 P.M.

b Train 56 will stop on signal at Derby to leave passengers from New York or take on passengers for Hartford and east.

g Train 1218 will stop on signal at Beacon Falls to leave passengers from New York.

J Train 1220 will stop on signal at Baldwins, 2.90 miles north of Devon, to take or leave passengers.

X Does not carry baggage.

STATIONS.

	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
New Haven	N	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
West River Jct.		1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
Orange		0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51
Tyler City		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Orange		1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Derby Jct.	N	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shelton	N	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Storrs	N	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Meriden	N	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Bolton	N	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46	2.46

NORTHWARD.

DEVON TO WINSTED.

HIGHLAND 73
DIVISION.

STATIONS.	1274	266	1708	1440	124	138	1240	1230				
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Sun. only	Ex. Sun.				
	1st Class Water- town Passenger	1st Class New York Passenger	1st Class Hartford Passenger	1st Class New Haven Passenger	1st Class P'keepsie Hartford Passenger	1st Class P'keepsie Hartford Passenger	1st Class Passenger	1st Class Passenger				
	PM	PM	PM	PM	PM	PM	PM	PM				
Bridgeport		6.01					7.10	7.40				
Devon		6.12					7.21	7.52				
Derby Junction		6.25		7.32			7.35	8.09				
Derby		6.27		7.34			7.38	8.11				
Ansonia		6.33					7.43	8.15				
Seymour		6.41					7.53	8.23				
Beacon Falls		6.48					8.02	8.30				
Naugatuck		6.57					8.11	8.38				
Union City							8.15	8.41				
Platts Mills								8.45				
Bank St. Jct.		7.06			7.50	8.13	8.23	8.49				
Waterbury	6.22	7.08 7.14	7.20		8.00 8.06	8.15 8.30	8.25 8.35	8.51				
Highland Jct.	6.24	7.16	7.22		8.01	8.31	8.37					
Waterville		7.20					8.41					
Chases Mills												
Jericho		7.25										
Reynolds Bridge							f					
Thomaston		7.32					8.55					
Fluteville							f					
Campville		7.42					9.07					
East Litchfield		f 7.49					9.16					
Torrington		7.58					9.25					
Burrville		8.08					9.35					
Winsted		8.18					9.45					
Arrive	PM	PM	PM	PM	PM	PM	PM	PM				
Note references		G					e					

e Train 1230 will stop on signal at Buckhouts Park, 2.99 miles south of Derby Junction, and at Baldwins, 2.49 miles north of Devon, to take or leave passengers.

G Train 266 will stop on signal at Beacon Falls to let off passengers from New Haven and Bridgeport only.

The time shown at Bridgeport is for information only.

(L. W.)

Distance from Danbury	STATIONS.	Distance between Stations	909	921	139	123	127	121	915	913				
			Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Sun. only				
			1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class D. H. Milk	1st Class Passenger				
			A M	A M	A M	A M	P M	P M	P M	P M				
0.00	Danbury.....N	0.00			9.48	9.50		3.48						
0.74	Mallory.....	0.74			9.49	9.51		3.49						
2.17	Fair Grounds...N	1.43			9.51	9.53		3.51						
4.61	Mill Plain.....D	2.44			s 9.57	s10.00		s 3.58						
10.11	Brewster.....N	5.50			s10.07	s10.11		s 4.09						
12.49	Dykemans.....	2.38			f10.11	f10.16								
15.77	Townners.....D	3.28			s10.17	s10.22		s 4.20						
18.16	West Patterson..D	2.39			s10.22	s10.27		s 4.25						
19.49	Holmes.....N	1.33			s10.26	s10.31		s 4.29						
21.39	Whaley Lake....	1.90			f10.30	f10.35		f 4.33						
24.05	West Pawling...N	2.66			s10.36	s10.40		s 4.38						
26.24	Poughquag.....N	2.19			s10.41	s10.45		s 4.43						
28.47	Green Haven....	2.23			f10.45	f10.49		f 4.48						
30.64	Stormville.....N	2.17			s10.50	s10.54		s 4.53						
34.33	Hopewell Jct....N	3.69		s 8.08	s11.05	s11.04		s 5.05	6.00					
36.81	Fishkill Plains...N	2.48		f 8.13	f11.10	f11.14		f 5.10	A 6.05					
38.05	Didell.....	1.24		f 8.16	f11.13	f11.17		f 5.13						
40.61	Briggs.....	2.56		f 8.21	f11.18	f11.22		f 5.18						
42.51	Manchester Bridge	1.90		f 8.25	f11.23	f11.26		f 5.22						
46.02	S. S. 110.....N	3.51	8.40	8.31	11.30	11.32	4.14	5.28		6.40				
47.12	Poughkeepsie...N	1.10	A 8.42	A 8.33	A11.32	A11.34	s 4.26	s 5.38		A 6.42				
49.46	Highland.....N	2.34					s 4.39	s 5.47						
52.78	Loyd.....D	3.32					s 4.50	s 5.54						
55.67	Clintondale....D	2.89					s 5.05	s 5.59						
56.53	Elting.....	0.86					s 5.14	f 6.01						
58.15	Mowbray.....	1.62					f 5.18	f 6.04						
60.16	Modena.....N	2.01					s 5.37	s 6.09						
62.43	Relyeas.....	2.27					s 5.47	f 6.14						
65.66	St. Elmo.....D	3.23					s 5.56	s 6.21						
67.97	East Walden...D	2.31					s 6.05	s 6.26						
70.56	Berea.....	2.59					f 6.20	f 6.31						
74.08	Maybrook.....N	3.52					s 6.30	s 6.41						
76.93	Campbell Hall...N	2.85					6.40	6.50						
	Arrive		A M	A M	A M	A M	P M	P M	P M	P M				
	Note references							X	U					

U Train 915 loses both right and schedule between Hopewell Jct. and Fishkill Plains after 6.35 P.M.

X Stop at cabin just west of westward hump, Maybrook, for employes and mail.

Distance from Campbell Hall	STATIONS.	Distance between Stations	132	906	122	924	914	124	138	910				
			Daily	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only				
			1st Class Milk and Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Milk and Passenger	1st Class Milk				
0.00	Campbell Hall ... N	0.00	AM 7.04	AM	AM 7.55	AM	PM	PM	PM	PM				
2.85	Maybrook N	2.85	s 7.12		s 8.03									
6.37	Berea D	3.52	s 7.23		f 8.12									
8.96	East Walden ... D	2.59	s 7.32		s 8.16									
11.27	St. Elmo D	2.31	s 7.38		s 8.20									
14.50	Relyeas D	3.23	s 7.48		f 8.25									
16.77	Modena N	2.27	s 7.58		s 8.31									
18.78	Mowbray D	2.01	f 8.08		f 8.34									
20.40	Elting D	1.62	s 8.17		f 8.36									
21.26	Clintondale ... D	0.86	s 8.27		s 8.39									
24.15	Loyd D	2.89	s 8.33		s 8.45									
27.47	Highland N	3.32	s 8.39		s 8.54									
29.81	Poughkeepsie ... N	2.34	¹²²⁸ 8.47 s 8.30	8.00	¹³²⁹ 8.62 s 8.16	9.40	4.15	4.30	4.55					
30.91	S. S. 110 N	1.10	9.32	8.02	9.12	9.42	4.17	4.32	4.57					
34.42	Manchester Bridge	3.51			f 9.18	f 9.49		f 4.37	f 5.03					
36.32	Briggs D	1.90			f 9.21	f 9.52		f 4.40	f 5.07					
38.88	Didell D	2.56			f 9.25	f 9.57		f 4.45	f 5.12					
40.12	Fishkill Plains ...	1.24			f 9.28	f 10.00		f 4.48	f 5.15	6.15				
42.60	Hopewell Jct. ... N	2.48			s 9.37	^A 10.05		s 5.02	s 5.28	^A 6.20				
46.29	Stormville N	3.69			s 9.47			s 5.11	s 5.37					
48.46	Green Haven D	2.17			f 9.52			f 5.19	f 5.42					
50.69	Poughquag N	2.23			s 9.58			s 5.28	s 5.47					
52.88	West Pawling ... N	2.19			s 10.05			s 5.35	s 5.54					
55.54	Whaley Lake D	2.66			f 10.09			f 5.40	f 5.59					
57.44	Holmes N	1.90			s 10.13			s 5.45	s 6.03					
58.77	West Patterson ... D	1.33			s 10.16			s 5.49	s 6.07					
61.16	Townners D	2.39			s 10.22			s 5.54	s 6.12					
64.44	Dykemans D	3.28						f 5.59	f 6.17					
66.82	Brewster N	2.38			s 10.32			s 6.05	s 6.25					
72.32	Mill Plain D	5.50			s 10.41			s 6.13	s 6.33					
74.76	Fair Ground ... N	2.44			10.47			6.20	6.40					
76.19	Mallory D	1.43			10.49			6.22	6.42					
76.93	Danbury N	0.74			10.50			6.23	6.43					
	Arrive		AM	AM	AM	AM	PM	PM	PM	PM				
	Note references		G		G					U				

G Stops at General Office Building, Maybrook, for employees and mail.

U Train 910 loses both right and schedule between Fishkill Plains and Hopewell Jct. after 6.45 P.M.

Distance from Hartford	STATIONS.	Distance between Stations	125	127	129	903	133	135			195	
			Ex. Sun.	Daily	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.			Daily	
			1st Class Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger			2d Class Freight	
0.00	HartfordN	0.00	A M	A M	A M	P M	P M	P M			P M	
0.34	Walnut Street.....	0.34		8.35	11.30	2.10	4.40	5.50				
4.13	Cottage Grove.....	3.79		f 8.46	11.41	f 2.21	^H 4.52	f 6.02			7.00	
5.68	Bloomfield.....D	1.55		s 8.50	s 11.44	f 2.24	s 4.55	s 6.08			7.10	
8.87	Griffins.....D	3.19		s 8.56	f 11.48	f 2.29	s 5.00	s 6.15			7.14	
9.78	Barnards.....	0.91		s 9.00	f 11.50	f 2.32	f 5.03	f 6.18			7.21	
11.80	Tariffville.....D	2.02		s 9.06	s 11.56	s 2.38	s 5.09	s 6.23			7.24	
13.32	Hoskins.....	1.52		f 9.10	11.59	f 2.41	f 5.12	f 6.26			s 7.45	
15.07	Simsbury.....N	1.75		s 9.16	s 12.04	s 2.46	s 5.20	s 6.37			s 8.38	
17.44	Strattons.....	2.37		f 9.20	12.08	f 2.50	5.26	f 6.41				
21.88	Canton.....D	4.44		s 9.31	s 12.15	s 2.57	^S 5.32	s 6.51			8.55	
22.98	High St. Jct. East	1.10		f 9.33	f 12.17	s 2.59	s 5.35	f 6.53			8.58	
23.61	Collinsville.....D	0.63		s 9.38	s 12.21	s 3.02	s 5.39	s 6.58				
23.33	High St. Jct. West	0.35		9.34 9.41	12.18 12.24	3.00 3.06	5.36 5.42	6.54 7.01				
24.49	Cherry.....	1.16		f 9.45	12.26	3.08	s 5.46	f 7.04				
28.05	Pine Meadow.....D	3.56		s 9.54	f 12.33	f 3.15	s 5.54	s 7.16			9.14	
29.06	New Hartford.....D	1.01		s 9.58	s 12.35	s 3.17	s 5.58	s 7.22			9.21	
33.47	Barkhamsted.....	4.41		10.05	12.42	3.25	6.06	7.29			9.36	
35.71	Winsted.....N	2.24		7.47	s 10.13	^A 12.48	^A 3.30	s 6.17 s 7.35			s 10.06	
36.29	West Winsted.....	0.58		7.49	10.17		6.19	^A 7.38				
38.83	Lawrence.....	2.54	f 7.55	f 10.25			f 6.25					
41.21	Grants.....	2.38	f 8.00	f 10.31			f 6.31				10.35	
43.70	Summit.....	2.49	f 8.05	f 10.37			6.36					
45.61	Norfolk.....D	1.91	s 8.11	s 10.44			s 6.44				10.50	
47.88	Haystack.....	2.27	f 8.16	f 10.49			f 6.48				10.55	
51.39	Whiting River.....	3.51	8.22	s 10.59			6.55				11.04	
52.52	Allyndale ^(East Canaan) D	1.13	s 8.25	s 11.02			s 6.57				11.09	
55.08	Canaan.....N	2.56	s 8.34	s 11.30			^S 7.06 ^S 7.16				s 11.15	
57.81	Washing.....	2.73	f 8.42	f 11.40			f 7.20					
59.04	Twin Lakes.....	1.23	f 8.45	f 11.44			s 7.23				11.45	
60.04	Taconic.....D	1.00	s 8.48	s 11.49			s 7.26				11.48	
62.99	Salisbury.....D	2.95	s 8.54	s 11.59			s 7.31				11.55	
64.61	Lakeville.....D	1.62	s 8.59	s 12.08			s 7.37				11.59	
66.52	Ore Hill.....	1.91	f 9.03	f 12.15			f 7.42					
67.69	State Line.....	1.17	s 9.07	s 12.20			s 7.46				12.10	
	Arrive		A M	P M	P M	P M	P M	P M			A M	
	Note references		C	JX		Q	HR	P				

C Train 128 take side track opposite station, Canaan, for train 125.

H Stops to receive passengers only.

J Stops at Whiting River to unload milk cans only.

P Train 135 loses both right and schedule between Winsted and West Winsted after 7.48 P. M.

Q Train 130 take siding, meet train 903 at Simsbury.

R Train 134 take side track opposite station, Canaan, for train 133.

X Train 128 take siding meet train 127 at Pine Meadow.

All westward trains scheduled at Collinsville will pull by and back in west leg of wye, High Street Jct.

All eastward trains scheduled at Collinsville will pull by and back in east leg of wye, High Street Jct.

Distance from S S 110	STATIONS.	Distance between Stations	126	128	130	904	132	134				194		
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Daily	Ex. Sun.				Daily		
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class				2d Class		
			Passenger	Passenger	Passenger	Passenger	Milk and Passenger	Passenger				Freight		
			A M	A M	P M	P M	P M	P M				P M		
42.98	State Line	0.00		s 7.56			s 1.14	s 6.16				9.05		
44.15	Ore Hill	1.17		s 8.01			f 1.17	f 6.20						
46.06	Lakeville	D 1.91		s 8.05			s 1.30	s 6.26				9.15		
47.68	Salisbury	D 1.62		s 8.09			s 1.35	s 6.31				9.20		
50.63	Taconic	D 2.95		s 8.15			s 1.46	f 6.38				9.28		
51.63	Twin Lakes	1.00		s 8.17			f 1.49	f 6.41				9.31		
52.86	Washing	1.23		f 8.20			f 1.54	f 6.44						
55.59	Canaan	N 2.73		¹²⁶ s 8.27 s 8.40			¹³² s 2.10 s 3.55	¹³⁴ s 6.53 s 7.09				¹⁹⁴ s 9.40 s 11.15		
58.15	Allyndale ^(East Canaan) D	2.56		s 8.47			s 4.03	s 7.15				11.25		
59.28	Whiting River	1.13		8.49			4.05	7.17				11.28		
62.79	Haystack	3.51		f 8.56			f 4.13	f 7.23				11.45		
65.06	Norfolk	D 2.27		s 9.03			s 4.25	s 7.31				11.55		
66.97	Summit	1.91		h 9.07			f 4.30	f 7.35						
69.46	Grants	2.49		f 9.12			f 4.35	f 7.40				12.08		
71.84	Lawrence	2.38		f 9.18			4.39	f 7.47						
74.38	West Winsted	2.54		6.47 9.23			4.43	7.51						
74.96	Winsted	N 0.58	s 6.51	s 9.26	1.50	3.43	s 4.48	A 7.53				12.28		
77.20	Barkhamsted	2.24	6.56	9.43	1.55	3.47	4.55					12.34		
81.61	New Hartford	D 4.41	s 7.05	s 9.51	s 2.05	s 3.55	s 5.05					12.46		
82.62	Pine Meadow	D 1.01	s 7.08	s 9.54	s 2.11	3.57	s 5.11					12.49		
86.18	Cherry	3.56	f 7.16	10.00	s 2.20	4.03	f 5.18							
87.34	High St. Jct., West	1.16	7.19	10.04	2.24	4.05	5.20							
87.97	Collinsville	D 0.63	s 7.23	s 10.08	s 2.28	s 4.09	s 5.25							
87.69	High St. Jct., East	0.35	f 7.20 f 7.26	10.05 10.12	f 2.25 f 2.31	4.06 4.12	f 5.21 f 5.28					1.05		
88.79	Canton	D 1.10	s 7.29	s 10.14	s 2.34	4.14	s 5.32					1.08		
93.23	Strattons	4.44	f 7.36	10.20	f 2.42	4.22	s 5.39							
95.60	Simsbury	N 2.37	s 7.41	s 10.27	s 2.46	s 4.28	s 5.45					1.38		
97.35	Hoskins	1.75	f 7.44	10.30	f 2.52	4.31	f 5.48							
98.87	Tariffville	D 1.52	s 7.48	s 10.34	s 2.57	s 4.35	s 5.54					1.50		
100.89	Barnards	2.02	f 7.53	10.38	f 3.04	4.39	s 6.00							
101.80	Griffins	D 0.91	s 7.56	10.40	s 3.07	4.42	s 6.03							
104.99	Bloomfield	D 3.19	f 8.01	10.45	s 3.13	4.48	s 6.08					2.08		
106.54	Cottage Grove	1.55	f 8.04	10.48	3.17	4.52	s 6.12							
110.33	Walnut Street	3.79	8.11	10.55	3.24	4.59	6.33					A 2.35		
110.67	Hartford	N 0.34	8.14 A M	10.58 A M	3.27 P M	5.02 P M	6.38 P M					A M		
	Note references		G	CHX	Q	J	RY							

C Train 128 take side track opposite station, Canaan, for train 125.

G Train 126 stops at Torrington Street, Winsted, on signal at 6.53 A.M.

H Stops to receive passengers only.

J Stops at Whiting River to load milk only.

Q Train 130 take siding meet train 903 at Simsbury.

R Train 134 take side-track opposite station, Canaan, for train 133.

X Train 128 take siding meet train 127 at Pine Meadow.

Y Train 134 will register at West Winsted on return from Winsted.

All westward trains scheduled at Collinsville will pull by and back in west leg of wye, High Street Jct.

All eastward trains scheduled at Collinsville will pull by and back in east leg of wye, High Street Jct.

Distance from Hartford	STATIONS.	Distance between Stations	907	909	127	911	913	915			195
			Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun. only	Sun. only			Daily
			1st Class Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class Milk and Passenger			2d Class Freight
			A M	A M	P M	P M	P M	P M			A M
67.69	State Line	0.00	s 6.04	s 6.48	s 1.00						12.10
70.73	Mount Riga	3.04	f 6.10	f 6.54	s 1.10						
74.63	Boston Corners ..N	3.90	s 6.18	sa 7.01	s 1.28						12.30
77.41	Tanner's	2.78	f 6.23	Via	f 1.34						
79.29	Halstead's	1.88	f 6.26	Copake	f 1.38						
81.04	Lead Mines (Anc'm) ^D	1.75	s 6.31	Route	s 1.43						12.48
85.72	P. and E. Jct.	4.68	6.39	7.39	2.08		4.48				1.02
85.86	N. D. and C. Jct.	0.14	s 6.41	s 7.40	s 2.09	s 2.32	s 4.49	3.32			1.03
86.72	Briarcliff Farms ..	0.86	f 6.46	f 7.46	f 2.31	s 2.39	f 5.44	f 3.35			
88.92	Attlebury	2.20	f 6.51	f 7.50	f 2.35	f 2.50	f 5.48	f 3.40			
90.60	Stissing Jct.D	1.68	s 6.55	s 7.54	s 2.45	s 3.00	s 5.52	s 3.49			1.23
91.99	McIntyre	1.39		f 7.57	f 2.48		f 5.57				
94.00	StanfordvilleD	2.01		s 8.02	s 3.12		s 6.01				1.33
95.97	Willows	1.97		f 8.06	f 3.16		f 6.06				
97.62	Upton Lake	1.65		f 8.09	f 3.19		f 6.09				
98.58	Clinton Corners ..D	0.96		s 8.12	s 3.22		s 6.12				1.45
99.60	Webb Farms	1.02		f 8.15	f 3.39		f 6.15				
101.06	Salt Point	1.46		s 8.18	s 3.54		s 6.18				1.51
105.65	Pleasant Valley ..D	4.59		s 8.29	s 4.04		s 6.28				2.02
107.95	Van Wagner's	2.30		f 8.34	f 4.08		f 6.33				
110.67	S. S. 110	2.72		8.40	4.14		6.40				2.16
	Arrive		A M	A M	P M	P M	P M	P M			A M
Note references			C								

EASTWARD.

S. S. 110 TO STATE LINE.

Distance from S. S. 110	STATIONS.	Distance between Stations	906	132	908	910	914	916			194
			Sun. only	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.			Daily
			1st Class Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Passenger	1st Class Passenger			2d Class Freight
			A M	A M	A M	P M	P M	P M			P M
0.00	S. S. 110	0.00	8.02	9.32			4.17				6.45
2.72	Van Wagner's	2.72	f 8.07	f 9.37			f 4.22				
5.02	Pleasant Valley ..D	2.30	s 8.12	s 9.42			s 4.27				7.00
9.61	Salt Point	4.59	s 8.22	s 9.56			s 4.37				7.14
11.07	Webb Farms	1.46	f 8.25	f 9.59			f 4.40				
12.09	Clinton Corners ..D	1.02	s 8.28	s 10.12			s 4.43				7.24
13.05	Upton Lake	0.96	f 8.30	f 10.14			f 4.45				
14.70	Willows	1.65	f 8.34	f 10.18			f 4.48				
16.67	StanfordvilleD	1.97	s 8.39	s 10.23			s 4.52				7.36
18.68	McIntyre	2.01	f 8.43	f 10.54			f 4.56				
20.07	Stissing Jct.D	1.39	s 8.46	s 10.57	s 11.30	s 12.56	s 5.00	s 7.37			7.47
21.75	Attlebury	1.68	f 8.50	f 11.05	f 11.38	f 1.00	f 5.05	f 7.45			
23.95	Briarcliff Farms ..	2.20	f 8.54	f 11.20	f 11.42	f 1.16	f 5.09	f 7.49			
24.81	N. D. and C. Jct.	0.86	s 8.56	s 11.22	s 11.48	s 1.18	s 5.11	s 7.51			8.10
24.95	P and E. Jct.	0.14	10.26	11.29			5.17	7.57			8.11
29.63	Lead Mines (Anc'm) ^D	4.68		s 11.59			Via Silver- nails Route	s 8.07			8.20
31.38	Halstead's	1.75		f 12.04				f 8.11			
33.26	Tanner's	1.88		f 12.10				f 8.15			
36.04	Boston Corners ..N	2.78		s 12.32			s 5.52	s 8.22			8.45
39.94	Mount Riga	3.90		f 12.54			f 5.59	8.30			
42.98	State Line	3.04		s 1.00			s 6.05	s 8.36			9.05
	Arrive		A M	P M	A M	P M	P M	P M			P M
Note references			C								

C Train 132 meet train 127 at passing siding State Line at 1.00 P.M.

Trains meeting at Stissing Jct., N. D. and C. Jct. or P. and E. Jct. by schedule or train orders will use main track of connecting divisions.

(L. W.)

SPRINGFIELD TO TARIFFVILLE.

WESTWARD.

C. N. E. RY.

Distance from Springfield	STATIONS.	Distance between Stations	901		
			Ex. Sun.		
			1st Class		
			Mixed		
0.00	Springfield.....N	0.00	A M 6.40	-----	-----
4.05	Agawam Jct.....N	4.05	6.53	-----	-----
6.11	Feeding Hills....D	2.06	s 7.02	-----	-----
9.77	Freemans.....	3.66	f 7.13	-----	-----
11.62	West Suffield....D	1.85	s 7.20	-----	-----
12.76	Sheldon Street....	1.14	f 7.26	-----	-----
15.35	East Granby.....D	2.59	s 7.35	-----	-----
18.34	Tariffville.....D	2.99	7.45	-----	-----
	Arrive		A M		
Note references					

TARIFFVILLE TO SPRINGFIELD.

EASTWARD.

C. N. E. RY.

Distance from Tariffville	STATIONS.	Distance between Stations	900		
			Ex. Sun.		
			1st Class		
			Mixed		
0.00	Tariffville.....D	0.00	P M 5.10	-----	-----
2.99	East Granby.....D	2.99	s 5.19	-----	-----
5.58	Sheldon Street....	2.59	f 5.27	-----	-----
6.72	West Suffield....D	1.14	s 5.32	-----	-----
8.57	Freemans.....	1.85	f 5.38	-----	-----
12.23	Feeding Hills....D	3.66	s 5.50	-----	-----
14.29	Agawam Jct.....N	2.06	5.57	-----	-----
18.34	Springfield.....N	4.05	6.09	-----	-----
	Arrive		P M		
Note references					

The time shown at Springfield is for information only.

BOSTON CORNERS AND RHINECLIFF TO P. AND E. JCT.

WESTWARD.

C. N. E. RY.

Distance from Boston Corners	STATIONS.	909	917	913	919
		Ex. Sun.	Ex. Sun.	Sun. only	Sun. only
		1st Class	1st Class	1st Class	1st Class
		Passenger	Mixed	Milk and Passenger	Milk and Passenger
0.00	Boston Corners...N	A M s 7.04	P M 1.29	P M	P M 1.29
3.57	Copake.....D	s 7.11	s 1.41	-----	s 1.40
6.55	Cooks.....	f 7.17	s 1.52	-----	s 1.50
9.64	Ancram.....D	s 7.23	s 2.02	-----	s 1.58
12.05	Gallatin.....	f 7.28	f 2.09	-----	f 2.03
13.68	Silvernails.....D	s 7.32	s 2.14 2.34	4.42	s 2.10
16.35	Ice Pond.....	7.37	-----	4.47	-----
17.06	P. and E. Jct.....	A 7.39	-----	A 4.48	-----
15.74	Mt. Ross.....D	-----	s 2.41	-----	f 2.15
17.27	Jackson Corners..	-----	f 2.51	-----	f 2.19
21.49	Elizaville.....	-----	s 3.18	-----	f 2.26
23.77	Cokertown.....D	-----	s 3.31	-----	f 2.33
25.90	Fraleighs.....	-----	f 3.38	-----	f 2.38
27.60	Red Hook.....D	-----	s 4.10	-----	s 2.48
32.04	Rhinebeck.....	-----	s 4.43	-----	s 3.04
34.52	Slate Dock.....D	-----	4.57	-----	3.09
35.04	Rhinecliff.....D	-----	5.02	-----	3.11
	Arrive	A M	P M	P M	P M
Note references					
		G			

RHINECLIFF AND P. AND E. JCT. TO BOSTON CORNERS.

EASTWARD.

C. N. E. RY.

Distance from Rhinecliff	STATIONS.	906	920	922	914
		Sun. only	Ex. Sun.	Sun. only	Ex. Sun.
		1st Class	1st Class	1st Class	1st Class
		Passenger	Mixed	Milk and Passenger	Passenger
0.00	Rhinecliff.....D	A M	A M 8.15	P M 3.35	-----
0.52	Slate Dock.....D	-----	8.18	3.37	-----
3.00	Rhinebeck.....	-----	s 8.42	s 3.43	-----
7.44	Red Hook.....D	-----	s 9.35	s 3.57	-----
9.14	Fraleighs.....	-----	f 9.42	f 4.01	-----
11.27	Cokertown.....D	-----	s 10.00	s 4.09	-----
13.55	Elizaville.....	-----	s 10.24	s 4.22	-----
17.77	Jackson Corners..	-----	s 10.40	f 4.32	-----
19.30	Mt. Ross.....D	-----	s 10.53	f 4.36	-----
24.74	P. and E. Jct.....	10.26	-----	-----	5.17
24.03	Ice Pond.....	10.28	-----	-----	5.19
21.36	Silvernails.....D	s 10.40	s 11.00 11.25	A 4.41	s 5.24
22.99	Gallatin.....	f 10.44	s 11.30	-----	s 5.27
25.40	Ancram.....D	s 10.50	s 11.37	-----	s 5.32
28.49	Cooks.....	f 11.04	s 11.50	-----	f 5.39
31.47	Copake.....D	s 11.20	s 12.07	-----	s 5.45
35.04	Boston Corners...N	11.32	12.25	-----	s 5.52
	Arrive	A M	P M	P M	P M
Note references					
					G

G Train 909 will stop at Weed Mines, on flag, at 7.07 A.M.

G Train 914 will stop at Weed Mines on flag at 5.48 P.M.

(L.W.)

Distance from State Line	STATIONS.	Distance between Stations	907	909	125	923	127	925						
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily						
			1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Milk and Passenger	1st Class Milk and Passenger						
			A M	A M	A M	A M	P M	P M						
0.00	State Line.....	0.00			s 9.07		s 12.20	s 1.00						
1.05	Millerton..... D	1.05			A 9.14		A 12.25	A 1.03						
1.54	N. Y. C. R.R. Xing.....	0.49												
5.41	Winchells.....	3.87												
7.11	Husted.....	1.70												
9.74	Shekomeko..... D	2.63												
12.75	Bethel.....	3.01												
14.98	Pine Plains..... D	2.23	s 6.43	s 7.43			s 2.16							
15.34	N. D. and C. Jct.....	0.36	s 6.44 Via Briarcliff Farms	s 7.44			s 2.22							
20.08	Stissing Jct..... D	4.74	s 6.55											
22.58	Bangall..... D	2.50	s 7.00											
24.38	Anson's Crossing.....	1.80	f 7.03											
26.13	Shunpike.....	1.75	f 7.06											
29.73	Millbrook..... D	3.60	s 7.17											
31.66	Oak Summit.....	1.93	f 7.22											
34.52	Verbank..... D	2.86	s 7.28											
35.36	Verbank Village.....	0.84	f 7.30											
37.52	Moore's Mills..... D	2.16	s 7.36											
40.06	Billings.....	2.54	s 7.41											
41.54	La Grange..... D	1.48	s 7.44											
43.17	Arthursburgh.....	1.63	s 7.47											
45.51	Clove Branch.....	2.34	f 7.51											
46.62	Hopewell Jct..... N	1.11	s 7.55			11.12								
51.16	Brinckerhoff..... D	4.54	s 8.03			f 11.20								
52.94	Fishkill..... D	1.78	s 8.06			s 11.24								
55.07	Glenham..... D	2.13	s 8.11			f 11.29								
57.07	Matteawan..... D	2.00	s 8.17			s 11.35								
59.62	Beacon..... D	2.55	8.22			11.41								
	Arrive		A M	A M	A M	A M	P M	P M						
	Note references		B											

WESTWARD.

Train
NumberLeave
Pine PlainsArrive
N. D. & C. Jct.

906

10.23 A.M.

10.25 A.M.

132

11.26 A.M.

11.28 A.M.

914

5.14 P.M.

5.16 P.M.

916

7.54 P.M.

7.56 P.M.

B Train 930 take siding, meet train 907 at Creamery side track, Hopewell Jct., at 7.56 A.M.

Trains meeting at Stissing Jct., N. D. and C. Jct., or P. and E. Jct., by schedule or train orders, will use main track of connecting division.

WESTWARD.

STATE LINE TO BEACON.

C. N. E. RY.

STATIONS.	911	915	929	913	931	133	933							
	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.							
	1st Class Milk and Passenger	1st Class Milk and Passenger	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger							
	P M	P M	P M	P M	P M	P M	P M							
State Line					6.05	s 7.46	s 8.36							
Millerton D	1.10				^A 6.10	^A 7.50	^A 8.40							
N. Y. C. R.R. Xing	1.12													
Winchells	f 1.24													
Husted	f 1.29													
Shekomeko D	s 1.42	1.40												
Bethel	s 1.54	f 1.50												
Pine Plains D	s 2.01 s 2.30	s 2.30		5.40										
N. D. & C. Jct.	s 2.32	s 3.32		^A 5.42										
	Via Briarcliff Farms	Via Briarcliff Farms												
Stissing Jct. D	s 3.00	s 3.49												
Bangall D	s 3.05	s 3.54												
Anson's Crossing	f 3.08	f 4.00												
Shunpike	f 3.13	f 4.05												
Millbrook D	s 3.33	s 4.20 s 4.35												
Oak Summit	f 3.38	f 4.40												
Verbank D	s 3.48	s 4.52												
Verbank Village	f 3.51	f 4.56												
Moore's Mills D	s 3.56	s 5.02												
Billings	s 4.07	f 5.17												
La Grange D	s 4.23	s 5.29												
Arthursburgh	s 4.26	s 5.33												
Clove Branch	f 4.31	f 5.38												
Hopewell Jct. N	s 4.40	s 5.52 s 6.55	5.15											
Brinckerhoff D	s 4.51	s 7.10	s 5.34											
Fishkill D	s 4.56	s 7.16	s 5.40											
Glenham D	s 5.01	s 7.22	f 5.45											
Matteawan D	s 5.06	s 7.28	s 5.51											
Beacon D	5.13	7.35	6.04											
Arrive	P M	P M	P M	P M	P M	P M	P M							

Note references

WESTWARD.

Train Number	Leave Pine Plains	Arrive N. D. & C. Jct.
906	10.23 A.M.	10.25 A.M.
132	11.26 A.M.	11.28 A.M.
914	5.14 P.M.	5.16 P.M.
916	7.54 P.M.	7.56 P.M.

Trains meeting at Stissing Jct., N. D. and C. Jct. or
P. and E. Jct. by schedule or train orders, will use main
track of connecting division.

EASTWARD.

BEACON TO STATE LINE.

C. N. E. RY.

Distance from Beacon	STATIONS.	Distance between Stations	926	928	930	128	906	908	910	932	132	914	916	134
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Milk and Passenger	Milk and Passenger	Passenger	Passenger	Passenger
			A M	A M	A M	A M	A M	A M	A M	P M	A M	P M	P M	P M
0.00	Beacon	D 0.00	-----	-----	7.25	-----	-----	9.45	10.13	-----	-----	-----	6.04	-----
2.55	Matteawan	D 2.55	-----	-----	s 7.32	-----	-----	s 9.52	s 10.22	-----	-----	-----	s 6.12	-----
4.55	Glenham	D 2.00	-----	-----	f 7.37	-----	-----	s 9.57	s 10.27	-----	-----	-----	s 6.18	-----
6.68	Fishkill	D 2.13	-----	-----	s 7.41	-----	-----	s 10.02	s 10.32	-----	-----	-----	s 6.22	-----
8.46	Brinckerhoff	D 1.78	-----	-----	s 7.45	-----	-----	s 10.06	s 10.41	-----	-----	-----	s 6.25	-----
13.00	Hopewell Jct.	N 4.54	-----	-----	<u>A 7.58</u>	-----	-----	s 10.16	s ^{10.52} _{11.07}	-----	-----	-----	s 6.35	-----
14.11	Clove Branch	1.11	-----	-----	-----	-----	-----	f 10.26	f 11.10	-----	-----	-----	f 6.38	-----
16.45	Arthursburgh	2.34	-----	-----	-----	-----	-----	s 10.31	s 11.19	-----	-----	-----	s 6.43	-----
18.08	La Grange	D 1.63	-----	-----	-----	-----	-----	s 10.36	s 11.28	-----	-----	-----	s 6.47	-----
19.56	Billings	1.48	-----	-----	-----	-----	-----	s 10.39	f 11.38	-----	-----	-----	s 6.51	-----
22.10	Moore's Mills	D 2.54	-----	-----	-----	-----	-----	s 10.45	s 11.50	-----	-----	-----	s 6.57	-----
24.26	Verbank Village	2.16	-----	-----	-----	-----	-----	f 10.52	f 11.55	-----	-----	-----	f 7.02	-----
25.10	Verbank	D 0.84	-----	-----	-----	-----	-----	s 10.55	s 12.11	-----	-----	-----	s 7.05	-----
27.96	Oak Summit	2.86	-----	-----	-----	-----	-----	f 11.01	f 12.17	-----	-----	-----	f 7.10	-----
29.89	Millbrook	D 1.93	-----	-----	-----	-----	-----	s 11.09	s 12.30	-----	-----	-----	s 7.18	-----
33.49	Shunpike	3.60	-----	-----	-----	-----	-----	f 11.17	f 12.36	-----	-----	-----	f 7.25	-----
35.24	Anson's Crossing	1.75	-----	-----	-----	-----	-----	f 11.20	f 12.39	-----	-----	-----	f 7.28	-----
37.04	Bangall	D 1.80	-----	-----	-----	-----	-----	s 11.25	s 12.44	-----	-----	-----	s 7.32	-----
39.54	Stissing Jct.	D 2.50	-----	-----	-----	-----	-----	s 11.30	s 12.56	-----	-----	-----	s 7.37	-----
			-----	-----	-----	-----	-----	Via Attle bury	Via Attle bury	-----	-----	-----	Via Attlebury	-----
44.28	N. D. and C. Jct.	4.74	-----	-----	-----	-----	s 8.56	s 11.48	s 1.18	-----	s 11.22	s 5.11	s 7.51	-----
44.64	Pine Plains	D 0.36	-----	-----	-----	-----	<u>A 8.57</u>	s 11.50	s 1.20	-----	<u>A 11.24</u>	<u>A 5.13</u>	<u>A 7.53</u>	-----
46.87	Bethel	2.23	-----	-----	-----	-----	-----	s 11.55	s 1.25	-----	-----	-----	-----	-----
49.88	Shekomeko	D 3.01	-----	-----	-----	-----	-----	s 12.12	<u>A 1.35</u>	-----	-----	-----	-----	-----
52.51	Husted	2.63	-----	-----	-----	-----	-----	f 12.17	-----	-----	Via Lead Mines Route	-----	-----	-----
54.21	Winchells	1.70	-----	-----	-----	-----	-----	f 12.22	-----	-----	-----	-----	-----	-----
58.08	N. Y. C. R.R. King	3.87	-----	-----	-----	-----	-----	12.31	-----	-----	-----	-----	-----	-----
58.57	Millerton	D 0.49	6.00	6.45	-----	7.53	-----	<u>A 12.33</u>	-----	12.45	s 1.11	-----	-----	<u>6.13</u>
59.62	State Line	1.05	s 6.04	s 6.48	-----	s 7.56	-----	-----	-----	12.50	s 1.14	-----	-----	s 6.16
	Arrive		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
Note references			B											

EASTWARD

Train Number	Leave N. D. & C. Jct.	Arrive Pine Plains
907	6.41 A.M.	6.43 A.M.
909	7.40 A.M.	7.42 A.M.
127	2.09 P.M.	2.11 P.M.
913	4.49 P.M.	4.51 P.M.

B Train 930 take siding, meet train 907 at Creamery side track, Hopewell Jct., at 7.56 A.M.

Trains meeting at Stissing Jct. N. D. and C. Jct., or P. and E. Jct. by schedule or train orders will use main track of connecting divisions.

GENERAL INSTRUCTIONS

150. Time-table General Instructions, numbered 150 to 200, inclusive, are in effect on all divisions and are in addition and supplementary to and follow train rules, page 40, of the Book of Rules and Regulations of the Operating Department.

151. Alterations or amendments to rules governing the operation or movement of trains, must be issued in writing over the signature of a superintendent, or higher officer, and according to prescribed methods. Such alterations or amendments are contained in the various time-tables and in bulletins and circulars which may be issued from time to time.

152. Employees whose duties are affected by this time-table must have with them while on duty a copy with all effective supplements and Book of Rules and Regulations of the Operating Department.

153. Where two names for one station are shown in the time-table station column, the name in parenthesis is for public use only; the other name to be used in all matters affecting train and car movements.

154. On four-track sections use of tracks, with the current of traffic, will be designated as follows:

Italics (9.15) — tracks 1 and 2.

Ordinary (9.15) — tracks 3 and 4.

Regular or extra trains may run upon any track with the current of traffic when authorized by proper signal indication.

155. The station whistle signal required by Rule 14 (m) will be omitted in thickly populated districts.

156. Enginemen of passenger trains requiring relief engine will sound whistle signal — o — o when passing the first open telegraph office. Operator will promptly inform the train dispatcher.

157. When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20, 21 and 21a, except where the helping engine becomes the leading engine, when signals will be displayed also on the leading helping engine. Rule 22 is amended accordingly.

158. When on double, three or more tracks it is necessary for a train to display signals for a following section, the superintendent of the division upon which the train starts may issue the necessary orders to the destination or terminus of the engines required to display signals.

The train dispatcher issuing the order must furnish a copy to the train dispatcher of the adjoining division and receive his acknowledgment to the same.

159. Pilot Engines — When necessary to move trains against the current of traffic on account of obstruction or other causes, it must be done under protection and direction of a pilot-engine when practicable.

A trainmaster, preferably, otherwise a competent yardmaster or a conductor should take personal charge of the pilot engine and its movements. When communication can be had, the train dispatcher will direct the authorized person in charge as to trains to be given preference and give the location of all approaching trains; when communication cannot be had, trains should be detoured in accordance with their relative importance.

The authorized employe in charge will make all arrangements to pilot trains. A flagman must be sent in the direction of opposing traffic a sufficient distance from the detour cross-over to insure full protection with instructions to stop and hold all trains. In addition to displaying other stop signals, he must place two torpedoes on each rail. He must not leave the point where he is stationed nor remove the torpedoes until personally notified by the employe in charge of the pilot engine. Competent men with necessary stop signals must also be stationed at the cross-over where trains return to their regular track, and at each inlet on the single-track section before trains are authorized to proceed.

The employe in charge of the pilot engine must notify all employes engaged in the maintenance of tracks, bridges or signals to enable them to protect themselves against the movement of trains in both directions.

In automatic block signal territory, cross-over switches at each end of the single-track section must be so-operated as to hold the signals to indicate stop.

The pilot engine should, in every case, follow the train or trains being piloted.

In controlled manual block signal territory the pilot engine will not be used except when directed by the train dispatcher or when communication with the train dispatcher is cut off.

160. A train must not stand partly on main track and partly on another track, or on a railroad crossing, when possible to

avoid it. A train entering a siding or side track must not stop before clearing the main track to wait for the trainman who closes the switch.

161. Train and enginemen must make careful and frequent inspection of the running gear on all cars, locomotives and motors, and enginemen must not attempt to make up time during the time of year when tracks are liable to be rough on account of frost coming out of the ground.

Rough track must be reported to the superintendent from first telegraph office.

Freight trains when leaving sidings, inspection points, or water stations will move at a slow rate of speed to permit a running inspection of the entire train.

One or more members of the train crew must be at the head end of the train to inspect the train as it passes, watching closely for bent axles, broken flanges, brake riggings down, defective brake riggings, defective arch bars, defective drawheads, wheels sliding, brakes sticking, loose wheels, hand brakes applied, car doors loose or any other defects that can be detected.

162. Hand brakes must not be applied on cars until air is released.

163. Wooden coaches, unoccupied, must be handled on rear of trains composed of steel equipment so far as practicable. Rule 962 amended accordingly.

Pratt cars or any other cars of weak construction must be placed near the rear of train. Rules 962 and 1078 are amplified accordingly.

Work cars handled in freight trains under Rule 962 should be moved in way freight, drop or pick-up trains.

164. On trains of fifty (50) or more cars, when speed is ten (10) miles per hour or less, brakes must not be released until train has stopped.

165. At stations where it is necessary to leave cars on the main track, on a descending grade, while engine is cut off for the purpose of taking water, or switching, sufficient number of hand brakes must be set on the cars so that there is no liability of their moving. Conductors will be held strictly responsible to see that these instructions are observed. Whenever possible to avoid it, cars should not be left on the main track on a descending grade.

166. Trains or engines that stop or are delayed after accepting a clear signal must approach the next signal in advance prepared to stop.

167. Rule 317 (A) is amplified as follows:

Conductors of work extras using main track within a block when the character of their work does not permit of their being at a block station for approaching trains, must sign the block sheet which will indicate that the work extra will be protected as per Rule 99.

When a block in advance is occupied by a work extra, the conductor of which has signed the block sheet as required by this rule, an approaching train may be admitted to the block by Block Restriction Card G. When opposing trains are to meet at an intermediate siding within a block, they will be admitted to the block by Block Restriction Card G.

On descending grades only one train will be allowed in the block with the work extra at a time.

Block Restriction Card G must not be issued to a train following a passenger train until the passenger train has cleared the block.

Rules 317 (A), 317 (B), 318 (A), 318 (B), are amplified as follows:

Where a block extends into or through yard limits, trains and engines are not relieved from the observance of Rule 93.

To permit a train to pass a signal used as a train order signal and a block signal, which can not be changed from Stop indication on account of train orders held for opposing or following trains, and when the block in advance is clear, operator will write on the clearance card Form A — "Block Clear." A train receiving a clearance card Form A endorsed "Block Clear," may pass block signal, provided right, schedule and rules for the safe movement and protection of trains permit.

168. In automatic block signal territory where the banner type of automatic signals is now in use, interlocking home and drawbridge signals do not sub-divide the automatic block section and is not connected with the automatic block signal. Rule 509 is amplified accordingly.

In automatic signal territory where the banner type of automatic signal is in use, a home signal indicating Proceed signifies that a specified route is set and switches are locked for train to proceed, but not that the track is unoccupied. Rule 661-A is amplified accordingly.

GENERAL INFORMATION.

HOURS OF SERVICE LAWS.

1800. Attention is called to the Act approved March 4, 1907, entitled "*An Act to Promote the Safety of Employees and Travelers upon Railroads by limiting the Hours of Service thereon,*" as follows:

TRAINMEN AND ENGINEMEN.

(1). No conductor, engineer, fireman or trainman shall remain on duty for a longer period than 16 hours in any 24-hour period.

(2). Whenever any such employe shall have been continuously on duty for 16 hours, he shall be relieved and not required or permitted to again go on duty until he has had not less than 10 consecutive hours off duty.

(3). And no such employe who has been on duty 16 hours in the aggregate (total) in any 24-hour period shall be required or permitted to continue or again go on duty without having had at least 8 consecutive hours off duty.

NOTE: "Twenty-four hour period" begins at the time the employe goes on duty after having had at least eight (8) consecutive hours off duty.

An employe goes "on duty" at the time he begins to perform service or at which he is required to be in readiness to perform service, and goes "off duty" at the time he is relieved from service and from responsibility for performance of service.

PROVIDED:

(4). That the provisions of this Act shall not apply in any case of casualty, or unavoidable accident, or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal, and could not have been foreseen; PROVIDED FURTHER, that the provisions of this Act shall not apply to the crews of wrecking or relief trains.

(5). The following causes and others of like nature must not be regarded as "casualties" "unavoidable accidents," "acts of God," or "causes which could not have been foreseen."

Engines not steaming.	Drawheads pulled out.
Cleaning fires or ash pans.	Broken draft gear.
Injectors failing.	Burst air hose.
Engines slipping on sand.	Broken couplers or knuckles.
Hot boxes.	Broken train line.

(6). Delays to trains due to causes or conditions known to exist before such trains leave a terminal or relay point will not be accepted as excuses for extending the hours of service of crews beyond the prescribed time. The following will not be accepted as excuses:

Side-tracking to give superior trains the right of way.

When trains are delayed by trains ahead, which in turn have been delayed by any of the causes above given.

(7). In computing the hours of service, no delay caused by casualty, unforeseen or unavoidable accident, occurring within the first 14 hours of service, will be considered as a reason for exceeding the limit of hours of service as prescribed by law, unless such delay exceeds one hour.

(8). A casualty or unforeseen or unavoidable accident occurring after 14 hours on duty, shall be considered as a reason for exceeding the hours of service for the time, and the time only, of the delay as prescribed by the law.

(9). The above shall, in addition, apply to trains directly affected by accidents to other trains; but in such cases only the actual delay due solely to the period of actual obstruction shall be considered.

(10). It shall be the duty of dispatchers to tie up or call a train and engine crew off duty at any time after the expiration of 14 hours on duty, at a convenient place where the train and engine may be properly taken care of before the sixteen (16) hours have expired.

(11). They must make due allowance for the time such employes have been on duty before starting from their initial point and the time ordinarily consumed in securing release after arrival at a terminal.

(12). They must in directing the movement of a train at all times consider the efficiency of the locomotives or cars in train, characteristics of the road, weather conditions, tonnage of the train or run made in the earlier part of the trip, and all things which in their judgment might retard train movement.

(13). When the 16 hours of duty are not continuous, the period off duty must not be deducted unless the men have been notified in advance that they are released for a definite period. This must not be less than 2 hours.

(14). Should a train fail to make the expected run, the dispatcher must ascertain the cause, and if delayed by a "casualty," "unavoidable accident," "act of God," or "any occurrence which could not have been foreseen and guarded against," the crew may continue on duty as intended to the next relay point or terminal; otherwise the crew must be relieved before the expiration of 16 hours on duty.

(15). When a train crew has been on duty 14 hours, the conductor and engineer must wire the superintendent to that effect. If no instructions are received and it is apparent that the trip cannot be completed within the sixteen hours, the conductor and engineer must sidetrack their train and relieve the entire crew from duty before the 16 hours have expired, making the necessary arrangements for the protection of their train, and care of the engine.

(16). They are authorized to call upon any employe who may be qualified to care for the engine until other arrangements can be made. If no such other qualified employe can be found, either the engineer or the fireman must remain in charge of the engine.

(17). Agents, yardmasters, baggagemasters, pumpmen and other employes must co-operate with train crews to insure their being relieved within the 16 hours, and to avoid violations of the Hours of Service Law.

(18). Agents, yardmasters and engine-house foremen will be held individually and personally responsible for carrying out instructions in regard to relieving crews inside the time limit, and when trainmen and enginemen find themselves on short time on arrival at any station or yard, they must immediately take action to obtain proper relief in order to avoid violation of the law.

(19). When instructions cannot be obtained on account of no open telegraph offices, wires down, or other such causes, conductors and enginemen must reduce trainload, or take such action as is necessary to insure reaching a terminal or relay point and obtaining relief before having been on duty 16 hours.

(20). Employes deadheading on passenger trains or on freight trains, and not required to perform, or held responsible for the performance of any service or duty in connection with the movement of the train upon which they are deadheading, are not "on duty" as that term is used in the law regulating the hours of labor of such employes, while so deadheading.

(21). Should the crew of a train be on duty more than sixteen hours in a twenty-four hour period, the conductor and engineman must make out a special delay report on form T-148, and forward same to the superintendent with time slips. Supply of the above form may be obtained on application to the superintendent.

TRAIN DISPATCHERS AND OPERATORS.

(22). No operator, train dispatcher, or other employe who by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than 9 hours in any 24-hour period in all towers, offices, places and stations, continuously operated day and night; nor for a longer period than 13 hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for 4 additional hours in a 24-hour period on not exceeding 3 days in any week.

(23). These provisions apply to employes in towers, offices, places and stations, and do not include train employes who, by the terms of the law, are permitted to be or remain on duty 16 hours consecutively or 16 hours in the aggregate in any 24-hour period, and who may occasionally use telegraph or telephone instruments for the receipt or transmission of orders affecting the movement of trains.

(24). No operator employed in any office, operated continuously night and day must be allowed to do any work for the railroad in any capacity after nine (9) hours on duty have expired; and no operator employed in other offices must be allowed to do any work for the railroad in any capacity after thirteen (13) hours on duty have expired, until after the required hours of rest.

(L. W.)

(25). The phrase, "towers, offices, places and stations" is interpreted to mean particular and definite locations. The purpose of the law and of the proviso for 9 hours of service may not be avoided by erecting offices, stations, depots, or buildings in close proximity to each other and operating from one a part of the day while the other is closed, and vice-versa.

(26). The operator's duty need not be continuous but he must not be considered off duty unless there has been an interruption of at least one hour.

(27). The Act provides that operators employed at night and day stations or at daytime stations may, in case of emergency, be required to work 4 additional hours on not, exceeding three days in any week. Manifestly the emergency must be real.

(28). The service of operators is limited to an aggregate of nine (9) hours or thirteen (13) hours, as the case may be, in any 24-hour period. Therefore, an operator who has performed the full duty permitted by the law must not return to any work for the railroad until the balance of the 24-hour period has expired.

(29). If an employe receives instructions which will require him to exceed the hours of service permitted by the statute, or to report for duty without the period of rest required by the law, he must immediately call that fact to the attention of the person who has given the instructions.

REGISTERING IN HOURS OF SERVICE BOOK, FORM T-15:

1801. Read carefully instructions printed on inside cover of book.

The person making the first entry on a page should head and date the page.

Entry should be made at completion of day's work. It is not required to register when commencing a day's work after required rest period.

Trainmen whose run is not with same conductor, such as swing men, middlemen and ticket collectors, should register personally. This will apply to firemen called to cover part of a run, or with two or more enginemen.

On runs allowing a lay off of two hours or more, separate entries should be made for each period on duty.

Total hours and minutes on duty must be correctly recorded in all cases, also the number of hours rest required.

It should be understood that this book is for record of time on duty under the Hours of Service Law and that it does not affect the pay of any employe.

1802. A crew relieved on account of the 16-hour law must indicate on time slips the time relieved, where and by whom.

A crew when put on rest at other than home terminal must indicate on time slip the time relieved for rest and the time they report back for duty.

FUSEES AND TORPEDOES.

1810. "To insure the best results the following instructions should be strictly followed in handling fusees:

First: Do not remove the cap or protecting cover from fusee until ready to use it.

Second: Hold the fusee near base with lighting end pointing away and draw the friction cap over the igniting end of the fusee.

Third: When ignited, drop fusee from the train without using the least force. Do not throw it into the air—simply drop it spike end down at an angle of about 45 degrees.

Fourth: Do not wait for fusee to have a full volume of flame before dropping it. The fusee has its greatest force before the protecting end is destroyed and the more active igniting chemicals are consumed. Drop it 10 seconds after igniting.

Should a fusee fail to burn properly a report must be made to the superintendent promptly.

Torpedoes are explosive, fusees are inflammable and must be handled accordingly.

Surplus supply should be kept away from stoves or steam heat pipes and should be properly stowed to prevent friction or anything dropping or striking them by reason of an unusual movement.

Fusees and torpedoes should be kept away from outsiders and never carried away from railroad.

In passenger service supply should be kept in cases provided for the purpose, in freight service in caboose cars and on engines in tool box. Normal supply for engines, 3 fusees and 6 torpedoes.

Fusees and torpedoes must not be stored in switch cabinets in multiple unit or in electric lighted equipment.

Trainmen must not place lighted fusees on bridges or culverts.

EQUIPMENT FAILURES.

1820. Defective cars must not be handled in revenue trains by means of chains instead of couplers, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

If such car contains live stock or perishable freight, it may be taken to the first point at which same may be repaired, at which point it must be set off.

A damaged car which requires chaining for movement, and which does not contain live stock or perishable freight, may be taken to the nearest side-track where it must be set off and report sent by wire from first open telegraph office, but no such cars should be left on main tracks or sidings.

1821. When a car is handled at rear of caboose, in accordance with fifth paragraph of Rule 1078, the markers must be removed from caboose, and, if practicable, placed on rear of such car, otherwise two red flags or two red lights must be displayed as markers.

1822. When necessary to cut out a sleeping car during the night at a point where car can be properly cared for, the occupants should be given the option of transferring to other cars or remaining in their berths until morning. If set out at an outlying point passenger should be transferred immediately.

A deadhead car in passenger trains developing a hot journal or other defects that is liable to cause delay must be cut out at the first convenient station and report made to superintendent.

1823. Conductors of trains setting out defective cars, at inspection or other stations, must wire the superintendent promptly, showing number, initials, contents, destination, and original point of shipment of car, and nature of defects at point at which car was set out. If set out on account of hot box, the capacity of foreign cars should also be given.

Conductors must report on Form M-223 all defects in home or foreign cars; stating material used in making repairs (specifying kind of draw bars). In reporting knuckles applied, show whether same were solid or open.

Burst hose should be forwarded to master mechanic, giving number and initials of car taken from and point of occurrence. Furnish at end of trip to car department representative Form M-223 for car set out or repaired by crew.

Minor defects in passenger equipment must be reported on Form T-642.

1824. Freight cars marked by government inspectors or our own inspectors, as having defective safety appliances, must not be moved in trains until repaired.

1825. Dynamo belts found along the right of way, must be forwarded to General Car Inspector, New Haven, or to General Foreman, at South Boston.

PERSONAL INJURIES.

1840. Trainmen should warn passengers of the danger of alighting from moving trains and report employes who persist in this practice. Gates and doors on car platforms must not be opened until necessary. If cars do not match up with station platform the gates and doors should be kept closed and passengers directed to walk through cars to point where they can alight on station platform.

In connection with Rules 1007 and 1056 conductors and trainmen should station themselves in position to observe any injuries to passengers boarding or leaving the train while it is in motion.

When there is snow on the ground trainmen should warn passengers to be careful when alighting.

Trainmen must observe so far as practicable that windows and door are properly secured when opened, report any defective appliances and warn passengers not to stand in doorways with hands on door jamb or put hands or arms out of car windows.

1841. All cases no matter how slight, must be reported by telegraph on Form T-527, full name and address of the party injured, as well as the nature of the injury described in detail obtain names and full addresses of all persons who witnessed the accident, or have any direct knowledge of same, whether passengers, employes or others.

(L. W.)

Injury occurring on or around trains should also be covered by confirming report Form T-478 from both the conductor and engineman, the remainder of the crew to send in written statements. Conductor and engineman to instruct the balance of crews accordingly, and if they have no knowledge of the accident, should so advise in a statement to superintendent.

All cars, engines or other property involved in personal injury must be inspected by an authorized inspector in the department controlling same, and report of inspection immediately made to the superintendent. All concerned must see that the proper inspector is notified.

Employees must thoroughly inspect equipment involved, and a special inspection must be made by car inspector in every case where there is the slightest possibility that equipment contributed in any way to the accident.

In case of accident to employees, arrange whenever possible to get name of person injured, full address, town, street and number, the name of machine, tool or appliance in connection with which accident occurred, state part of person injured and in case of arms, legs, etc., whether right or left and as near as can be estimated how long the injury will incapacitate the employee from duty.

1842. Cars involved in accidents causing personal injuries must be held until released by the superintendent. The superintendent must be advised promptly number and initials of cars.

If loaded with perishable freight or live stock, inspection and report will be made, but cars need not be held en route. If destined to a point on this line, running slip must be endorsed "Hold empty at destination. Account of personal injury at ———— and advise superintendent." If destined to a foreign line, and inspection has not been made by car inspectors, running slip should call for such inspection at the junction point with the foreign line.

1843. Employees are forbidden to give any statements whatsoever, either verbal or written, to attorneys or their representatives about accidents, except attorneys and representatives of this Company and then only when authorized or directed by their superior officer as many fraudulent statements have been obtained by outside parties representing themselves to be employed by the Company.

IN CASE OF FIRE.

1850. In case of fire occurring either on trains, buildings or property upon our right of way where the services of fire department or other outside aid is required, engineers will sound the usual fire alarm whistle, and in addition crew of train will make every effort to give proper notice by telephone or other means.

Telegraphic report must be made from first open office and followed by written report, giving full account of the fire, origin, description of damage, apparatus used for extinguishing same, etc.

If liquid extinguishers in passenger equipment are used, advise the number and initials of the car from which taken, that it may be replaced. The conductor must notify the foreman car inspector at point where car is left.

1851. The fire alarm whistle signal must be sounded as required by law whenever fires are discovered.

New York state law is as follows:

"Engineers, Conductors or Trainmen discovering or knowing of fires in fences or other material along or near the right of way of railroad in such lands shall report the same at the first station to the station agent, and such station agent shall forthwith notify the nearest forest warden, forest ranger or district ranger and use all necessary means to extinguish the same. Any person, railroad or other company failing or neglecting to comply with any provisions of this section shall be liable to a penalty of \$100.00 for each day that it continues a violation thereof, and any officer or employee of the railroad or other company, violating any provision of this section shall be liable to a penalty of \$100.00 for every such violation."

1852. Trainmen and yardmen will watch closely all shipments of acid on open cars and closed cars bearing "ACID" tags for indications of fire or leakage from broken carboys. On discovering such evidence, if a closed car, it must be opened and the floor where acid is spilled covered with dirt. Should the acid fumes render entrance to the car unsafe, or the fire has gained such headway that it cannot be extinguished with the means at hand,

the car should be taken to the first available point where it can be reached with a stream of water, if possible. If this cannot be done, the car should be isolated where there would be no danger of fire being communicated to adjoining cars or property. This action should be taken with any car discovered to be on fire which cannot be readily extinguished.

PASSENGER SERVICE.

1860. This Company requires the following tools in train service tool boxes in all combination and baggage cars and all head end cars on through trains:

*2 axes.	1 track broom.
*2 crowbars, 4 ft., 6 in. long.	1 track shovel.
1 claw bar 4 ft., 6 in. long.	1 cold chisel.
*1 pinch bar 4 ft., 6 in. long.	1 hand hammer.
*2 car replacers.	1 monkey wrench, 15 in.
1 18 ft. chain.	1 can of soaked sponging.
*1 spiking hammer.	1 packing hook.
*2 10 in. screw jacks and lever.	1 packing knife.
*1 rope or chain of sufficient strength.	

*Requirements of the Massachusetts State Laws.

Emergency tool cases should contain the following articles:

1 axe, 1 saw, 1 maul, 1 small bar, 1 canvas bucket.

Conductors should inspect tool boxes and report any missing articles.

1861. The normal position of chains on the side posts of doorways of passenger equipment is stretched across the doorway. Chains left hanging from one post are liable to swing and come in contact with cars in passing trains.

1862. Safety chains must be uncoupled before cars are switched.

Hauling cars by safety chains is prohibited, except in cases of absolute necessity.

1863. Only the back-up wrenches provided by this Company will be used, to operate air brake valves in car platform pipes.

1864. Trainmen must know that vestibule curtains are unhooked before cars are separated for switching.

1865. Extra coaches particularly during warm weather, should be opened when train is at least half filled.

1866. When necessary to make two sections of a train en route or when coaches are cut off a train en route, conductors must have proper notice given to passengers in all cars that they may have an opportunity to transfer their belongings. Trainmen in charge of cars cut off en route will see that any articles left in them by passengers are transferred to car going through, and will take charge of the property until taken by owner. Rule 1024 is amplified accordingly.

1867. A mail train must not pull out and leave mails which are in the process of being loaded on the car, or which the conductor or trainman has information are being trucked from wagons or some part of the station to cars.

Articles forwarded by parcel post, labeled "fragile" should be handled with the greatest possible care. When such fragile matter is enclosed in sacks, pouches or packages, there will be attached to the label holder or cord fastener a shipping tag reading "Fragile, Handle with Care." Mail bearing these red tags must not be placed beneath other mail in cars.

When pouches containing U. S. mail are delivered to baggage cars in a damaged condition by employees of the Railway Mail Service, so that the contents will not be properly protected, train baggagemasters are justified in declining to accept same.

Conductors of trains handling extra baggage cars for parcel post business, should advise the superintendent by wire the number of such cars and points between which they are run.

Train baggagemen should handle parcel post packages delivered to them whether in pouches or sacks or loose.

1868. The time of conductors and trainmen should be occupied in looking after the safety of the train and the comfort of passengers. The sorting of tickets and compiling of reports must not be permitted to interfere with these duties. Conductors must be within reach of passengers without requiring them to go into baggage cars.

(L.W.)

FREIGHT SERVICE.

1869. Conductors must know before leaving a terminal, that steam is working through all cars in train as prescribed by rules for regulating steam heat in passenger cars. They will instruct express messengers to see that drips are handled properly in their cars and opened frequently en route.

Heating appliances should be properly adjusted before loading cars which are to be sealed, or cars to be loaded with theatrical or other properties which block access to steam valves.

A two-inch star in gold on right side of vestibule door on letter board between marker bracket and door on diagonal corners of coaches and smokers indicate car is equipped with flush hoppers and steam heat in toilets. Such cars must be promptly switched by yardmen to steam heat plants and must be steam heated at all times in cold weather.

If necessary to cut out at any point a coach so equipped, where inspectors are not located, or no facilities to place on steam, the water in the tank will be drawn off.

1870. Steam heat hose must be hung up to chain provided for that purpose when not coupled.

1871. When lights are required in cars they must also be turned on in toilets.

The gas in all cars must be turned off when not needed for illuminating purposes.

When turning off the gas in cars, close each individual jet and then the master valve and in lighting up, open the master valve and then each individual jet as required.

1872. The Union News Co., have the exclusive right to operate uniformed newsboys in passenger trains while on the line or while standing at any of its stations, including Grand Central Terminal, to sell newspapers, periodicals, books, confectionery and such other articles as are usually sold in passenger trains in addition to which they may sell cigars, cigarettes and tobacco in day smoking coaches only.

Conductors should so far as possible see that newsboys do not overcharge passengers.

Newsboys must not be permitted to pass through or work a train more than once in every thirty minutes except to meet special requests of passengers.

Whenever parties chartering special trains do not desire to have newsboys operate thereon, notice of such special train issued by the superintendent will bear notation "Newsboy not desired."

Newsboys may operate on extra revenue trains run by this Company to protect extra travel such as football games, boat races, fairs, etc.

Newsboys must not be permitted to use toilet facilities, wash basins, etc., in Pullman cars.

1873. When dogs are being transported in baggage cars, car doors must be kept closed except when required to be open to transact business.

1874. One representative of theatrical company should be permitted to ride in baggage car containing the effects of theatrical company when car is moved in passenger, mail or express train. Transportation will be protected by splitting a block ticket.

1875. When arrangements are made for extra equipment for special parties the cars must be reserved by keeping them locked until arrival of special parties or by having regular travel kept from entering same. No change in arrangement for extra or special equipment must be made unless authorized by proper authority.

1876. When passengers take into cars large musical instruments that cannot be handled in accordance with Rule 1012, such instruments may be placed at the end of the car when the end seat is not required for passengers.

1877. If entire space in mail storage car is not required for that purpose, available space may be used for handling baggage or express.

1878. Trainmen should not light gas lamps in coaches earlier than necessary and should see that same are extinguished after daylight or when trains arrive at terminal and lights are not required.

Trainmen must see that the main lamp switch of electrically lighted passenger cars is cut out when lights are not required.

1879. Dining, buffet, or parlor car features advertised in public folders must be carried out, except in case of emergency.

If for any reason these special features cannot be provided, the superintendent must be advised at once that proper notice may be given patrons.

1900. Employees must familiarize themselves with instructions contained in the Interstate Commerce Commission Regulations for the Transportation of Explosives and other Dangerous Articles, effective October 1, 1914, for handling cars loaded with explosives, inflammables, acids and other dangerous articles and oil tanks loaded or empty; and for handling wrecks in which such cars are involved.

1901. When a freight train enters a siding or side-track, and it is necessary to open a highway crossing, a member of the train crew must remain at the opening to protect the highway until the train couples.

1902. To prevent injury to occupants of advertising cars moving in freight trains such cars should be attached to the rear of train by the switch engine, where switch engines are employed.

1903. Conductors must carefully check against the waybill each package of freight loaded into or out of merchandise cars.

Conductors must see that all articles remaining in a car from which freight has been removed are carefully stowed in such a manner that no damage can occur in transit by falling, leakage, chafing, shifting, etc.

Conductors must personally examine way cars before dropping them as empties and at end of run to see that no freight is left in car.

1904. Conductors of way freights must indicate, in the space provided on the face of each waybill, car number and initials into which L.C.L. shipments are loaded en route, and when agent is not on duty at loading point must leave for him memorandum of this information.

When leaving cars or freight at stations, when agent is not on duty, conductors must show on waybill or manifest; train number, date, time of arrival and seal record.

Conductors unloading freight at non-agency stations should check each item against waybill. If any shortage or damage is found it should be noted opposite the item checked. Waybill should show train number, date and hour of unloading and be signed by conductor.

When delivery is made by conductor when freight is unloaded a receipt should be signed by the party to whom delivered. Where consignee is not at non-agency station to receive his freight, waybill should be endorsed "consignee not at station."

1905. Freight Conductors will show the position of ventilators and ice plugs on record book and when a car containing perishable freight is set off short of destination, they will leave a memorandum with the agent where car is set off, also wiring the superintendent the number and initials and amount of ice in ice boxes.

1906. Ventilators or hatch covers of cars loaded with cranberries must not be opened more than six inches, or if that is not sufficient, the covers must be thrown back to roof of car.

Conductors must observe this when picking up cars and agents will keep record of position of covers on cars leaving their station under load.

1907. Conductors should register the caboose in service as an empty car, but should not include it in tonnage, nor in reports of cars handled.

1908. Conductors must keep an accurate record in train book of all seals on cars in their trains.

1909. During daylight hours in hot weather, hog shipments should be drenched and troughs kept filled with water. If they have been standing for some hours in hot sun and become heated, they should not be drenched, but small amount of water thrown on them and troughs filled.

1910. Attention is called to paragraph 32, General Notice No. 1, instructions to agents, which provides that all cars must be properly cleaned before loaded to avoid damage to lading.

Particular attention should be given this where loading is done at outlying tracks. Conductors must examine cars when spotted for loading and agents must examine cars or ascertain their condition when possible and every effort made to avoid the placing of improper cars for loading.

1911. When cars of beef are damaged in accidents, wire the superintendent the initials and numbers of cars, whether contents of cars will have to be transferred, and number of refrigerator cars required for that purpose, also point of origin and destination of shipment.

(L. W.)

Fresh beef will spoil if exposed to the air or transferred into cars not previously cleaned and iced. The beef should be kept out of the dirt and carried from one place to another.

Boxed meats may be taken out of car and placed aside.

In transferring, hang the hindquarters at one end of the car on short hooks, shanks up, and the forequarters at other end of car on long two-pronged hooks, neck end down. Hang closely together, insides to insides, skin sides to skin sides, placing hooks in same holes as before.

If no hooks available, use small hide or other rope through same holes that hooks were in.

Dressed calves, sheep and hogs should be hung up in any unoccupied place.

Throw livers away. Load boxes in center of car.

Remove meat hooks and rack equipment from disabled car.

The superintendent should be advised numbers and initials of cars into which transfer is made.

1912. Push poles must be carried on the brackets provided for that purpose on the side of locomotive tenders and never on the back of tenders.

REPORTS.

1930. Conductors should show actual reporting and relieving time for each member of crew on time slips. Conductors of passenger trains having more than one brakeman should also indicate brakeman acting as flagman.

If a crew is released at any point en route, name of place, time released and time back on duty must be shown on time slip.

The date of time slips for schedule trains and sections, must be the date such trains are due to leave your terminal on a division or sub-division; for other trains, date train leaves your terminal.

1931. Conductors of work trains working within yard limits must allow an arbitrary mileage of 6 miles an hour for each car on Freight Wheel Report, Form T-105, for the time so engaged.

Work Car Miles on wheel report, Form T-105, for work trains when ordered to run to a certain point to work at that point or within specified working limits, the actual mileage made while under running orders shall be allowed, and in addition an arbitrary mileage of 6 miles per hour for the time working at the point, or within the working limits named.

In computing such arbitrary mileage, fractions representing less than one-half hour shall be disregarded and other fractions considered as one hour.

1932. Enginemen of yard switchers to show in the mileage column of time slips the approximate mileage made in the handling of freight and passenger cars separately, figured on a basis of 6 miles per hour. For example, an engineer running switcher in an 8-hour yard has been 3 hours switching passenger cars and 5 hours switching freight cars, should show on slip 18 passenger switching miles (that is 3 hours at 6 miles per hour, total 18 miles) and 30 freight switching miles (that is, 5 hours at 6 miles per hour), total 30 miles. Enginemen handling all passenger or all freight cars in the course of a day's work should mark slips accordingly.

Engineers of all freight trains including way freights and traveling switchers must show on time slips in switch column mileage made switching, to be figured on the basis of six miles per hour. In reporting total hours consumed in switching, the time actually engaged in such service at each station should be added together and a fraction of an hour less than 30 minutes should be omitted, 30 minutes or over to be counted as one hour; for example, if total time is four hours and 26 minutes it will be considered four hours, if four hours and 30 minutes it should be considered five hours.

1933. Passenger engineers must show on their time slips the reporting time of firemen for each intermediate train of a

run and the relieving time on storage track or ash pit of each intermediate train. Enginemen of work trains will also show on time slips the miles made by firemen after the expiration of their ten-hour period of duty.

1934. Conductors of trains handling deadhead Pullman cars should report number of porters or attendants in charge.

QUALIFICATION OF ENGINEMEN.

1950. An engineer who has learned and qualified on a portion of road but has not performed actual service thereon within 30 days must review it before being permitted to handle a train.

A spare engineer who has qualified and run three or more trips must review such line if a period of 6 months elapses during which he has performed no actual service thereon. On branch lines of light traffic where it is deemed permissible by reason of stability and simplicity of operating conditions, the superintendent, at his discretion, may extend this period.

A regular or assigned engineer must review territory over which he has qualified at least once in every 12 months. Where such an engineer operates trains between terminals, between which trains can be operated by two or more routes, he may be diverted from one route to another to meet the foregoing requirement.

The superintendent or master mechanic may require a review of certain territory oftener than above indicated, when, in their judgment, considerable or unusual changes in tracks, switches, bridges, signals or other facilities; or the competency, ability, or experience of the engineer, or other conditions seem to render it expedient.

A review consists of a trip over the line in question, certified to by the engineer in charge of the train or trains on which the reviewing engineer rides. Where the conditions permit and when, in the judgment of the superintendent, all ends are subserved thereby, an oral examination by the superintendent or such person as he designates, may be substituted for the review.

MISCELLANEOUS.

1960. Train, yard, station or maintenance of way employees must not wear red sweaters, or other red apparel which might conflict with "Stop" color.

1961. Station employees at the more important stations, and at all stations during periods of heavy travel, must warn passengers to stand back from tracks upon approach of trains.

When necessary to operate trains against the current of traffic, or there are other conditions which necessitate handling passengers across tracks between trains and stations, station employees must see that passengers are fully protected from trains operating thereon. Train dispatchers must notify trains and arrange for signal protection when and where practicable.

1962. Trainmen and enginemen must see that hand rope on standpipes is secured and that it cannot blow about and strike passing trains and enginemen must personally see that spout is clear of engine before moving the engine.

Sheffield telescopic standpipes are equipped with automatic valves that allow water to run after handle is raised, the valve closing slowly. In order to avoid waste of water, firemen should raise the handle so as to close the valve before the tank is filled.

1963. When an employee is served with a subpoena, summons or other legal process in which the Company is, or may be, interested, requiring such employee to report to any court or officer, he will at once notify by telegraph the superintendent or head of department in which employed and the General Attorney and be governed by instructions received.

ELECTRICAL OPERATION.

SPECIAL INSTRUCTIONS.

2000. In the Electric Zones bridge guards and tell-tales are not maintained, and there is danger within fourteen (14) inches of every wire that is charged. Employees must keep off the top of cars on tracks over which there are wires, and while on tenders use the utmost care looking out for all obstructions. At overhead bridges, side clearances are reduced by ground wires from bridges in boxing attached to side walls and abutments of bridges.

2001. When practicable, steam engines should not be stopped under insulators or where steam or smoke will come in contact with the insulator, especially at overhead bridges and other points where wire is low.

2002. When a ground develops on an engine and knocks power off the line, enginemen will lower pantagraph at once, clear the ground if possible, and must not raise pantagraph until ground is located and cleared. It may be necessary to test the line several times in order to locate the section grounded. After being located by the load dispatcher, power will not be put on section that tested grounded until after a period of five minutes. If section shows grounded after the five-minute period, power will not be put on that section until engineer notifies the superintendent's office that he either is ready to proceed or needs assistance.

A broken pantagraph is usually the result of line trouble. When it breaks, the train on which the trouble occurs will stop at the first open telegraph office or signal station from which engineman will notify the superintendent, giving all information.

An electric train must not pass through a section where a preceding train had pantagraph broken or where there is line trouble until same has been inspected and repaired and line reported ready for service.

2003. Pantagraphs must be lowered when practicable before a train passes through cross-over switches, whether from one main track to another, or from a yard track to a main track.

2004. Before pulling four-point jumpers on electric engines, multiple unit cars or car 4011, it is necessary to make sure that power is off of the four-point jumper line. On multiple unit cars the power can be taken off this line on a. c. by pulling the plug in the master controller or by lowering the trolleys, but on engines and on car 4011 the power can only be removed by lowering the trolleys. Before attempting to pull the jumpers between cars, employees must know that power is off this jumper line by one of these methods.

2005. When it becomes necessary to operate a multiple unit train from other than the leading car of train, conductor and engineman will confer and arrange for safe movement of train at reduced speed to the first terminal, side-track or junction where it is practicable to set out the defective motor, and, while this movement is being made, the conductor must take up a position on the front end of the leading car where he can observe the track and signals and be in close communication with the engineer.

2006. If two or more electric locomotives are coupled working as a unit, and it becomes necessary to operate the train from the rear end of the leading locomotive or from the second locomotive, the engineman, conductor and fireman will confer and arrange for safe movement of train at reduced speed to the first terminal, side-track or junction where it is practicable to set out the defective locomotive; and while this movement is being made the fireman will take a position on the front end of the leading locomotive where he can observe the track and signals and communicate with the engineer.

In no case will a motor or locomotive with defective control be continued beyond New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport or New Haven.

2007. Overhead trolley wires are given the same numbers as the tracks beneath them: that is, trolley wire No. 1 is over track No. 1, trolley wire No. 5 is over track No. 5, etc.

2008. Employees must caution all persons not to come within 14 inches of electric wires.

2009. When an accident occurs causing damage to or disarrangement of any overhead wires, the conductor or employee he may delegate must proceed at once to the nearest point of communication and advise the load dispatcher or superintendent of the situation, and must remain at this point until notified in

writing that the load dispatcher has de-energized the wires affected by the accident, which information must specifically state the numbers of the trolley wires that have been de-energized and between what points, he will then return and notify all concerned accordingly.

The conductor must fill out at once, accident report form T-516, giving the location, extent of damage or disarrangement; the tracks that are obstructed, with any other information he may have, which must promptly be transmitted to the superintendent.

The load dispatcher when advised of an accident will instruct the signalman as to closing and opening of circuit breakers or line switches controlling track or feed wires.

Caution must be observed that the wrecking derrick boom shall not come in contact with overhead wires and in case such wires interfere with the operation of the boom, wrecking foremen of the Harlem River, New Haven and Stamford wreckers have authority to request the de-energizing of such wires and on advice from the load dispatcher that wires have been de-energized, are authorized to ground overhead wires with grounding sticks for their protection.

The overhead wires must not be considered dead or de-energized unless the electrical superintendent, the load dispatcher or the foreman of the wrecking crew so advises.

When overhead wires are obtained by the wrecking foreman, he will be held responsible for clearing up and removing grounding sticks after completing work.

Other rules and instructions issued in relation to accidents remain unchanged, except as modified by the above to meet the requirements of the electrical service.

2010. Tank, flat, coal, sideboard or other open cars on which lumber, poles, structural iron, pipe, trees or other long material is to be loaded or unloaded should, if possible, be placed on side-tracks or sidings where there are no energized wires or in parts of yard where the overhead wires can be de-energized. In unloading oil from tank cars, the bottom connections must be used and no persons permitted to work on top of such cars.

2011. Station employees must forbid all persons, other than those in company's service, from going on top of carloads or on roofs of cars while loading or unloading material, and especially warn them of the danger of allowing their bodies or any material to come within 14 inches of any overhead wires.

2012. The telephone line installed with connections to signal stations and other offices is for use in the handling of high tension work.

The words "Power Emergency" will be used by the persons desiring line, and all others person using line at that time must at once give way. If communication is desired by telegraph, the signal "No. 31" will be used by the operator to obtain the circuit.

The telephone lines must not be used for private conversation.

2013. Electrically operated trains or engines when coasting through cross-overs or moving with pantagraph lowered at night must display a white light on head end.

2014. Electrification wires and supports are installed over ramp tracks located on the north and south sides of the main-line tracks at Bridgeport. These wires are about sixteen (16) feet above the top of rail. All employees are warned of this condition and to keep off the tops of cars, engines and tenders.

2015. Enginemen on electric engines must ring the bell when approaching and passing passenger stations, freight yards and freight-trains standing on adjoining track.

2016. In order to preclude the possibility of pantagraphs on multiple unit motor cars coming in contact with strain insulators in the overhead system on tracks 2, 3, 4, 5 and 6, Cherry St. Yard, Stamford, engineers must lower the forward pantagraph and raise the rear one whenever it is necessary to go upon these tracks.

2017. A two-lever ground machine is installed at crossing of the Sterling Siding, between Harrison and Rye, with the New York-Stamford Street Railway Company. One of the levers operates dwarf signals and Hayes derrails on the street railway tracks. The second lever of the machine operates a double-throw high-tension knife switch, which when pulled, energizes the wire over the siding with 11,000 volts. The two levers are so interlocked that the section over the trolley track cannot be energized until the derail and the dwarf signals have been set against traffic on the street railway. Also the derrails cannot be removed and the jacks set to permit movement of street railway traffic until after the lever is reversed and the 11,000 volts current is off the crossing.

(L. W.)

When the Sterling Siding is to be switched, flagmen must be stationed to stop traffic on the street railway before the signal and derails are operated. Street railway cars, stopped by signals, must not be permitted to pass over the crossing until after switching is completed.

2019. Enginemen on electric engines must know that disconnecting switch controlling side-tracks are closed before entering, and opened (de-energized) after finishing work at:

Berkshire Ice, Harlem River.
P. J. Heaney, Bronx River.
Wilsons and Adams, Mt. Vernon.
Van Hosen and Bertine, Mt. Vernon.
Pelham Water Works, Pelham.
Crawford and Romaine, New Rochelle.
Jacob Rupert, New Rochelle.
J. A. Mahlstedt Coal and Lumber Co., New Rochelle.
Knickerbocker Press, New Rochelle.
Mamaroneck Lumber and Supply Co. (Mamaroneck.)
Sterling's between Harrison and Rye.
Rye Gas House, between Harrison and Rye.
Bolt and Nut Works, Port Chester.
Abendroth, Port Chester.
Stollweks (Selleck's cut), Stamford.
Yale and Towne (canal siding), Stamford.
A. H. Emery, Glenbrook.
Stamford Rolling Mills Co., Springdale.
Weed and Turner, New Canaan.
Maxams, Fairfield.
De Loss, Fairfield.
The Connecticut Electric and Manufacturing Co. (Bishop Ave.)
Bridgeport.

Helpers will throw disconnecting switch, but enginemen must know it is done and are responsible.

Detailed instructions regarding these operations are contained in bulletins with which employees must be conversant and will also be included in examinations.

2020. Smoking is prohibited on electric engines.

Enginemen must see that smoking is not permitted on such equipment.

2021. The time of engineers operating electric engines from terminal points will commence 40 minutes prior to schedule departing time of their trains.

2022. Motorman's compartments in multiple unit cars must be kept closed except when in use by motormen.

2023. Doors and traps on multiple unit cars must be tried out by trainmen before leaving terminals. When trap door switch is in "open" position, traps and doors should operate from the engineman's button and when switch is in "closed" position, traps should stay down.

At about 110th Street, enginemen must throw switch to "closed" position and leave it there with the expectation of going to a high platform. Should train go to a low platform throw switch to "open" position.

When a train stops at a high platform in the Grand Central Terminal, the engineman must open the side doors on the platform side; at a low platform, the trainmen will open the doors. Trainmen must not open side doors at high platforms unless the engineman cannot open them, and then not until the train stops.

Enginemen must lock the side doors on the end of the car enginemen operate on.

At about 106th Street, westward, trainmen must test the traps by opening one door somewhere in the train and notice whether the traps stay down.

Trainmen on westward trains must, after passing Mount Vernon Station, note whether trolleys and third rail shoes on motor cars are down. On eastward trains, trainmen must note whether third rail shoes are up when train is passing lamp rack. If third rail shoes are not up, trainmen must notify engineman by two blasts of the signal whistle.

Leaving Grand Central Terminal, enginemen must throw the trap door switch to "open" just after entering the tunnel and the trainmen must ascertain whether this has been done by trying one door at about 106th Street.

2024. The so-called "Ice House Track" at Oak Point is permanently de-energized from a point about an engine length from the switch leading to the track. Electric engines doing work on this track should be coupled to a sufficient number

of cars, so that it will not be necessary for the engines to go in on this track beyond the point where the wire is de-energized under any circumstances.

2025. NUMBERS AND LOCATION OF ANCHOR BRIDGES:

No. 0 about 100 feet west of S.S. 20.
No. 72 about 130 feet west of S.S. 23.
No. 126 about 100 feet west of S.S. 24.
No. 167 about 75 feet west of S.S. 25.
No. 213 about 75 feet west of S.S. 26.
No. 245 about 50 feet west of S.S. 27.
No. 296 about 25 feet east of S.S. 28.
No. 310 about 30 feet west of Load Dispatcher's Office, Cos Cob
No. 345 about 25 feet west of Control House, Sound Beach.
No. 374 about 20 feet west of S.S. 38.
No. 465 about 50 feet east of S.S. 40.
No. 524 about 450 feet west of S.S. 44.
No. 633 about 30 feet east of S.S. 53.
No. 736 about 200 feet west of S.S. 55.
No. 803 about 200 feet west of S.S. 62.
No. 814 about 150 feet west of S.S. 63.
No. 2-H about 30 feet east of Control House, Harlem River Yd.
No. 42-H about 80 feet west of S.S. 3.
No. 58-H about 600 feet east of S.S. 4.
No. 83-H about 150 feet east of S.S. 8.
No. 139-H about 750 feet east of S.S. 12.
No. 211-H about 700 feet west of S.S. 22.

2026. The following order issued by the Public Service Commission, First and Second Districts, State of New York, will be applied in the electric zones of New York and New Haven Divisions, at, and west of Cedar Hill Yard, Conn., and must be complied with.

ORDERED (1). That for the purpose of increasing the safety of employes engaged in the operation of trains or the movement of freight cars in the so-called electric zone of The New York, New Haven and Hartford Railroad, the said The New York, New Haven and Hartford Railroad Company be and is hereby directed and required to wholly cease and desist from in any wise requiring permitting or allowing, and by proper rules shall forbid any train or other employe, to get upon, ride upon, or work upon the top or roof of any freight car, caboose, electric or steam locomotive, or to go upon, or work upon the water tank or above the coal load of any locomotive tender, used either in freight or passenger service while the said freight car, caboose, electric or steam locomotive, or tender is on any main or passing track within said electric zone, except as follows: (1) Employes engaged in the maintenance of overhead construction may ride on the car provided for that purpose when in the performance of their duties; (2) on the top of a car for the purpose of directing a switching movement where the clearance between the conductor wire and the plane of the top of rail is not less than 21 feet 6 inches, at such points as may be hereafter approved by this Commission and of which all employes shall be properly advised by notice duly posted as set forth hereafter; (3) for the purpose of making emergency repairs on the top of said car, caboose, electric or steam locomotive, or tender or for the purpose of going from one portion of the train to another, when the said car, caboose, electric or steam locomotive or tender is not in motion, and at a point on the railroad where a clearance of not less than 21 feet 6 inches is maintained between the conductor wire and the plane of the top of the rail; (4) at points on said railroad where tracks are provided for the storage or classification of cars, or for the placing of cars for the receipt or delivery of freight hereinafter known as yards, where a clearance of 21 feet 6 inches is maintained between the overhead conductor and the plane of the top of rail.

ORDERED (2). That for the purpose of insuring safety to employes thus permitted on the tops of cars, cabooses, electric or steam locomotives, or tenders within yards, the company shall attach illuminated warning signs to the columns of the catenary bridges where the clearance becomes less than 21 feet 6 inches; such signs and the location thereof to be approved by the Commission.

ORDERED (3). That the said The New York, New Haven and Hartford Railroad Company shall put in force rules or regulations for the government of its train, yard and other employes which will make the provisions of this order continuously effective and that a notice embodying the requirements of this order, and showing the entry thereof, duly signed by the proper official or officials of the said The New York, New Haven and Hartford Railroad Company, shall be kept posted in every caboose used in freight service, in every locomotive used in freight or passenger service and in every engine house used in freight or passenger service within said electric zone.

(L.W.)

MAIN LINE (Continued).
South Mount Vernon to Cedar Hill Yard.

TRACK No. 3				TRACK No. 1				TRACK No. 2				TRACK No. 4			
Between Bridges				Between Bridges				Between Bridges				Between Bridges			
419	and	420	726 and 734	366	and	374	691 and 693	347	and	350	692 and 708	455	and	494	737 and 785
423	"	429	737 " 785	375	"	376	699 " 708	360	"	365	712 " 719	504	"	513	790 " 801
435	"	439	789 " 801	381	"	399	713 " 719	367	"	372	724 " 735	518	"	522	806 " 812
445	"	494	806 " 812	399	"	415	723 " 734	375	"	376	737 " 785	529	"	532	814 " 819
501	"	512	815 " 819	419	"	429	738 " 783	381	"	399	794 " 801	535	"	548	828 " 847
518	"	523	828 " 847	435	"	438	796 " 801	399	"	416	806 " 812	551	"	575	851 " 861
528	"	530	851 " 856	446	"	493	806 " 813	419	"	429	814 " 819	577	"	591	869 " 881
536	"	457	858 " 861	502	"	512	815 " 821	435	"	439	828 " 837	595	"	598	886 " 893
551	"	574	868 " 881	518	"	523	827 " 846	445	"	493	839 " 846	601	"	615	896 " 899
577	"	591	886 " 893	529	"	530	851 " 861	503	"	512	851 " 861	627	"	639	903 " 956
595	"	598	896 " 899	536	"	547	869 " 881	518	"	523	870 " 881	642	"	655	959 " 973
601	"	615	909 " 915	551	"	572	885 " 893	529	"	532	887 " 893	670	"	685	987 " 1006
628	"	639	916 " 956	577	"	591	896 " 899	536	"	548	896 " 899	691	"	709	1009 " 1021
642	"	665	959 " 973	595	"	597	904 " 956	551	"	572	904 " 956	712	"	720	1026 " 1037
671	"	687	978 " 1005	601	"	615	959 " 973	577	"	591	959 " 973	724	"	736	1041 " 1049
691	"	708	1010 " 1020	628	"	631	978 " 1006	594	"	598	978 " 1005				
713	"	720	1026 " 1037	634	"	639	1009 " 1023	601	"	615	1010 " 1021				
723	"	724	1041 " 1049	642	"	664	1026 " 1037	628	"	638	1026 " 1036				
				670	"	685	1041 " 1049	643	"	665	1041 " 1049				
								670	"	684					

NEW CANAAN BRANCH—MAIN LINE.
Between Stamford and New Canaan.

Between Bridges.			
	368 and	374	
	377	" 378	
	379	" pole	15
Pole	28	" "	36
"	49	" "	52
"	58	" "	68
"	73	" "	89
"	93	" "	101
"	105	" "	146
"	149	" "	154
"	156	" "	175
"	199	" "	218
"	227	" "	237

The bridges numbered above have been conspicuously marked in white. Employees are required to familiarize themselves with the location of all the bridges by number in the above list.

At points between bridges other than those in the above list, the clearance is less than 21 feet 6 inches and all employees are forbidden by the Public Service Commission of the State of New York, First District, which order is concurred in by the Public Service Commission of the State of New York, Second District, the Public Utilities Commission, State of Connecticut, and by the Company, from going or working upon the top of any railroad equipment at such points.

This notice does not apply to construction men working on or about the cars, or cars used for maintaining overhead wires or construction.

This notice supersedes Notice No. 100, dated Oct. 16, 1912, so far as the territory at and west of Cedar Hill Yard, Conn., is concerned.

C. H. MOTSETT,
Superintendent, New York Division.

W. H. FOSTER,
Superintendent, New Haven Division.

June 9th, 1914.

NEW YORK DIVISION.

SPECIAL INSTRUCTIONS.

2100. Main Tracks are operated as follows:

Single track between South Norwalk, S.S. 44, and Danbury.
 " " " Stamford and New Canaan.
 " " " Branchville and Ridgefield.
 Double track between S.S. 3 and S.S. 2.
 Three tracks between South Mount Vernon, S.S. 20, and Woodlawn Jet.
 Four tracks between South Mount Vernon, S.S. 20, and Devon.
 " " " Oak Point, S.S. 4, and Harlem River.
 Six " " " New Rochelle Jct., S.S. 22, and Oak Point, S.S. 4.
 Track 5 between New Rochelle Jct., S.S. 22, and Oak Point, S.S. 4, is operated as a westward track.
 Track 6 between New Rochelle Jct., S.S. 22, and Oak Point, S.S. 4 is operated as an eastward track.
 Track 5 between 149th Street, S.S. 3, and Harlem River is operated as a westward track.
 Track 6 between Harlem River and 149th Street, S.S. 3, is operated as an eastward track.

2101. Audible Signals.

In populous communities, use of locomotive bell and whistle signal must receive careful consideration and attention. As a means of averting accident both must be used without reserve, but in the ordinary course of business the whistle signal and bell must be used in a way that will invite the least complaints. The whistle should not be used where the bell will serve the purpose. The whistle signal must not be used unless necessary. When used, the volume of sound should only be sufficient to carry the required distance.

2102. Train Registers are located as follows:

GRAND CENTRAL TERMINAL — Form T-418 to be used by all trains.
 HARLEM RIVER — Form T-418 to be used by all trains.
 NEW ROCHELLE — Form T-418 to be used by all trains originating or terminating at this point.
 PORT CHESTER — Form T-418 to be used by all trains originating or terminating at this point.
 STAMFORD — For trains on New Canaan Branch.
 NEW CANAAN.
 SOUTH NORWALK — For trains on Danbury Branch.
 BRIDGEPORT — Form T-418 to be used by all trains originating or terminating at this point.
 BRANCHVILLE — For trains on Ridgefield Branch.
 DANBURY — White St. station.

2103. Yard Limits indicated by signs are located as follows:

Harlem River Terminal (Baychester) — Stamford.
 Bridgeport, Branchville (Ridgefield Branch) — South Norwalk.

2104. Special Signals are in use as follows:

DANBURY. The section of the New York Division main track known as the "Loop" between Danbury passenger station and the "Link" connected to the Highland Division, protected with semi-automatic semaphore signals equipped with round-end arms and controlled from Signal Station No. 198. The signal governing southward movements is located on the south side of Highland Division tracks about 200 feet east of the easterly end of the Danbury passenger station platform. The signal governing northward movements is located 75 feet south of the "Link" connecting switch.

When signals indicate "Stop," enginemen must bring their trains to a stop before passing signal and proceed only when a yellow hand signal to proceed is given by or authorized by the signalman.

All switches leading to the main track within the limits of the signals are equipped with switch indicators and trainmen will be governed by Automatic Block Signal Rules 551, 512, and 513.

BLOCK SYSTEMS.

2105. Manual Block System.

Rule 318 (A) applies between S.S. 3 and S.S. 2.

Rule 317 (A) applies between:

South Norwalk S.S. 44 and Danbury.

Telephones at both switches of "Fair Ground" siding, give communication with Winnipauk station.

Telephones at both ends of Bethel Lower siding, give communication with Bethel station.

These telephones are to be used in connection with the block system for clearing up trains taking siding at these points.

Telephones are enclosed in iron pole boxes and secured by switch locks. As soon as through using telephones, close the door in order to avoid waste of battery.

2106. Controlled Manual Block System between:

Port Chester S.S. 27 and South Mount Vernon S.S. 20, tracks 1, 2, 3 and 4.

2107. Automatic Block System.

SEMAPHORE TYPE between:

Devon and Port Chester, S.S. 27, tracks 1, 2, 3 and 4.

New Rochelle Junction S.S. 22 and 149th St., tracks 1, 2, 3, and 4; on tracks 5 and 6, between New Rochelle Jct., S.S. 22 and S.S. 4, Oak Point; on tracks 1 and 2, 149th St., S.S. 3, to Harlem River.

In automatic block signal territory, a pointed yellow arm in lieu of the pointed red arm, showing a yellow light at night when the arm is in the horizontal position and a green light when in the proceed-diagonal position, will be regarded in the manner prescribed by Rule 504, except that when in the horizontal position trains will not be required to stop but must not exceed a speed of ten (10) miles per hour while passing it, and in all other respects observe this signal according to Rule 504. Signals of this character are located as follows:

On Harlem Branch, Nos. 422 east of West Farms; 512 east of Van Nest; 852 east of City Island; 952 west of Pelham Manor and 1052 west of Woodside governing movements on track 2; and Nos. 426 east of West Farms; 516 east of Van Nest; 856 east of City Island; 956 west of Pelham Manor and 1056 west of Woodside governing movements on track 6 between Oak Point and New Rochelle Junction.

2108. Time Spacing System is in use between:

Stamford and New Canaan.
 Branchville and Ridgefield.

2109. Omitted.

2110. Clearance Cards Form A, must be obtained before leaving stations as follows:

Danbury Branch, northward trains:

South Norwalk — 6.30 A.M. until 10.30 P.M.

South Norwalk S.S. 44 — 10.30 P.M. until 6.30 A.M.

Northward second-class and extra trains will obtain clearance card at S.S. 44, South Norwalk.

DANBURY. Danbury Branch, southward trains.

When operators are unable to communicate with train dispatcher they may issue clearance card Form A to trains for which they have no uncompleted train orders.

2111. When hydro-carbon is being burned for melting snow and ice at switches, cars loaded with inflammables or explosives must not be moved over such switches until after the hydro-carbon has burned out. Trains having cars loaded with inflammables or explosives, must approach all switches where hydro-carbon is used prepared to stop.

Hydro-carbon is used at the following points:
 Stamford. New Rochelle S.S. 22 and S.S. 23.

MISCELLANEOUS.

2200. Order card Form F will not be required at Devon, Bridgeport, South Norwalk, Stamford, Port Chester, New Rochelle, Woodlawn, and in Harlem River Yard limits.

2201. Rule 694 reads as follows:

"Trains running against the current of traffic must be spaced ten minutes, except in controlled manual block territory."

In the automatic block system territory, signalmen will, after the departure of a train running against the current of traffic,

(L.W.)

display a yellow flag by day and a yellow light by night, for a period of five (5) minutes, and must not authorize a following train to proceed until the five-minute period has elapsed.

2202. Rule 93 will apply to the Danbury Branch within South Norwalk Yard Limits, and to Highland Division tracks within Bridgeport Yard Limits. Rule 99 will apply within all other yard limits and to main-line tracks within yard limits at South Norwalk and Bridgeport.

2203. Between Devon and Woodlawn, a train moving with the current of traffic finding signals at an interlocking station in the Proceed indication, may continue to the next interlocking station, in advance of superior class trains. Enginemen and conductors accepting such signals are assumed to have engines and trains in condition to enable normal speed to be maintained and no switching to do before reaching the next interlocking station.

2204. Trains entering Harlem River Yard, on tracks Nos. 1 and 5 must have the semaphore signal in "Proceed" indication and in addition a hand signal from the switchman in the yard.

2205. Trains leaving or picking up cars from main tracks at Van Nest must be fully protected by flagmen before hand switches are operated. Trains or engines in the yard, clear of main track, must not leave the yard without permission from the train dispatcher. To secure permission, use telephone in yardmaster's office extension number 99. When permission is secured, send out flagman and do not open switches if track indicators show a train in the block. Enginemen operating trains on tracks 1 and 3 must approach main-track switches at reduced speed on account of curve and overhead bridge at that point.

2206. Westward trains using track 4 at Harlem River must not move beyond the red sign displayed on the ticket office side of the track.

2207. Trains entering Oak Point yard in front of electric float bridges, must leave at least four good hand-brakes set on the head end of train on account of the grade descending, being toward the float bridges, and the possibility of cars running down after the air has leaked off.

2208. Trains stopped on account of another train ahead will stand at least 300 feet from rear of preceding train.

2209. Change of engines on trains at Stamford scheduled to make station stop will be made while making such stop; on a train not scheduled to make station stop it will be made at S.S. 38.

2210. The Wilson Point Branch, between Wilson Point and its connection with the main line, must not be used without permission from signalman at S.S. 44, South Norwalk.

A stop must be made before passing over crossings on the Wilson Point Branch and a flagman must be stationed on crossings for protection.

2211. Southward scheduled freight trains, or extras having orders to the Dock, will leave the main track at north end Gas House switch.

2212. Passenger trains meeting at Branchville, will use siding west side of station; freight trains, meeting, will use siding east side.

2213. Westward freight trains leaving cars at South Norwalk must stop east of the derrails on the east side of the drawbridge so as not to obstruct the drawbridge. There is a reverse movement derail switch in track 1 located just west of the drawbridge.

2214. At Stamford, or elsewhere, when engines are changed and cars added to the rear of a train either operation must be independent of the other.

Cars must not be attached to the rear of a train while engines are changing until signal is given from the head of the train.

Train conductors will order cars attached in case there is delay getting the engine on to the train, but must see the engine is not backed on to the train until after the coaches are attached and signal given from the rear end.

2215. Conductors of trains changing engines at Stamford must see that enginemen are notified of the number of their trains

and the number of cars in trains. Enginemen must solicit the information if not offered by conductor or other member of the train crew.

When circumstances permit the conductor personally will exchange train number with the engineman.

2216. Conductors of westward freight trains stopped by home signals at Westchester and Oak Point Signal Stations, will immediately proceed to the signal station prepared to give information in relation to their train, its make up, number of cars, etc., and to receive instructions or orders.

2217. Highland Division trains 415, 1501, 1505 and 1733 will occupy New York Division main track at Danbury while doing station work, and Highland Division train 1442 will start from Danbury passenger station on New York Division main track and run on the same to the "Link" connection, thence via the "Link" to Highland Division track No. 2. These trains have no time-table authority while on what is known as "Loop and Link," but must obtain clearance card Form A, as per Rule 8010, before leaving Danbury, and all Highland Division trains moving on New York Division track will be governed by Rule 93, and as per current New York Division time-table.

2218. Double-headed freight trains with 60 or more cars must stop to enable crew to inspect train for hot boxes, dragging brake beams and other defects. Eastward trains just west of S.S. 40, Darien; westward trains just east of S.S. 38. The brake valve in caboose cars must only be used in case of emergency. When practicable conductors or trainmen will indicate to signalmen requesting them to stop their train at next signal station in advance.

2219. When freight trains come to a sudden stop and conditions are such that all cars in train cannot be seen to be in proper position, enginemen and trainmen will stop all trains on next adjoining track in either direction, notify crew that an emergency stop was made, and to run carefully expecting to find track obstructed.

2220. Trains must not pass Casanova station while another train is receiving or discharging passengers regardless of existing track fence.

2221. Trains or engines moving to and from repair tracks at Harlem River must stop before crossing plank path connecting the two platforms at east end of Harlem River station.

2222. The emission of black smoke from engines is prohibited in passing through New York City including the Harlem River Branch, Mount Vernon and New Rochelle.

2223. When trains 12, 20, 22 and 26 are run in more than one section from New York, the conductors in charge of all sections with the exception of the regular through train must notify the stationmaster at New Haven as to the number of passengers for points east of that station by wire from Bridgeport, and the conductors of the regular trains must also give notice as to the approximate number of empty seats on their trains, to enable the stationmaster at New Haven to determine if it is necessary to run all trains beyond that point.

2224. Trainmen will keep the receptacles in cars on the New Canaan and Ridgefield Branches filled with individual drinking cups, supply of which can be obtained from the agents at New Canaan and Ridgefield.

2225. In order to insure sufficient lighting in cars while passing through Park Avenue Tunnel, New York City, the question as to how many lamps shall be lighted in each car will be left to the judgment of the conductor.

It should be borne in mind that about all the passengers on commuter trains naturally desire to read, whereas, on the mid-day trains, they do not care so much about it, but it is expected that conductors will regulate the matter so that there will be no cause for well-founded complaints.

2226. No passenger or employe, other than officials, will be allowed to board or leave trains not scheduled to make station stop at Stamford station, while changing power, without special authority.

It is not desired that force or discourteous language be used
(L.W.)

DANBURY BRANCH.

Bethel.....	35	Cannondale.....	28
Redding.....	25	Wilton.....	36
Topstone Ice Pond.....	14	Hopkins.....	47
Topstone.....	23	Norwalk Mills.....	33
Branchville.....	28	Fair Grounds.....	35
Branchville.....	20	Betw. Norwalk & So. Nor. .	145

2506. Fires may be cleaned and ashes dumped at Rowayton and East Bridgeport. "Dump ashes here" boards designate proper place. Enginemen and firemen must use precaution to prevent fire spreading.

2507. Electric Zones are located between:

Woodlawn and Devon.

Stamford and New Canaan.

Harlem River and New Rochelle Jct. (see instruction 3550)

Employees are cautioned not to come in contact with trolley or feed wires in electric zones.

2508. Emergency Outfits consisting of material necessary in first aid work are located as follows:

LARGE OUTFITS.

North 1st St. Pier, Brooklyn.	
Pier 70, East River.	
Pier 39, East River.	
Harlem River.....	Crew Dispatcher's Office.
Oak Point.....	Westbound Yardmaster's Office.
Westchester.....	Train Room.
New Rochelle.....	Switchman's Office.
Port Chester.....	Freight House.
New Canaan.....	Baggage Room.
Stamford.....	Enginehouse.
South Norwalk.....	Yardmaster's Office.
	{ Passenger Station.
Bridgeport.....	{ Lower Yard Office.
	{ Freight House.

SMALL OUTFITS.

All Signal Stations.

2509. Numbers and Location of Signal Stations as follows:

No. 20 South Mount Vernon.	No. 53 Green's Farms.
No. 21 Mount Vernon	No. 55 Burr Road.
No. 22 New Rochelle Junction.	No. 58 Bridgeport (State St.)
No. 23 New Rochelle Yard.	No. 60 Bridgeport (Draw).
No. 24 Mamaroneck.	No. 62 East Bridgeport (Central Ave.).
No. 25 Harrison.	No. 63 East Bridgeport (Bishop Ave.)
No. 26 Rye.	No. 3 149th St., N. York City
No. 27 East Port Chester.	No. 4 Oak Point.
No. 28 Greenwich.	No. 8 West Farms Jct.
No. 38 Stamford.	No. 12 Westchester Yard.
No. 40 Darien.	
No. 44 South Norwalk.	

NEW HAVEN DIVISION.**SPECIAL INSTRUCTIONS.**

3000. Main Tracks are operated as follows:

Single track between Willimantic (Bridge St.) and Cobalt.	
" " " End Double Track and Air Line Junction.	
" " " Amston and Colchester.	
" " " Shelburne Jct. and New Haven (S.S. 78).	
" " " New Hartford and Farmington.	
" " " Holyoke and Westfield, Mass.	
" " " Turners Falls and South Deerfield.	
" " " Williamsburgh and Williamsburgh Jct.	
Double track between Waterford and S.S. 80, Air Line Junction.	
" " " Cobalt and End Double Track.	

Four tracks between S.S. 80, Air Line Junction, and Devon.

Between S.S. 78, Fair St., and S.S. 80, Air Line Junction, four tracks are operated as follows: Track 1, eastward; track 3, westward; track 2, westward; track 4, eastward. Trains or engines receiving proper signals may move with current of traffic on either track.

Between S.S. 75 and S.S. 78 at New Haven, trains will move in either direction on any track under proper fixed signal indica-

tion, as the way is seen to be clear, except tracks A, B, C and D. Tracks A, B, C and D are used for westward traffic only.

3001. Audible Signals.

The highway crossing whistle signal as prescribed by Rule 14 (l) may be omitted at following crossings except when there appears to be special occasion therefor to avoid accident: Main and Broad St. crossings, Plainville, and at all crossings between New Haven and Highwood.

The use of the steam whistle within the city limits of New Haven is forbidden except in cases of absolute necessity.

3002. Train Registers are located as follows:

NEW HAVEN. For trains to and from Air Line and Northampton Branches and Highland Division. Form T-418 will be used by other trains. Freight trains originating or terminating at Cedar Hill Yard or Belle Dock will leave Form T-418 at Signal Station 80.

MIDDLETOWN.

SAYBROOK JCT. For Valley Branch trains.

COBALT.

AMSTON.

WILLIMANTIC.

COLCHESTER.

PLAINVILLE.

FARMINGTON.

WESTFIELD, MASS.

NORTHAMPTON.

WILLIAMSBURGH JCT.

SOUTH DEERFIELD.

SHELburne FALLS.

NEW HARTFORD.

HOLYOKE.

WILLIAMSBURGH.

TURNERS FALLS.

3003. Yard Limits indicated by signs are located as follows:

New Haven.	Collinsville.	Holyoke.
Southington.	Simsbury.	Turners Falls.
Plainville.	Westfield, Mass.	Middletown.
Farmington.	Easthampton, Mass.	Willimantic.
Unionville.	Northampton.	Portland.
	New Hartford.	Amston.

New Haven Terminal embraces the territory within the yard limit signs west of West Haven station and east of Quinpiack River trestle; on Hartford division north end of Cedar Hill yard; on Air Line Branch 1000 feet west of Muddy River; on Northampton Branch, north of Highwood; on Highland Division near Concrete side track.

3004. Special Signals are in use as follows:

WESTFIELD, MASS. Semaphore signals on main line and Holyoke Branch at north end of yard, govern southward trains.

NORTHAMPTON. The semaphore signals at the north end of the cross-over at Edwards St., protects that cross-over only.

Southward trains must approach the cross-over at Edwards St. and the passenger station at reduced speed, and must not proceed until the way is known to be clear.

Semaphores on main line and Williamsburgh Branch at north end of yard limit govern southward trains.

Semaphore signal is located at Pleasant Street to afford protection for such trains and switching movements at passenger station as yardmaster or stationmaster may direct.

Conductors of trains standing at station, or switching under protection of this signal, must know that semaphore signal indicates Stop.

Semaphore just south of King St. on main track governs movements of trains into freight yard.

BLOCK SYSTEMS.

3005. Manual Block System:

Rule 317 (A) applies between Columbia and Air Line Junction; Amston and Colchester; New Haven (S.S. 78) and Shelburne Junction; Farmington and New Hartford; Westfield and Holyoke; Williamsburgh Junction and Williamsburgh, and South Deerfield and Turners Falls.

Telephones in box on pole at Plainville siding and at Barnett, give communication with Plainville and Easthampton, Mass., block stations respectively to be used by trains using sidings at these points to clear the block.

3006. Controlled Manual Block System between:

Waterford and Air Line Junction, tracks 1 and 2.

3007. Automatic Block System.

SEMAPHORE TYPE between:

Devon and S.S. 75, tracks 1, 2, 3 and 4.

LIGHT SIGNALS between:

New Haven and Air Line Junction, tracks 1, 2, 3 and 4.

(L.W.)

3008. Omitted.

3009. Railroad Crossings at Grade are located and protected as follows:

NEW HAVEN. Switching or train movements must be flagged over the following crossings where the tracks of this Company intersect with those of the Connecticut Company:

Grand Avenue, Manufacturers Street Railway.
Chapel Street, Manufacturers Street Railway.
River and Ferry Streets, Manufacturers Street Railway.
Forbes Avenue (Stiles Street), Manufacturers Street Railway.
Belle Dock, Manufacturers Street Railway.

SAYBROOK JUNCTION. Interlocked.

MIDDLETOWN. Eastward Air Line Branch trains must stop not less than twenty-five (25) nor more than eight hundred (800) feet before reaching the crossing of Valley Branch and proceed only when signals indicate Proceed. Westward trains will approach signals prepared to stop, and if signals indicate Proceed, trains may proceed without stopping.

PLAINVILLE. Semaphore signal on west side of track, fifty (50) feet north of Hartford Division crossing at Plainville governs southward trains. Semaphore signal on west side of track, fifty (50) feet south of crossing, governs northward trains. Trains must stop before reaching the crossing not less than two hundred (200) feet, nor more than eight hundred (800) feet from crossing, and then be governed by signal indication. Northward trains must stop south of Main St. crossing.

PINE MEADOW. Trains must stop before reaching the crossing, not less than two hundred (200) feet, nor more than eight hundred (800) feet from Central New England crossing at Pine Meadow, and must not proceed until the switches and signals are known to be right. The N. Y., N. H. & H. R.R. trains have preference when two trains are ready to cross at the same time. Two red switch targets by day, or two red switch lights by night, indicate switches are set for C. N. E. Ry. Two green switch targets by day, or two green switch lights by night, indicate switches are set for N. Y., N. H. & H. R.R. One long blast of the whistle will be sounded as a signal for switchman to set switches for C. N. E. Ry. Two long blasts of the whistle will be sounded as a signal for switchman to set switches for N. Y., N. H. & H. R.R. Between 7.30 A.M. and 7.30 P.M. the operator will set switches for all trains. Between 7.30 P.M. and 7.30 A.M. switches must be left set for C. N. E. Ry. trains.

SIMSBURY. Standard semaphore signals govern the Central New England Railway crossing at Simsbury. The signal to the right governs trains of the N. Y., N. H. & H. R.R. and the signal to the left governs trains of the C. N. E. Ry. in both directions.

Trains must stop before reaching crossing, not less than two hundred (200) feet, nor more than eight hundred (800) feet from crossing, and will then be governed by signal indication.

WESTFIELD, MASS. Trains must stop before reaching Boston and Albany crossing at Westfield not less than two hundred (200) feet, nor more than eight hundred (800) feet from crossing, and will then be governed by signal indication.

3010. Clearance Cards Form A must be obtained before leaving stations as follows:

MIDDLETOWN—Trains originating at this point.

WILLIMANTIC—Westward first-class trains.

NEW HAVEN—Air Line and Northampton Branch trains, and trains to the Highland Division.

FARMINGTON—New Hartford Branch trains.

NEW HARTFORD.

WESTFIELD, MASS.—Trains originating at this point.

HOLYOKE.

COLCHESTER.

WILLIAMSBURGH JUNCTION.

SHELBURNE FALLS.

TURNERS FALLS.

When operators are unable to communicate with the train dispatcher they may issue clearance card Form A to trains for which they have no uncompleted orders

3011. When hydro-carbon is being burned for melting snow and ice at switches, cars loaded with inflammables or explosives must not be moved over such switches until after the hydro-carbon has burned out. Trains having cars loaded with inflammables or explosives, must approach all switches where hydro-carbon is used prepared to stop.

Hydro-carbon is used at the following points:
S.S. 75; S.S. 78; S.S. 79 and S.S. 80.

MISCELLANEOUS.

3100. NEW HAVEN TERMINAL. Trains may pass other trains in passenger station provided the stationmaster or his assistants precedes.

Engines moving to and from the engine house on track 4 may pass other trains at station, looking out for trains in the opposite direction.

Trains running on the four tracks between S.S. 75 and S.S. 80, Air Line Junction, will not be required to turn marker in accordance with Rule 19.

Engines moving within yard limits between West Haven and Air Line Junction and Belle Dock, except when equipped as prescribed by Rule 19, must display a red signal to the rear when running light or when at the rear pushing cars, and to the rear of the last car when pulling cars.

The clearance between westward and eastward tracks of Connecticut Company on Chapel St. between James St. and the New Haven Coal Company's office will not permit trolley car to pass freight equipment or motors of the Manufacturer's Street Railway which operate in this section. Motor crews must flag themselves over and not permit trolley cars to attempt to pass when using this section.

Overhead clearance on the platform track which separates the machine shop and blacksmith shop between the coal bridge and S.S. 75 will not permit the use of K-1-b or larger type engines on this track. When cars are being handled on this track a slow rate of speed must be maintained and the conductors must know that the cars have proper clearance.

3101. Trains between New Haven and Waterford finding block and interlocking signals indicating Proceed and receiving in addition a Proceed hand signal from the side window of signal station, may proceed to the next signal station in advance of superior trains, provided engines and trains are in such condition that normal speed can be maintained.

The signalman will give this hand signal by raising and lowering, *vertically*, in the view of the enginemen and rear trainman a white flag by day and a white light by night. Enginemen will acknowledge it in accordance with Rule 14 (g).

Signalmen will not give the Proceed signal unless instructed to do so by the train dispatcher, and it must not be given where it can be seen by the enginemen of trains running in the opposite direction to the one for which the signal is intended.

3102. Rule 99 must be observed on tracks 5 and 6 between East River and Guilford, and between Westbrook and Connecticut River Bridge.

3103. Order card, Form F, will not be required at Waterford, Saybrook Jct., New Haven and Devon, or at Air Line Junction except by trains en route to the Hartford Division.

3104. Trains en route to the Hartford Division, requiring order card Form "F" will obtain same as follows: Freight and passenger trains from the New York Division, and freight trains originating at Water St., New Haven, at stationmaster's office, New Haven. Freight trains originating at Belle Dock or Cedar Hill Yard, at Signal Station 80.

3105. EAST LYME. Before crossing Main St., East Lyme, the conductor must know that the crossing is protected.

3106. Between Air Line Junction and Devon, a train moving with the current of traffic finding signals at an interlocking station in the Proceed indication, may continue to the next interlocking station, in advance of superior class trains. Enginemen and conductors accepting such signals are assumed to have engines and trains in condition to enable normal speed to be maintained and no switching to do before reaching the next interlocking station.

3107. MIDDLETOWN. The wye track south of station, Middletown, must be kept clear of cars so trains may be detoured if necessary.

Trains or engines using the wye at Middletown will protect themselves against electric cars in both directions at the "Diamond."

3108. Engines and trains working in Middletown yard must not use or obstruct electrified tracks unless fully protected by hand or fixed signals, and must not delay electric trains. Em-

(L.W.)

ployees are cautioned not to come in contact with trolley or feed wires.

3109. All westward Air Line Branch trains will approach cross-over at S. S. 80, Air Line Junction, leading from Air Line to tracks Nos. 1 and 3 at a speed not exceeding 15 miles per hour.

3110. WESTFIELD, MASS. Trains will meet in yard north of Pochassic Street bridge.

When train order signal cannot be cleared, northward freight trains may pull into the yard for the purpose of clearing main track, provided other signals, right and schedule permit such movement, first conferring with the signalman and acknowledging signal, as provided in Rule 14-g.

A train having passed train order signal in this manner must not proceed without clearance card, Form A.

3111. WILLIAMSBURGH JCT. Trains will meet at freight yard north of S.S. D-271, Williamsburgh Junction.

Track 6 from cross-over at passenger station, Northampton, to Williamsburgh Junction, will be known as King Street side-track and is for use of yard engines. Other engines or trains using this side-track will do so only under protection of flag or by permission of yardmaster.

3112. Yard or helping engines, assisting southward freight trains from Northampton to "Hospital Hill," about 2 miles south of Northampton; from Westfield, Mass., to Shakers Crossing, about three miles south of Westfield, Mass.; from Holyoke to Quarry side-track, about four miles south of Holyoke; northward freight trains from Westfield, Mass., to Lock House crossing, about two miles north of Westfield, Mass.; from Westfield, Mass., to Trap-Rock side-track on Holyoke Branch, about two miles north of Westfield, Mass.; northward freight trains from New Haven to Highwood, will not require train orders.

One yard brakeman must accompany the engine and protect it while returning. A second brakeman must flag and hold all trains until the yard or helping engine has returned and is clear of the main track.

Engines assisting Northampton Branch freight trains out of New Haven must be attached before passing S.S. 78. If not attached before passing this point, must proceed under flag protection until train to be pushed is overtaken and must not be cut off before reaching Telegraph Cabin, Highwood.

3113. Freight trains en route from Cedar Hill yard to Midway may, under proper signal indication, back out of yard on to track 4. Signalmen of Signal Stations 70 and 79 will afford protection to trains making this move when so directed by train dispatcher.

3114. Trains 93, 91, 175, 94, 92 and 176 are restricted to 30 miles per hour between Air Line Junction and Columbia, and this speed must not be exceeded in either direction.

3115. Conductors and enginemen of all yard and road crews making yard movements between Signal Station 75 and West River Junction must, before leaving New Haven, examine train register located in stationmaster's office, and obtain information required by Rules 83 and 86. If conditions are right, they may then proceed as per Rule 93.

Return movement from West River Junction must in all cases be made under flag protection.

3116. Spare crews running regular or special trains into New Haven, will report at the crew dispatcher's office for orders on arrival, and will not leave New Haven until released by the crew dispatcher.

3117. When freight trains come to a sudden stop and conditions are such that all cars in train cannot be seen to be in proper position, enginemen and trainmen will stop all trains on next adjoining track in either direction, notify crew that an emergency stop was made, and to run carefully expecting to find track obstructed.

3118. The emission of black smoke from engines is prohibited. Care must be used in firing engines at:

New Haven, between West River and S.S. 80.

New Haven, particularly near Fair Street and between State and Webster Streets.

Southington between passenger station and factory of Peck, Stow & Wilcox, and in the vicinity of Hampton Mills, East-hampton, Mass.

3119. Auxiliary telephones connecting with the telephone train dispatching system are in use on the Northampton Branch at Mount Carmel, Granby, Southwick, Plainville and Barnett.

The operation of these telephones is the same as those inside the office, and a notice is posted inside each box instructing how the instrument should be used.

Boxes are supplied with train order blanks, and when a train takes siding at any of these points conductor and engineman must go to the box promptly so as to receive orders or other instructions, in case it is desired to give them.

The conductor will receive train orders, writing same in manifold, making the required number of copies at one writing, as directed by the dispatcher.

All train and engine numbers, names of stations and times given in the body of the order will be spelled out in full when sent by the dispatcher and repeated back in same manner. The engineman will repeat the order to the dispatcher giving his name and signing same on order with the time repeated, the conductor underlining each work of order as repeated by engineman. Conductor will then remain at telephone so that the "complete" can be given when proper for the dispatcher to do so.

When the dispatcher gives "complete" to order, the conductor must sign his name and fill in the time "complete at m." and also fill in at the bottom of the page, the superintendent's and dispatcher's initials and other information called for upon the blank, and must sign his own name as receiving the order in the space provided for that purpose.

The first copy of the train order will be delivered to the engineman. Should there be a helping engine, an additional copy must be made for the engineman of that engine. The conductor must have the next copy, and the last or lower copy be sent to Chief Train Dispatcher by train mail.

Should a light engine require train orders, or in case the conductor is disabled, the engineman will receive the order from the dispatcher and will also repeat it back to him. The enginemen, in this case, must give the flagman a copy of the order and also show same to his fireman.

No erasures, alterations or interlineations should be made on train orders. If a blank is spoiled, mark it "void" and then write a new order, explaining to the dispatcher and repeating the rewritten order to him so as to secure the order as dictated by him.

Both conductor and engineman will be held responsible for the correctness of orders issued to their train.

3120. New Haven highway crossings at Bridge Street and Grand Avenue must not be obstructed; at other highway crossings where gates are not provided, conductors and enginemen must send a flag ahead to protect same.

Enginemen, firemen or trainmen en route to or from Cedar Hill yard or from duty, between the hours of 11 P.M. and 7 A.M., and emergency crews during the entire twenty-four hours, will be permitted to ride engines moving between Cedar Hill and New Haven.

Wires are being installed over certain tracks at New Haven terminal which will not clear a man on top of a box car. Employees must keep off the top of cars on tracks over which wires have been placed.

3121. Toilets in cars must be locked between East Haven and Branford, and between Mt. Carmel and Cheshire.

3122. Freight conductors having cars in their trains to be iced at Midway must send message from S.S. 85, East Haven, to General Yardmaster at Midway, showing car number, initials, contents, destinations and position in train of all such cars.

3123. The signal transmission wires carried on the third cross arm from the bottom of the poles alongside the tracks, between Cedar Hill and Springfield, are energized with at least 2200 volts alternating current. All concerned are cautioned against coming in contact with these wires.

3124. Trainmen and enginemen must provide themselves with current time-table of the Boston & Maine R.R. and be governed thereby between Shelburne Junction and Shelburne Falls.

3125. The siding at Congamond and the siding at Avon extend from north switch to cross-over. The siding at Farmington extends from South Switch to cross-over.

3126. HOLYOKE. Between 7.15 P.M. and 6.30 A.M., weekdays and at any time Sundays, trains must stop and send a flagman in advance before crossing Appleton Street, Holyoke, Mass.

(L.W.)

3127. Conductors setting out or picking up cars at the brick-yard, Westfield, Mass., will notify agent at Southamptton the number, initials, capacity and date cars were set in and date they are taken out.

3128. **TURNERS FALLS.** The crew of a train or engine working in Mill Yard must protect grade crossing before passing over them.

3500. Standard Clocks are located as follows:

New Haven.....	Stationmaster's Office.
New Haven.....	Chief Train Dispatcher's Office.
Cedar Hill Yard.....	Engine Dispatcher's Office.
Middletown.....	Tel. Office, Pass. Station.
Northampton.....	Tel. Office, Pass. Station.
Williamsburgh Jct.....	Signal Station.
Westfield.....	Yard Office.

3501. Bulletin Boards are located as follows:

New Haven.....	Chief Train Dispatcher's Office.
New Haven.....	Trainmen's House.
New Haven.....	Crew Dispatcher's Office
New Haven.....	Yardmaster's Office, Water Street.
New Haven.....	Passenger Yardmaster's Office.
New Haven.....	Electric Eng. Dispatcher's Office.
Belle Dock.....	Yardmaster's Office.
Cedar Hill Yard.....	Yardmaster's Office.
Cedar Hill Yard.....	Engine House.
Meriden.....	Telegraph Office, Freight House.
Berlin.....	Baggage Room.
Suffield.....	Telegraph Office.
Springfield.....	Conductors' Room.
Springfield.....	Yard Office.
Springfield.....	Engine House.
Middletown.....	Telegraph Office.
Saybrook Point.....	Telegraph Office.
New Hartford.....	Passenger Station.
Westfield, Mass.....	Signal Station.
Westfield, Mass.....	Engine House.
Williamsburgh Jct.....	Signal Station.
Williamsburgh Jct.....	Engine House.
Shelburne Falls.....	Passenger Station.
Holyoke.....	Freight Station.
Colchester.....	Telegraph Office.
Grand Central Terminal.....	Room No. 4949.
Grand Central Terminal.....	Trainmen's Room No. 4717.
New York.....	46th Street Engine House.
Harlem River.....	Trainmen's Room.
Harlem River.....	Crew Dispatcher's Office.
Harlem River.....	Engine House.
Harlem River.....	Oak Point Yard Office.
Stamford.....	Westbound Baggage Room.
Stamford.....	Engine House.
Bridgeport.....	Engine House.
East Bridgeport.....	Yard Office.
Danbury.....	White Street Station.
Danbury.....	Engine House.
Pittsfield.....	Telegraph Office.
Pittsfield.....	Engine House.
Waterbury.....	Passenger Station.
Waterbury.....	Engine House.
Providence.....	Conductors' Room.
Providence.....	Engine House.
Providence.....	General Yardmaster's Office.
Mansfield.....	Passenger Station.
Mansfield.....	Engine House.
Boston, South Station.....	Rooms 277 and 291.
South Boston.....	Engine House, Passenger Terminal.
South Boston.....	Engine House, Freight Terminal.
South Boston.....	Yard Office.
Roxbury.....	Engine House.
Worcester.....	Union Sta., Tel. Office.
East Hartford.....	Yard Office.
East Hartford.....	Engine House.
Willimantic.....	Telegraph Office.
Columbia.....	Engine House.
Columbia.....	Telegraph Office.
New London.....	Conductor's Room.
New London.....	Crew Dispatcher's Office.
Putnam.....	S.S. 227.
Midway.....	Yard Office.

Midway.....	Engine House.
Hartford.....	Yard Office.
Hartford.....	"A.D." Office.
Hartford.....	Conductors' Room.
Norwich.....	Engine House.
Maybrook.....	C. N. E. Ry. Engine House.
Maybrook.....	C. N. E. Ry. Yardmaster's Office.

3502. Water Stations, Coal Stations, Turntables, Wyes, and Track Scales are located as follows:

STATIONS	Water	Coal	T'table; length in feet	Wye	Scales; capacity in tons
East Lyme.....				Y	
Saybrook Junction.....	W			Y	
Guilford.....	W		50'0"		
Branford.....	*W				
Air Line Jct.....	W	C	75'0"		100
Belle Dock.....					{ 85 100 150
New Haven.....	W	C	{ 75'0" 66'6"	Y	{ 60 60 150
Middletown.....	W	C	50'0"		
Columbia.....	W	C	59'8"		
Amston.....				Y	
Colchester.....	W	C			
Westchester.....	W				
Portland.....					100
Reed's Gap.....					100
East Wallingford.....	W				
Shelburne Falls.....	W				
South Deerfield.....	W		52'0"		
Turner's Falls.....			52'0"		
Williamsburgh Jct.....	W	C	66'6"		80
Williamsburgh.....			50'0"		
Westfield, Mass.....	W	C	75'0"		100
Holyoke.....	W	C	50'0"		80
Congamond.....					100
Simsbury.....	W		50'0"		
Farmington.....			52'0"		
New Hartford.....	W	C	52'0"		
Unionville.....	W				
Plainville.....	W			Y	150
Southington.....	W				
Cheshire.....	W				
Highwood.....	W				

*Hydrant Hose. *

3503. Heaviest Engines permitted.

	BETWEEN	Passenger	CLASS	Freight
Devon — Waterford.....	I-4			J-1
New Haven — Columbia.....	I-4			J-1
Colchester — Amston.....	G-4			P-1
New Haven — Plainville.....	G-4			J-1
Plainville — Northampton.....	I-4			J-1
Northampton — Shelburne Jct.....	C-19-a			H-2
Farmington — Pine Meadow.....	G-4-a			P-1
Pine Meadow — New Hartford.....	C-19-a			H-2
Westfield — Holyoke.....	C-3-c			K-2
Northampton — Williamsburgh.....	C-19-a			H-2
South Deerfield — Turners Falls.....	C-19-a			H-2

3504. Day train order and signal stations are open from 7.00 A.M. to 7.00 P.M., except as follows:

Meadows.....	6.00 A.M. until	6.00 P.M.
Rockfall.....	7.35 A.M. until	7.35 P.M.
Portland.....	8.00 A.M. until	8.00 P.M.
Cobalt.....	7.45 A.M. until	7.45 P.M.
Lyman Viaduct.....	7.45 A.M. until	7.45 P.M.
Chestnut Hill.....	7.15 A.M. until	7.15 P.M.
Milldale.....	7.30 A.M. until	6.45 P.M.
Avon.....	7.30 A.M. until	7.30 P.M.
Southwick.....	7.00 A.M. until	8.00 P.M.
Easthampton, Mass.....	8.00 A.M. until	8.00 P.M.
Florence.....	7.00 A.M. until	6.00 P.M.

(L.W.)

SAFETY FIRST.

IN THE INTEREST OF SAFETY, employes **must not:**

Walk on tracks, except in performance of duty.

Walk on tracks, with the current of traffic.

Walk on tracks, without keeping a sharp lookout in both directions for approaching trains.

Get off trains or cross tracks without first looking in both directions to see if anything is approaching.

Board or alight from trains until certain there are no obstructions or openings to cause injury.

Walk through escaping steam instead of going around it.

Stand or place any part of the body between the lading and end of a car loaded with lumber or other freight that is liable to shift.

Stand with back to a train when throwing a switch.

Stand between cars when making a coupling.

Stand on end of a car without having a secure hold.

Sit on brake wheels of cars.

Stand close to pole or rope when poling or roping cars.

Lean beyond the line of cab or car without exercising care to avoid being struck at points where clearance is limited.

Attempt to adjust couplers on moving cars.

Kick a sticking brake shoe while cars are in motion.

Place themselves in a dangerous position to bleed air off a moving car.

Put hand between the lock pin and end sill, or hold cutting lever while making coupling.

Walk on frogs, switches, guard rails or interlocking machinery and connections.

Disarrange bridge warnings so they may fail to serve their purpose.

Ride on the foot-board of engines, unless necessary in making switching movements, in which case not more than one man at a time and he must stand on the foot-board outside the rail.

IN THE INTEREST OF SAFETY, employes **must:**

Move to a place of safety on the approach of a train, when working on or about the track.

Avoid coming in contact with dangling wires of any kind and report such wires to enable attention to be given to avert accident.

Avoid using private property adjoining railroad while going to and from places of employment, and not enter upon the company's property by other than the established gateways and entrances.

Prevent unauthorized persons from riding on trains.

Notify superintendent promptly when trespassers are noticed on trains, so they may be removed.

Avoid movement of arms or lamps which might be accepted in error as signals.

Prevent unauthorized persons from opening side or trap doors on vestibuled equipment — or gates on open platform cars.

Call attention of newly employed or inexperienced men working in a crew, to possible danger and warn them thereof.

Keep a sharp lookout for approaching trains on adjacent tracks, while inspecting trains or working about cars or engines.

Keep gates, in inter-track fences, closed and locked when not being used.

Avoid carrying buckets or other articles on ends of cars where they may fall off causing injury.

Handle telephone receivers, during lightning storm in such a manner as not to cause contact with any metallic substance.

Avoid coupling to or going against standing engines, on or around ash-pits or inspection pit tracks, until assured no one is working on or about them.

ENGINEMEN AND FIREMEN **must:**

See that coal boards, slash-bars, scrapers and other articles are not permitted to lie on aprons of engines, and that they are so placed as not to project beyond the sides of engines or tenders where they are liable to cause personal injury, or accidents to trains on adjacent tracks.

Prevent firing tools from swinging over the sides of tenders.

Keep a sharp lookout, moving through towns where there are grade crossings, or through passenger stations or yards, to detect any signs of danger; the fireman having fire in condition to permit this and promptly warning engine man of anything that may cause accident.

Sound the whistle signal — Rule 14 (l) — during snow storms, when approaching interlocking or other switches, where trackmen are usually employed.

Avoid starting injectors or opening cylinder cocks at stations, passing over highway bridges, or over bridges and other structures on which men are working.

Report cases where trackmen or others fail to take proper precautions, necessitating use of alarm whistle.

Haydenville.....	7.00 A.M. until	7.00 P.M.
Williamsburgh.....	7.00 A.M. until	6.00 P.M.
Conway.....	8.00 A.M. until	7.15 P.M.
Turners Falls.....	7.00 A.M. until	6.00 P.M.
Unionville.....	7.30 A.M. until	7.30 P.M.
Collinsville.....	7.30 A.M. until	7.30 P.M.
New Hartford.....	7.00 A.M. until	7.10 P.M.

3505. Sidings (capacity based on 40-foot cars, in addition to one engine and caboose) are located as follows:

WATERFORD TO NEW HAVEN.

		CARS
East Haven, No. 5.....	82	Between Westbrook and Saybrook Jct., No. 6....
East Haven, No. 6.....	100	Between Conn. River
Branford, No. 5.....	46	Westbrook Jct., No. 5...
Branford, No. 6.....	57	East Lyme (between tracks 1 and 2).....
Between Guilford and East River, No. 5.....	209	East Lyme No. 5.....
Between Guilford and East River, No. 6.....	208	Waterford No. 5.....
Madison, No. 5.....	54	Waterford No. 6.....
Madison, No. 6.....	57	Sound View No. 6.....
Clinton, No. 6.....	100	Sound View No. 5.....

AIR LINE BRANCH.

Northford.....	30	East Hampton.....	31
East Wallingford.....	25	Dickinson.....	45
Durham.....	39	Westchester.....	17
Prospect.....	27	Amston.....	30
		Chestnut Hill.....	24

NEW HAVEN AND SHELBURNE JCT.

Highwood.....	100	Granby.....	100
Mount Carmel.....	36	Congamond.....	100
Cheshire.....	104	Southwick.....	71
Milldale.....	37	Westfield.....	
Southington.....	100	Southampton.....	100
Plainville.....	100	Barnett.....	29
Farmington.....	98	Williamsburgh Jct.....	44
Avon.....	38	Conway.....	16
Simsbury.....	100	South Deerfield.....	17

NEW HARTFORD BRANCH.

Collinsville.....	29
Burnham.....	26

HOLYOKE BRANCH.

Holyoke.....	54
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TURNERS FALLS BRANCH.

Turners Falls.....	49
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3506. Fires may be cleaned and ashes dumped on tracks 5 and 6 between East River and Guilford, and at Plainville and Simsbury. "Dump ashes here" boards designate proper place. Enginemen and firemen must use precautions to prevent fire spreading.

3507. Electric zones

are located between Devon and Cedar Hill Yard (See Instructions 3530). Quinnipiack and Air Line Jct. (See Instructions 3200). Employees are cautioned not to come in contact with trolley or feed wires in electric zones.

3508. Emergency outfits consisting of material necessary in first aid work are located as follows:

LARGE OUTFITS.

New Haven Oil Shop.
Belle Dock Yard.
Cedar Hill Yard.

SMALL OUTFITS.

NEW HAVEN.....	Freight Houses "A" and "B".
MIDDLETOWN.....	S.S. F-281
SAYBROOK JUNCTION.....	Passenger Station.
WESTFIELD, MASS.....	Freight Station.
HOLYOKE, MASS.....	Freight Station.
PLAINVILLE, CONN.....	Freight Station.
WILLIAMSBURGH JUNCTION.....	Yard Office.

HARTFORD DIVISION.

SPECIAL INSTRUCTIONS.

3600. Main Tracks

are operated as follows:
Single track between Hartford (S.S. 214) and Saybrook Point.
" " " Windsor Locks and Suffield.
" " " Waterbury (Dublin St.) and Meriden (West Main Street).
" " " Berlin and Middletown.
" " " Columbia and Vernon.
" " " Rockville and Vernon.
" " " Westway and Melrose.
" " " Springfield and East Hartford.
Double track between Springfield and Air Line Junction.
" " " Willimantic and Columbia.
" " " Vernon and Highland Junction.
" " " Berlin and New Britain.

3601. Audible Signals.

The highway crossing whistle signal prescribed by Rule 14 (l) may be omitted at the following crossings except when there appears to be special occasion therefor to avoid accident:

HARTFORD. All crossings between Parkville and S.S. 215.
EAST HARTFORD. First crossing west of passenger station.
NEW BRITAIN. Between Stanley Street and Curtis Street, both streets named included.

PLAINVILLE. All crossings, excepting that westward trains will give signal for East Main Street crossing.

Electrically operated trains, after sounding crossing whistle signal, must give one short sound of whistle, at intervals of not greater than one hundred feet until the crossing is reached.

3602. Train Registers

are located as follows:
NEW HAVEN. Form T-418 will be used by all trains to and from Hartford Division. Freight trains originating or terminating at Cedar Hill Yard or Belle Dock will leave Form T-418 at Signal Station 80.

BERLIN. For Middletown Branch trains.

HARTFORD. For trains to and from Valley Branch; Form T-418 will be used by all other trains originating or terminating at this point.

Branch Switch Yard Office.—Form T-418 will be used by trains originating and terminating at this point.

State Street. For Valley Branch trains.

WINDSOR LOCKS { Junction of Suffield } For Suffield Branch
 { Branch and siding. } trains.
 { Passenger station. }

SUFFIELD.

SPRINGFIELD. Form T-418 will be used by all main line trains. First-class trains to and from Springfield Branch will register at Union Station; inferior trains at Summer Street freight station.

WESTFIELD.

WATERBURY. (Dublin Street.) For Meriden Branch Trains.

MERIDEN. (West Main St.) For Meriden Branch Trains.

MIDDLETOWN. Electric trains running between Middletown and Cromwell will not register.

SAYBROOK JCT.

SAYBROOK POINT.

WILLIMANTIC.

VERNON.

EAST HARTFORD. Form T-418 will be left at Yard Office by trains originating or terminating at this point. Springfield Branch trains will register at the passenger station.

NEW BRITAIN. Trains originating and terminating at this point will use Form T-418.

TERRYVILLE. Trains originating at this point.

Trains terminating at this point will use Form T-418.

WESTWAY.

ROCKVILLE.

MELROSE.

3603. Yard Limits

Springfield	Saybrook Point	East Hartford
Windsor Locks	Middletown	Vernon
Hartford	Waterbury	Willimantic
Berlin	Bristol	Rockville
Meriden	Plainville	Armory
New Haven	*New Britain	Springfield
Waterbury (Dublin St.)		(Summer St.)

(L.W.)

*Yard limits also extend on Berlin Branch from New Britain passenger station to yard limit post, Berlin.

HARTFORD Terminal embraces the territory within yard limit signs, west of Charter Oak; west of S.S. 218, Burnside Junction; east of engine house on Springfield Branch; north of Branch Switch; and east of Dyke on Valley Branch.

3604. Special Signals are in use as follows:

WETHERSFIELD. Banjo signal located each side of Wethersfield Avenue (or Folly Crossing) about one mile west of Wethersfield is to show position of gates. When these signals indicate Stop, trains must stop, and may then proceed expecting to find crossing obstructed.

On the Middletown Branch the section between Bridge Street Junction and a point four hundred and fifty (450) feet west of Little River Bridge, Middletown, movements will be made according to timetable and under observance of automatic semaphore signals NM-125, NM-116 and NM-123. These signals must not be passed when indicating Stop except by sending a flagman in advance. When the signals indicate Proceed, trains must observe speed restrictions governing. In all other respects, trains moving through or into the block section will be governed by rules governing automatic signal operation.

HIGHLAND JUNCTION. Three-arm home signal located 300 feet south of signal station; upper arm governs route to Hartford Division, middle arm to Winsted and lower arm to Watertown from track No. 4. A speed of 15 miles per hour must not be exceeded by trains governed by middle and lower arms.

PLAINVILLE. Signal for track 1 east of the railroad grade crossing is used as a home signal governing movements over the crossing and as an automatic block signal.

TERRYVILLE TUNNEL. The first eastward automatic block signal west of Terryville Tunnel and the first westward automatic block signal east of Terryville Tunnel protecting movements through the tunnel, are equipped with round-end arms and the section of track through the tunnel is an absolute block. Trains finding either one of these signals indicating Stop, will wait five (5) minutes, then flag themselves to the next block signal, and proceed as per rules.

EAST HARTFORD. The automatic semaphore block signals protecting main track cross-overs at the east end and at the west end of East Hartford yard have round-end arms and may be passed when indicating Stop only after train has been brought to a stop on yellow hand signal from switchman on the ground.

CONNECTICUT RIVER BRIDGE (HARTFORD.)

Automatic semaphore (round-end arms) block and dwarf signals Nos. E-990 and E-995 located respectively at the west and east end of Connecticut River bridge govern movements over the bridge.

Trains or engine finding dwarf signal indicating Proceed may after train has been brought to a stop proceed as the way is seen to be clear to the next block signal keeping sharp lookout for construction men and equipment. Train and engine movements must be spaced not less than 1000 feet apart.

COLUMBIA. Trains stopped by the automatic signal located approximately 2000 feet west of Columbia may proceed with caution as the way is seen to be clear, expecting to find an obstruction, broken rail or open switch between the signal and end of double track.

WILLIMANTIC — C. V. RY. GRADE CROSSING. All trains must stop not less than two hundred (200) feet nor more than eight hundred (800) feet before reaching C. V. Ry. grade crossing, and must not proceed until the switches are properly set and signals indicate Proceed.

Engines and trains, to or from the New Haven Division route will sound one long and one short blast of the whistle for information of switchman. C. V. Ry. trains, and engines and trains to or from Hartford Division route sound one long blast of the whistle.

MAST SIGNALS. Upper arm in diagonal position (after the switches have been properly set) by day, and with two green lights at night (which will indicate the position of the arm), signifies that Hartford Division route is set and stops all movements via C. V. Ry. and New Haven Division routes.

Upper arm in a vertical position (after the switches have been properly set) by day, and with two green and two red lights at night (which will indicate the position of the arm), signifies that C. V. Ry. route is set and stops all movements via Hartford Division and New Haven Division routes.

Lower arm in diagonal position by day, or two red lights at night (which will indicate position of arm), and upper arm in horizontal position, or two green and one red light, signifies that

New Haven Division route is set and stops all movements via Hartford Division and C. V. Ry. routes.

Both arms in a horizontal position by day, and with two green and one red light on upper arm and two red lights on lower arm (which will indicate position of arms), stops all trains.

SPRINGFIELD. An electrically controlled distant switch signal is located 2700 feet west of the cross-over leading from the Springfield Branch main track to the B. & A. tracks at Summer St. Yard.

This signal will indicate Proceed when cross-over is in position for movements leading to the B. & A. main line, derail in Springfield Branch main track is closed, and all main-track switches between derail and signals are in normal position.

Trains finding signal at Caution indication must proceed only as the way is seen to be clear until having passed over derail and cross-over at entrance to the B. & A. tracks.

BLOCK SYSTEMS.

3605. Manual Block System.

Rule 317 (A) applies between:

Hartford (S.S. 215) and Cromwell.

Middletown and Saybrook Junction.

Saybrook Junction and Saybrook Point — 6.00 A.M. to 6.00 P.M.

Middletown and Berlin.

Columbia and Vernon.

Rule 318 (A) applies between:

Armory and East Hartford — 7.00 A.M. to 7.00 P.M.

Meriden (West Main St.) and Waterbury (Dublin St.).

Controlled Manual Block System.

3606. ELECTRIC TRAIN STAFF between Cromwell and Middletown.

3607. Automatic Block System.

SEMAPHORE TYPE between:

Springfield and Air Line Junction.

Vernon and Highland Junction.

3608. Time-Spacing System in use between:

Windsor Locks and Suffield.

Saybrook Junction and Saybrook Point — 6.00 P.M. to 6.00 A.M.

Armory and East Hartford — 7.00 P.M. to 7.00 A.M.

Rockville and Vernon.

Westway and Melrose.

3609. Railroad Crossings at Grade are located and protected as follows:

HARTFORD. Signal Station 214. Interlocked.

MERIDEN. Switching or train movements must be flagged over the crossing where the Organ Shop track at Griswold St., Meriden, intersects with the tracks of the Connecticut Company, also over Broad St. and Camp St. crossings.

MIDDLETOWN. Valley Branch trains must stop not less than two hundred (200) feet nor more than eight hundred (800) feet before reaching the Air Line Branch crossing, and then will be governed by the signal indications.

Eastward Air Line Branch trains must stop not less than twenty-five (25) feet nor more than eight hundred (800) feet before reaching the crossing of Valley Branch and proceed only when signals indicate Proceed. Westward trains will approach signals prepared to stop, and if signals indicate Proceed, trains may proceed without stopping.

SAYBROOK JUNCTION. Interlocked. Hartford Division trains must stop before reaching home signal protecting the New Haven Division crossing at Saybrook Junction and then will be governed by signal indication.

HARTFORD. SIGNAL STATION 215. Interlocked.

PLAINVILLE. Interlocked Signals.

Crossing between Hartford Division and New Haven Division. All trains must come to a stop not less than two hundred (200) feet or more than eight hundred (800) feet before reaching crossing and then proceed according to signal indication.

3610. Clearance Card Form A must be obtained before leaving stations as follows:

SPRINGFIELD. First-class trains at Union Station.

HARTFORD. First-class trains originating at this point.

BERLIN. Middletown Branch trains.

SAYBROOK POINT. Westward trains.

SAYBROOK JUNCTION. Trains from New Haven Division.

(L.W.)

MIDDLETOWN. Trains originating at this point, except electric trains en route Cromwell.

WILLIMANTIC. First-class westward and all eastward trains. Operators must not deliver clearance cards Form A to trains en route to Midland Division, unless the block is clear, which must be noted thereon, except when a train is to be admitted to the block by train order, Caution Card B or Caution Card T-542.

VERNON. Eastward Rockville Branch trains. During hours "V N" office is closed eastward main line extras will obtain clearance card at Signal Station 219, Vernon Junction, and Form A will not be delivered unless block is clear, which must be noted thereon, except when a train is to be admitted to the block by train order, Block Restriction Card G, or Caution Card T-542.

EAST HARTFORD. Springfield Branch eastward trains will obtain clearance card at passenger station during hours office is open, and Form A will not be delivered unless block is clear which must be noted thereon, except when a train is to be admitted to the block by train order, or Caution Card T-542.

ROCKVILLE. Westward trains. During hours telegraph office is closed, conductors will obtain train orders or clearance card from train dispatcher by telephone.

WESTWAY. Rockville Branch trains originating at this point. Conductors will obtain train orders or clearance card from the train dispatcher by telephone.

MELROSE. Eastward Melrose Branch trains.

TERRYVILLE. Trains originating at this point during hours office is open.

When operators are unable to communicate with the train dispatcher they may issue clearance card Form A, to trains for which they have no uncompleted orders.

3611. When Hydro-Carbon is being burned for melting snow and ice at switches, cars loaded with inflammables or explosives must not be moved over such switches until after the hydro-carbon has burned out. Trains having cars loaded with inflammables or explosives, must approach all switches where hydro-carbon is used prepared to stop.

Hydro-carbon is used at SPRINGFIELD.

MISCELLANEOUS.

3700. SPRINGFIELD. Light engines and drafts moving over Boston & Albany Railroad main tracks at Springfield, will be governed by the following instructions:

At night or during foggy or stormy weather, a red light must be displayed to the rear of all light engines. Two men must be stationed on the rear of all freight drafts and at night or during foggy or stormy weather, two red lights must be displayed to the rear. Two men must be stationed on the head end of all passenger drafts backed to or from the passenger station.

3701. HARTFORD. The side-track between the junction switch at west end of Connecticut River Bridge and cross-over 1000 ft. west will be used for construction purposes only and trains or engines occupying this track must not foul main track without permission of switch tender at cross-over. Drafts (empty passenger trains) backed between Hartford passenger station and yard, and trains backing off for express trains, must be protected by two competent men on the rear platform, who will watch for and call signals to each other.

The baggagemaster or senior trainman will handle air brake and will have wrench in place and keep hand on wrench while draft is in motion.

Test of the air brakes must be made by an application by using the brake valve on rear platform and brakes known to be in proper operating condition before draft is moved.

No person other than employees in the line of their duty will be allowed to ride on drafts and drafts must not be slowed down to permit boarding them, nor be signaled for such purpose.

An engine, with cars, handling shop employees between Hartford and East Hartford is due to leave Hartford at 6.35 A.M. This engine must not be delayed by extra trains or switching engines.

Enginemen in Hartford-Terryville suburban service finding it necessary to go to East Hartford engine house between trips for work on engine, must report facts to train dispatcher before leaving, that arrangements may be made for quick repairs, or another engine to protect run.

When additional coaches are added to trains at Hartford passenger station, trainmen should announce on station platform, frequently and distinctly, that additional cars have been added and that seats may be found in the rear cars.

Attention is called to Regulation 1199: This rule is modified to the extent that men in the train and engine service going to and from their work, and shopmen being sent out on the line to make repairs, may be allowed to ride on engines between Hartford and East Hartford at such times in the day as there are no trains or drafts moving between these points. Enginemen will be held strictly accountable for the enforcement of these instructions.

3702. QUARRY JCT. Trains or engines from the Meriden Branch must obtain permission from the train dispatcher by telephone located in box on pole at switch, south end Quarry Jct. siding before entering main line.

3703. BERLIN. A sufficient number of doors or gates on cars must be opened to permit passengers to board southward trains from the east or station side.

On long trains it may be necessary to open two doors or gates, near the head end, but this will be left to the judgment of the conductors.

Conductors of northward freight trains between the hours of 2.00 P.M. and 6.00 A.M., will leave perishable and merchandise cars for Berlin on the east bank track, just south of the station; slow freight to be placed on the tracks north of the station.

3704. WALLINGFORD. The curvature of the spur track leading from the main side-track of R. Wallace & Sons to their coal pocket will not permit the operation of our engines. Cars must, therefore, not be placed over the switch leading to this track.

3705. NEW HAVEN. Trains en route to Hartford Division requiring order cards Form F will obtain same as follows: Trains from New York Division and trains originating at Water Street, New Haven, at Stationmaster's office; trains originating at Cedar Hill Yard or Belle Dock at S.S. 80.

3706. CROMWELL. Trains must not switch over the second highway, crossing west of Cromwell station, unless crossing is protected by flagman.

3707. MIDDLETOWN. The wye track south of station, Middletown, must be kept clear of cars so trains may be detoured if necessary.

Trains or engines using the wye at Middletown will protect themselves against electric cars in both directions, at the "Diamond."

Covered bridge No. 271, about 500 feet west of the west end of Middletown yard, and highway bridge No. 272 at Tuttle brick yard, Newfield station, on the Middletown Branch, will not clear a man on top of a box car. Trainmen must not ride on top of cars or tender while passing under these bridges. Trolley wires are attached to the under side of these bridges, and no bridge warnings exist at these points.

3708. SMITHS. Conductors of trains switching side-track of Bagley & McDonald over highway crossing at Smith's station on the Meriden Branch must require one of their men to protect this crossing.

3709. At meeting points between Berlin and Middletown, eastward trains will take siding unless otherwise directed by train order.

3710. LYDALL. The cross-over near Lydall and Fould's Mill east of Manchester will be known as "Lydall."

3711. VERNON. Electric trains will use tracks 7 and 9 as main tracks between Vernon and Vernon Junction. Eastward trains will use track 7. Westward trains will use track 9.

3712. At WILLIMANTIC and at MANCHESTER, where the passenger stations are used jointly with the Central Vermont Ry. and the South Manchester R.R. respectively, trains of this Company must be governed by Rule 105 in relation to trains of that Company receiving or discharging passengers at stations.

Passenger trains of the C. V. Ry. are due to arrive Willimantic 7.04 A.M., 9.40 A.M., 4.05 P.M. and 8.10 P.M.

Passenger trains of the South Manchester R.R. are due to leave Manchester at 6.45 A.M. and to arrive at 6.20 P.M.

3713. NEW BRITAIN. Berlin Branch trains will not occupy main track at New Britain passenger station on the time of main-line trains except when protected as per Rule 99.

Engines or cars must not be stopped on Main Street crossing, New Britain, except to avoid accident. After each movement of engine or cars over crossing ample time must be given persons and vehicles waiting, to cross tracks before crossing is again obstructed.

(L.W.)

3714. PLAINVILLE. Between the hours of 7.00 P.M. and 7.00 A.M. conductors of trains switching over East Main Street at Plainville will detail one of their men to protect this crossing until switching is completed.

Cars left on extension, Hartford Division side, should be placed not less than 200 feet distance from curb line, East Main Street crossing. Marker posts have been erected 200 feet each side of East Main Street and cars must not be placed beyond these posts.

3715. TERRYVILLE. Trains terminating at Terryville will turn on the "loop." Normal movement via the loop will be from west to east and all movements over this track must be restricted to a speed of 15 miles per hour.

3716. TERRYVILLE TUNNEL. All trains will display a red light on rear, while passing through Terryville Tunnel. Coaches on passenger trains must be lighted and ventilators, windows and doors closed. Engine bell will be rung while passing through tunnel.

3717. On eastward freight trains, retainers must be turned up. Between Terryville and Forestville.

Enginemen must instruct trainmen as to the number of retainers to be used. In setting up retainers, trainmen must work from the head end, and in releasing them they must work from the rear. Care must be used not to release retainers until engineman signals to do so.

3718. ARMORY. All eastward trains must stop at Armory station, which stop will answer for Wilbraham Road and State Street. All westward trains must stop one hundred feet east of State Street and omit stop for Wilbraham Road. All trains will stop one hundred feet on east side of Bay Street before crossing aid street.

No train or engine must cross Wilbraham Road, State or Bay Streets at any time until gates have been lowered to prevent street travel. In the event of gates being out of order, signal indicating clear track must be obtained from crossing watchman. If crossing watchman should not be on duty, conductor will instruct one of his men to act instead, and lower gates before the engine or train is permitted to cross the above-mentioned crossings. In the event of it being necessary for trains to use crossings between the hours of sunset and sunrise, the conductor of the train must see that white light is lighted on gate arm on each side of the track when lowered. All trains will stop one hundred feet from Allen, Alden and Hickory Streets before crossing. No engine or car shall be brought to a stop on Wilbraham Road, State or Bay Streets except to avoid accident or to permit regular passenger trains to make regular station stop.

3719. SPRING STREET. Trains must stop before passing over highway crossing; westward trains at "Stop Board," eastward trains at sub-power station, Westway.

3720. EAST HARTFORD. The sounding of bell and whistle at this point should be reduced to the minimum consistent with safe operation.

3721. Engines must not stand at any point when engine, steam or smoke from same will obstruct the view of signals.

3722. The emission of black smoke from engines is prohibited in the vicinity of the following points:

Springfield, particularly between Elm St. and the junction with the B. & A. R.R.

Meriden, between Gas Company's plant and North Colony Street crossing.

An ordinance regulating the emission of smoke in the City of HARTFORD is now in effect.

Section 3, applicable to locomotives, reads in part as follows:

"The emission of dense smoke within the city from smoke-stack of any locomotive for a period of more than 30 second in any one period of 5 minutes is hereby declared a nuisance, provided, however, that stacks of locomotives moving trains of six cars or more shall be permitted to emit smoke for one minute in any 5-minute period, provided that the emission of smoke of such darkness or density for a period not exceeding three minutes from the stack of any locomotive which is unexpectedly stopped by breakdown, signal or sudden emergency is permitted and that stacks of locomotives in and about roundhouses be permitted to emit dense smoke for 30 minutes during the period when the fire is being built or rebuilt after cleaning. The emission of dense smoke upon the river adjacent to the city from the smoke stack

of any steam vessel for a period of more than 5 minutes in any one hour is hereby declared to be a nuisance. The emission of dense smoke within the city from the smoke stack of any steam roller, steam derrick, steam pile driver, tar kettle or other similar machine or contrivance, or from the smoke stack or chimney of any building or upon any premises, except for nine minutes in any one hour during which period the fire box is being cleaned or a new fire is being built therein is hereby declared a nuisance.

The number of minutes or seconds during which smoke may be emitted in any period as provided in this section shall be deemed to mean the aggregate number of minutes or seconds, and such minutes or seconds need not be consecutive.

Any person or corporation owning, operating or in charge or control of any locomotive, steamboat, steam tug, steam roller, steam derrick, steam pile driver, tar kettle, or other similar machine or contrivance or of any building or premises, who shall cause or permit the emission of dense smoke within the city, in contravention of the provisions of this section, from any smoke stack, chimney or other contrivance used for the emission of smoke shall be deemed guilty of a violation of this ordinance and be punished as hereinafter provided."

Violation of this ordinance is a misdemeanor and punishable by heavy fine for each offence.

A strict compliance with this order is mandatory.

The requirements of the ordinance are sufficiently elastic to cover all emergencies, and reasonable care and attention on the part of engineers and firemen will ensure full compliance therewith.

3723. Auxiliary telephones connecting with the telephone train dispatching system are in use at Springfield, south end of yard; Thompsonville, north end northward siding and south end of southward siding; Windsor Locks, north end of northward siding; Hayden's, south end of station; Windsor, south end southward siding; Branch Switch Yard, north end; Newington, north end northward siding; Berlin, north end northward side-track; Berlin Pit; Quarry Jet., south end siding; Meriden, north end Holt's Hill siding; Wallingford, entrance to Gravel Pit; North Haven, north end northward siding; Cedar Hill Yard, north end yard, south end of southward siding.

The operation of these telephones is the same as those inside the office, and a notice is posted inside each box instructing how the instrument should be used.

Boxes are supplied with train order blanks, and when a train takes siding at any of these points conductor and engineman must go to the box promptly so as to receive orders or other instructions, in case it is desired to give them.

The conductor will receive train orders, writing same in manuscript, making the required number of copies at one writing, as directed by the dispatcher.

All train and engine numbers, names of stations and times given in the body of the order will be spelled out in full when sent by the dispatcher and repeated back in same manner. The engineman will repeat the order to the dispatcher, giving his name and signing same on order with the time repeated, the conductor underlining each word of order as repeated by engineman. Conductor will then remain at telephone so that the "complete" can be given when proper for the dispatcher to do so.

When the dispatcher gives "complete" to order, the conductor must sign his name and fill in the time "complete atm." and also fill in at the bottom of the page, the superintendent's and dispatcher's initials and other information called for upon the blank, and must sign his own name as receiving the order in the space provided for that purpose.

The first copy of the train order will be delivered to the engineman. Should there be a helping engine, an additional copy must be made for the engineman of that engine. The conductor must have the next copy, and the last or lower copy to be sent to the Chief Train Dispatcher by train mail.

Should a light engine require train orders, or in case the conductor is disabled, the engineman will receive the order from the dispatcher and will also repeat it back to him. The enginemen, in this case must give the flagman a copy of the order and also show same to his fireman.

No erasures, alterations or interlineations should be made on train orders. If a blank is spoiled mark it "void," and then write a new order, explaining to the dispatcher and repeating the rewritten order to him so as to secure the order as dictated by him.

Both conductor and engineman will be held responsible for the correctness of orders issued to their train.

(L.W.)

3724. Pilots on electric trains must ride in the forward vestibule at all times except when required elsewhere in discharge of actual duties. They must direct movements of cars.

Motormen will move cars only on signal from, or as directed by the pilot in charge. The electric railway conductor may give communicating signals which will be accepted and acted on by the motorman, when so directed by the pilot.

3725. The signal transmission wires carried on the third cross arm from the bottom of the poles alongside of the tracks, between Cedar Hill and Springfield, are energized with at least 2200 volts alternating current. All concerned are cautioned against coming in contact with these wires.

3726. Suburban engines must have full tank of water leaving Hartford.

3800. Standard Clocks are located as follows:

Hartford.....	"A.D." Office.
Hartford.....	Telegraph Office (Room 1).
Springfield.....	Signal Station.
Middletown.....	Tel. Office, Pass. Station.
Willimantic.....	Telegraph Office.
East Hartford.....	Yard Office.
East Hartford.....	Engine House.

3801. Bulletin Boards are located as follows:

Springfield.....	Conductor's Room.
Springfield.....	Yard Office.
Springfield.....	Engine House.
Suffield.....	Telegraph Office.
Hartford.....	Conductor's Room.
Hartford.....	Yard Office.
Hartford.....	Engine House.
Berlin.....	Baggage Room.
Meriden.....	Telegraph Office, Freight House.
Cedar Hill.....	Yardmaster's Office.
Cedar Hill.....	Engine House.
Belle Dock.....	Yardmasters Office.
New Haven.....	Crew Dispatchers' Office.
New Haven.....	Trainmen's Room.
New Haven.....	Yardmaster's Office, Water St.
New Haven.....	Passenger Yardmaster's Office.
New Haven.....	Elec. Engine Dispatcher's Office.
Middletown.....	Telegraph Office.
Saybrook Point.....	Telegraph Office.
Willimantic.....	Telegraph Office.
Columbia.....	Engine House.
East Hartford.....	Yard Office.
East Hartford.....	Engine House.
New Britain.....	Telegraph Office.
Plainville.....	Telegraph Office.
Bristol.....	Baggage Room.
Westway.....	Sub-Power Station
Rockville.....	Telegraph Office.
Highland Junction.....	Signal Station.
Waterbury.....	Engine House.
Waterbury.....	Baggage Room.
Danbury.....	Telegraph Office.
Danbury.....	Engine House.
Hopewell.....	Passenger Station.
Hopewell.....	Engine House.
Maybrook.....	Yard Office.
Maybrook.....	Engine House.
Grand Cenral Terminal.....	Room 4949 and 4717.
Harlem River.....	Trainmen's Room..
Harlem River.....	Crew Dispatcher's Office.
Harlem River.....	Engine House.
Harlem River.....	Oak Point Yard Office.
Stamford.....	Engine House.
Bridgeport.....	Engine House.
East Bridgeport.....	Yard Office.
New London.....	Conductors' Room.
New London.....	Crew Dispatcher's Office.
Midway.....	Engine House
Providence.....	Engine House.
Providence.....	General Yardmaster's Office.
Providence.....	Conductors' Room.
Boston.....	South Station, Rooms 277 & 291
Boston.....	Fr't. Terminal Yard Office.
Boston.....	Fr't. Terminal Engine House.
Boston.....	Pass. Terminal Engine House.
Boston.....	Roxbury Engine House.

Franklin.....	Telegraph Office.
Putnam.....	S. S. 227.
Worcester.....	B. & M. Engine House.
Worcester.....	B. & M. Yard Office.
Worcester.....	Tel. Office, Pass. Station.
South Worcester.....	Yard Office.
South Worcester.....	Engine House.
Westfield, Mass.....	Signal Station.
Williamsburgh Jct.....	Signal Station.
Williamsburgh Jct.....	Engine House.

3802. Water Stations, Coal Stations, Turntables, Wyes and Track Scales are located as follows:

STATIONS	Water	Coal	T'able ; length in feet	Wye	Scales ; capacity in tons
Springfield.....	W	C	75'		100
Windsor Locks.....	W				
Suffield.....	W	C			
Hartford.....	W			Y	100
Berlin.....	W		60'	Y	100
Meriden.....	W		50'		150
Wallingford.....	W				
Saybrook Point.....	W	C	60'		
Saybrook Jct.....	W			Y	100
Middletown.....	W	C	50'		150
Willimantic.....	W				100
Columbia.....	W	C	59'8"		
Vernon.....	W		49'6"		
East Hartford.....	W	C	79'10"		100
New Britain.....					100
Plainville.....	W			Y	
Springf'd (SummerSt)	W		49'8"		
Armory.....					150
Hazardville.....	W				

3803. Heaviest Engines Permitted.

BETWEEN	Passenger	CLASS
		Freight
Air Line Jct. — Springfield.....	I-4	J-2, F-5 (C.N.E.)
Windsor Locks — Suffield.....	C-11-a	N-2
Waterbury — Meriden.....	C-21-a	C-21-a
Hartford — Saybrook Junction.....	I-4	J-1
Saybrook Jct. — Saybrook Point.....	G-4-a	P-1
Westfield and Meriden.....	C-19-a	N-2
Berlin — Middletown.....	C-13-a	N-2
Highland Jct. — Hartford.....	I-3	J-2
New Britain — Berlin.....	I-4	J-2
Columbia and Hartford.....	G-4-a	P-1
Rockville and Vernon.....	G-4-a	P-1
Melrose and Westway.....	G-4-a	P-1
Springfield and East Hartford.....	I-4	J-2

SPRINGFIELD. P-1 or P-2 class engines must not be operated over No. 8 track at S.S. 274, Springfield.

Engines coupled must not be moved over the following bridges between Manchester and Hartford: Nos. 23, 49, 29, 38, 29, 93, and 30.60.

HARTFORD. C. N. E. Railway engines Nos. 150 to 164 inclusive, and Atlantic, Pacific or Mikado type engines must not be run over Connecticut River bridge between Hartford and East Hartford or over bridge No. 31.60-A in the rear of S.S. 215.

TERRYVILLE. Atlantic, Pacific, Mikado or F-5 (C. N. E.) type engines must not be run over Terryville "loop" track.

Atlantic, Pacific or Mikado type engines must not enter side-track of the Hartford Carpet Company at Thompsonville nor the side-track leading to freight yard in the rear of freight house at Windsor Locks.

3804. Day train order and signal stations are open from 7.00 A.M. to 7.00 P.M., except as follows:

	WEEK-DAYS	SUNDAYS
State Street....	6.15 A.M. to 6.15 P.M.	Closed
Wethersfield....	6.30 A.M. to 6.30 P.M.	Closed
Rocky Hill.....	7.30 A.M. to 7.00 P.M.	Closed
Higganum.....	7.30 P.M. to 6.00 P.M.	Closed
East Haddam..	7.30 A.M. to 7.30 P.M.	Closed

(L.W.)

	WEEK-DAYS	SUNDAYS
Haddam.....	7.00 A.M. to 7.00 P.M.	Closed
Deep River.....	7.30 A.M. to 7.00 P.M.	Closed
Essex.....	7.00 A.M. to 7.00 P.M.	Closed
Saybrook Point.....	6.00 A.M. to 6.00 P.M.	6.00 A.M. to 6.00 P.M.
Westfield.....	6.15 A.M. to 12.15 A.M.	6.15 A.M. to 12.15 A.M.
Columbia.....	7.00 A.M. to 11.00 P.M.	7.00 A.M. to 11.00 P.M.
Vernon Block Sta.....	8.00 A.M. to 8.00 P.M.	8.00 A.M. to 8.00 P.M.
Manchester.....	7.00 A.M. to 11.00 P.M.	7.00 A.M. to 11.00 P.M.
New Britain.....	6.00 A.M. to 11.59 P.M.	6.00 A.M. to 11.59 P.M.
Forestville.....	6.00 A.M. to 6.00 P.M.	7.00 A.M. to 7.00 P.M.
Bristol.....	7.30 A.M. to 11.30 P.M.	7.30 A.M. to 11.30 P.M.
Armory.....	7.00 A.M. to 7.00 P.M.	Closed
E. Longmeadow.....	7.00 A.M. to 7.00 P.M.	Closed
Hazardville.....	6.45 A.M. to 6.45 P.M.	Closed
Melrose.....	7.00 A.M. to 7.00 P.M.	Closed
Broad Brook.....	7.00 A.M. to 7.00 P.M.	Closed
East Windsor Hill.....	8.00 A.M. to 7.00 P.M.	Closed

3805. Sidings (capacity based on 40-foot cars, in addition to one engine and caboose), are located as follows:

SPRINGFIELD TO AIR LINE JCT.

Cedar Hill Yard, No. 5.....	73	Berlin, No. 5.....	52
North Haven, No. 6.....	59	Newington, No. 6.....	58
North Haven, No. 5.....	88	Windsor, No. 5.....	59
Wallingford, No. 5.....	71	Windsor Locks, No. 6.....	51
Wallingford, No. 6.....	59	Windsor Locks, No. 5.....	27
Meriden, No. 6.....	59	Thompsonville, No. 5.....	58
Quarry Jct., No. 5.....	99	Thompsonville, No. 6.....	59

MERIDEN BRANCH

W. Main St., Meriden.....	9	East Summit.....	16
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VALLEY BRANCH

Wethersfield.....	37	Haddam.....	14
Rocky Hill.....	58	East Haddam.....	22
Cromwell.....	17	Chester.....	14
Middletown.....	11	Deep River.....	11
Maromas.....	15	Essex.....	21
Higganum.....	17	Saybrook Jct.....	27

COLUMBIA TO HIGHLAND JCT.

Columbia.....	35	Manchester, No. 6.....	80
Hop River.....	75	Newington, No. 5.....	52
Andover.....	66	Newington, No. 6.....	50
Steeles.....	46	New Britain, No. 5.....	45
Club House.....	44	Forestville, No. 6.....	43
Vernon, No. 6.....	40	Bristol, No. 6.....	40
Manchester, No. 5.....	27	Terryville, No. 6.....	25

ROCKVILLE BRANCH

Campbell.....	24
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SPRINGFIELD BRANCH

East Longmeadow.....	11
Hazardville (Powder track).....	12
Melrose.....	17

3806. Fires may be cleaned and ashes dumped at Windsor, Thompsonville, Steeles, Vernon and Melrose. "Dump ashes here" boards designate proper place. Enginemen and firemen must use precautions to prevent fire spreading.

3807. Electric zones are located between Berlin and Middletown, Cromwell and Middletown, Meriden and Westfield, Vernon and Burnside Junction, Rockville and Vernon; Westway and Melrose. Employees are cautioned not to come in contact with trolley or feed wires in electric zones.

3808. Emergency outfits consisting of material necessary in first aid work are located as follows:

LARGE OUTFITS	SMALL OUTFITS
Springfield..... Yard Office	Meriden..... Ticket Office
Hartford..... Yard Office	Berlin..... Ticket Office
East Hartford..... Yard Office	Middletown..... S. S. F-281
New Britain..... Yard Office	Bristol..... Ticket Office
	Armory..... Freight Office

HIGHLAND DIVISION.

SPECIAL INSTRUCTIONS.

8000. Main Tracks are operated as follows:
Single track between Pittsfield and New Milford.

"	"	"	Brookfield Jct. and Hawleyville Jct.
"	"	"	Botsford and Bridgeport.
"	"	"	State Line and Van Deusenville.
"	"	"	Litchfield and Hawleyville.
"	"	"	New Haven and Derby Junction.
"	"	"	Watertown and Highland Junction.
"	"	"	Winsted and Highland Junction.
"	"	"	Bank Street Junction and S.S. 201.

Double track between New Milford and Berkshire Jct.
" " " S. S. 201 and Derby Jct., Via Botsford.
" " " Bank St. Junction and Devon.
" " " Highland Jct. and Bank St. Junction.
" " " S. S. 201 and Danbury.

8001. Audible Signals. GREAT BARRINGTON. The unnecessary use of engine whistle must be avoided and trainmen must perform their duties in as quiet a manner as possible.

WEST HAVEN. The unnecessary use of engine whistle must be avoided.

NEW HAVEN. The unnecessary use of engine whistle must be avoided within the city limits.

WATERBURY. In the vicinity of the engine house the unnecessary use of engine bell, whistle, blower or pump must be avoided.

8002. Train Registers are located as follows:

BRIDGEPORT. For trains via Stepney route.

BOTSFORD. For trains via Stepney route.

S.S. 201. For trains via Waterbury route. Westward trains may leave register card Form C, except when displaying signals.

HAWLEYVILLE. For Litchfield Branch trains and first-class westward trains.

HAWLEYVILLE JUNCTION. For trains via Brookfield Junction route, southward trains may leave register card Form C, except when displaying signals.

BROOKFIELD JUNCTION. For trains via Hawleyville Junction.

NEW MILFORD.

GREAT BARRINGTON.

VAN DEUSENVILLE. Main line trains may leave register card Form C, except when displaying signals.

PITTSFIELD.

STATE LINE.

WEST STOCKBRIDGE.

LITCHFIELD.

NEW HAVEN.

DERBY JUNCTION. For trains via Orange route. Northward trains may leave register card Form C, except when displaying signals.

BANK ST. JUNCTION. Sandy Hook route eastward trains and Naugatuck route trains may leave register card Form C, except when displaying signals.

HIGHLAND JUNCTION. For Winsted route trains. Southward trains may leave register card Form C, except when displaying signals.

WATERTOWN.

WINSTED.

DANBURY. New York Division trains and Highland Division first-class trains.

8003. Yard Limits indicated by signs are located as follows:
Bridgeport. Gt. Barrington Litchfield. Union City.
Botsford. Van Deusenville Derby Jct. Waterbury.
Hawleyville. Lee. Shelton. Torrington.
Brookfield Jct. Pittsfield. Ansonia. Waterville.
New Milford. W. Stockbridge. Seymour. Winsted.
Canaan. State Line. Naugatuck. Danbury.

Waterbury yard limit signs are located as follows: On Sandy Hook route west of Meriden Junction new yard, and on Naugatuck route south of South Leonard St.; on Dublin St. route east of Dublin St. station; east of Highland Junction on the Hartford route and north of Highland Junction on the Winsted and Watertown routes.

8004. Special Signals are in use as follows:

NEW MILFORD. Southward automatic home signal B-453, located 4000 feet north of end of double track governs track conditions from that point to north end of double track.

When signal indicates Stop, enginemen must bring their train

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to a stop before passing signal and if signal does not change to indicate Proceed, train may proceed with caution as the way is seen to be clear, expecting to find a train, open switch, broken rail, car or engine out beyond the fouling point of a siding or side-track, or other obstruction, within the block.

HOUSATONIC RIVER BRIDGE GAUNTLET between New Milford and Still River.

Southward home signal located 100 feet north of the Gauntlet clearance point.

Northward home signal located 50 feet south of the Gauntlet clearance point.

Distant signal governing northward movement located 2500 feet south of northward home signal.

Distant signal governing southward movement located 2500 feet north of the southward home signal.

Home signals governing movement through the Gauntlet are equipped with standard round-end arms and must not be passed when indicating Stop except under proper flag protection.

Preliminary track circuits affecting the operation of signals beginning at a point southward, 700 feet north of the southward distant signal, and northward, at a point 1100 feet south of the northward distant signal, as indicated by sign boards.

A train in either preliminary block section will hold home signal on opposite side of the Gauntlet at Stop indication. A train or engine fouling the Gauntlet will hold both home signals at Stop indication.

When a train enters the preliminary block section and there are no trains in the Gauntlet or the preliminary block section for the opposing direction, the automatic home and distant signals governing movements in the direction in which train is moving, will indicate Proceed.

If a train has entered the preliminary block section in the opposing direction, the home signal will remain at Stop indication until such time as the opposing train has cleared the Gauntlet.

If for any reason the home signal fails to indicate Proceed, with the opposing track clear, by reason of the signal being inoperative, trains may be moved through the Gauntlet under flag protection, and will report failure of the signals at the first scheduled stop.

In case of two trains in the preliminary block section at the same time and neither receiving a Proceed signal, northward trains will have preference in passing over the Gauntlet under proper flag protection.

Through the Gauntlet, and between the two home signals — a total distance of about 965 feet — northward trains must not exceed a speed of twenty (20) miles per hour, and southward trains ten (10) miles per hour.

BROOKFIELD JUNCTION. Automatic home signal D-290 for track 2 located 1030 feet south of Brookfield Junction station governs the track condition to a point 180 feet north of the south end of siding No. 6 just north of the bridge over highway.

When signal indicates Stop, enginemen must bring their trains to a stop before passing signal, and if signal does not change to indicate Proceed, train may proceed with caution as the way is seen to be clear, expecting to find a train, open switch, broken rail, car or engine out beyond the fouling point of a siding or side-track, or other obstruction, within the block.

BROOKFIELD JUNCTION. Automatic home signal B-355, equipped with pointed-end blade, at a point 1380 feet north of Brookfield Junction station govern southward movements on track No. 1 to a point 1100 feet south of passenger station and opposite northward signal D-290.

Automatic distant block signal B-361 at a point 3900 feet north of Brookfield Junction station governs the approach to signal B-355.

When home block signal B-355 indicates Stop, enginemen must bring their trains to a stop before passing signal, and if signal does not change to indicate Proceed, train must proceed with caution as the way is seen to be clear, expecting to find a train, open switch, broken rail, car or engine out beyond the fouling point of the siding or side-track, or other obstruction within the block section which this signal governs.

BOTSFORD. Northward semaphore home signal must not be passed when in Stop indication unless a hand signal is received from the switch tender on the ground.

DERBY JUNCTION. Southward home signal for trains via Orange is located on the east side of tracks.

HIGHLAND JUNCTION. Three-arm home signal located 300 feet south of signal station, upper arm governs route to Hartford, middle arm to Winsted and lower arm to Watertown from track No. 2. A speed of 15 miles per hour must not be exceeded by trains governed by middle and lower arms.

ALLERTON FARMS ROCK CUT:

Manually operated semaphore signals with pointed-end arms are located at either end of Rock Cut, about one and one-half miles west of Allerton Farms station.

When these signals indicate Stop, enginemen must bring their trains to a stop and then proceed cautiously, preceded by flagman through the cut.

SOUTHBURY ROCK CUT:

Manually operated semaphore signals with pointed-end arms are located at either end of Rock Cut, about one-half mile west of Southbury station.

When these signals indicate Stop, enginemen must bring their trains to a stop and then proceed cautiously, preceded by a flagman through the cut.

HAWLEYVILLE JUNCTION. Westward home signals indicating position of switches will also govern block movement, and must not be displayed to indicate Proceed unless block in advance is clear.

DANBURY. The section of the New York Division main track, known as the "Loop," between Danbury passenger station and the "Link," connection to the Highland Division, protected with semi-automatic semaphore signals equipped with round-end arms and controlled from Signal Station No. 198. The signal governing southward movements is located on the south side of Highland Division tracks about 200 feet east of the easterly end of the Danbury passenger station platform. The signal governing northward movements is located 75 feet south of the "Link" connection switch.

When signals indicate Stop, enginemen must bring their train to a stop before passing signal and proceed only when a yellow hand signal to proceed is given by or authorized by the signalman.

All switches leading to the main track within the limits of the signals are equipped with switch indicators, and trainmen will be governed by Automatic Block Signal Rules 511, 512 and 513.

WINSTED. Automatic distant signal located .64 miles south of passenger station, will govern the track conditions between it and a point on the main track at the north end of the passenger station platform.

When signal indicates Caution, enginemen must reduce speed at once and proceed with caution as the way is seen or known to be clear, expecting to find a train, open switch, broken rail, car or engine out beyond the fouling point of a siding or side-track, or other obstruction within the section which this signal governs.

BLOCK SYSTEMS.

8005. Manual Block System.

Rule 317-A applies between:

Pittsfield and New Milford.
Brookfield Junction and Hawleyville Junction.
Botsford and Bridgeport.
State Line and Van Deusenville.
Litchfield and Hawleyville.
Winsted and Highland Junction.
Derby Junction and New Haven.
Bank Street Junction and S.S. 201.
Rule 318-A applies between:
New Milford and Berkshire Junction.
S.S. 201 and Botsford.
Botsford and Derby Junction.
Bank St. Junction and Ansonia.
Watertown and Highland Junction.
Hawleyville Junction and Danbury.

8006. Omitted.

8007. Automatic Block System.

Disc Type are in use between:

Ansonia and Derby Junction.

SEMAPHORE TYPE between:

Derby Junction and Devon.

S.S. 201 and Hawleyville Junction.

8008. Omitted.

8009. Railroad Crossings at Grade are located and protected as follows:

CANAAN. Interlocked signals.

Crossing of N. Y., N. H. & H. R.R. and Central New England Railway. All trains must come to a stop not less than two hundred (200) or more than eight hundred (800) feet before reaching crossing and then proceed according to signal indication.

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ANSONIA — DERBY JUNCTION. Engines or trains using track known as Old Naugatuck main line between Derby Junction and Ansonia must not exceed a speed of ten miles per hour and will not move over Connecticut Company crossing at grade, also Canal or Chestnut Sts., except when preceded by a flagman.

8010. Clearance Cards Form A must be obtained before leaving stations named below.

In manual block system territory, operators must not deliver clearance cards Form "A" to trains unless the block is clear, which must be noted thereon except when a train is to be admitted to the block by train order, Block Restriction Card G or Caution Card T-542.

PITTSFIELD.

STATE LINE.

HAWLEYVILLE. Northward Litchfield Branch trains.

LITCHFIELD.

BRIDGEPORT. Trains via Stepney route.

GREAT BARRINGTON. Trains originating.

CANAAN. Trains originating.

NEW MILFORD. Trains originating.

BOTSFORD. Trains originating.

NEW HAVEN.

WINSTED.

WATERTOWN.

DANBURY.

BANK STREET JUNCTION. Westward trains.

When operators are unable to communicate with train dispatcher they may issue clearance card Form A to trains for which they have no uncompleted train orders.

8011. Omitted.

MISCELLANEOUS.

8100. When necessary to do switching with trains having two or more engines on head end, the switching will in all cases be done by the regular engine and not by the helping engine.

8101. PITTSFIELD. During dry weather, extraordinary precaution must be taken by engine crews to prevent engines throwing sparks in the vicinity of Pittsfield Country Club and Morewood Lake Ice House. If possible, trains should be allowed to drift.

8102. VAN DEUSENVILLE. State Line Branch trains will not occupy main track on the time of main-line first-class trains, except when protected in accordance with Rule 99.

Trains using siding must do so very carefully expecting to find cars on it at all times.

8103. LIME ROCK. Trains using siding must do so very carefully, expecting to find cars on it at all times.

8104. Normal position of the north cross-over switch at the south end of double track, Botsford, is for the siding.

8105. Piles are being renewed under tracks Nos. 1 and 2 over trestle between Derby Junction and Shelton. Trains must approach this trestle expecting to be flagged.

8106. DEVON. Order card Form F will not be required.

Between 6 A.M. and 8 P.M., southward freight trains will go through siding at Devon so as to leave main track clear in case connecting division cannot accept train promptly.

In storing or setting off cars at Devon, crossing leading to the Gulf Refining Company plant must be left open and cars not placed within one car length from either side of the crossing.

8107. ANSONIA. Private side-track of the Christian Fiegen-span, Inc., crossing Canal Street and Chestnut Street at grade.

Engines working on this track will not exceed speed of six (6) miles per hour, and before either of the streets are crossed by engine or cars a flagman, a member of the crew, must be stationed at crossing to protect the move.

8108. WATERBURY. Except where governed by automatic signals, first-class trains moving between Bank Street Junction and Highland Junction may follow preceding train two (2) minutes, running under absolute control.

8109. WATERBURY. Engines will not move over Washington Avenue or Liberty Street, Bank Street yard, unless preceded by flagman to protect highway crossing.

8110. WATERBURY. Between Bank Street Junction and Highland Junction, easterly main track (next to passenger station) is track No. 2. The track next west of No. 2 is No. 1. These tracks will be used in accordance with Rule 41.

The track next west of No. 1 is No. 5; the next track No. 7, and so on. All tracks west of No. 1 will be used as yard tracks.

Until further notice all engines going to the engine house at Waterbury will take a full tank of water at the station and full tank of coal from coal pocket.

Engines must not stand at any point when engine steam or smoke from same will obstruct the view of signals. The emission of black smoke in the vicinity of Waterbury passenger station is prohibited.

8111. CHASES. Employes must keep clear of overhead trolley wires at cross-over and track serving Chase Metal Works at Waterville.

8112. At Canaan and Winsted, trainmen and enginemen will be governed by current time table of the Central New England Railway Company, while occupying Central New England main track.

8113. SHELTON-DERBY CONNECTION. Trains from the Shelton Route going to the Derby Route must ascertain from the signal man at Derby Junction by telegraph or telephone from Shelton, if any first-class trains are overdue, and get permission from him to use the loop track.

Trains will not move from Derby to Shelton via the loop track without first obtaining permission from the towerman at Derby Junction.

Engines using the Peterson & Hendee side-track must stop at a point between sixty (60) and one hundred (100) feet before reaching the loop track and be protected against movements on that track while crossing it.

8114. SANDY HOOK. The siding known as Sandy Hook west siding is within the limits of Sandy Hook and no eastward train will leave that siding before expiration of its leaving time at Sandy Hook, except under protection.

8115. On freight trains, retainers must be turned up on descending grades as follows:

Between S.S. 201 and Sandy Hook.

" Towantic and Bank Street Junction.

" Botsford and Shelton.

Enginemen must instruct trainmen as to the number of retainers to be used at each point. In setting up retainers trainmen must work from the head end, and in releasing them they must work from the rear. Care must be used not to release retainers until engineman signals to do so.

8116. DANBURY. Between the hours of 10.00 P.M. and 6.30 A.M. when gates are not in operation, while switching is being performed over Wildman Street, a member of the crew provided with flag by day and a lantern by night, shall precede such switching train, to warn the public passing over this crossing, of the approach of switching movement.

8117. DANBURY. Highland Division trains 415, 1501, 1505 and 1733, will occupy New York Division main track at Danbury while doing station work, and Highland Division train 1442, will start from Danbury passenger station on New York Division main track and run on the same to the "Link" connection, thence via the "Link" to Highland Division track No. 2. These trains have no time-table authority while on what is known as "Loop and Link" but must obtain clearance card Form A, as per Rule 8010, before leaving Danbury, and all Highland Division trains moving on New York Division track will be governed by Rule 93 and as per current New York Division time-table.

8118. A telephone is located in a box on post just west of the bell circuit sign, 1500 feet west of Main Street crossing, Danbury, connecting with telegraph office at Danbury. When a clearance card cannot be delivered to an eastward freight train while the engine is at Danbury station for coal and water or work, their train having been left at the west end of yard near telephone box, the engine as soon as ready, will return to the train, and there remain until the operator authorizes the conductor or engineer by telephone. Eastward freight trains having no cars to drop or pick up at Danbury, and engine has coal and water enough to take train to next coal or water station, will stop at telephone box and get clearance card from operator. A supply of clearance cards Form A will be found in the telephone box, which the operator at Danbury will authorize the conductor or engineer over the telephone to fill out, giving him the number and time which will be entered on the card. Operator at Danbury will number cards issued by telephone consecutively each day, beginning with number 1 at midnight, keeping a record of same on his train record sheet. The telephone box is equipped with an N.Y., N.H. & H. switch lock and the door must be kept closed and locked when not in use.

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Westward trains when cutting off engines at Wildman St., Danbury, for coal or water, will cut so as to clear cross-over to enable switcher to use track No. 5.

Eastward freight trains, the length of which will permit train to stand between Main St. and Maple Ave., Danbury, receiving clear block at Fair Grounds, will leave their train west of Maple Ave., cutting off engines to take coal and water. Freight trains receiving a "close in" order at Mill Plain, or having more cars than will stand between Main St. and Maple Ave., will stop west of the telephone box, west of Main St., and unless permission is obtained from yard office by telephone to pull down, engines must be detached to go for coal and water.

It will not be necessary for the C. N. E. local freight, to cut off their engines as above, but they must not block the crossings.

Telephone located in box on the east side of crossing flagman's house at Wildman Street, Danbury, connecting with yard office, telegraph office, freight office and engine house.

Trains crossing over at Wildman Street or clearing main line by taking siding at Wildman Street, will report their movement to the operator at Danbury. After having reported themselves clear of a main track, the conductor must notify the operator before again fouling the track cleared. In the event the telephone is inoperative, trains will proceed according to rule.

DANBURY. Trains or engines using New York Division main tracks will be governed by New York Division time-table.

Eastward freight trains setting off cars at Danbury must not place them on the track south side of coal pocket. This track must be kept clear to permit engines to take coal.

DANBURY. Engines must not stand between Balmforth Ave. and White Street Crossings, west of passenger station, on account of obstructing the view of the crossing watchmen in operating the gates.

Trains will be governed by current time-table of the Central New England Railway west of Danbury Station.

8119. BRIDGEPORT. Trains will be governed by current time-table and by special instructions (including electrical operation instructions) of the New York Division at Bridgeport.

8120. When two engines are coupled on the head end of train, the heavier engine should be placed next to the train.

8500. Standard Clocks are located as follows:

Pittsfield.....Telegraph Office.
Great Barrington.....Waiting Room.
Waterbury.....Waiting Room.
Waterbury.....Engine House.
Waterbury.....Train Dispatcher's Office.
New Haven.....Stationmaster's Office.
New Haven.....Dispatcher's Office.
Bridgeport.....Telegraph Office.
Danbury.....Telegraph Office.

8501. Bulletin Boards are located as follows:

New Haven.....Crew Dispatcher's Office.
Cedar Hill.....Engine House.
New Haven.....Trainmen's Room.
Bridgeport.....Telegraph Office.
Bridgeport.....Engine House.
East Bridgeport.....Train Clerk's Office.
Ansonia.....Passenger Station.
Waterbury, Bank St. Jct.....Telegraph Office.
Waterbury.....Engine House.
Waterbury.....Baggage Room.
Winsted.....Register Office.
Winsted.....Engine House.
Hawleyville.....Telegraph Office.
New Milford.....Waiting Room.
Great Barrington.....Waiting Room.
Van Deusenville.....Waiting Room.
State Line.....B. & A. Signal Station.
Pittsfield.....Telegraph Office.
Pittsfield.....Engine House.
Litchfield.....Waiting Room.
New Britain.....Telegraph Office.
Bristol.....Passenger Station Platform.
Danbury.....Telegraph Office.
Danbury.....Engine House.
Harlem River.....Train Room.
Harlem River.....Engine House.
Grand Central Terminal.....Rooms 4949 and 4717.

Stamford.....Engine House.
Hartford.....A. D. Office.
East Hartford.....Yard Office.
East Hartford.....Engine House.
Midway.....Engine House.
Midway.....Yard Office.
Maybrook.....Yard Office.
Maybrook.....Engine House.
Hopewell.....Passenger Station.
Hopewell.....Engine House.

8502. Water Stations, Coal Stations, Turntables, Wyes and Track Scales are located as follows:

STATIONS	Water	Coal	T'table; length in feet	Wye	Scales; capacity in tons
Pittsfield.....	W	C	75'		80
Lee.....	W				
Stockbridge.....	W				
Van Deusenville.....			60'		150
Great Barrington.....	W		75'		
Canaan.....	W			Y	
West Cornwall.....	W				150
Kent.....	W				
Merwinsville.....	W				
New Milford.....	W		60'		150
Brookfield Jct.....			60'		
Botsford.....	W			Y	
Stepney.....	W				150
Bridgeport.....	W	C	75'		
State Line.....	W	C	60'		
Litchfield.....	W	C	60'		150
Bantam.....					
Washington.....	W				
Shepaug.....	W				80
Hawleyville.....	W				
Shelton.....	W				
Derby Jct.....				Y	80
Derby.....				Y	
West River Jct.....				Y	
New Haven.....	W	C	75'		150
Winsted.....	W	C	75'		
Torrington.....	W				
Thomaston.....	W				100
Watertown.....	W				
Waterbury.....	W	C	75'		
Naugatuck.....	W				150
Ansonia.....	W				
Devon.....				Y	
Oxford.....	W				150
Sandy Hook.....	W				
Danbury.....	W	C	95'	Y	
Waterbury (Dublin St.)	W		50'		

8503. Heaviest Engines Permitted.

BETWEEN	CLASS	
	PASSENGER	FREIGHT
Bridgeport — Still River.....	J-1	J-1
Still River — Pittsfield.....	G-4-a	P-1
Van Deusenville — State Line.....	G-4-a	P-1
Hawleyville — Judds Bridge.....	G-4-a	P-1
Judds Bridge — Litchfield.....	B-3	H-1
Devon — Winsted.....	I-4	J-1
Waterbury — Watertown.....	C-19-a	H-2
Dublin Street and Waterbury.....	C-21	U-23
New Haven — Derby Jct.....	A-1	K-1-b
Derby Jct. — Botsford.....	I-4	J-1
Danbury — Waterbury.....	I-4	J-2
Danbury — Brookfield Jct.....	I-4	J-2
Hawleyville — Botsford.....	I-4	J-2

DERBY JUNCTION. Class J-1, I-1 and (C.N.E.) F-5 engines must not be operated over the old main line from Derby Jct.

WATERBURY. Class T-2-b switch engines weighing up to and including 138,500 lbs., may operate over Bridge No. 524, Bank Street Yard, Waterbury.

HAWLEYVILLE. J-1 class and C.N.E. class F-5 engines must not go beyond house and cattle pen, which are located along side "Station Siding."

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8504. Day train order and signal stations are open 7.00

A.M. to 7.00 P.M. except as follows:

Lenox.....	6.30 A.M. to	6.30 P.M.
Lee.....	8.40 A.M. to	8.40 P.M.
Stockbridge (except Sunday).....	6.45 A.M. to	6.45 P.M.
Housatonic (except Sunday).....	7.40 A.M. to	7.40 P.M.
Great Barrington.....	7.45 A.M. to	7.45 P.M.
Sheffield.....	8.00 A.M. to	8.00 P.M.
Falls Village.....	7.30 A.M. to	7.30 P.M.
Lime Rock.....	7.30 A.M. to	7.30 P.M.
West Cornwall.....	7.20 A.M. to	7.20 P.M.
Cornwall Bridge.....	7.30 A.M. to	7.30 P.M.
Kent (except Sunday).....	7.00 A.M. to	7.00 P.M.
Kent (Sundays) 9.30 A.M. to 11.30 A.M.....	5.45 P.M. to	7.45 P.M.
Merwinsville.....	7.00 A.M. to	7.00 P.M.
Still River.....	7.10 A.M. to	7.10 P.M.
Brookfield.....	6.05 A.M. to	6.05 P.M.
Newtown.....	8.00 A.M. to	8.00 P.M.
Stepney.....	7.05 A.M. to	7.05 P.M.
Long Hill.....	7.05 A.M. to	7.05 P.M.
Litchfield.....	8.00 A.M. to	8.00 P.M.
New Preston.....	7.30 A.M. to	7.30 P.M.
Washington.....	7.30 A.M. to	7.30 P.M.
West Stockbridge.....	6.00 A.M. to	6.00 P.M.
Torrington.....	6.45 A.M. to	6.45 P.M.
Thomaston.....	6.30 A.M. to	6.30 P.M.
Waterville.....	6.30 A.M. to	6.30 P.M.
Oakville.....	6.30 A.M. to	6.30 P.M.
Allerton Farms (except Sundays).....	8.00 A.M. to	8.00 P.M.
Towantic.....	8.00 A.M. to	8.00 P.M.
Southbury.....	7.15 A.M. to	7.15 P.M.
Sandy Hook.....	7.30 A.M. to	7.30 P.M.
Hawleyville.....	9.30 A.M. to	7.30 P.M.
Seymour.....	6.45 A.M. to	6.45 P.M.

8505. Sidings (capacity based on 40-foot cars, in addition to one engine and caboose) are located as follows:**BRIDGEPORT TO PITTSFIELD.**

Bridgeport No. 6.....	13	Lime Rock No. 6.....	37
Bridgeport (Erie Siding).....	51	Falls Village.....	18
Bridgeport (Elevated track).....	46	Maltby's.....	32
Trumbull.....	22	Canaan.....	100
Long Hill.....	5	Ashley Falls.....	22
Parlor Rock.....	47	Sheffield.....	100
Stepney.....	37	Kellogg's.....	11
Botsford (New Haven Side).....	100	Great Barrington.....	41
Botsford (Bridgeport Side).....	57	Van Deusenville.....	23
Newtown No. 6.....	44	Rising Siding.....	58
Brookfield Jct. No. 6.....	30	Housatonic.....	29
Brookfield Jct. No. 5.....	7	Iron Works.....	23
New Milford.....	38	Glendale.....	5
Boardmans Bridge.....	19	Stockbridge.....	41
Merwinsville.....	42	Hurlburt.....	47
Woodrow.....	39	Lee.....	19
Kent.....	82	Niagara.....	12
Flanders.....	49	Lenox.....	21
Cornwall Bridge.....	49	Yukon.....	15
West Cornwall.....	21		

STATE LINE BRANCH.

State Line.....	37	West Stockbridge.....	19
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LITCHFIELD BRANCH.

Hawleyville.....	14	New Preston.....	15
West Shore.....	15	Romford.....	3
Roxbury Falls.....	8	Morris.....	11
Roxbury.....	12	Bantam.....	7
Judds Bridge.....	3	Lake.....	23
Washington.....	8		

DEVON TO WINSTED.

Devon No. 6.....	113	Waterville.....	39
Devon No. 5.....	135	Jericho.....	25
Derby.....	50	Thomaston.....	21
Seymour No. 5.....	82	Campville.....	14
Seymour No. 6.....	47	East Litchfield.....	30
Rimmons.....	44	Torrington.....	43
Beacon Falls.....	48	Burrville.....	20
Naugatuck.....	81	Winsted.....	20
Union City.....	12		

WATERTOWN BRANCH.

Browns.....	3	Watertown.....	2
Oakville.....	3		

NEW HAVEN TO BOTSFORD.

Allington.....	6	Orange.....	10
Tyler City.....	25	Maple.....	91

BANK ST. JUNCT. TO DANBURY.

Osborntown.....	90	Southbury.....	100
Towantic.....	100	Sandy Hook.....	61
Oxford.....	32	Newtown Siding.....	100

Locations of sidings on single track territory at points where there are two or more sidings or side-tracks:

Pittsfield.....	Spur track opposite passenger station.
Lenox.....	Track 6 opposite passenger station.
Niagara.....	Track 6 opposite passenger station.
Lee.....	Track 5 opposite passenger station.
Hurlburt.....	Track 6 opposite passenger station.
Stockbridge.....	Track 6 opposite passenger station.
Housatonic.....	Track 6 south of passenger station.
Van Deusenville.....	Track 5 opposite passenger station.
West Stockbridge.....	Track 5 opposite passenger station.
State Line.....	Track 5 opposite passenger station.
Great Barrington.....	Track 6 opposite passenger station.
Sheffield.....	Track 5 south of passenger station.
Ashley Falls.....	Track 5 north of passenger station.
Canaan.....	Track 6 north of passenger station.
	From south switch to cross-over.
Falls Village.....	Track 5 opposite station.
Lime Rock.....	Track 6 south of station.
West Cornwall.....	Track 5 south of station.
Cornwall Bridge.....	Track 6 south of freight station.
Kent.....	Track 6 opposite passenger station.
Merwinsville.....	Track 6 north of passenger station.
Stepney.....	Track 6 south of passenger station.
Bridgeport.....	Track 6 north of passenger station.
Roxbury.....	Track 6 opposite passenger station.
Washington.....	Track 5 opposite passenger station.
New Preston.....	Track 5 opposite passenger station.
Bantam.....	Track 6 opposite passenger station.
Litchfield.....	Track 5 south of passenger station.
Sandy Hook.....	Track 5 west of passenger station.
Sandy Hook.....	Track 6.
	From extreme east switch to cross-over.
Southbury.....	Track 6 opposite passenger station.
Oxford.....	Track 5 opposite passenger station.
Waterville.....	Track 6 south of passenger station.
	From south switch to second cross-over.
Thomaston.....	Track 5 north of passenger station.
East Litchfield.....	Track 6 opposite passenger station.
Torrington.....	Track 5 opposite passenger station.
Winsted.....	Track 5 opposite passenger station.
Watertown.....	Track 6 opposite passenger station.

8506. Fires may be Cleaned and ashes dumped at New Milford opposite North Water plug, Shelton, Danbury coal pocket water plug, and in emergency cases when necessary it may be done at other points on sidings between the fouling point or insulation joints and a point 200 feet back thereof. Engine-men and firemen must use precautions to prevent fire spreading.**8507. Omitted.****8508. Emergency Outfits** consisting of material necessary for First Aid to the Injured have been located as follows:**LARGE OUTFITS.**

WATERBURY.....	Yardmaster's Office
WATERBURY.....	Freight Office
WATERBURY.....	Engine House Meriden Jct.
DANBURY.....	Yard Office

SMALL OUTFITS.

DERBY JCT.....	Tower
ANSONIA.....	Freight Office
BOTSFORD.....	Telegraph Office
WINSTED.....	Engine House
BROOKFIELD JCT.....	Freight House
HAWLEYVILLE.....	Baggage Room in Parcel Cabinet
GREAT BARRINGTON.....	Telegraph Office
PITTSFIELD.....	Freight Office

(L.W.)

C. N. E. RAILWAY.

SPECIAL INSTRUCTIONS.

9600. Main Tracks are operated as follows:

Single track between Walnut St. and S.S. 110.
 " " between Agawam Junction and Tariffville.
 " " 1400 feet east of Maybrook passenger station to Campbell Hall.
 " " State Line to N. D. & C. Jet.
 " " Stissing Junction to Beacon.
 " " between Boston Corners and Rhinecliff.
 " " between Silvernails and P. & E. Junction.
 Double track between Mallory to 1400 feet east of Maybrook passenger station.

9601. Audible Signals.

All eastward trains approaching S.S. 110 will sound one long blast of whistle for Hopewell Junction route and one long and one short blast for Pleasant Valley route.

9602. Train Registers are located as follows:

HARTFORD.
 TARIFFVILLE. Trains between Tariffville and Agawam Junction, inclusive.
 WINSTED. Trains originating or terminating.
 WEST WINSTED. Trains originating or terminating.
 CANAAN. Trains originating or terminating.
 MILLERTON. Trains originating or terminating.
 BOSTON CORNERS.
 STATE LINE.
 N. D. & C. JUNCTION, also governs P. & E. JUNCTION.
 PINE PLAINS. Trains originating or terminating.
 STISSING JUNCTION.
 SILVERNAILS.
 HOPEWELL JUNCTION. Trains originating or terminating.
 POUGHKEEPSIE. Trains originating or terminating, also governs S.S. 110.
 MAYBROOK. XC.
 MAYBROOK. BK.
 CAMPBELL HALL.
 DANBURY.
 SLATE DOCK. Also governs Rhinecliff.
 BEACON.

9603. Yard Limits indicated by signs, are located at:

Hartford.	Pine Plains.	Maybrook.
Tariffville.	Silvernails.	Hopewell Jet.
Simsbury.	Stissing Jet.	Beacon.
Winsted.	S.S. 110.	Matteawan.
West Winsted.	Poughkeepsie.	Mallory.
Canaan.	Highland.	Brewster.
Millerton.	Campbell Hall.	

Maybrook-Campbell Hall Terminal embraces the territory within yard limit signs east of westward receiving tracks, Maybrook, to end of track at Campbell Hall.

Winsted and West Winsted yard limits are defined by yard limit signs east of Torrington St. and west of West Winsted.

Pine Plains yard limits are defined by yard limit boards on connecting divisions. Also extend 100 feet east of ice pond switch.

Matteawan and Beacon yard limits are defined by yard limit signs, east of Green Fuel Economizer Works side-track, Matteawan, to end of tracks, Beacon.

Engines moving in yard limits at the following stations may run against the current of traffic as the way is seen and known to be clear:

HOPEWELL JUNCTION. Westward track, west leg of wye to cross-over leading to eastward tracks.

POUGHKEEPSIE. Eastward track between east end of track known as short track and east end of bridge, only when authorized by operator in Train Dispatcher's office; westward tracks between cross-over opposite Sidell's coal trestle and east end of bridge.

HIGHLAND. Eastward track between cross-over west of passenger station and east end of track known as "short."

MAYBROOK. Eastward track between east end of departure tracks and end of double track. Westward track between Gould's side-track and end of double track.

SIMSBURY. That portion of the N. Y., N. H. & H. R.R. siding between the east end and the crossing will be used as a main track for first-class trains only. Normal position of switch leading from C. N. E. main track to east end of N. Y., N. H. & H. R.R. siding will be for C. N. E. trains.

All other trains will use the C. N. E. old main track.

STATE LINE. Account yard limits being eliminated at State Line, all trains from the west that turn at Millerton will head in on west leg of wye, and all trains from the east will back in on west leg of wye.

9604. Special Signals are in use as follows:

NORFOLK. Automatic block signal located 643 feet east of tunnel. Westward trains approaching Norfolk and finding signal against them must stop and proceed with caution.

WINSTED. Automatic block signal located 1109 feet west of Winsted passenger station. Eastward trains approaching Winsted and finding signal against them must stop and proceed with caution.

BLOCK SYSTEMS.

9605. Manual Block System.

Rule 318 (A) applies between:
 Mallory and Hopewell Junction.

9606. Controlled Manual Block System between:

ELECTRIC TRAIN STAFF.

HOSPITAL BRANCH.

Staff System. Instructions governing movements are posted in each staff cabin. Staff cabins are located at North St. Jet.; the N. Y. C. R.R. connection; Bullard's Foundry Co. and just north of the trolley station at State Hospital.

Trolley cars are operated every thirty minutes and C. N. E. switchers making Hospital Branch movements will avoid so far as possible, delaying trolley cars.

9607. Automatic Block System:

SEMAPHORE TYPE between:

Hopewell Junction and Creamery Crossing west of Berea.

9608. Time Spacing System is in use between:

Walnut St. S.S. 110.

Tariffville and Agawam Junction.

State Line and N. D. & C. Junction.

Stissing Junction and Beacon.

Boston Corners and Rhinecliff.

Silvernails and P. & E. Junction.

9609. Railroad Crossings at Grade are located and protected as follows:

SIMSBURY. Westward trains will be governed by arm on left hand mast of two-arm bracket post located north of passenger station. Eastward trains will be governed by arm on left hand mast of two-arm bracket post located west of passenger station. C. N. E. trains must not proceed unless arm is in a depressed position or signal shows green.

PINE MEADOW. Operator or switchman will be on duty 7.15 A.M. until 7.45 P.M. daily except Sunday during which hours, he will handle the cross-over switches. Between 7.45 P.M. and 7.15 A.M., and on Sundays, there will be no operator or switchman on duty, during which time the normal position of cross-over switches will be for the C. N. E. tracks. All trains must stop at a safe distance from the crossing and not proceed unless switches are set for them. One long blast of the whistle will be sounded as a signal for the operator or switchman to set switches for the C. N. E. Ry. tracks. Two long blasts of the whistle for N. Y., N. H. & H. R.R. tracks. Two red switch targets by day and two red lights by night will indicate switches are set for C. N. E. Ry. tracks. To green switch targets by day and two green lights by night will indicate switches are set for N. Y., N. H. & H. R.R. tracks.

CANAAN. Interlocked Signals — Crossing of N. Y., N. H. & H. R. R. and C. N. E. Ry. All trains must come to a full stop at a point not less than two hundred (200) feet nor more than eight hundred (800) feet before reaching the crossing, and then proceed according to signal indications. Trains must be clear of fouling on one road before signals on other road can be set at Proceed indication.

BOSTON CORNERS AND MILLERTON. Signal gate with large red disk for signal by day and a red light by night is located at the crossing, Boston Corners and Millerton.

A red light placed on the center of this disk shows the position of the gates by night. When the gates are across N. Y. C. R.R. tracks C. N. E. trains may proceed, and when across C. N. E. tracks, N. Y. C. R.R. trains may proceed. The normal

(L.W.)

position of the gates will be across C. N. E. tracks. Trains must stop at a safe distance from the crossing.

HOPEWELL JUNCTION. Interlocked.

9610. Clearance Cards, Form "A" must be obtained before leaving initial stations, except as follows: Train 2 may leave West Winsted without, but must obtain clearance card Form A at Winsted.

Trains are excused from clearance Form A at State Line, P. & E. Junction, N. D. & C. Junction, Agawam Junction, during entire 24 hours.

Trains are excused from clearance Form A at Stissing Junction between the hours of 7.00 P.M. and 7.00 A.M.

When operators are unable to communicate with train dispatcher they may issue clearance card Form A to trains for which they have no uncompleted train orders.

9611. Omitted.

MISCELLANEOUS

9700. Normal position of Junction switches will be set and locked:

Tariffville.....	For Simsbury.
State Line.....	For Mt. Riga route.
Boston Corners.....	For Tanners route.
Silvernails.....	For Ice Pond route.
P. & E. Junction.....	For N. D. C. Junction route.
N. D. & C. Junction.....	For Briarcliff Farms route.
Stissing Junction.....	For McIntyre route.
S.S. 110.....	For double track.
Maybrook.....	For eastward track.
Hospital Branch,	
North Street Junction....	For trolley connection.

9701. When helping engine is attached to rear of trains it must be protected by the regular flagman as per Rule 99.

Extra trains and switch engines must not move between Poughkeepsie and S.S. 110, Poughkeepsie and Highland without Form F and Clearance Form A.

Extra trains and switch engines must not move between Maybrook and Campbell Hall, Matteawan and Beacon without train orders from the General Superintendent.

Extra trains entering on double from single track at S. S. 110 are excused from obtaining Order Card Form F and Clearance Card Form A.

9702. Helping engines will cut off and run ahead crossing Bridge 12-05 over Farmington River west of Tariffville and Bridge 26-11, Satan's Kingdom.

9703. Retainers must be turned up on all cars in eastward freight trains between Grants and Winsted.

9704. Trainmen riding leading car of train carrying passengers backing between N. Y., N. H. & H. R. R. yard and Hartford Station and between High Street Junction and Collinsville, also Millertown to State Line, in either direction, will give engine-man hand signal in addition to communicating signals to start the train.

9705. Employes' train leaves Poughkeepsie at 6.00 A.M. daily for Maybrook. Returning, leave Maybrook passenger station at 5.10 P.M. for Poughkeepsie. Employes train leave Maybrook passenger station 5.15 P.M. daily for Campbell Hall. These trains must not be delayed by second-class, extra trains or switch engines.

9706. HARTFORD. C. N. E. trains using N. Y., N. H. & H. R.R. tracks at Walnut Street to enter or leave Hartford station are warned that trains consisting of four or more cars will block N. Y., N. H. & H. R.R. main track. Such trains must be properly protected with flagman before reaching fouling point.

9707. Track known as the horn track at Hartford will be under the jurisdiction of the C. N. E.

The station shown on the time table as Walnut Street will be understood to mean where the horn track connects with the N. Y., N. H. & H. R.R. main tracks; track known as the Scale track just west of Edwards St. will be designated as Edwards St. Meeting points as shown on time-table or train orders reading

Scale track, Edwards St., will be understood that trains will meet and pass at the scale track, while train orders reading N. Y., N. H. & H. R.R. tracks, Walnut St., trains will meet and pass on N. Y., N. H. & H. R.R. tracks.

9708. TARIFFVILLE. Trains must expect to find the west leg of wye occupied without notice.

9709. WINSTED. Running of flying switches with cars for Tiffany and Picket side-track is prohibited.

9710. POUGHKEEPSIE. On all engine movements between Poughkeepsie passenger station and roundhouse, flagman must ride on front of engine.

Garden Street has no flag protection. Parker Avenue, North Hamilton and Smith Street are not protected 7.00 P.M. to 7.00 A.M. All trains or engines moving between passenger station and roundhouse must flag these crossings during the hours that they are not protected, and flagman must ride on front end of engine or rear of tank.

Train Dispatchers office will have control over signal S-1112, located at the east end of Poughkeepsie bridge.

All eastward trains must stop at the telephone cabin, located 600 feet west from the east end of the bridge, and communicate with the telegraph operator to clear the signal.

When the signal cannot be cleared eastward trains will be governed as follows:

Passenger trains will be given yellow hand signal as provided by Rules 630 and 663, Book of Rules.

Trains terminating at Poughkeepsie will be authorized by telephone communication to pass the home signal and proceed to the passenger station as the track is known and seen to be clear.

Trains in through freight service will be governed as follows:

Operator will instruct the engineer when the engine will be detached and run to S.S. 110 and when it is ascertained that it is safe for the movement of the entire train, form T-73 will be issued. Cross-over switches and switch leading from track No. 2 to the engine house lead are electrically locked. Permission to use these switches must be secured from the operator.

Home block signal located 240 feet east of the baggage room controls train and engine movements from engine house lead, short turntable and freight house tracks.

This signal must not be passed when in the Stop position by any train or engine movement from the engine house lead, except that engines and trains moving from the short, turntable and freight house track to the engine house lead thence to track No. 2 will be authorized to pass the signal as provided by Rules 630 and 663, Book of Rules.

9711. POUGHKEEPSIE BRIDGE. Trains must not exceed 12 miles per hour minimum time seven minutes, and trains must pass over the bridge at uniform rate of speed and application of brakes avoided while on river spans or any part of the structure, except when absolutely necessary and then only in the most careful manner.

Double-headers must not be used under any consideration. If a second engine is required, it must be separated from the first engine by at least 15 cars. If less than 15 cars, engine must be cut and pass over bridge separately.

Conductors will see that sufficient hand brakes are set while engine is detached to avoid train moving.

Heavy switch engines, weight 198,000 lbs. on 15 ft. wheel base must not be operated over the bridge. For shopping purposes they may be hauled light with coal, fire and water removed but must be separated from the hauling engine by at least 15 cars.

Cars having a combined weight and lading of 200,000 lbs. must be separated from one another by at least six cars, each of which must not weigh over 160,000 lbs. Yardmasters will be governed accordingly in the make-up of trains, and conductors in picking up.

Engines must not be stopped over Washington or Delafeld Streets.

9712. CLINTONDALE. Passenger-carrying trains must not back in White Cross Creamery side-track.

(L.W.)

9713. "Section 1. Any person traveling upon any public highway, which is crossed by the tracks of any railroad company, who shall be prevented from crossing such tracks for a longer time than five minutes, by reason of any train, car or locomotive using or occupying such highway, may recover twenty-five dollars and costs from the corporation or person owning or operating such railroad, provided suit is brought within thirty days from the date of such obstruction.

Section 2. The person filing notice, first, with the Public Utilities Commission, of intention to bring suit under the provisions of this act, shall be entitled to the only recovery for any such obstruction.

Section 3. This act shall take effect from its passage."

Train and engine crews will see that no public crossing is blocked over five minutes. When for any reason highway crossings are blocked over 5 minutes, report must be sent immediately to the office of the Superintendent.

9714. CAMPBELL HALL. N. Y., O & W. R. R., N. Y. C. R. R., and L. & N. E. Ry. trains are authorized to use track of the C. N. E. Ry. within yard limits by protecting against first-class trains. C. N. E. time-table must be procured, register book and agent consulted before using such tracks, and conductors must accompany their trains while occupying tracks and know that all movements are made with caution expecting to find tracks occupied and see that ample protection is afforded when required.

Following instructions issued by N. Y., O & W. R. R. Co., which are hereby approved.

Trains of N. Y. C. R. R., L. & N. E. R. R. and C. N. E. Ry. at Campbell Hall have right to occupy main tracks within yard limits, after consulting agent and by protecting against regular trains.

The following rules are applicable to yard movements.

N. Y., O. & W. R. R. Rules.

M. All persons whose duties are in any way affected by the time-table, must have a copy of the current time-table with them while on duty.

93-A. The location of yard limits will be designated in time-table.

93. Within yard limits the main track may be used, protecting against first-class trains.

Second-class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

93-B. On double track, movements against the current of traffic within yard limits must be made only under protection.

5. Yard engines and trains occupying the main track within yard limits where they cannot be seen by the engineman of an approaching train for a distance of at least 1000 feet, must be properly protected.

9715. FISHKILL. First highway crossing east of Fishkill protected by crossing watchman 7.15 A.M. to 7.15 P.M. daily. Trains must not cross between the hours of 7.15 P.M. and 7.15 A.M. except under flag protection.

9716. MATTEAWAN. Fountain Street crossing, Matteawan, protected by crossing watchman 6.15 A.M. to 7.30 P.M. except Sundays. Sundays for scheduled trains only. Trains must not cross 7.30 P.M. to 6.15 A.M. except under flag protection.

Mill Street just west of Matteawan station protected by crossing flagman from 6.30 A.M. to 6.30 P.M. and must be flagged by train crews between the hours 6.30 P.M. and 6.30 A.M.

9717. Trainmen and enginemen must provide themselves with copies of the current time-table and Book of Rules of the Boston & Albany Co. and N. Y., O. & W. R. R. Co. and be governed thereby when on these tracks.

9718. Eastward defective cars set out at St. Elmo or Modena must be placed on spur track; at Highland on coal track, and at Hopewell Junction on track No. 16. Westward defective cars set off at Hopewell Junction must be placed on town track and at Highland on track No. 8.

9719. Conductors will wire yardmaster, Danbury, when extra brakeman is required west of Danbury, in accordance with New York State full crew bill.

9720. Trainmen using Baker Chocolate side-track at Red Hook or Glenham Mills side-track at Groveville must lock the gates after work is completed.

9721. Toilet doors must be locked in all coaches and cabooses between Union Station, Hartford and Cottage Grove and between Mill Plain and Whaley Lake.

9722. Wrecking derrick No. 1 has not sufficient clearance to go under Mary Ann bridge and must not be moved west of Matteawan station.

9723. BLOOMFIELD. There is close clearance for employees on sides of cars at coal chute.

9724. SIMSBURY. Engine must not be detached from car-load shipment of powder being handled at Ensign Bickford Company side-track until cars have been brought to a stop.

9725. WINSTED. The corner of Richards Manufacturing Company building provides close clearance with side-track.

9726. CANAAN AND NORFOLK. Unnecessary use of whistle or bell is prohibited.

9727. STATE LINE. When trains take siding at State Line and engine goes to Millerton, markers must be removed.

9728. STISSING JCT. Trains leaving set-out cars for N. D. & C. Division set out on Bangall route side-track; all westward cars on McIntyre route side-track and all eastward cars on Attlebury route side-track.

9729. The emission of black smoke from engines is prohibited at Hartford, Poughkeepsie and Norfolk.

9730. POUGHKEEPSIE. Engines heavier than F-3 class must not be run on the Hospital Branch, or Freight House tracks, account of curves too short.

Engines must not go in house on Vassar, Underhill or Sidell's coal pocket.

If necessary to put engines in Collingwood & Seaman shed, care should be taken to prevent damage to the building by heavy exhaust from the smoke stack which is liable to force roofing.

Side platforms and piles of lumber along the beef and other tracks leading in Wilbur Lumber Yard will not clear a man on the side of cars.

There is close clearance on side of cars on North Clinton, Washington and Delafield St. overhead bridges.

Close side clearance for F-5 and J-1 class engines North Clinton Street bridge.

Overhead wires between North St. and Hudson River State Hospital will not clear a man on top of cars and wires are not protected by tell-tales.

9731. MODENA. Eastward trains taking water must cut engine off clear bell circuit to avoid continuous ringing of bell.

9732. MAYBROOK. Engineers of westward freight trains must personally telephone yardmaster's office to ascertain on what track pull in. When track number is given, engineer should repeat same to avoid misunderstanding.

New elevator and unloading platform at the icing plant will not clear a man on side of cars.

Conductors, trainmen, enginemen and firemen when called must sign call book, making notation on same the time called, otherwise they will not be considered as having been called. Men who cannot be found when called, will be placed at bottom of extra list and must explain to General Yardmaster or Round-house Foreman their absence.

Employees leaving "BK" office are warned to look out for switching movements before stepping on switching lead.

9733. MILLBROOK. Highway crossings east and west of station are not protected by crossing watchmen. Trains must be prepared to stop in time to prevent accident. When necessary to do switching, flagman must be stationed at these crossings.

(L.W.)

Switch connecting station siding and Swift Bros. coal and lumber track acts as a derail for the main track and normal position is for Swift Bros. side-track.

Swift Bros. lumber and coal shed and Haight's coal shed will not clear man on top or side of car.

9734. BILLINGS. Frame bents supporting overhead bridge just east of station has close clearance.

9735. MATTEAWAN. Employees making switching movements in the Green Fuel Economizer plant are warned that the overhead crane will not clear a man on top of box cars and extra precaution must be taken to avoid injury.

Davidson's side-track may be used for storing cars but it must be understood that such cars must be left to clear the coal trestle.

9736. HOPEWELL JUNCTION. Track 9 is designated for all N. D. C. Brinkerhoff and west, and track 11 for Poughkeepsie and drops to Beacon Gravel Pit siding next to West Leg Wye for cars Lagrange and east.

When necessary for any engine to go to the engine house for repairs, train must be set off in yard.

East and westward trains, running light of tonnage will fill to full rating.

Derail on engine house lead which protects 3d Sub-division main track must be set to derail in all cases whether cars on side-track or not.

Conductors picking up trains which require doubling from one track to another will have train line charged on rear portion; then charge head end before doubling over the avoid excessive time blocking highway crossings.

Close clearance Underhill Coal Shed.

9737. DANBURY. C. N. E. Ry. conductors in through service will show on their wheel reports, the exact arriving and departing time.

When necessary for engines of eastward freight trains to go to engine house for repairs, train, except caboose, must be set off at Fair Grounds.

All defective cars must be left on spur.

9738. BREWSTER. Brakes must be properly set and wheels blocked on cars left on N. Y. C. connection. Defective cars must be left on Putnam or track No. 8.

9739. HOLMES. Conductors, eastward trains, must see that highway crossing is properly protected when cutting out helping engines and dropping caboose.

9740. WEST PAWLING. To avoid blocking crossing, eastward trains taking water must detach engine west of the board located for this purpose. All westward engines to take water in preference to Hopewell Junction.

9741. When delayed at terminals, including Danbury, conductors will register time first held out of yard as arriving time, the second time to be shown when they enter onto another sub-division or train is set off.

9742. LAGRANGE. Close clearance on coal and feed shed.

9743. VERBANK. Close clearance on Barlow's Feed house.

9800. Standard Clocks are located at:

Hartford....."A. D." Telegraph Office.
 Millerton.....Telegraph Office.
 Beacon.....Telegraph Office.
 Maybrook.....XC General Office.
 Danbury.....Passenger Station.
 Poughkeepsie.....Train Dispatcher's Office.

9801. Bulletin Boards are located at:

Hartford....."A. D." Telegraph Office.
 East Hartford.....Engine House.
 Canaan.....Telegraph Office.
 Millerton.....Telegraph Office.
 Boston Corners.....Telegraph Office.
 Poughkeepsie.....Yardmaster's Office.
 Poughkeepsie.....Engine House.
 Maybrook....."XC" Telegraph Office.
 Maybrook.....Engine House.
 Hopewell Junction.....Engine House.

Beacon.....Engine House.
 Beacon.....Telegraph Office.
 Danbury.....Telegraph Office.
 New Haven.....Crew Dispatcher's Office.
 Cedar Hill.....Engine House.
 Waterbury.....Engine House.
 Waterbury.....Baggage Room.

9802. Water Stations, Coal Stations, Turntables, Wyes and Track Scales are located as follows:

STATIONS	Water	Coal	T'able; length in feet	Wye	Scales; capacity in tons
Walnut St.....	W		60'		
Tariffville.....				Y	
Simsbury.....	W				
High St. Junction.....				Y	
New Hartford.....	W				
Winsted.....					150
West Winsted.....	W	C	50'		
Grants.....	W				
Canaan.....	W	C		Y	100
Salisbury.....	W				
State Line.....				Y	
Millerton.....	W	C			
Boston Corners.....	W			Y	
Stissing Jct.....	W				
Poughkeepsie.....	W	C	60'		80
Highland.....	W		60'		
Modena.....	W				
Maybrook.....	W	C	75'		150
Beacon.....	W	C		Y	80
Hopewell Jct.....	W	C	60'	Y	
Moore's Mills.....	W				
Pine Plains.....			60'		
Shekomoko.....	W				
Silvernails.....	W			Y	
Cokertown.....	W				
Slate Dock.....		C	60'		
Rhinebeck.....	W				
West Pawling.....	W				
Brewster.....	W				60
Danbury.....	W	C		Y	

9803. Heaviest Engines permitted:

CLASS.

BETWEEN	Pass.	Frt.
Campbell Hall and Danbury.....	I-1	J-1
Hopewell Jct. and Danbury.....		J-2
S.S. 110 and Walnut St.....	P-1	F-4
Rhinecliff and Boston Corners.....	P-1	F-4
Beacon and Hopewell Jct.....	P-2	F-3
Hopewell Jct. and Millerton.....	P-2	F-4
Agawam Jct. and Tariffville.....	P-4	F-2

9804. Day train order and signal stations are open from 7.00 A.M. to 7.00 P.M., except as follows:

Loyd.....	7.00 A.M. to 6.00 P.M.
Clintondale.....	7.00 A.M. to 6.00 P.M.
St. Elmo.....	7.00 A.M. to 6.30 P.M.
East Walden.....	7.00 A.M. to 6.30 P.M.
Tariffville.....	7.30 A.M. to 7.30 P.M.
Canton.....	7.15 A.M. to 7.15 P.M.
Norfolk.....	7.45 A.M. to 7.45 P.M.
Allyndale.....	7.50 A.M. to 7.50 P.M.
Taconic.....	7.55 A.M. to 7.55 P.M.
Salisbury.....	7.45 A.M. to 8.00 P.M.
Lakeville.....	7.30 A.M. to 8.05 P.M.
Beacon.....	6.15 A.M. to 6.15 P.M.
Matteawan.....	6.30 A.M. to 6.30 P.M.
Fishkill.....	7.15 A.M. to 7.15 P.M.
Brinkerhoff.....	7.20 A.M. to 7.20 P.M.
Shekomoko.....	6.40 A.M. to 6.40 P.M.
Pine Plains.....	6.30 A.M. to 6.30 P.M.
Millerton.....	5.50 A.M. to 8.50 P.M.
Bangall.....	6.50 A.M. to 7.20 P.M.
Copake.....	6.55 A.M. to 6.55 P.M.

(L.W.)

9805. Sidings (capacity based on 40-foot cars, in addition to one engine and caboose), are located as follows:

CAPACITY	CAPACITY
Walnut St. Scale track . . . 6 cars	State Line 45 cars
Bloomfield 35 cars	Boston Corners 54 cars
Pine Meadow 23 cars	Salt Point 39 cars
New Hartford 10 cars	Brinckerhoff 40 cars
Barkhamsted 41 cars	Fishkill 35 cars
Winsted 29 cars	West Pawling 42 cars
Grants 42 cars	Cottage Grove 25 cars
Norfolk 67 cars	Canton 46 cars
Haystack 25 cars	Twin Lakes 5 cars
Whiting River 45 cars	Modena (East) 78 cars
Canaan 35 cars	Modena (West) 77 cars
Salisbury 45 cars	Green Haven 68 cars

Side-Tracks.

Millbrook 25 cars	Brewsters 5-6 116 cars
Ancram 33 cars	Pine Plains 19 cars
Fall Brook 35 cars	Bangall 35 cars
Reynoldsville S'm't. 38 cars	Verbank 20 cars
Griffins 23 cars	Moore's Mills 21 cars
Barnard 22 cars	La Grange 15 cars
Tariffville 21 cars	Hopewell Jet. 20 cars
Simsbury 52 cars	West Patterson 53 cars
High St. Jet. 25 cars	Silvernails 32 cars
Taconic 22 cars	Fair Grounds 207 cars
Lakeville 23 cars	Stissing Jet.
Millerton 20 cars	Attlebury route 49 cars
Clinton Corners 17 cars	Bangall route 16 cars
Pleasant Valley 18 cars	Glenham 20 cars

9806. Fires may be cleaned and ashes dumped at West Winsted, Canaan, Stissing Junction, Highland, Hopewell Junction, Pine Plains, Millerton, Rhinecliff, Silvernails, Boston Corners and Danbury. "Dump ashes here" boards designate proper place. Enginemen and firemen must use precautions to prevent fire spreading.

GENERAL SPEED RESTRICTIONS.

Trains or engines must not exceed a speed of 10 miles per hour through hand-thrown switches.

On territory not equipped with block signal system, extra trains will be limited to the speed of freight and work trains, except when otherwise instructed by special order.

Trains must not exceed a speed of 10 miles per hour when passing stations at night at which they are scheduled for flag stops, and must stop for passengers indicating in any way that they wish to board the train. Conductors as well as enginemen must be on the lookout for passengers at such stations.

Tool train derricks Nos. 37, 38, 39, 40 and 41 must not be run at a speed exceeding 35 miles per hour with boom trailing, and 25 miles per hour with boom pointing forward; other derricks, including Nos. 42 and 43, in tool trains, must not be run at a speed exceeding 25 miles per hour.

Freight trains handling derrick cars of this company or other parties, must not exceed a speed of 25 miles per hour.

P-I engines and switch engines will not exceed a speed of 20 miles per hour.

Engines without cars, or with freight equipment, running backward, must not exceed a speed of 20 miles per hour, and enginemen must exercise caution while passing passenger stations.

Engines not equipped with headlights on the rear must not be run on the road backward at night if it can be avoided. If necessary to make such movement, the speed over highway or street crossings at grade must not exceed 15 miles per hour.

Freight engines of Mogul type, when handling passenger trains, must not exceed a speed of 45 miles per hour.

NEW YORK DIVISION SPEED RESTRICTIONS Maximum Rates of Speed in Miles per Hour for trains composed of passenger equipment.

BETWEEN	ENGINES RUNNING FORWARD	ENGINES RUNNING BACKWARD
Woodlawn, Harlem River and Devon	60	25
South Norwalk and Danbury	50	25
Branchville and Ridgefield	30	20
Stamford and New Canaan	40	20

Freight trains, work trains and light steam engines must not exceed a speed of 45 miles per hour between Woodlawn and Devon and between Harlem River and New Rochelle Junction; 30 miles per hour between South Norwalk and Danbury; and 20 miles per hour between Stamford and New Canaan and between Branchville and Ridgefield.

Freight trains electrically operated must not exceed a speed of 30 miles per hour.

END FOUR TRACKS. Trains must not exceed 25 miles per hour in entering or leaving four-track sections.

The Following Additional Speed Restrictions Must be observed by All Trains:

WOODLAWN AND DEVON	MILES PER HOUR
WOODLAWN — Westward on descending grade south of new bridge*	30
NEW ROCHELLE JUNCTION — Eastward tracks	25
Westward tracks	30
NEW ROCHELLE JUNCTION — Eastward, east of Webster Avenue*	25
Westward, west of passenger station*	30
New Rochelle Junction, distance between posts 1990 feet; 54 second eastward, 45 seconds westward.	
RYE — Curve east of passenger station, both directions*	40
PORT CHESTER — Curve east of passenger station*	40
COS COB Drawbridge	30
SOUTH NORWALK — Over drawbridge and through curve at S.S. 44*	30
Westport Drawbridge	30
BRIDGEPORT — Curve at Main Street*	30
Over Drawbridge*	15
Devon Drawbridge	30
Cos Cob drawbridge, distance between posts 1095 feet; 25 seconds.	
South Norwalk drawbridge and curve, distance between posts 1660 feet; 38 seconds.	
Westport drawbridge, distance between posts 465 feet; 11 seconds.	
Bridgeport curve in Main Street, distance 2400 feet; 55 seconds.	
Bridgeport, curve at and over drawbridge, distance between posts, westward 3342 feet; 1 minute and 16 seconds; eastward 3300 feet; 1 minute and 16 seconds.	
Devon drawbridge, distance between posts 1080 feet; 25 seconds.	

HARLEM RIVER BRANCH.

20 miles per hour on curve between Port Morris and Harlem River Yard entrance, and 10 miles per hour must not be exceeded in either direction by trains running between Harlem River passenger station and the semaphore signal at the east end of Harlem River yard.

	MILES PER HOUR
PORT MORRIS, HARLEM RIVER — Between Port Morris and Harlem River yard entrance*	20
Bronx River Drawbridge	30
Pelham Bay Trestle and Drawbridge	30
PELHAM MANOR — Curve at station platform track No. 3*	15

Yellow posts, standing about four feet about the ground, have been erected at each end of certain speed restricted territories. The minimum time to be consumed by a train over these points is as follows:

Port Morris curve, distance, between posts 1200 feet; 41 seconds.
Pelham Bay drawbridge, distance between posts 1645 feet; 37 seconds.

* Permanent Boards.

(L.W.)

DANBURY BRANCH.

MILES
PER HOUR

Between Junction switch with main track No. 3, and south switch at Marshall St. bridge, Danbury Branch*.....

10

NORWALK — Between gas works and passenger station*.....

10

Norwalk, distance between posts 1550 feet; 1 minute, 42 seconds.

WINNIPAUK — Curve north and south of station*.....

35

Winnipauk, distance between posts 1100 feet; 21 seconds.

WILTON — Curve north of station*.....

40

Wilton, distance between posts 1130 feet; 19 seconds.

TOPSTONE-BRANCHVILLE — Curve between Topstone and Branchville*.....

35

BETHEL — On Greenwood Avenue crossing.....

10

Under Rule 661-A, the prescribed speed must not be exceeded until the entire train has passed through the cross-over. Where the scheduled speed on main track at cross-over point is 15 miles per hour or more, a train must stop before using the cross-over, with the following exceptions:

New Rochelle Jct.... Eastward from Harlem River Branch.

Westward to Harlem River Branch when making station stop.

Track 2 to track 4.

Track 3 to track 1, west of the Harlem River Branch cross-over.

Greenwich, S.S. 28... Cross-overs, other than that between tracks 1 and 2.

Stamford..... Cross-overs other than between tracks 1 and 2.

South Norwalk.... Westward from Danbury Branch to track 3; eastward when making station stop diverted to track 2 or to Danbury Branch.

Green's Farms, S.S. 53 Cross-overs, other than between tracks 1 and 2.

Burr Road, S.S. 55. Cross-overs, other than that between tracks 1 and 2.

Bridgeport..... Track 3 to track 1 at S.S. 58 after station stop.

When required to stop, signalman will not set switches for diverting movement until train has stopped.

NEW HAVEN DIVISION.

SPEED RESTRICTIONS.

Maximum Rates of Speed in Miles per Hour for trains composed of passenger equipment.

BETWEEN	ENGINE RUNNING FORWARD	ENGINE RUNNING BACKWARD
Waterford and Devon.....	60	25
Air Line Junction and Willimantic.....	50	25
New Haven and Northampton.....	50	25
Northampton and Shelburne Junction.....	45	20
Williamsburgh and Williamsburgh Jet.....	35	20
South Deerfield and Turners Falls.....	35	20
Westfield and Holyoke.....	35	20
Farmington and New Hartford.....	35	20
Amston and Colchester.....	30	20

Freight trains, work trains and light engines must not exceed a speed of 45 miles per hour between Waterford and Devon; 35 miles per hour between New Haven and Williamsburgh Junction; 30 miles per hour between Williamsburgh Junction and Turners Falls; 20 miles per hour between Farmington and New Hartford, Westfield and Holyoke, Northampton and Williamsburgh, and South Deerfield and Shelburne Junction; 30 miles per hour between Air Line Junction and Columbia.

20 miles per hour between Amston and Colchester.

Engines of C-12 class must not exceed 15 miles per hour over Conway Viaduct and over the Connecticut River bridge at Turners Falls.

Atlantic and Pacific type engines must not exceed 25 miles per hour between Air Line Junction and Columbia.

J-I engines must not exceed 25 miles per hour between New Haven and Williamsburgh Junction and between Air Line Junction and Columbia.

Trains must not exceed scheduled speed between Highwood and New Haven.

The Following Additional Speed Restrictions
Must be observed by All Trains.

DEVON AND WATERFORD.

MILES
PER HOUR

NEW HAVEN — Through switch on trestle at West River Junction to permanent board north of Bridge 1.66.....

15

Through cross-over switches at S.S. 75.....

10

Between S.S. 75 and S.S. 78 (expecting to find tracks obstructed).....

10

S.S. 78 to S.S. 79*.....

35

Through cross-over switches at S.S. 79.....

10

Quinnipiac River trestle bridges 255 and 302*.....

30

BRANFORD — Curve at station and first curve east of tower*.....

45

SAYBROOK JUNCTION — Valley Branch crossing*.....

45

CONNECTICUT RIVER — Drawbridge*.....

30

EAST LYME — Drawbridge*.....

30

Yellow posts, standing about 4 feet above the ground, have been erected at each end of certain speed restricted territories.

The minimum time to be consumed by a train over these territories is as follows:

Cedar Hill, Quinnipiac trestle, between posts, 425 feet; 9 seconds.

Connecticut River at drawbridge, between posts, 1591 feet; 36 seconds.

East Lyme, Niantic drawbridge, between posts, 375 feet; 8 seconds.

MILES
PER HOUR

CEDAR HILL — Curve at south end Cedar Hill Yard*.....

50

Brick Yard No. 1 north end Cedar Hill Yard*.....

30

AIR LINE BRANCH.

MIDDLETOWN — Connecticut River drawbridge..

25

PORTLAND — Second curve east of station*.....

40

COBALT — First curve west and first curve east of station*.....

40

EAST HAMPTON, CONN. — Curve at station*.....

35

WESTCHESTER — Black Ledge Curve, one mile west of station*.....

25

AMSTON — First curve east to second curve east of station*.....

40

CHESTNUT HILL — Third curve west to first curve west of station*.....

40

First curve east to third curve east of station*.....

40

COLUMBIA — First curve west of telegraph office*.....

30

NEW HAVEN AND SHELBURNE JUNCTION.

NEW HAVEN — Grand Avenue curve*.....

25

Orange St. curve*.....

25

Prospect St. curve*.....

40

Shelton Avenue crossing*.....

15

Hamden town line curve*.....

40

Curve at Highwood*.....

40

MT. CARMEL — BROOKSVALE — All curves*.....

40

CHESHIRE — First curve south of station*.....

40

First curve north of station*.....

40

GRANBY — Curve at Copper Hill, overhead bridge*.....

40

First and second curves south of station*.....

40

WESTFIELD, MASS. — Curve at Thomas St.*.....

40

Orange St. curve*.....

25

Curves between engine house and lock house crossing*.....

25

BRICK YARD — First curve north of station*.....

40

SOUTHAMPTON — Curve 1500 feet south of reverse curve at Manhan River bridge 66.79*.....

40

Reverse curves at Manhan River bridge south of station*.....

25

Third and fourth curve north of station*.....

40

Second curve north of Manhan River bridge 68.81*.....

40

EASTHAMPTON, MASS. — First curve south of overhead bridge south of station*.....

40

First curve of south station, Barnett Siding*.....

40

Crossings at Payson Avenue and Union St.*.....

10

First curve north of Hampton Mills, Manhan River bridge 72.64*.....

40

NORTHAMPTON — Sixth curve south of Northampton at Ice House*.....

40

Fourth curve south of station, Standard Oil Company's Plant*.....

40

* Permanent Boards.

(L.W.)

	MILES PER HOUR
Second curve south of station at Smith's Mill dam*.....	40
Curve at station, Pleasant St.*.....	25
First curve north of Main St.*.....	25
Second curve north of station at King St.*.....	30
Third curve north of station at Section House*	40
CONWAY — Across viaduct south of station*.....	15
SHELBURNE JUNCTION — Curve at Junction of B. & M. R.R.*.....	25
HOLYOKE BRANCH.	
HOLYOKE — Between Yard Limit sign and station*	10
WILLIAMSBURGH BRANCH.	
HAYDENVILLE — First curve south of station*...	30
WILLIAMSBURGH — First curve south of station*	25
NEW HARTFORD BRANCH.	
Between UNIONVILLE and COLLINSVILLE — All curves*.....	30
COLLINSVILLE — Two highway crossings at station*.....	10
PINE MEADOW — Through Satan's Kingdom*..	10
NEW HARTFORD — Bridge across Farmington River*.....	10
TURNERS FALLS BRANCH.	
TURNERS FALLS — Across Connecticut River bridge*.....	15
Russell Cutlery crossing.....	5

HARTFORD DIVISION

SPEED RESTRICTIONS

Maximum Rates of Speed in Miles per Hour for trains composed of passenger equipment.

BETWEEN	ENGINE RUNNING FORWARD	ENGINE RUNNING BACKWARD
Air Line Junction and Springfield.....	60	25
Meriden and Waterbury (Dublin St.).....	30	20
Windsor Locks and Suffield.....	35	20
Hartford and Saybrook Point.....	50	25
Berlin and Middletown.....	35	20
Willimantic and Andover.....	60	25
Andover and Vernon.....	40	20
Vernon and Hartford.....	60	25
Hartford and Highland Junction.....	40	25
Rockville and Vernon.....	35	20
Westway and Melrose.....	30	20
Springfield and East Hartford.....	50	25
Berlin and New Britain.....	45	20

Freight trains, work trains and light engines must not exceed a speed of 45 miles per hour between Air Line Junction and Springfield; 20 miles per hour between Windsor Locks, Suffield, Berlin and Middletown; 15 miles per hour between Waterbury and Meriden; 25 miles per hour between Hartford and Saybrook Point, Plainville and Highland Junction; 30 miles per hour between Columbia and Plainville; Rockville and Vernon, Westway and Melrose, Armory and East Hartford.

Mikado engines of the J-2 class, must not exceed a speed of 25 miles per hour running forward and 15 miles per hour running backward.

Atlantic, Pacific or Mikado type engines must not exceed 25 miles per hour between Saybrook Junction and Hartford, and 8 miles per hour through sidings or side-tracks.

The Following Additional Speed Restrictions Must be Observed by All Trains

AIR LINE JUNCTION AND SPRINGFIELD	MILES PER HOUR
CEDAR HILL — Curve at south end Cedar Hill yard*.....	50
Brick Yard No. 1 north end Cedar Hill Yard*...	30
WALLINGFORD — Across Quinpiac Street and Hall Avenue crossings at station*.....	30
MERIDEN — Reverse curves, Holt's Hill*.....	50
Crossing at station*.....	8
Across North Colony Street and Britannia Street crossings*.....	30
HARTFORD — Between Flower Street and Avon Street.....	15
WINDSOR LOCKS — Between lower lock of canal and crossover north of station, northward*...	35
Between lower lock of canal and crossover north of station southward*.....	50
First curve north of station*.....	50
WAREHOUSE POINT — From south end of curve south of Warehouse Point Bridge to the north end of curve north of Warehouse Point bridge*.....	35
THOMPSONVILLE — Curve at station*.....	50
PECOWSIC — Curves south of station*.....	45
SPRINGFIELD — Between Williams Street and B. & A. R. R. connection*.....	20
Trains or engines must not exceed a speed of ten (10) miles per hour between the following points at Springfield:	
Signal Station 274 and B. & A. Tower 41.	
Signal Station 274 and Cypress St. Cabin (B. & M.)	
Cypress St. Cabin (B. & M.) and B. & A. Tower 41.	
Tower 41 and Tower 40.	
Yellow posts, standing about 4 feet above the ground, have been erected at each end of certain speed restricted territories.	
The minimum time to be consumed by a train over these territories is as follows:	
Windsor Locks curve to Warehouse Point, distance 5285 feet; 1 minute and 43 seconds.	

MERIDEN BRANCH

MERIDEN TO WATERBURY — Over trestles or on curves*.....	10
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VALLEY BRANCH.

SAYBROOK POINT — Curve at station*.....	35
Trestle between Saybrook Point and Saybrook Junction*.....	20
ESSEX — Curve at station*.....	40
First curve north of station*.....	40
DEEP RIVER — First curve south of station*.....	45
CHESTER — First curve south of station*.....	45
HADLYME — Second curve north of station*.....	45
EAST HADDAM — Fourth curve south of station*.....	45
ARNOLD'S — Second curve south of station*.....	45
Between Arnolds and Haddam — all curves*.....	45
HIGGANUM — First curve south of station*.....	25
HIGGANUM — First curve north of station*.....	25
HIGGANUM-MAROMAS — All curves from a point two-thirds of a mile north of Higganum to one-fourth of a mile north of Maromas*.....	45
LAUREL-MIDDLETOWN — All curves from a point one-third of a mile north of Laurel, at Bridge, 26.53, to Bridge 28.07, one-half a mile south of Poor House crossing*.....	45
MIDDLETOWN — Curve at Asylum Street, Bridge 29.24*.....	45
South end of curve south of Union Street to passenger station*.....	15
Second curve north of station, Miller Street*.....	45
CROMWELL — First curve south of station*.....	40
Second highway crossing north of station*.....	10
NORTH CROMWELL — First curve south of station*.....	40
First curve north of station*.....	45
Second curve north of station*.....	40
Third curve north of station*.....	45
DIVIDEND — Third curve south of station*.....	45
ROCKY HILL — First curve south of station*.....	40
Curve at station*.....	25

* Permanent Boards.

(L.W.)

MILES
PER HOUR

First curve north of station*.....	45
HARTFORD — Between yard limit sign east of Dyke and Morgan Street, Valley Branch.....	30
Between Morgan Street tunnel, Valley Branch and S.S. 214*.....	20

MIDDLETOWN BRANCH.

MIDDLETOWN — Between Bridge Street and a point opposite engine house on the Middletown Branch*.....	10
BERLIN — Curve approaching station*.....	25

HIGHLAND JUNCTION AND COLUMBIA

TERRYVILLE — Eastward Extras passing Terry- ville station.....	15
BRISTOL — Between Rock Cut and Bristol, eastward trains*.....	40
HARTFORD — Between Flower Street and Avon Street.....	15
CONNECTICUT RIVER BRIDGE — Curve west of bridge*.....	30
Sixty seconds must be consumed by all trains, at uniform rate of speed, crossing over the bridge.	
EAST HARTFORD — Curve east of Connecticut River Bridge*.....	30
Between East Hartford station and Burnside Junction.....	35
BUCKLAND — Second curve west of station*.....	50
MANCHESTER — Main Street crossing.....	20
VERNON JUNCTION — First curve west of Vernon Junction*.....	50
HOP RIVER — First curve east of station*.....	50
STAFFORD POND — Curve just west of Mile post 88*.....	50
WILLIMANTIC — Central Vermont Railway crossing.....	6
Between Central Vermont Railway crossing and Milk Street.....	15

SPRINGFIELD BRANCH

BETWEEN WAPPING AND SCANTIC*.....	46
EAST LONGMEADOW — Highway crossing east of station.....	6
SPRINGFIELD — Curve at St. James Avenue*.....	35

ROCKVILLE BRANCH

BETWEEN ROCKVILLE AND SPRING STREET.....	25
WESTWAY — Standard Oil curve on Melrose Branch*.....	25

HIGHLAND DIVISION.

SPEED RESTRICTIONS.

Maximum Rates of Speed in Miles per
Hour for trains composed of
passenger equipment.

BETWEEN	ENGINES RUNNING FORWARD	ENGINES RUNNING BACKWARD
Bridgeport and Stepney.....	40	20
Stepney and S.S. 201.....	45	20
Hawleyville Jct. and Brookfield Jct.....	45	20
Brookfield Jct. and Pittsfield.....	50	25
Van Deusenville and State Line.....	45	20
Hawleyville and Litchfield.....	35	20
Berkshire Jct. and Brookfield Jct.....	45	20
Devon and Waterbury.....	50	25
Waterbury and Winsted.....	45	20
Waterbury and Watertown.....	40	20
New Haven and Botsford.....	45	20
Bank St. Jct. and Danbury.....	50	25

Trains will not exceed schedule speed between Bridgeport and Lyons.

Freight trains, work trains and light engines will not exceed 30 miles per hour at any point between State Line and Van

Deusenville, Pittsfield and Bridgeport, Brookfield Junction and Berkshire Junction; 20 miles per hour between Hawleyville and Litchfield.

30 miles per hour, at any point between Devon and Winsted, Highland Junction and Watertown, Shelton and New Haven; 25 miles per hour between Botsford and Shelton.

25 miles per hour at any point between Danbury and Bank St. Junction, excepting eastward freight trains may run at a speed not exceeding 40 miles per hour between Danbury and Hawleyville Junction.

All trains whose schedule speed on straight track where cross-overs exist is 15 miles per hour or over, shall in case cross-over movement is to be made, come to a stop before making such movements except at Bank St. Junction, Waterbury, and except northward Winsted and Watertown route trains at Highland Junction.

All second-class and extra trains and engines will run within yard limits at Pittsfield, Lee, Van Deusenville, Great Barrington, Canaan, New Milford, Brookfield Junction, Hawleyville, Botsford, West Stockbridge, State Line, Winsted, Torrington, Waterbury, Waterbury, Union City, Naugatuck, Seymour, Ansonia, Derby Junction, Shelton and Danbury under control, with ability to stop within half the range of vision.

The Following Additional Speed Restrictions
Must be observed by All Trains.

	MILES PER HOUR
BOTSFORD — Through switches.....	15
BERKSHIRE JUNCTION — Through switches and cross-over.....	25
BROOKFIELD JUNCTION — Through switches.....	15
NEW MILFORD — Over first crossing south of sta- tion.....	6
Curve at Point-of-Rocks, north of station*.....	30
MERWINSVILLE — Four reverse curves south of station*.....	40
Saw Mill curve, south of station*.....	30
WOODROW — Curve at Spragues ice house, north of station*.....	40
KENT — Three reverse curves north of station*..	40
CORNWALL BRIDGE — Swift's curves, south of station*.....	40
Curve north of station*.....	40
Curve at Gravel Pit, north of station*.....	40
Curve one and three-quarter miles north of station*.....	40
WEST CORNWALL — Curve*.....	40
Three curves north of station*.....	40
LIME ROCK — Reverse curves south of station*..	40
FALLS VILLAGE — Curve north of station*.....	40
VAN DEUSENVILLE — Curve*.....	40
HOUSATONIC — Reverse curve*.....	30
GLENDALE — Reverse curve south of station*..	20
Curve north of station*.....	40
HURLBURT — Two curves south of station*.....	40
Reverse curve at station*.....	40
LEE — Toll Gate curve, south of station*.....	40
First, second and third curves north of station*	20
NIAGARA — First curve south of station*.....	30
PITTSFIELD — Curve at engine house*.....	30
WEST STOCKBRIDGE — Curve south of station*..	25
HAWLEYVILLE — Over switch leading from Litch- field Branch.....	15
SHEPAUG — Over Housatonic River Bridge*.....	30
ROXBURY FALLS — Curves north of station*.....	20
WASHINGTON — Curve through tunnel*.....	20
Over north switch to siding.....	15
SANDY HOOK — Reverse curve east of Housa- tonic River bridge*.....	35
BERKSHIRE JUNCTION — To and from Brookfield Junction route. Through switches and cross-over..	25
DANBURY — Around loop at passenger station*..	20
Through second and third cross-overs east of passenger station.....	15
Trains or engines moving against the current of traffic will not exceed a speed of 10 miles per hour over Main St. crossing, Danbury.	
DEVON — Through east leg of Wye*.....	15
DERBY JUNCTION — Three curves south of station	
Devon route*.....	30
Curve south of station, New Haven route*.....	30

*Permanent Boards.

(L.W.)

	MILES PER HOUR
Through slip switches*	15
DERBY — Through Wye.....	10
DERBY JUNCTION WYE.....	10
SEYMOUR — First curve north and first curve south of station*.....	35
BEACON FALLS — Reverse curve at and north of passenger station*.....	35
WATERBURY — From one-half mile south of Bank St. Junction to Bank St. Junction, northward*.....	30
Through slip switches at Bank St. tower.....	15
Switch engines over Washington Avenue, Bank St. yard.....	6
Between Dublin St. and Meriden Junction....	10
HIGHLAND JUNCTION — Through cross-overs....	15
WATERVILLE — Reverse curve north of station*	35
PLYMOUTH QUARRY — Curve*.....	35
RIVER BRIDGE — Between Thomaston and Fluteville Bridge*.....	35
THOMASTON — Reverse curve at White Rock*..	25
FLUTEVILLE — Curve at Castle Bridge Crossing*	35
CAMPVILLE — Curve south of station*.....	35
EAST LITCHFIELD — First and second curves south of station*.....	35
TORRINGTON — Curve south of station*.....	35
Curve north of station*.....	35
Curve at Daytonville, north of Torrington*..	30
SHELTON — First curve south of station to slip switches, Derby Junction*.....	20
STEVENSON — From point two miles south of station to a point one-half mile south of station*	30
From point one-half mile south of station to Botsford*.....	40
BOTSFORD — Through switches.....	15

* Permanent boards.

C. N. E. RAILWAY.

SPEED RESTRICTIONS.

Maximum Rates of Speed in Miles per Hour for trains composed of passenger equipment.

BETWEEN	ENGINE RUNNING FORWARD	ENGINES RUNNING BACKWARD
Walnut Street and Boston Corners.....	50	20
Tariffville and Agawam Jct.....	30	20
Boston Corners and Stissing Jct.....	45	20
Mallory and Campbell Hall.....	50	20
State Line and N., D. & C. Jct.....	25	20
Stissing Jct. and Beacon.....	40	20
P. & E. Jct. and Boston Corners.....	35	20
Silvernails and Rhinecliff.....	35	20

Maximum Rates of Speed in Miles per Hour for Freight Trains, Work Trains and Light Engines.

BETWEEN	ENGINES RUNNING FORWARD	ENGINES RUNNING BACKWARD
Walnut Street and Boston Corners.....	30	20
Boston Corners and Stissing Jct.....	30	20
Stissing Jct. and S.S. 110.....	25	20
Tariffville and Agawam Jct.....	25	20
Mallory and Campbell Hall.....	30	20
State Line and N., D. & C. Jct.....	20	15
Stissing Jct. and Beacon.....	25	20
P. & E. Jct. and Boston Corners.....	25	20
Silvernails and Rhinecliff.....	25	20

* Permanent Boards.

The Following Additional Speed Restrictions Must be observed by All Trains.

	MILES PER HOUR
HARTFORD — Garden Street to N. Y., N. H. & H.R. R. connection*.....	8
TARRIFFVILLE — Gorge east to station*.....	12
“ Over trestles*.....	20
“ Over highway crossings east of stations*.....	5
SATAN'S KINGDOM — Bridge*.....	12
WINSTED — Double-headed trains over Bridge 34.46 first bridge east of station*.....	10
WEST WINSTED — Double-headed trains over toll gate, also Bridge 37.47, 1¼ miles west of station*.....	10
Just west of section tool house, west of West Winsted, for eastward trains.....	25
HAYSTACK — Through cuts*.....	12
WHITING RIVER — Rounding curves first-class train*.....	30
WHITING RIVER — Rounding curves second-class and extras*.....	12
ORE HILL — Over sag east and fill west of station*	8
PINE PLAINS — Overstreet and highway crossings*	8
TARRIFFVILLE AND EAST GRANBY — All trestles between these stations*.....	20
WILLOW'S — Around curve*.....	15
PLEASANT VALLEY — Around reverse curves 2 miles east of station*.....	20
VAN WAGNERS — Around reverse curves 2 miles west of station*.....	15
POUGHKEEPSIE BRIDGE — Uniform rate of speed avoiding sudden stop of trains. 7 minutes must be consumed crossing structure*.....	12
MAYBROOK EAST END YARD AND CAMPBELL HALL — Passenger trains*.....	25
CAMPBELL HALL — Over P. P. & B. Switch.....	10
HOPEWELL JUNCTION — Over crossing frog*.....	12
STORMVILLE — Running opposing track over highway crossing just west of station*.....	6
REYNOLDSVILLE SUMMIT to Towner's Station, eastward freight, work or light engines.....	25
TOWNER'S — Eastward and westward freight, work train or light engine, Bridge 108.96 just east of Towner's Station.....	20
BREWSTERS. Eastward and westward freight, work train or light engine, from Brewsters to Milk Factory side-track east of Brewsters.....	20
BEACON — Over Bridge 459-D*.....	10
GLENHAM — Around curve just west of bridge west of station*.....	15
HOPEWELL JUNCTION — Over first two highway crossings west of passenger station, Brinkerhoff Route*.....	5
8 DEGREE CURVE ¼ mile west of Verbank*.....	20
OAK SUMMIT — Through big rock cut ½ mile east of station and around reverse curve just east*.....	12
BANGALL — Over trestle*.....	12
MILLBROOK — Over trestle*.....	12
MILLBROOK — Rounding reverse curves 1¼ miles east of station*.....	12
MILLBROOK — Over highway crossings east and west of station*.....	8
BETHEL — Around reverse curves ½ mile east of station*.....	12
ANCRAM — First crossing east of station*.....	6
JACKSON CORNERS — Bridge 19.03, 1¾ miles west of station*.....	12
RHINEBECK — Over highway crossing*.....	8
SLATE DOCK — Over highway crossing*.....	8
HUESTED — On 8 degree curve ¼ mile east of station*.....	12
GALLATIN — Just west of station*.....	10

(L.W.)

Table showing time required between stations at the uniform rate of speed specified.

Minimum time for passenger equipment trains according to speed restrictions shown on pages 114 and 115.

114 and 115.																											
West.		East.		BETWEEN		Distance in Miles		15 MILES PER HOUR		20 MILES PER HOUR		25 MILES PER HOUR		30 MILES PER HOUR		35 MILES PER HOUR		40 MILES PER HOUR		45 MILES PER HOUR		50 MILES PER HOUR		55 MILES PER HOUR		60 MILES PER HOUR	
Min.	Sec.	Min.	Sec.			Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
				AIR LINE JCT. AND WOODLAWN																							
0	40	0	47	Air line Jct. and Cedar Hill		0.52	2 05	1	34	1	15	1	02	0	52	0	47	0	42	0	37	0	34	0	31		
2	24	3	14	Cedar Hill and S.S. 78		1.40	5 36	4	12	3	22	2	48	2	24	2	06	1	52	1	41	1	32	1	24		
1	42	1	57	S.S. 78 and New Haven		0.28	1 07	0	50	0	40	0	34	0	29	0	25	0	22	0	20	0	18	0	17		
1	55	1	41	New Haven and S.S. 75		0.28	1 07	0	50	0	40	0	34	0	29	0	25	0	22	0	20	0	18	0	17		
1	57	1	57	S.S. 75 and West Haven		1.77	7 05	5	19	4	15	3	32	3	02	2	39	2	21	2	07	1	55	1	46		
3	34	3	32	West Haven and Woodmont		3.54	14 10	10	37	8	30	7	05	6	03	5	19	4	43	4	15	3	52	3	32		
3	23	3	22	Woodmont and Milford		3.38	13 31	10	08	8	07	6	46	5	47	5	04	4	30	4	04	3	41	3	23		
2	40	3	06	Milford and Devon		2.66	10 38	7	59	6	23	5	19	4	34	3	59	3	33	3	11	2	54	2	40		
2	24	2	01	Devon and Stratford		1.60	6 24	4	48	3	50	3	12	2	45	2	24	2	08	1	55	1	44	1	36		
3	36	4	13	Stratford and Bridgeport		3.41	13 38	10	14	8	11	6	49	5	50	5	07	4	33	4	06	3	43	3	25		
6	33	6	04	Bridgeport and Fairfield		5.08	20 19	15	14	12	12	10	10	8	42	7	37	6	46	6	06	5	32	5	05		
1	38	1	38	Fairfield and Southport		1.64	6 34	4	55	3	56	3	17	2	49	2	28	2	11	1	58	1	47	1	38		
1	45	1	45	Southport and Greens Farms		1.75	7 00	5	15	4	12	3	30	3	06	2	38	2	20	2	06	1	54	1	45		
3	13	3	41	Greens Farms and Westport		2.98	11 55	8	58	7	10	5	58	5	07	4	28	3	58	3	35	3	15	2	59		
2	34	2	19	Westport and East Norwalk		2.06	8 14	6	11	4	57	4	07	3	32	3	05	2	45	2	28	2	15	2	04		
1	39	1	52	East Norwalk and So. Norwalk		1.12	4 29	3	22	2	41	2	14	1	55	1	41	1	30	1	20	1	13	1	07		
2	15	1	50	South Norwalk and Rowayton		1.83	7 19	5	29	4	23	3	40	3	08	2	45	2	26	2	12	1	59	1	50		
1	26	1	26	Rowayton and Darien		1.44	5 46	4	19	3	28	2	52	2	28	2	10	1	55	1	44	1	34	1	26		
1	14	1	14	Darien and Noroton		1.24	4 58	3	43	2	59	2	29	2	07	1	52	1	39	1	29	1	21	1	14		
1	20	1	20	Noroton and Glenbrook		1.34	5 22	4	01	3	13	2	41	2	18	2	01	1	47	1	37	1	28	1	20		
2	07	2	07	Glenbrook and Stamford		2.11	8 26	6	20	5	03	4	13	3	37	3	10	2	49	2	32	2	19	2	07		
1	43	1	45	Stamford and Sound Beach		1.71	6 50	5	08	4	06	3	25	2	56	2	34	2	17	2	03	1	52	1	43		
1	02	1	19	Sound Beach and Riverside		1.04	4 10	3	07	2	30	2	05	1	47	1	34	1	23	1	15	1	08	1	02		
1	05	1	11	Riverside and Cos Cob		0.67	2 41	2	01	1	36	1	20	1	09	1	00	0	54	0	48	0	44	0	40		
1	53	1	28	Cos Cob and Greenwich		1.50	6 00	4	30	3	30	3	00	2	34	2	15	2	00	1	48	1	38	1	30		
2	45	3	02	Greenwich and Port Chester		2.48	9 55	7	26	5	58	4	58	4	15	3	43	3	18	2	58	2	42	2	29		
2	12	2	07	Port Chester and Rye		1.57	6 17	4	43	3	46	3	08	2	41	2	21	2	06	1	53	1	43	1	34		
2	13	1	54	Rye and Harrison		1.91	7 38	5	44	4	35	3	49	3	17	2	52	2	33	2	18	2	05	1	55		
1	41	1	42	Harrison and Mamaroneck		1.70	6 48	5	06	4	05	3	24	2	55	2	33	2	16	2	02	1	51	1	42		
1	48	1	46	Mamaroneck & Larchmont Man'r		1.80	7 12	5	24	4	19	3	36	3	05	2	42	2	24	2	10	1	57	1	48		
2	06	2	40	Larchmont Manor & New Rochelle		2.09	8 22	6	16	5	01	4	11	3	35	3	08	2	47	2	30	2	17	2	05		
2	19	2	09	New Rochelle and Pelham		1.43	5 43	4	17	3	26	2	52	2	27	2	09	1	54	1	43	1	33	1	26		
0	44	0	42	Pelham and Columbus Ave.		0.65	2 36	1	57	1	33	1	18	1	07	0	59	0	52	0	47	0	42	0	39		
0	47	0	51	Columbus Ave. and Mt. Vernon		0.75	3 00	2	15	1	48	1	30	1	17	1	08	1	00	0	54	0	49	0	45		
3	09	4	07	Mt. Vernon and Woodlawn		1.99	7 58	5	58	4	47	3	59	3	25	2	59	2	39	2	23	2	10	1	59		
HARLEM RIVER BRANCH																											
0	36	0	45	New Rochelle & New Rochelle Jct.		0.31	3 53	2	55	2	20	1	56	1	40	1	27	1	18	1	10	1	04	0	58		
0	49	0	49	New Rochelle Jct. and Woodside		0.42	1 41	1	16	1	01	0	50	0	43	0	38	0	34	0	30	0	27	0	25		
1	19	1	00	Woodside and Pelham Manor		1.01	4 02	3	02	2	25	2	01	1	44	1	31	1	21	1	13	1	06	1	01		
1	37	1	52	Pelham Manor & City Island Sta.		1.55	6 12	4	39	3	43	3	06	2	39	2	20	2	04	1	52	1	41	1	33		
1	39	1	37	City Island Sta. & Baychester		0.99	3 58	2	58	2	23	1	59	1	42	1	29	1	19	1	11	1	05	0	59		
1	43	1	25	Baychester and Westchester		1.45	5 48	4	21	3	29	2	54	2	29	2	11	1	56	1	45	1	34	1	27		
0	24	0	24	Westchester and Morris Park		0.38	1 31	1	08	0	54	0	46	0	39	0	34	0	30	0	28	0	25	0	23		
0	34	0	36	Morris Park and Van Nest		0.56	2 14	1	41	1	21	1	07	0	57	0	50	0	45	0	40	0	37	0	34		
0	55	1	08	Van Nest and West Farms		0.94	3 46	2	49	2	16	1	53	1	37	1	25	1	15	1	08	1	02	0	56		
0	55	1	07	West Farms & Westchester Ave.		0.68	2 43	2	02	1	37	1	22	1	10	1	01	0	54	0	49	0	44	0	41		
0	54	0	40	Westchester Ave. & Hunt's Point		0.62	2 24	1	52	1	29	1	14	1	04	0	56	0	50	0	45	0	40	0	37		
0	46	0	45	Hunt's Point and Casanova		0.67	2 41	2	01	1	36	1	19	1	09	1	00	0	54	0	48	0	44	0	40		
1	05	1	30	Casanova and Port Morris		0.99	3 58	2	58	2	23	1	59	1	42	1	29	1	19	1	11	1	05	0	59		
3	09	3	44	Port Morris and Harlem River		0.97	3 53	2	55	2	20	1	56	1	40	1	27	1	18	1	10	1	04	0	58		
NEW CANAAN BRANCH																											
3	48	3	21	New Canaan and Talmadge Hill		2.14	8 34	6	25	5	08	4	17	3	40	3	13										
2	44	2	44	Talmadge Hill and Springdale Cemetery		1.82	7 17	5	28	4	22	3	38	3	07	2	44										
0	30	0	30	Springdale Cemetery & Springdale		0.33	1 19	0	59	0	47	0	40	0	34	0	30										
2	00	2	00	Springdale and Glenbrook		1.33	5 19	3	59	3	11	2	40	2	17	2	00										
3	28	3	56	Glenbrook and Stamford		2.24	8 58	6	43	5	23	4	29	3	50	3	22										

Where schedule time between two stations is less than that indicated in the minimum time column, the additional seconds are allowed in the running time to the next station where time is shown.

The time shown between stations is computed for the entire distance at the uniform rate of speed specified, and does not include time required for slow downs, stopping and starting.

For convenience, less than sixty seconds will not be shown between stations on schedules.

(L. W.)

Table showing time required between stations at the uniform rate of speed specified.

BETWEEN	Distance in Miles.	15 MILES PER HOUR		20 MILES PER HOUR		25 MILES PER HOUR		30 MILES PER HOUR		35 MILES PER HOUR		40 MILES PER HOUR		45 MILES PER HOUR		50 MILES PER HOUR		55 MILES PER HOUR		60 MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
DANBURY BRANCH																					
Danbury (White Street) and Danbury Yard (Main Street).....	0.22	0	53	0	40	0	32	0	26	0	22	0	20	0	18	0	15				
Danbury Yard (Main Street) and East Danbury	1.07	4	17	3	13	2	34	2	08	1	50	1	36	1	26	1	17				
East Danbury and Bethel.....	1.67	6	41	5	01	4	00	3	20	2	52	2	30	2	14	2	00				
Bethel and Bethel Lower Siding.....	0.29	1	10	0	52	0	42	0	35	0	29	0	26	0	23	0	20				
Bethel Lower Siding and Redding.....	3.02	12	05	9	04	7	15	6	02	5	10	4	32	4	02	3	37				
Redding and Topstone.....	2.16	8	38	6	29	5	11	4	19	3	42	3	14	2	53	2	35				
Topstone and Branchville.....	2.40	9	36	7	12	5	46	4	48	4	07	3	36	3	12	2	53				
Branchville and Georgetown.....	0.86	3	26	2	35	2	04	1	43	1	28	1	17	1	09	1	02				
Georgetown and Cannondale.....	2.98	11	55	8	56	7	09	5	58	5	07	4	28	3	58	3	35				
Cannondale and Wilton.....	1.52	6	05	4	34	3	39	3	02	2	36	2	17	2	02	1	49				
Wilton and Hopkins.....	2.40	9	36	7	12	5	46	4	48	4	07	3	36	3	12	2	53				
Hopkins and Norwalk Mills Siding.....	1.26	5	02	3	47	3	02	2	31	2	09	1	53	1	41	1	30				
Norwalk Mills Siding and Winnipauk.....	0.55	2	12	1	39	1	19	1	06	0	56	0	50	0	44	0	40				
Winnipauk and Fair Grounds.....	0.38	1	31	1	08	0	54	0	46	0	39	0	34	0	30	0	28				
Fair Grounds and Catherine Street.....	0.67	2	41	2	01	1	36	1	20	1	09	1	00	0	54	0	48				
Catherine Street and Norwalk.....	0.63	2	31	1	53	1	30	1	16	1	05	0	57	0	50	0	45				
Norwalk and Dock.....	0.97	3	53	2	55	2	20	1	56	1	40	1	27	1	18	1	10				
Dock and South Norwalk.....	0.77	3	05	2	19	1	51	1	32	1	19	1	09	1	02	0	55				
RIDGEFIELD BRANCH																					
Ridgefield and Cooper.....	1.93	7	43	5	47	4	38	3	52	3	19										
Cooper and Florida.....	0.74	2	58	2	13	1	47	1	29	1	16										
Florida and Branchville.....	1.05	4	12	3	09	2	31	2	06	1	48										
WATERFORD TO AIR LINE JUNCTION																					
Waterford and Millstone.....	2.05	8	12	6	09	4	55	4	06	3	31	3	05	2	44	2	28	2	14	2	03
Millstone and E. Lyme.....	1.69	6	46	5	04	4	02	3	23	2	54	2	32	2	15	2	02	1	51	1	41
E. Lyme and Crescent Beach.....	0.89	3	34	2	40	2	07	1	47	1	30	1	20	1	11	1	04	0	58	0	53
Crescent Beach and S. Lyme.....	3.18	12	43	9	32	7	38	6	22	5	28	4	46	4	14	3	49	3	28	3	11
S. Lyme and Sound View.....	1.31	5	14	3	56	3	09	2	37	2	15	1	58	1	45	1	34	1	26	1	19
Sound View and Lyme.....	2.61	10	26	7	50	6	16	5	13	4	28	3	55	3	29	3	08	2	51	2	37
Lyme and Conn. River.....	1.52	6	05	4	34	3	38	3	02	2	36	2	17	2	02	1	49	1	39	1	31
Conn. Riv. and Saybrook Jct.....	1.35	5	24	4	03	3	14	2	42	2	19	2	02	1	48	1	37	1	28	1	21
Saybrook Jct. and Westbrook.....	3.88	15	31	11	38	9	18	7	46	6	39	5	49	5	10	4	39	4	14	3	53
Westbrook and Grove Beach.....	2.24	8	58	6	43	5	22	4	29	3	50	3	22	2	59	2	42	2	27	2	14
Grove Beach and Clinton.....	2.26	9	02	6	47	5	25	4	31	3	52	3	23	3	01	2	45	2	28	2	15
Clinton and Madison.....	3.68	14	43	11	02	8	50	7	22	6	19	5	31	4	54	4	25	4	01	3	41
Madison and East River.....	2.01	8	02	6	02	4	48	4	01	3	27	3	01	2	41	2	25	2	12	2	01
East River and Guilford.....	2.09	8	22	6	16	5	01	4	11	3	35	3	08	2	47	2	30	2	17	2	05
Guilford and Sachem's Head.....	1.29	5	10	3	52	3	06	2	35	2	13	1	56	1	43	1	33	1	24	1	17
Sachem's Head and Leete's Island.....	1.54	6	10	4	37	3	39	3	05	2	38	2	19	2	03	1	51	1	41	1	32
Leete's Island and Stony Creek.....	1.50	6	00	4	30	3	36	3	00	2	34	2	15	2	00	1	48	1	38	1	30
Stony Creek and Pine Orchard.....	1.08	4	19	3	14	2	36	2	10	1	51	1	37	1	26	1	18	1	11	1	05
Pine Orchard and Branford.....	2.27	9	05	6	49	5	27	4	32	3	54	3	24	3	02	2	43	2	29	2	16
Branford and E. Haven.....	3.04	12	10	9	07	7	18	6	05	5	13	4	34	4	03	3	39	3	19	3	02
E. Haven and Fair Haven.....	2.32	9	17	6	58	5	34	4	38	3	58	3	29	3	06	2	47	2	32	2	19
Fair Haven and Air Line Junction.....	1.57	6	17	4	42	3	46	3	09	2	42	2	21	2	06	1	53	1	43	1	34

The time shown between stations is computed for the entire distance at the uniform rate of speed specified, and does not include time required for slow downs, stopping and starting.

Table showing time required between stations at the uniform rate of speed specified.

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
NORTHAMPTON BRANCH																	
Shelburne Jct. and Conway	1.80	7	12	5	28	4	17	3	36	3	06	2	38	2	24		
Conway and S. Deerfield	4.94	19	46	15	00	11	46	9	53	8	32	7	15	6	35		
S. Deerfield and Whateley	3.83	15	20	11	38	9	07	7	40	6	37	5	37	5	06		
Whateley and Hatfield	4.16	16	25	12	38	9	54	8	20	7	12	6	06	5	33		
Hatfield and Williamsburgh Junction	2.91	11	40	8	50	6	55	5	49	5	01	4	16	3	53		
Williamsburgh Jct. and Northampton	0.70	2	48	2	07	1	40	1	24	1	13	1	02	0	56		
Northampton and Easthampton	4.81	19	14	14	37	11	27	9	37	8	18	7	04	6	25	5	48
Easthampton and Southampton	4.10	16	23	12	27	9	45	8	13	7	05	6	01	5	28	4	57
Southampton and Brick Yard	3.03	12	07	9	12	7	13	6	04	5	14	4	27	4	02	3	40
Brick Yard and Westfield	3.94	15	47	11	58	9	23	7	53	6	48	5	47	5	25	4	45
Westfield and Southwick	5.61	22	28	17	02	13	22	11	13	9	42	8	14	7	29	6	47
Southwick and Congamond	2.42	9	42	7	22	5	46	4	51	4	11	3	33	3	14	2	53
Congamond and Granby	5.83	23	19	17	41	13	50	11	40	10	04	8	33	7	47	7	02
Granby and Simsbury	4.74	18	59	14	24	11	18	9	29	8	12	6	58	6	20	5	44
Simsbury and Weatogue	1.98	7	56	6	01	4	42	3	58	3	25	2	54	2	38	2	23
Weatogue and Avon	2.76	11	02	8	23	6	34	5	31	4	46	4	03	3	41	3	20
Avon and Farmington	6.50	25	58	19	42	15	27	12	59	11	13	9	32	8	40	7	50
Farmington and Plainville	3.27	13	04	9	56	7	47	6	32	5	39	4	48	4	22	3	56
Plainville and Southington	5.36	21	28	16	17	12	46	10	43	9	15	7	52	7	08	6	28
Southington and Plantsville	0.78	3	07	2	22	1	51	1	34	1	21	1	09	1	02	0	56
Plantsville and Milldale	1.61	6	26	4	53	3	50	3	13	2	47	2	22	2	09	1	56
Milldale and Cheshire	4.23	16	54	12	50	10	03	8	27	7	18	6	12	5	38	5	06
Cheshire and Brooksville	3.03	12	07	9	12	7	13	6	04	5	14	4	27	4	02	3	40
Brooksville and Mt. Carmel	3.78	15	07	11	28	9	00	7	33	6	22	5	32	5	02	4	34
Mt. Carmel and Highwood	5.15	20	35	15	38	12	16	10	18	8	53	7	33	6	52	6	13
Highwood and New Haven	3.48	13	56	10	34	8	17	6	58	6	01	5	06	4	38	4	12
COLUMBIA AND AIR LINE JCT.																	
Columbia and Chestnut Hill	3.49	13	59	10	37	8	18	6	59	6	02	5	08	4	40	4	13
Chestnut Hill and Leonard's Bridge	2.44	9	46	7	24	5	48	4	53	4	13	3	35	3	15	2	57
Leonard's Bridge and Amston	2.93	11	44	8	54	6	58	5	52	5	03	4	18	3	54	3	32
Amston and Westchester	4.40	17	36	13	22	10	28	8	48	7	37	6	28	5	52	5	18
Westchester and Lyman Viaduct	2.78	11	07	8	26	6	36	5	34	4	48	4	04	3	42	3	21
Lyman Viaduct and East Hampton	3.75	15	01	11	23	8	56	7	30	6	28	5	30	5	00	4	32
East Hampton and Cobalt	3.09	12	23	9	23	7	22	6	11	5	20	4	32	4	07	3	44
Cobalt and Portland	4.73	18	56	14	22	11	15	9	28	8	10	6	57	6	18	5	42
Portland and Middletown	0.98	3	55	2	58	2	20	1	58	1	41	1	26	1	18	1	11
Middletown and Rockfall	3.39	13	35	10	18	7	54	6	47	5	51	4	58	4	32	4	06
Rockfall and Middlefield Ctr.	1.51	6	02	4	35	3	35	3	02	2	36	2	13	2	01	1	49
Middlefield Ctr. and Middlefield	0.98	3	55	2	58	2	20	1	58	1	41	1	26	1	18	1	11
Middlefield and E. Wallingford	6.07	24	18	18	25	14	26	12	08	10	28	8	54	8	05	7	19
E. Wallingford and Northford	4.24	16	58	12	53	10	05	8	29	7	19	6	13	5	40	5	07
Northford and Montowese	3.34	13	23	10	09	7	57	6	42	5	46	4	55	4	26	4	01
Montowese and Air Line Jct.	2.70	10	48	8	12	6	25	5	24	4	40	3	58	3	36	3	15
COLCHESTER BRANCH.																	
Colchester and Amston	3.59	14	22	10	54	8	32	7	12								
TURNERS FALLS BRANCH																	
Turners Falls and Montague City	1.29	5	09	3	55	3	04	2	35	2	13						
Montague City and Deerfield	3.56	14	15	10	48	8	29	7	07	6	09						
Deerfield and S. Deerfield	4.16	16	25	12	38	9	54	8	20	7	12						
WILLIAMSBURGH BRANCH.																	
Williamsburgh and Haydenville	1.30	5	12	3	56	3	06	2	36	2	15						
Haydenville and Leeds	1.57	6	16	4	46	3	44	3	08	2	43						
Leeds and Florence	1.97	7	53	5	59	4	41	3	57	3	24						
Florence and Williamsburgh Jct.	2.04	8	08	6	11	4	51	4	05	3	31						
HOLYOKE BRANCH																	
Holyoke and Westfield	10.29	41	07	31	12	24	27	20	33	17	44						
NEW HARTFORD BRANCH																	
New Hartford and Pine Meadow	0.78	3	07	2	22	1	51	1	34	1	21						
Pine Meadow and Collinsville	5.41	21	37	16	26	12	52	10	49	9	20						
Collinsville and Burlington	2.17	8	42	6	36	5	10	4	21	3	45						
Burlington and Unionville	2.96	12	01	8	59	7	03	5	56	5	07						
Unionville and Farmington	2.77	11	06	8	25	6	36	5	33	4	47						

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**Table showing time required between stations
at the uniform rate of speed specified.**

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50		55		60	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
SPRINGFIELD AND AIR LINE JUNCTION.																					
Springfield and Pecowscic....	2.45	9	48	7	26	5	50	4	54	4	14	3	36	3	16	2	57	2	40	2	27
Pecowscic and Longmeadow..	1.40	5	36	4	15	3	20	2	48	2	25	2	03	1	52	1	41	1	31	1	24
Longmeadow and Thompson- ville.....	4.12	16	30	12	30	9	48	8	15	7	07	6	03	5	30	4	58	4	28	4	07
Thompsonville and Enfield Bridge.....	1.76	7	02	5	20	4	11	3	31	3	02	2	35	2	21	2	07	1	55	1	46
Enfield Bridge and Ware- house Pt.....	2.23	8	55	6	47	5	18	4	28	3	51	3	16	2	58	2	41	2	25	2	14
Warehouse Pt. and Windsor Locks.....	1.41	5	38	4	16	3	21	2	48	2	26	2	04	1	53	1	42	1	32	1	25
Windsor Locks and Hayden's	2.92	11	42	8	52	6	57	5	51	5	03	4	18	3	54	3	32	3	11	2	56
Hayden's and Windsor.....	2.76	11	03	8	23	6	34	5	32	4	46	4	03	3	41	3	20	3	00	2	45
Windsor and Wilson's.....	3.09	12	22	9	24	7	33	6	11	5	20	4	32	4	07	3	44	3	22	3	05
Wilson's and Hartford.....	3.25	13	01	9	53	7	44	6	30	5	37	4	46	4	20	3	55	3	32	3	15
Hartford and Newington...	4.85	19	23	14	43	11	32	9	32	8	23	7	07	6	28	5	51	5	16	4	51
Newington and Berlin.....	5.87	23	29	17	49	13	58	11	45	10	08	8	37	7	50	7	05	6	23	5	52
Berlin and Quarry Junction.	5.76	23	03	17	18	13	49	11	32	9	53	8	38	7	41	6	55	6	17	5	46
Quarry Junction and Meriden	1.46	5	49	4	22	3	29	2	54	2	30	2	11	1	56	1	44	1	36	1	27
Meriden and Yalesville....	2.66	10	38	8	05	6	20	5	20	4	36	3	54	3	32	3	12	2	53	2	40
Yalesville and Wallingford..	3.35	13	24	10	10	7	58	6	42	5	47	4	54	4	28	4	02	3	38	3	21
Wallingford and N. Haven..	5.34	21	21	16	13	12	42	10	41	9	13	7	50	7	07	6	26	5	48	5	20
N. Haven and Quinnipiac...	2.44	9	45	7	24	5	48	4	53	4	12	3	34	3	15	2	56	2	39	2	26
Quinnipiac and Air Line Jet..	2.66	10	38	8	05	6	20	5	20	4	36	3	54	3	32	3	12	2	53	2	40
SUFFIELD BRANCH																					
Suffield and South St.....	0.67	2	41	2	02	1	36	1	20	1	09	...	...	...	...	...	...	...	...	...	...
South St. and Boston Neck..	1.49	5	57	4	31	3	33	2	59	2	34	...	...	...	...	...	...	...	...	...	...
Boston Neck and Woods....	1.03	4	07	3	08	2	27	2	04	1	47	...	...	...	...	...	...	...	...	...	...
Woods and Windsor Locks...	1.27	5	05	3	51	3	01	2	32	2	12	...	...	...	...	...	...	...	...	...	...
MERIDEN TO WATERBURY																					
Meriden and Hanover Park.	1.11	4	26	3	20	2	40	2	13	...	...	...	...	...	...	...	...	...	...	...	...
Hanover Park and E. Hanover	0.65	2	36	1	57	1	34	1	18	...	...	...	...	...	...	...	...	...	...	...	...
E. Hanover and Cheshire St.	1.51	6	02	4	32	3	37	3	01	...	...	...	...	...	...	...	...	...	...	...	...
Cheshire St. and Southington Road.....	1.80	7	12	5	24	4	19	3	36	...	...	...	...	...	...	...	...	...	...	...	...
Southington Road and W. Cheshire.....	1.98	7	55	5	56	4	45	3	57	...	...	...	...	...	...	...	...	...	...	...	...
W. Cheshire and Prospect...	1.32	5	17	3	58	3	10	2	38	...	...	...	...	...	...	...	...	...	...	...	...
Prospect and E. Summit....	2.05	8	12	6	09	4	55	4	06	...	...	...	...	...	...	...	...	...	...	...	...
E. Summit and E. Farms...	1.60	6	24	4	48	3	50	3	12	...	...	...	...	...	...	...	...	...	...	...	...
E. Farms and Waterbury...	3.29	13	10	9	52	7	54	6	35	...	...	...	...	...	...	...	...	...	...	...	...
VALLEY BRANCH																					
Saybrook Pt. and Saybrook Jct.....	1.82	7	18	5	32	4	20	3	38	3	08	2	40	2	26	2	12	...	...	...	...
Saybrook Jct. and Essex....	4.18	16	43	12	42	9	58	8	23	7	14	6	08	5	35	5	03	...	...	...	...
Essex and Deep River.....	3.63	14	32	11	02	8	38	7	15	6	16	5	20	4	50	4	22	...	...	...	...
Deep River and Chester....	0.93	3	43	2	48	2	13	1	52	1	36	1	22	1	14	1	07	...	...	...	...
Chester and Hadlyme.....	0.73	2	55	2	13	1	44	1	28	1	15	1	04	0	58	0	53	...	...	...	...
Hadlyme and E. Haddam...	2.98	11	55	9	03	7	06	5	58	5	09	4	22	3	58	3	36	...	...	...	...
E. Haddam and Arnold's....	2.54	10	10	7	43	6	03	5	05	4	24	3	44	3	23	3	04	...	...	...	...
Arnold's and Haddam.....	0.68	2	43	2	04	1	37	1	22	1	10	1	00	0	54	0	49	...	...	...	...

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**Table showing time required between stations
at the uniform rate of speed specified.**

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50		55		60	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
VALLEY BRANCH—Con.																					
Haddam and Higganum....	2.71	10	51	8	14	6	27	5	26	4	41	3	59	3	37	3	16				
Higganum and Maromas....	3.42	13	41	10	23	8	08	6	51	5	54	5	01	4	34	4	07				
Maromas and Laurel.....	1.30	5	12	3	57	3	05	2	36	2	14	1	54	1	44	1	35				
Laurel and Middletown....	4.22	16	53	12	48	10	03	8	27	7	17	6	12	5	38	5	06				
Middletown and Cromwell..	2.02	8	05	6	07	4	48	4	03	3	29	2	58	2	42	2	26				
Cromwell and N. Cromwell..	1.46	5	51	4	26	3	28	2	55	2	31	2	08	1	57	1	46				
N. Cromwell and Dividend..	2.65	10	36	8	03	6	18	5	18	4	34	3	54	3	32	3	12				
Dividend and Rocky Hill...	1.28	5	07	3	53	3	03	2	33	2	12	1	53	1	42	1	33				
Rocky Hill and So. Wethers- field.....	2.15	8	37	6	32	5	07	4	18	3	42	3	09	2	52	2	35				
So. Wethersfield and Weth- ersfield.....	1.64	6	33	4	58	3	54	3	17	2	50	2	24	2	11	1	59				
Wethersfield and Yard limit, Hartford.....	2.75	11	00	8	21	6	33	5	30	4	45	4	02	3	40	3	19				
MIDDLETOWN BRANCH																					
Middletown and Newfield...	1.58	6	19	4	48	3	46	3	09	2	43										
Newfield and Westfield.....	1.86	7	26	5	39	4	25	3	43	3	13										
Westfield and E. Berlin.....	1.74	6	57	5	17	4	08	3	29	3	00										
E. Berlin and Beckleys.....	1.77	7	04	5	24	4	14	3	32	3	03										
Beckleys and Berlin.....	2.46	9	52	7	27	5	52	4	55	4	15										
WILLIMANTIC AND HIGHLAND JUNCTION																					
Willimantic and Columbia...	1.07	4	17	3	13	2	34	2	08	1	50	1	36	1	26	1	17	1	10	1	04
Columbia and Hop River...	4.14	16	38	12	26	9	57	8	19	7	06	6	13	5	33	4	58	4	29	4	09
Hop River and Andover.....	3.78	15	07	11	21	9	05	7	34	6	28	5	40	5	02	4	32	4	06	3	47
Andover and Steeles.....	4.34	17	22	13	02	10	17	8	41	6	52	6	31								
Steeles and Bolton.....	1.58	6	19	4	44	3	48	3	09	2	42	2	22								
Bolton and Club House.....	1.02	4	04	3	04	2	27	2	02	1	55	1	32								
Club House and Vernon.....	3.33	13	19	10	00	8	00	6	39	5	43	5	00								
Vernon and Vernon Jct.....	0.34	1	23	1	02	0	49	0	41	0	34	0	31	0	27	0	24	0	22	0	20
Vernon Jct. and Talcottville	0.63	2	31	1	54	1	31	1	15	1	04	0	57	0	50	0	45	0	41	0	37
Talcottville and Manchester	2.52	10	05	7	34	6	06	5	02	4	18	3	47	3	21	3	03	2	44	2	31
Manchester and Buckland...	1.29	5	09	3	52	3	06	2	34	2	13	1	56	1	43	1	33	1	24	1	17
Buckland and Burnside.....	3.33	13	19	10	00	8	00	6	39	5	43	5	00	4	26	4	00	3	37	3	19
Burnside and Burnside Jct...	0.09	0	22	0	16	0	13	0	11	0	09	0	08	0	07	0	06	0	06	0	05
Burnside Jct. and E. Hartford	1.48	5	55	4	27	3	33	2	57	2	32	2	14	1	58	1	46	1	37	1	28
E. Hartford and Hartford...	2.61	10	26	7	50	6	16	5	13	4	28	3	55	3	28	3	08	2	51	2	32
Hartford and Parkville.....	1.51	6	02	4	32	3	37	3	01	2	26	2	16	2	01	1	48				
Parkville and Charter Oak...	1.47	5	53	4	25	3	30	2	56	2	31	2	12	1	58	1	45				
Charter Oak and Elmwood...	0.65	2	36	1	57	1	34	1	18	1	07	0	59	0	52	0	47				
Elmwood and Newington...	1.23	4	55	3	41	2	57	2	28	2	07	1	51	1	38	1	29				
Newington and Claytons...	1.74	6	58	5	13	4	11	3	29	2	59	2	37	2	19	2	05				
Claytons and New Britain...	2.47	9	53	7	25	5	56	4	56	4	14	3	42	3	18	2	58				
New Britain and Plainville...	4.68	18	43	14	02	11	14	9	22	8	02	7	01	6	14	5	37				
Plainville and Forestville...	1.69	6	46	5	04	4	03	3	23	2	54	2	32	2	15	2	02				
Forestville and Bristol.....	2.38	9	31	7	08	5	43	4	46	4	05	3	34	3	10	2	52				
Bristol and Terryville.....	3.93	15	43	11	47	9	26	7	52	6	45	5	54	5	14	4	43				
Terryville and Hancock.....	3.13	12	31	9	23	7	31	6	16	5	22	4	42	4	10	3	45				
Hancock and Greystone....	1.67	6	41	5	01	4	00	3	20	2	52	2	30	2	14	2	00				
Greystone and E. Waterville	2.09	8	22	6	16	5	01	4	11	3	35	3	08	2	47	2	31				
E. Waterville and H'land Jct.	1.99	7	58	5	58	4	47	3	59	3	25	2	59	2	39	2	23				

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Table showing time required between stations at the uniform rate of speed specified.

BETWEEN	Distance in Miles	15 MILES PER HOUR		20 MILES PER HOUR		25 MILES PER HOUR		30 MILES PER HOUR		35 MILES PER HOUR		40 MILES PER HOUR		45 MILES PER HOUR		50 MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
ROCKVILLE BRANCH																	
Rockville and Spring St.	0.90	3	36	2	42	2	10	1	48	1	31						
Spring St. and Westway	0.26	1	02	0	47	0	37	0	31	0	27						
Westway and Campbell	1.30	5	11	3	54	3	07	2	35	2	14						
Campbell and Vernon Centre	1.11	4	26	3	20	2	40	2	13	1	54						
Vernon Centre and Vernon	0.85	3	24	2	33	2	02	1	42	1	26						
MELROSE BRANCH																	
Westway and Windermere	1.98	7	55	5	57	4	45	3	58								
Windermere and Ellington	1.72	6	53	5	11	4	08	3	27								
Ellington and Sadds Mills	1.84	7	21	5	31	4	25	2	40								
Sadds Mills and Melrose	1.68	6	43	5	03	4	02	3	22								
SPRINGFIELD BRANCH																	
Springfield and Armory	2.47	9	53	7	35	5	56	4	57	4	13	3	48	3	18	2	58
Armory and Water Shops	0.79	3	10	2	22	1	54	1	35	1	20	1	11	1	03	0	57
Water Shops and East Longmeadow	3.41	13	38	10	14	8	12	6	49	5	50	5	07	4	33	4	06
E. Longmeadow and Shaker Station	3.48	12	19	9	15	7	24	6	09	5	17	4	38	4	06	3	42
Shaker Station and Hazardville	2.03	8	07	5	55	4	53	4	03	3	29	2	57	2	42	2	27
Hazardville and Melrose	3.28	13	07	9	51	7	53	6	33	5	38	4	56	4	22	3	56
Melrose and Broad Brook	1.68	6	43	5	03	4	02	3	22	2	52	2	32	2	14	2	01
Broad Brook and Scantic	1.64	6	34	4	52	3	57	3	17	2	48	2	26	2	11	1	58
Scantic and Rye S5	2.57	10	17	7	43	6	06	5	08	4	24	3	52	3	26	3	03
Rye St. and E. Windsor Hill	1.59	5	51	4	46	3	49	2	55	2	43	2	24	1	57	1	55
E. Windsor Hill and Brick Yard	0.71	2	28	1	51	1	29	1	14	1	02	0	55	0	49	0	45
Brick Yard and Wapping	1.89	7	34	5	40	4	33	3	47	3	12	2	50	2	31	2	16
Wapping and Burnhams	1.49	5	57	4	28	3	35	2	58	2	32	2	14	1	59	1	47
Burnhams and E. Hartford	2.10	8	24	6	18	5	03	4	12	3	36	3	09	2	48	2	32
BERLIN BRANCH																	
Berlin and New Britain	2.46	9	50	7	23	5	54	4	55	4	13	3	41	3	17		
PITTSFIELD TO NEW MILFORD																	
Pittsfield and Yukon	4.37	17	29	13	07	10	29	8	44	7	30	6	33	5	50	5	15
Yukon and Lenox	3.11	12	26	9	20	7	28	6	13	5	20	4	40	4	09	3	44
Lenox and Niagara	1.17	4	41	3	31	2	48	2	20	2	01	1	45	1	34	1	24
Niagara and Lee	2.10	8	24	6	18	5	02	4	12	3	36	3	09	2	48	2	31
Lee and Hurlburt	4.03	16	07	12	05	9	40	8	04	6	55	6	03	5	22	4	50
Hurlburt and Stockbridge	1.87	7	29	5	37	4	29	3	44	3	13	2	48	2	30	2	15
Stockbridge and Glendale	1.54	6	10	4	37	3	42	3	05	2	39	2	19	2	03	1	51
Glendale and Iron Works	1.80	7	12	5	24	4	19	3	36	3	05	2	42	2	24	2	10
Iron Works and Housatonic	0.92	3	41	2	46	2	12	1	50	1	35	1	23	1	14	1	06
Housatonic and Rising Siding	0.84	3	22	2	31	2	01	1	41	1	26	1	16	1	07	1	00
Rising Siding and Van Deusenville	1.14	4	34	3	25	2	44	2	17	1	57	1	43	1	31	1	22
Van Deusenville and Great Barrington	2.71	10	50	8	08	6	30	5	25	4	39	4	04	3	37	3	15
Great Barrington and Kelloggs	3.11	12	26	9	20	7	28	6	13	5	20	4	40	4	09	3	44
Kelloggs and Sheffield	2.79	11	10	8	22	6	42	5	35	4	47	4	11	3	43	3	21
Sheffield and Ashley Falls	3.71	14	50	11	08	8	54	7	25	6	22	5	34	4	57	4	27
Ashley Falls and Caanan	2.49	9	58	7	28	5	59	4	59	4	16	3	44	3	19	2	59
Caanan and Maltbys	3.29	13	10	9	52	7	54	6	35	5	38	4	57	4	23	3	57
Maltbys and Falls Village	2.38	9	31	7	08	5	43	4	46	4	05	3	34	3	10	2	52
Falls Village and Lime Rock	1.61	6	26	4	50	3	52	3	13	2	46	2	25	2	09	1	56
Lime Rock and West Cornwall	4.52	18	05	13	34	10	51	9	02	7	46	6	47	6	02	5	25
W. Cornwall and Cornwall Bridge	4.10	16	24	12	18	9	50	8	12	7	02	6	09	5	28	4	55
Cornwall Bridge and Flanders	5.04	20	10	15	07	12	06	10	05	8	39	7	34	6	43	6	03
Flanders and Kent	3.55	14	12	10	39	8	31	7	06	6	06	5	20	4	44	4	16
Kent and Woodrow	3.64	14	34	10	55	8	44	7	17	6	15	5	28	4	51	4	22
Woodrow and Merwinsville	2.27	9	05	6	49	5	27	4	32	3	51	3	24	3	02	2	43
Merwinsville and Boardmans Bridge	4.45	17	48	13	21	10	41	8	54	7	38	6	41	5	56	5	20
Boardmans Bridge and New Milford	2.44	9	46	7	19	5	51	4	53	4	11	3	40	3	15	2	56

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(L.W.)

Table showing time required between stations at the uniform rate of speed specified.

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
NEW MILFORD TO BRIDGEPORT																	
New Milford and Still River....	2.32	9	17	6	58	5	34	4	38	3	59	3	29	3	06	2	47
Still River and Brookfield.....	4.41	17	38	13	14	10	35	8	49	7	34	6	37	5	53	5	18
Brookfield and Brookfield Jct...	2.17	8	41	6	31	5	12	4	20	3	44	3	15	2	54	2	36
Brookfield Jct. and Hawleyville Jct.....	1.47	5	53	4	25	3	32	2	56	2	31	2	12	1	58	...	...
Hawleyville Jct. and Hawleyville.....	1.77	7	05	5	19	4	15	3	32	3	02	2	39	2	21	...	...
Hawleyville and S.S. 201.....	0.73	2	55	2	11	1	45	1	28	1	15	1	06	0	58	...	...
S.S. 201 and Newtown.....	2.84	11	22	8	31	6	49	5	42	4	53	4	16	3	47	...	...
Newtown and Botsford.....	4.41	17	38	13	14	10	35	8	49	7	34	6	37	5	53	...	...
Botsford and Pepper Crossing..	2.48	9	55	7	26	5	57	4	58	4	15	3	43	3	18	...	...
Pepper Crossing and Stepney...																	
Stepney and Parlor Rock.....	1.64	6	34	4	55	3	56	3	17	2	49	2	28	2	12	...	...
Parlor Rock and Long Hill.....	0.50	2	00	1	30	1	12	1	00	0	52	0	45	0	40	...	...
Long Hill and Trumbull.....	2.74	10	58	8	13	6	35	5	29	4	42	4	07	3	39	...	...
Trumbull and Erie Siding.....	4.35	17	24	13	03	10	26	8	42	7	28	6	32	5	48	...	...
Erie Siding and Bridgeport.....	0.90	3	36	2	42	2	10	1	48	1	33	1	21	1	12	...	...
BROOKFIELD BRANCH																	
Brookfield Jct. and Berkshire Jct.	2.22	8	53	6	40	5	20	4	26	3	49	3	20	2	58	...	...
LITCHFIELD BRANCH																	
Litchfield and Lake.....	2.19	8	46	6	34	5	15	4	23	3	46	...	...	...	...	...	...
Lake and Bantam.....	0.77	3	05	2	19	1	51	1	32	1	19	...	...	...	...	...	...
Bantam and Morris.....	3.34	13	22	10	01	8	01	6	41	5	44	...	...	...	...	...	...
Morris and Romford.....	2.01	8	02	6	02	4	49	4	01	3	26	...	...	...	...	...	...
Romford and New Preston.....	3.83	15	19	11	29	9	12	7	40	6	34	...	...	...	...	...	...
New Preston and Washington..	1.00	4	00	3	00	2	24	2	00	1	43	...	...	...	...	...	...
Washington and Judds Bridge..																	
Judds Bridge and Roxbury.....	2.57	10	17	7	43	6	10	5	08	4	24	...	...	...	...	...	...
Roxbury and Roxbury Falls....	3.77	15	05	11	19	9	03	7	32	6	28	...	...	...	...	...	...
Roxbury Falls and West Shore..	2.70	10	48	8	06	6	29	5	24	4	38	...	...	...	...	...	...
West Shore and Shepaug.....	0.85	3	24	2	33	2	02	1	42	1	27	...	...	...	...	...	...
Shepaug and Hawleyville.....	4.82	19	17	14	27	11	34	9	39	8	17	...	...	...	...	...	...
STATE LINE BRANCH																	
State Line and West Stockbridge	2.52	10	05	7	34	6	03	5	02	4	20	3	47	3	22	...	...
West Stockbridge and Van Deusenville.....	7.80	31	12	23	24	18	43	15	36	13	26	11	42	10	24	...	...
BOTSFORD TO NEW HAVEN																	
Botsford and Monroe.....	2.46	9	50	7	23	5	54	4	55	4	13	3	41	3	17	...	...
Monroe and Stevenson.....	2.75	11	00	8	15	6	36	5	30	4	43	4	08	3	40	...	...
Stevenson and Shelton.....	7.46	29	50	22	23	17	54	14	55	12	48	11	11	9	57	...	...
Shelton and Derby Jct.....	0.83	3	19	2	29	2	00	1	40	1	25	1	15	1	06	...	...
Derby Jct. and Orange.....	3.93	15	43	11	47	9	26	7	52	6	45	5	54	5	14	...	...
Orange and Tyler City.....																	
Tyler City and Concrete.....	1.62	6	29	4	52	3	53	3	14	2	47	2	26	2	10	...	...
Concrete and W. River Jct....	3.05	12	22	9	09	7	20	6	06	5	14	4	35	4	04	...	...
W. River Jct. and New Haven	0.41	1	38	1	14	0	59	0	50	0	43	0	37	0	33	...	...
W. River Jct. and New Haven	1.47	5	53	4	25	3	32	2	56	2	31	2	12	1	58	...	...
WINSTED TO DEVON																	
Winsted and Burrville.....	4.17	16	41	12	31	10	00	8	20	7	10	6	15	5	34	...	...
Burrville and Torrington.....	5.14	20	34	15	25	12	20	10	17	8	49	7	43	6	51	...	...
Torrington and E. Litchfield...	2.94	11	46	8	49	7	03	5	53	5	03	4	25	3	55	...	...
E. Litchfield and Campville....	2.40	9	36	7	12	5	46	4	48	4	07	3	36	3	12	...	...
Campville and Fluteville.....	2.47	9	53	7	25	5	56	4	56	4	14	3	42	3	18	...	...
Fluteville and Thomaston.....																	
Thomaston and Reynolds Bridge	2.86	11	26	8	35	6	52	5	43	4	55	4	18	3	49	...	...
Thomaston and Reynolds Bridge	2.03	8	07	6	05	4	52	4	03	3	29	3	03	2	43	...	...
Reynolds Bridge and Jericho...	1.40	5	36	4	12	3	22	2	48	2	24	2	06	1	52	...	...
Jericho and Chase's Mills.....	2.63	10	31	7	53	6	19	5	16	4	31	3	57	3	30	...	...

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(L. W.)

**Table showing time required between stations at
the uniform rate of speed specified.**

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
WINSTED TO DEVON—Con.																	
Chase's Mills and Waterville	0.48	1	55	1	26	1	09	0	58	0	49	0	43	0	38	...	...
Waterville and Highland Jct.	2.01	8	02	6	02	4	49	4	01	3	27	3	01	2	41	...	...
Highland Jct. and Waterbury	0.41	1	38	1	14	0	59	0	49	0	42	0	37	0	33	0	30
Waterbury and Bank St. Jct.	0.68	2	43	2	02	1	38	1	22	1	10	1	01	0	54	0	49
Bank St. Jct. and Platt Mills	2.23	8	55	6	41	5	21	4	28	3	50	3	21	2	58	2	41
Platts Mills and Union City	1.42	5	41	4	16	3	26	2	50	2	26	2	08	1	53	1	43
Union City and Naugatuck	0.72	2	53	2	10	1	44	1	26	1	14	1	05	0	57	0	52
Naugatuck and Beacon Falls	4.00	16	00	12	00	9	36	8	00	6	52	6	00	5	20	4	48
Beacon Falls and Seymour	3.48	13	55	10	26	8	21	6	58	5	58	5	13	4	38	4	10
Seymour and Ansonia	3.84	15	22	11	31	9	13	7	41	6	36	5	46	5	07	4	37
Ansonia and Derby	1.65	6	36	4	57	3	58	3	18	2	50	2	28	2	12	1	59
Derby and Derby Jct.	0.49	1	58	1	28	1	11	0	59	0	50	0	44	0	39	0	35
Derby Jct. and Devon	8.38	33	29	25	44	20	06	16	45	14	24	12	52	11	10	10	03
WATERTOWN BRANCH																	
Watertown and Weltons	1.44	5	46	4	19	3	27	2	53	2	28	2	10	...	...	...	...
Weltons and Oakville	0.89	3	34	2	40	2	08	1	47	1	32	1	20	...	...	...	...
Oakville and Brown's	1.21	4	50	3	38	2	54	2	25	2	05	1	49	...	...	...	...
Brown's and Highland Jct.	1.36	5	26	4	05	3	16	2	43	2	20	2	02	...	...	...	...
HIGHLAND JCT. TO DANBURY																	
Highland Jct. and Waterbury	0.41	1	38	1	14	0	59	0	49	0	42	0	37	0	33	0	30
Waterbury and Bank St. Jct.	0.68	2	43	2	02	1	38	1	22	1	10	1	01	0	54	0	49
Bank St. Jct. and Allerton Farms	3.77	15	05	11	19	9	03	7	32	6	28	5	39	5	02	4	31
Allerton Farms and Osborn town	0.63	2	31	1	53	1	31	1	16	1	05	0	57	0	50	0	46
Osborn town and Towantic	3.27	13	05	9	49	7	51	6	32	5	37	4	54	4	22	3	55
Towantic and Oxford	3.28	13	08	9	50	7	52	6	34	5	38	4	55	4	22	3	56
Oxford and Southbury	2.99	11	58	8	58	7	11	5	59	5	08	4	29	3	59	3	35
Southbury and Sandy Hook	4.53	18	07	13	35	10	52	9	01	7	46	6	48	6	02	5	27
Sandy Hook and Newtown Sdg.	1.84	7	22	5	31	4	25	3	41	3	10	2	46	2	27	2	13
Newtown Siding and North Newtown	0.84	3	22	2	31	2	01	1	41	1	27	1	16	1	07	1	01
North Newtown and S.S. 201	1.73	6	55	5	11	4	09	3	28	2	58	2	36	2	18	2	05
S.S. 201 and Hawleyville	0.73	2	55	2	11	1	45	1	28	1	15	1	06	0	58	0	53
Hawleyville and Hawleyville Jct.	1.77	7	05	5	19	4	15	3	32	3	02	2	39	2	22	2	07
Hawleyville Jct. and Berkshire Jct.	1.64	6	34	4	55	3	56	3	17	2	49	2	28	2	11	1	58
Berkshire Jct. and Danbury	3.05	12	12	9	09	7	19	6	06	5	14	4	35	4	04	3	39
WALNUT STREET TO STATE LINE																	
Walnut Street and Cottage Grove	3.79	15	10	11	22	9	06	7	35	6	31	5	41	5	02	4	33
Cottage Grove and Bloomfield	1.55	6	12	4	39	3	43	3	06	2	40	2	20	2	04	1	52
Bloomfield and Griffin	3.19	12	46	9	34	7	39	6	23	5	29	4	47	4	15	3	50
Griffin and Barnards	.91	3	38	2	44	2	11	1	49	1	34	1	22	1	13	1	06
Barnards and Tariffville	2.02	8	05	6	04	4	51	4	02	3	28	3	02	2	41	2	25
Tariffville and Hoskins	1.52	6	05	4	34	3	39	3	02	2	37	2	17	2	01	1	49
Hoskins and Simsbury	1.75	7	00	5	15	4	12	3	30	3	01	2	38	2	20	2	06
Simsbury and Strattons	2.37	9	29	7	07	5	41	4	44	4	05	3	33	3	09	2	51
Strattons and Canton	4.44	17	46	13	19	10	39	8	53	7	38	6	40	5	54	5	20
Canton and High St. Jct., East	1.10	4	24	3	18	2	38	2	12	1	54	1	39	1	28	1	19
High St. Jct., East, and Collinsville	.63	2	31	1	53	1	31	1	16	1	05	...	...	...	...	...	...
High St. Jct., West, and Cherry	1.16	4	38	3	29	2	47	2	19	1	59	1	44	1	33	1	24
Cherry and Pine Meadow	3.56	14	14	10	41	8	33	7	07	6	07	5	20	4	44	4	16
Pine Meadow and New Hartford	1.01	4	02	3	02	2	25	2	01	1	44	1	31	1	21	1	13
New Hartford and Barkhamsted	4.41	17	38	13	14	10	35	8	49	7	35	6	37	5	52	5	18
Barkhamsted and Winsted	2.24	8	58	6	43	5	23	4	29	3	51	3	22	2	59	2	41
Winsted and West Winsted	.58	2	19	1	44	1	24	1	10	...	...	...	...	...	...	...	...
West Winsted and Lawrence	2.54	10	10	7	37	6	06	5	05	4	22	3	49	3	23	3	03
Lawrence and Grants	2.38	9	31	7	08	5	43	4	46	4	06	3	34	3	10	2	51
Grants and Summit	2.49	9	58	7	28	5	59	4	59	4	17	3	44	3	19	2	59
Summit and Norfolk	1.91	7	38	5	44	4	35	3	49	3	17	2	52	2	32	2	18
Norfolk and Haystack	2.27	9	05	6	49	5	27	4	32	3	55	3	24	3	01	2	43
Haystack and Whiting River	3.51	14	02	10	32	8	25	7	01	6	02	5	16	4	40	4	13
Whiting River and Allyndale	1.13	4	31	3	23	2	43	2	16	1	57	1	42	1	30	1	21
Allyndale and Canaan	2.56	10	14	7	41	6	09	5	07	4	24	3	50	3	24	3	04
Canaan and Washing	2.73	10	55	8	11	6	33	5	28	4	42	4	06	3	39	3	17

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(L.W.)

Table showing time required between stations at the uniform rate of speed specified

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
WALNUT STREET TO STATE LINE—Con.																	
Washing and Twin Lakes.....	1.23	4 55		3 41		2 57		2 28		2 07		1 51		1 38		1 29	
Twin Lakes and Taconic.....	1.00	4 00		3 00		2 24		2 00		1 43		1 14		1 20		1 12	
Taconic and Salisbury.....	2.95	11 48		8 51		7 05		5 54		5 04		4 26		3 55		3 32	
Salisbury and Lakeville.....	1.62	6 29		4 52		3 53		3 14		2 47		2 26		2 09		1 57	
Lakeville and Ore Hill.....	1.91	7 38		5 44		4 35		3 49		3 17		2 52		2 33		2 18	
Ore Hill and State Line.....	1.17	4 41		3 31		2 48		2 20		2 01		1 45		1 33		1 24	
STATE LINE TO STISSING JUNCTION																	
State Line and Mt. Riga.....	3.04	12 10		9 07		7 18		6 05		5 14		4 34		4 03		3 39	
Mt. Riga and Boston Corners.....	3.90	15 36		11 42		9 22		7 48		6 42		5 51		5 11		4 41	
Boston Corners and Tanners.....	2.78	11 07		8 20		6 40		5 34		4 47		4 10		3 42			
Tanners and Halsted.....	1.88	7 31		5 31		4 30		3 46		3 14		2 49		2 30			
Halsted and Lead Mines.....	1.75	7 00		5 15		4 12		3 30		3 01		2 38		2 20			
Lead Mines and P. & E. Junction.....	4.68	18 43		14 02		11 14		9 22		8 03		7 01		6 13			
P. & E. Junction and N. D. & C. Junction.....	.14	34		25		20		17		14		12		11			
N. D. & C. Junction and Briarcliff Farms.....	.86	3 26		2 35		2 04		1 43		1 29		1 17		1 08			
Briarcliff Farms and Attlebury.....	2.20	8 48		6 36		5 17		4 24		3 47		3 18		2 56			
Attlebury and Stissing Junction.....	1.68	6 43		5 02		4 02		3 22		2 53		2 31		2 14			
STISSING JUNCTION TO S S 110																	
Stissing Junction and McIntyre.....	1.39	5 34		4 10		3 20		2 47		2 23		2 05					
McIntyre and Stanfordville.....	2.01	8 02		6 02		4 49		4 01		3 27		3 01					
Stanfordville and Willows.....	1.97	7 55		5 55		4 44		3 57		3 23		2 57					
Willows and Upton Lake.....	1.65	6 36		4 57		3 58		3 18		2 50		2 29					
Upton Lake and Clinton Corners.....	.96	3 50		2 53		2 18		1 55		1 39		1 26					
Clinton Corners and Webb Farms.....	1.02	4 05		3 04		2 27		2 02		1 45		1 32					
Webb Farms and Salt Point.....	1.46	5 50		4 23		3 30		2 55		2 31		2 11					
Salt Point and Pleasant Valley.....	4.59	18 22		13 46		11 01		9 11		7 54		6 53					
Pleasant Valley and Van Wagners.....	2.30	9 12		6 54		5 31		4 36		3 57		3 27					
Van Wagners and S. S. 110.....	2.72	10 53		8 10		6 32		5 26		4 41		4 05					
DANBURY TO CAMPBELL HALL																	
Danbury to Mallory.....	0.74	2 58		2 13		1 47		1 29		1 16		1 07		0 59		0 53	
Mallory and Fair Grounds.....	1.43	5 43		4 17		3 26		2 52		2 28		2 09		1 54		1 43	
Fair Grounds and Mill Plain.....	2.44	9 46		7 19		5 52		4 52		4 12		3 40		3 15		2 56	
Mill Plain and Brewster.....	5.50	22 00		16 30		13 12		11 00		9 28		8 15		7 19		6 36	
Brewster and Dykemans.....	2.38	9 31		7 08		5 43		4 46		4 06		3 34		3 10		2 51	
Dykemans and Towners.....	3.28	13 07		10 50		7 52		6 34		5 38		4 55		4 22		3 56	
Towners and West Patterson.....	2.39	9 34		7 10		5 44		4 47		4 07		3 35		3 11		2 52	
West Patterson and Holmes.....	1.33	5 19		3 59		3 11		2 40		2 17		2 00		1 46		1 36	
Holmes and Whaley Lake.....	1.90	7 36		5 42		4 34		3 48		3 16		2 51		2 32		2 17	
Whaley Lake and West Pawling.....	2.66	10 38		7 59		6 23		5 19		4 35		3 59		3 32		3 12	
West Pawling and Poughquag.....	2.19	8 46		6 34		5 16		4 23		3 46		3 17		2 55		2 38	
Poughquag and Green Haven.....	2.23	8 55		6 41		5 21		4 28		3 50		3 21		2 58		2 41	
Green Haven and Stormville.....	2.17	8 41		6 31		5 12		4 20		3 44		3 15		2 53		2 36	
Stormville and Hopewell Junction.....	3.69	14 46		11 04		8 51		7 22		6 21		5 32		4 54		4 26	
Hopewell Junction and Fishkill Plains.....	2.48	9 55		7 26		5 57		4 58		4 16		3 43		3 18		2 59	
Fishkill Plains and Didell.....	1.24	4 58		3 43		2 59		2 29		2 08		1 52		1 39		1 29	
Didell and Briggs.....	2.56	10 14		7 41		6 09		5 07		4 24		3 50		3 24		3 04	
Briggs and Manchester Bridge.....	1.90	7 36		5 42		4 34		3 48		3 16		2 51		2 32		2 17	
Manchester Bridge and S. S. 110.....	3.51	14 02		10 32		8 25		7 01		6 02		5 16		4 40		4 13	
S. S. 110 and Poughkeepsie.....	1.10	4 24		3 18		2 38		2 12		1 54		1 39		1 28		1 19	
Poughkeepsie and Highland.....	2.34	9 22		7 01		5 37		4 41		4 01		3 31		3 07		2 49	
Highland and Loyd.....	3.48	13 55		9 86		8 21		6 58		5 59		4 73		4 38		4 10	
Loyd and Clintondale.....	2.89	11 34		8 40		6 56		5 47		4 58		4 20		3 51		3 28	
Clintondale and Elting.....	.86	3 26		2 35		2 04		1 43		1 29		1 17		1 09		1 02	
Elting and Mowbray.....	1.62	6 29		4 52		3 53		3 14		2 47		2 26		2 09		1 57	
Mowbray and Modena.....	2.01	8 02		6 02		4 49		4 01		3 27		3 01		2 40		2 25	
Modena and Relyeas.....	2.27	9 05		6 49		5 27		4 32		3 54		3 24		3 01		2 43	
Relyeas and St. Elmo.....	3.23	12 55		9 41		7 45		6 28		5 33		4 51		4 18		3 53	
St. Elmo and East Walden.....	2.31	9 14		6 56		5 33		4 37		3 58		3 28		3 04		2 46	
East Walden and Berea.....	2.59	10 22		7 46		6 13		5 11		4 27		3 53		3 27		3 06	
Berea and Maybrook.....	3.52	14 05		10 34		8 27		7 02		6 03		5 17		4 41		4 13	
Maybrook and Campbell Hall.....	2.85	11 24		8 33		6 50		5 42		4 54		4 16		3 47		3 25	

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(L. W.)

**Table showing time required between stations at
the uniform rate of speed specified**

BETWEEN	Distance in Miles	15		20		25		30		35		40		45		50	
		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR		MILES PER HOUR	
		Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
STATE LINE TO BEACON																	
State Line and Millerton.....	1.05	4	12	3	09	2	31										
Millerton and N. Y. C. R. R. Crossing.....	.49	1	58	1	28	1	11										
N. Y. C. R. R. Crossing and Winchells.....	3.87	15	29	11	37	9	17										
Winchells and Husted.....	1.70	6	48	5	06	4	05										
Husted and Shekomeko.....	2.63	10	31	7	53	6	19										
Shekomeko and Bethel.....	3.01	12	02	9	02	7	13										
Bethel and Pine Plains.....	2.23	8	55	6	41	5	21										
Pine Plains and N. D. & C. Junction.....	.36	1	26	1	05	51		43		37		32					
N. D. & C. Junction and Stissing Junction.....	4.74	18	58	14	13	11	23	9	29	8	09	7	07	6	18		
Stissing Junction and Bangall.....	2.50	10	00	7	30	6	00	5	00	4	18	3	45				
Bangall and Anson's Crossing.....	1.80	7	12	5	24	4	19	3	36	3	06	2	42				
Anson's Crossing and Shunpike.....	1.75	7	00	5	15	4	12	3	30	3	01	2	38				
Shunpike and Millbrook.....	3.60	14	24	10	48	8	38	7	12	6	12	5	24				
Millbrook and Oak Summit.....	1.93	7	43	5	47	4	38	3	52	3	19	2	54				
Oak Summit and Verbank.....	2.86	11	26	8	35	6	52	5	43	4	55	4	17				
Verbank and Verbank Village.....	.84	3	22	2	31	2	01	1	41	1	27	1	16				
Verbank Village and Moores Mills.....	2.16	8	38	6	29	5	11	4	19	3	42	3	14				
Moores Mills and Billings.....	2.54	10	10	7	37	6	06	5	05	4	22	3	49				
Billings and La Grange.....	1.48	5	55	4	26	3	33	2	58	2	33	2	13				
La Grange and Arthursburg.....	1.63	6	31	4	53	3	55	3	16	2	48	2	27				
Arthursburg and Clove Branch.....	2.34	9	22	7	01	5	37	4	41	4	01	3	31				
Clove Branch and Hopewell Junction.....	1.11	4	26	3	20	2	40	2	13	1	55	1	40				
Hopewell Junction and Brinckerhoff.....	4.54	18	10	13	37	10	54	9	05	7	48	6	49				
Brinckerhoff and Fishkill.....	1.78	7	07	5	20	4	16	3	34	3	04	2	40				
Fishkill and Glenham.....	2.13	8	31	6	23	5	07	4	16	3	40	3	12				
Glenham and Groveville.....	.79	3	10	2	22	1	54	1	35	1	22	1	11				
Groveville and Matteawan.....	1.21	4	50	3	38	2	54	2	25	2	05	1	49				
Matteawan and Beacon.....	2.55	10	12	7	39	6	07	5	06	4	23	3	49				
BOSTON CORNERS TO RHINECLIFF AND P. & E. JUNCTION																	
Boston Corners to Copake.....	3.57	14	17	10	43	8	34	7	08	6	08						
Copake and Cooks.....	2.98	11	55	8	56	7	09	5	58	5	07						
Cooks and Ancram.....	3.09	12	22	9	16	7	25	6	11	5	18						
Ancram and Gallatin.....	2.41	9	38	7	14	5	46	4	49	4	08						
Gallatin and Silvernails.....	1.63	6	31	4	53	3	55	3	16	2	48						
Silvernails and Ice Pond.....	2.67	10	41	8	01	6	24	5	20	4	36						
Ice Pond and P. & E. Junction.....	.71	2	50	2	08	1	42	1	25	1	13						
Silvernails and Mt. Ross.....	2.06	8	14	6	11	4	57	4	07	3	33						
Mt. Ross and Jackson Corners.....	1.53	6	07	4	35	3	40	3	03	2	38						
Jackson Corners and Elizaville.....	4.22	16	53	12	40	10	08	8	26	7	16						
Elizaville and Cokertown.....	2.28	9	07	6	50	5	28	4	33	3	55						
Cokertown and Fraleighs.....	2.13	8	31	6	23	5	07	4	16	3	40						
Fraleighs and Red Hook.....	1.70	6	48	5	06	4	05	3	24	2	55						
Red Hook and Rhinebeck.....	4.44	17	46	13	19	10	39	8	53	7	38						
Rhinebeck and Slate Dock.....	2.48	9	55	7	26	5	57	4	58	4	16						
Slate Dock and Rhinecliff.....	.52	2	05	1	34	1	15	1	02		54						
SPRINGFIELD TO TARIFFVILLE																	
Springfield and Agawam Junction.....	4.05	16	12	12	09	9	43	8	06								
Agawam Junction and Feeding Hills.....	2.06	8	14	6	11	4	57	4	07								
Feeding Hills and Freemans.....	3.66	14	38	10	59	8	47	7	19								
Freemans and West Suffield.....	1.85	7	24	5	33	4	26	3	42								
West Suffield and Sheldon Street.....	1.14	4	34	3	25	2	44	2	17								
Sheldon Street and East Granby.....	2.59	10	22	7	46	6	13	5	11								
East Granby and Tariffville.....	2.99	11	58	8	58	7	11	5	59								

The time shown between stations is computed for the entire distance at the uniform rate of speed specified, and does not include time required for slow downs, stopping and starting.

NEW YORK DIVISION

C. H. MOTSETT,
Superintendent.

H. J. REYNOLDS,
Trainmaster.

JOHN FLICK,
Trainmaster.

L. P. BRISTOL,
Trainmaster.

H. E. BAILY,
Trainmaster.

E. G. AIKEN,
Asst. Trainmaster.

W. A. RASER,
Chief Train Dispatcher.

J. P. TRIHEY,
Asst. Chief Train Dispatcher.

C. I. KLING,
Asst. Chief Train Dispatcher

NEW HAVEN DIVISION

W. H. FOSTER,
Superintendent.

J. J. SNAVELY,
Trainmaster.

J. E. HOYT,
Trainmaster.

F. H. WEBBER,
Trainmaster.

W. Z. HALLIDAY,
Asst. Trainmaster.

W. F. RALSTON,
Asst. Trainmaster.

J. J. DODAN,
Chief Train Dispatcher.

G. S. DYCKMAN,
Asst. Chief Train Dispatcher.

W. J. QUIRK,
Asst. Chief Train Dispatcher.

HARTFORD DIVISION

C. A. MITCHELL,
Superintendent.

I. WICKHAM,
Trainmaster.

G. A. HELLER,
Trainmaster.

W. L. HALLIDAY,
Asst. Trainmaster.

F. WALKER,
Asst. Trainmaster.

W. H. BROOKS,
Chief Train Dispatcher.

G. M. RYAN,
Asst. Chief Train Dispatcher.

M. E. JACOBS,
Asst. Chief Train Dispatcher.

HIGHLAND DIVISION

M. D. MILLER,
Superintendent.

J. W. CARR,
Trainmaster.

W. H. CASEY,
Trainmaster.

W. S. SWAIM,
Trainmaster.

W. S. CONNOR,
Asst. Trainmaster.

J. H. GREER,
Asst. Trainmaster.

H. C. FENN,
Chief Train Dispatcher,

A. L. FULLER,
Assistant Chief Train Dispatcher.

T. E. MAUM,
Asst. Chief Train Dispatcher.

CENTRAL NEW ENGLAND RAILWAY

J. W. CUINEEN,
Assistant Superintendent.

A. A. KILLAM,
Trainmaster.

H. A. CHRISTINGER,
Trainmaster.

W. O. SEARS,
Chief Train Dispatcher.

G. F. BALL,
Asst. Chief Train Dispatcher.

(L.W.)

**The New York, New Haven and
Hartford Railroad Co.**
—and—
**Central New England
Railway Co.**

SUPPLEMENT No. 1

— TO —
**NEW YORK DIVISION,
LINES WEST,
AND
CENTRAL NEW ENGLAND
RAILWAY**

Time Table No. 71

Superseding pages 42 and 43, and discontinuing
Train No. 37.

Train No. 37 (pages 9, 31 and 36) is
discontinued.

Train No. 49 (pages 1 and 35) runs
daily except Monday.

Train 304 (Page 23) add footnote U.

In Effect 12.01 A.M.

Sunday, September 23, 1917

ATTACH THIS TO YOUR TIME TABLE.

Employees will receipt for their copy of this promptly on the card
enclosed, which they will return at once.

G. W. WILDIN
General Manager

J. O. HALLIDAY
Supt. of Transportation

J. A. DROEGE
General Superintendent
New York Div.

H. C. OVIATT
General Superintendent
Lines West

G. W. CLARK
General Superintendent C. N. E. Ry.

C. H. MOTSETT
Supt., New York Div.

W. H. FOSTER
Supt., New Haven Div.

C. A. MITCHELL
Supt., Hartford Div.

M. D. MILLER
Supt., Highland Div.

WESTWARD.

COLUMBIA TO AIR LINE JCT.

NEW HAVEN
DIVISION.

Distance from Willimantic	STATIONS.	Distance between Stations	93	91	175	1011	1031	1023	1029	1033
			Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
			1st Class State of Maine Express	1st Class New York- Bar Harbor Express	1st Class Wash.- Bar Harbor Express	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
0.00	Willimantic	N 0.00	A M s 3.20	A M s 4.45	A M s 5.08	A M 7.05	A M 11.35	P M -----	P M 5.09	P M 7.02
1.07	Columbia	N 1.07	3.24	4.49	5.12	7.09	11.39	-----	5.13	7.06
1.22	Dawson	0.15	3.25	4.50	5.13	7.10	11.40	-----	5.14	7.07
4.65	Chestnut Hill	D 3.49	3.32	4.57	5.22	s 7.17	s 11.48	-----	s 5.21	s 7.15
7.00	Leonards Bridge	2.44	-----	-----	-----	s 7.26	f 11.56	-----	f 5.27	f 7.22
9.93	Amston	N 2.93	3.43	5.08	5.34	s 7.36	s 12.08	s 3.20 s 3.23	s 5.37	s 7.32
14.33	Westchester	D 4.40	3.52	5.17	5.43	s 7.44	s 12.20	s 3.32	s 5.47	s 7.44
17.11	Lyman Viaduct	D 2.78	-----	-----	-----	f 7.51	f 12.27	f 3.38	f 5.54	s 7.52
20.86	East Hampton	N 3.75	4.05	5.31	5.59	s 8.03	s 12.39	s 3.48	s 6.06	s 8.05
23.95	Cobalt	D 3.09	4.13	5.37	6.06	s 8.09	s 12.45	s 3.54	s 6.13	s 8.12
28.68	Portland	D 4.73	4.23	5.47	6.16	s 8.18	s 12.54	s 4.02	s 6.23	s 8.19
29.39	End Double Track	0.71	-----	-----	-----	b 8.20	12.55	4.04	6.25	8.20
29.66	Middletown	N 0.27	s 4.26 4.30	s 5.49 5.55	s 6.18 6.24	s 8.21 8.30	s 12.56 1.03	A 4.06	s 6.29	s 8.22 8.27
30.40	Prospect	0.74	-----	-----	-----	8.32	1.04	-----	6.31	8.28
33.05	Rockfall	D 2.65	4.37	6.01	6.30	s 8.36	f 1.09	-----	s 6.37	8.33
34.56	Middlefield Center	1.51	-----	-----	-----	s 8.40	f 1.13	-----	f 6.40	f 8.36
35.54	Middlefield	N 0.98	4.43	6.06	6.35	s 8.44	s 1.16	-----	s 6.43	s 8.42
35.69	Durham	0.15	-----	-----	-----	8.45	1.17	-----	6.44	8.43
41.61	E. Wallingford	D 5.92	4.56	6.18	6.47	f 8.54	f 1.27	-----	f 6.54	f 8.53
45.85	Northford	N 4.24	5.05	6.27	6.56	s 9.02	s 1.35	-----	s 7.04	f 9.01
49.19	Montowese	3.34	5.12	6.34	7.03	f 9.09	f 1.42	-----	f 7.12	9.06
51.89	Air Line Jct.	N 2.70	5.18	6.42	7.08	9.18	1.48	-----	7.16	9.10
54.09	New Haven	N 2.20	s 5.25 A M	s 6.50 A M	s 7.15 A M	9.25 A M	1.55 P M	----- P M	7.23 P M	9.16 P M
Note references			E	O	J	b G	I	m	G	H

b Train 1011 meet train 1014 on double track between Cobalt and end double track.

E Train 93 will commence running October 9, 1917.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

J Train 175 will be discontinued after October 8, 1917.

m Train 1023 take main track, Amston, through west leg of wye, and back to station.

O Train 91 will be discontinued after October 8, 1917.

WESTWARD.

COLCHESTER TO AMSTON.

NEW HAVEN
DIVISION.

Distance from Colchester	STATIONS.	Distance between Stations	1051	1053	1055	1057	1023	1059			
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			1st Class Passenger	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger			
0.00	Colchester	D 0.00	A M 7.20	A M 8.35	A M 11.45	P M 2.10	P M 3.10	P M 7.15			
3.59	Amston	N 3.59	7.30 A M	8.45 A M	11.55 A M	2.20 P M	s 3.20 P M	7.25 P M			
Note references							m				

EASTWARD

AIR LINE JCT. TO COLUMBIA.

NEW HAVEN 43
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	1014	1022	1024	1028	1020	92	176	94
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily	Ex. Sun.	Daily
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			Passenger	Passenger	Passenger	Passenger	Passenger	N. Y.- Bar Hbr. Express	Wash.- Bar Hbr. Express	State of Maine Express
0.00	New Haven.....N	0.00	A M 7.10	P M 12.35	P M -----	P M 6.05	P M 8.15	P M 8.08	P M 8.30	P M 8.37
2.20	Air Line Jct.....N	2.20	7.18	12.43	-----	6.13	8.23	9.14	9.36	9.43
4.90	Montowese.....N	2.70	f 7.22	f 12.48	-----	s 6.18	f 8.28	9.20	9.42	9.49
8.24	Northford.....N	3.34	s 7.29	s 12.53	-----	s 6.25	s 8.34	9.27	9.48	9.55
12.48	E. Wallingford.....D	4.24	f 7.37	f 1.02	-----	f 6.33	f 8.42	9.36	9.56	10.04
18.40	Durham.....N	5.92	7.46	1.17	-----	6.43	8.51	-----	-----	-----
18.55	Middlefield.....N	0.15	s 7.48	s 1.18	-----	s 6.44	s 8.52	9.47	10.08	10.16
19.53	Middlefield Center.....N	0.98	f 7.50	f 1.20	-----	f 6.47	f 8.55	-----	-----	-----
21.04	Rockfall.....D	1.51	s 7.54	s 1.24	-----	f 6.50	s 8.58	9.52	10.14	10.21
23.69	Prospect.....N	2.65	7.59	1.28	-----	6.54	9.02	-----	-----	-----
24.43	Middletown.....N	0.74	s 8.10	s 1.36	5.48	s 7.04	s 9.09	s 9.59 10.04	s 10.21 10.27	s 10.28 10.32
24.70	End Double Track.....N	0.27	b 8.11	1.38	5.49	7.05	9.10	-----	-----	-----
25.41	Portland.....D	0.71	s 8.14	s 1.41	s 5.52	s 7.08	s 9.13	10.06	10.30	10.35
30.14	Cobalt.....D	4.73	s 8.23	s 1.52	s 6.02	s 7.18	s 9.23	10.16	10.40	10.45
33.23	East Hampton.....N	3.09	s 8.31	s 2.04	s 6.12	s 7.27	s 9.32	10.23	10.48	10.52
36.98	Lyman Viaduct.....D	3.75	f 8.38	f 2.11	f 6.19	s 7.36	f 9.40	-----	-----	-----
39.76	Westchester.....D	2.78	s 8.46	s 2.19	s 6.26	s 7.44	s 9.48	10.37	11.02	11.05
44.16	Amston.....N	4.40	s 8.58	s 2.33	s 6.34	s 8.02	s 9.59	10.46	11.13	11.14
47.09	Leonards Bridge.....N	2.93	f 9.05	f 2.41	-----	f 8.10	f 10.06	-----	-----	-----
49.53	Chestnut Hill.....D	2.44	s 9.10	s 2.48	-----	s 8.16	s 10.11	10.57	11.24	11.28
52.87	Dawson.....N	3.34	9.17	2.56	-----	8.21	10.20	11.04	11.31	11.36
53.02	Columbia.....N	0.15	9.18	2.57	-----	8.22	10.21	11.05	11.32	11.37
54.09	Willimantic.....N Arrive	1.07	9.21 A M	3.00 P M	P M	8.26 P M	10.24 P M	s 11.10 P M	s 11.36 P M	s 11.42 P M
Note references			b G	G I	-----	G H	G	J	K	E

b Train 1011 meet train 1014 on double track between
Cobalt and end double track.

E Train 94 will commence running October 7, 1917.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

J Train 92 will be discontinued after October 6, 1917.

K Train 176 will be discontinued after October 5, 1917.

EASTWARD.

AMSTON TO COLCHESTER.

NEW HAVEN
DIVISION.

Distance from Amston	STATIONS.	Distance between Stations	1050	1052	1054	1056	1024	1058			
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class			
			Passenger	Mixed	Mixed	Passenger	Passenger	Passenger			
0.00	Amston.....N	0.00	A M 7.45	A M 9.10	P M 12.15	P M 2.40	P M 6.39	P M 8.05			
3.59	Colchester.....D Arrive	3.59	7.56 A M	9.21 A M	12.26 P M	2.51 P M	6.50 P M	8.16 P M			
Note references											

The time shown at Willimantic and New Haven is for information only.

(I. W.)

The New York, New Haven and Hartford Railroad Co.

—and—

Central New England Railway Co.

SUPPLEMENT No. 2

Cancelling Supplement No. 1

—TO—

NEW YORK DIVISION,

LINES WEST,

AND

CENTRAL NEW ENGLAND RAILWAY

Time Table No. 71

Superseding pages 42 and 43, and discontinuing
Train No. 37.

Change schedules of trains 173, 174,
974, 97 and 276; and add new trains
71 and 72.

In Effect 12.01 A.M.

Sunday, November 25, 1917

ATTACH THIS TO YOUR TIME TABLE.

Employees will receipt for their copy of this promptly on the card
enclosed, which they will return at once.

G. W. WILDIN
General Manager

J. O. HALLIDAY
Supt. of Transportation

J. A. DROEGE
General Superintendent
New York Div.

W. H. FOSTER
General Superintendent
Lines West

G. W. CLARK
General Superintendent C. N. E. Ry.

C. H. MOTSETT
Supt., New York Div.

F. S. HOBBS
Supt., New Haven Div.

C. A. MITCHELL
Supt., Hartford Div.

M. D. MILLER
Supt., Highland Div.

WESTWARD

N. Y. AND N. H.
DIVISIONS

STATIONS.	97	173	71	
	Ex. Mon.	Daily	Daily	
	1st Class Amer. Express	1st Class Colonial Express Passenger	1st Class Pittsb'g- St. Louis Passenger	
	A M	P M	P M	
NEW HAVEN DIVISION	Air Line Jct. ...	4.44	12.41	5.11
	Cedar Hill			
	S.S. 78			
	New Haven	s 4.50 4.58	s 12.47 12.54	s 5.17 5.24
	S.S. 75			
	West Haven	5.04	1.00	5.30
	Woodmont			
	Milford	5.14	1.08	5.38
	Devon	5.19	1.12	5.42
	Stratford			
NEW YORK DIVISION	Bridgeport	k 5.31	s 1.22	s 5.52
	Fairfield	5.39	1.30	6.00
	Southport			
	Green's Farms	5.45	1.34	6.04
	Westport			
	East Norwalk			
	South Norwalk	s 5.56	1.43	6.12
	Rowayton			
	Darien	6.04	1.55	6.21
	Noroton			
	Glenbrook			
	Stamford	6.13	2.01	6.27
	Sound Beach			
	Riverside			
	Cos Cob	6.20	2.08	6.33
	Greenwich			
	Port Chester	6.25	2.14	6.39
	Rye			
	Harrison			
	Mamaroneck	6.32	2.20	6.45
	Larchmont Manor			
	New Rochelle	6.38	2.24	6.49
	Pelham			
	Columbus Ave.			
	Mount Vernon			
	Woodlawn	6.47		
	Grand Ct. Ter.	7.10		
	Arrive	A M	P M	P M

Note references

K

K (k) Train 97 stop at Bridgeport Sundays to leave papers.

EASTWARD

N. Y. AND N. H.
DIVISIONS

STATIONS.	72	174		
	Daily	Daily		
	1st Class St. Louis- Pittsb'g Passenger	1st Class Colonial Express Passenger		
	A M	P M		
Grand Ct. Ter.				
NEW YORK DIVISION	Woodlawn			
	Mount Vernon			
	Columbus Ave.			
	Pelham			
	New Rochelle	5.58	2.38	
	Larchmont Manor			
	Mamaroneck	6.02	2.42	
	Harrison			
	Rye			
	Port Chester	6.08	2.48	
	Greenwich			
	Cos Cob	6.13	2.53	
	Riverside			
	Sound Beach			
	Stamford	6.19	2.59	
	Glenbrook			
	Noroton			
	Darien	6.27	3.06	
	Rowayton			
	South Norwalk	6.39	3.18	
NEW HAVEN DIVISION	East Norwalk			
	Westport			
	Green's Farms	6.48	3.26	
	Southport			
	Fairfield	6.52	3.30	
	Bridgeport	s 7.01	s 3.38	
	Stratford			
	Devon	7.09	3.45	
	Milford	7.12	3.48	
	Woodmont			
	West Haven	7.21	3.57	
	S. S. 75			
	New Haven	s 7.26 7.33	s 4.02 4.07	
	S. S. 78			
	Cedar Hill			
	Air Line Jct.	7.39	4.13	
	Arrive	A M	P M	

Note references

G

E

E Train 174 will stop at Bridgeport to leave passengers and take passengers for New London and east.

G Train 72 will commence running November 27, 1917.

NEW ROCHELLE TO HARLEM RIVER

HARLEM RIVER TO NEW ROCHELLE

STATIONS.	173	71			
	Daily	Daily			
	1st Class Colonial Express	1st Class Boston Pittsb'g St. Louis			
	P M	P M			
New Rochelle.....	2.24	6.49			
New Rochelle Jct..	2.25	6.50			
Woodside.....					
Pelham Manor.....					
City Island Station					
Baychester.....	2.32	6.57			
Westchester.....					
Morris Park.....					
Van Nest.....					
West Farms.....	2.37	7.02			
Westchester Ave..					
Hunt's Point.....					
Casanova.....	2.43	7.08			
Port Morris.....					
Harlem River.....					
Arrive	P M	P M			
Note references					

STATIONS.	72	174			
	Daily	Daily			
	1st Class St. Louis Pittsb'g Boston	1st Class Colonial Express			
	A M	P M			
Harlem River.....					
Port Morris.....					
Casanova.....	5.40	2.20			
Hunt's Point.....					
Westchester Ave..					
West Farms.....	5.44	2.24			
Van Nest.....					
Morris Park.....					
Westchester.....					
Baychester.....	5.50	2.30			
City Island Station					
Pelham Manor.....					
Woodside.....					
New Rochelle Jct..	5.57	2.37			
New Rochelle.....	5.58	2.38			
Arrive	A M	P M			
Note references	G	E			

EASTWARD. NEW YORK CONNECTING RAILROAD. HAROLD AVENUE TO CASANOVA.

Distance from Casanova	STATIONS.	Distance between Stations.	173	71	
			Daily	Daily	
			1st Class Colonial Express	1st Class Boston Pittsb'g St. Louis	
			P M	P M	
0.00	Casanova.....	0.00	2.43	7.08	
6.19	Harold Ave.....	6.19	2.57 3.02	7.22 7.27	
10.01	Penn. Terminal	3.82	3.10	7.35	
	Arrive		P M	P M	
Note references					
Distance from Penn. Terminal	STATIONS.	Distance between Stations	72	174	
			Daily	Daily	
			1st Class St. Louis Pittsb'g Boston	1st Class Colonial Express	
			A M	P M	
0.00	Penn. Terminal	0.00	5.15	1.55	
3.82	Harold Ave.....	3.82	5.23 5.28	2.03 2.08	
10.01	Casanova.....	6.19	5.40	2.20	
	Arrive		A M	P M	
Note references			G	E	

E Train 174 will stop at Bridgeport to leave passengers and to take passengers for New London and east.

G Train 72 will commence running November 27, 1917.

WESTWARD

NEW HAVEN
DIVISION

STATIONS.	173	71		
	Daily	Daily		
	1st Class Colonial Express Passenger	1st Class Pittsb'g- St. Louis Passenger		
	A M	P M		
<i>New London</i>	s 11.41	s 4.09	-----	-----
Waterford	11.48	4.16	-----	-----
Millstone			-----	-----
East Lyme	11.53	4.21	-----	-----
Crescent Beach			-----	-----
South Lyme	11.58	4.26	-----	-----
Sound View			-----	-----
Lyme	12.02	4.31	-----	-----
Conn. River			-----	-----
Saybrook Jct.	12.06	4.35	-----	-----
Westbrook	12.11	4.40	-----	-----
Grove Beach			-----	-----
Clinton	12.16	4.45	-----	-----
Madison	12.20	4.49	-----	-----
East River			-----	-----
Guilford	12.25	4.54	-----	-----
Sachem's Head			-----	-----
Leete's Island	12.28	4.57	-----	-----
Stony Creek			-----	-----
Pine Orchard			-----	-----
Branford	12.33	5.02	-----	-----
East Haven	12.37	5.06	-----	-----
Fair Haven			-----	-----
Air Line Jct.	12.41	5.11	-----	-----
<i>New Haven</i>	s 12.47	s 5.17	-----	-----
Arrive	P M	P M		

Note references

G Train 72 will commence running November 27, 1917.

EASTWARD

NEW HAVEN
DIVISION

STATIONS.	72	174	974		
	Daily	Daily	Ex. Sun.		
	1st Class St. Louis- Pittsb'g Passenger	1st Class Colonial Express Passenger	1st Class Hartford Passenger		
	A M	P M	P M		
<i>New Haven</i>	s 7.33	s 4.07	-----	-----	-----
Air Line Jct.	7.39	4.13	-----	-----	-----
Fair Haven			-----	-----	-----
East Haven	7.44	4.18	-----	-----	-----
Branford	7.48	4.22	-----	-----	-----
Pine Orchard			-----	-----	-----
Stony Creek			-----	-----	-----
Leete's Island	7.53	4.27	-----	-----	-----
Sachem's Head			-----	-----	-----
Guilford	7.56	4.30	-----	-----	-----
East River			-----	-----	-----
Madison	8.01	4.35	-----	-----	-----
Clinton	8.05	4.39	-----	-----	-----
Grove Beach			-----	-----	-----
Westbrook	8.10	4.44	-----	-----	-----
Saybrook Jct.	8.15	4.49	s 6.51	-----	-----
Conn. River			-----	-----	-----
Lyme	8.19	4.53	s 6.59	-----	-----
Sound View			f 7.04	-----	-----
South Lyme	8.23	4.57	s 7.08	-----	-----
Crescent Beach			f 7.14	-----	-----
East Lyme	8.28	5.02	s 7.17	-----	-----
Millstone			s 7.21	-----	-----
Waterford	8.33	5.07	s 7.27	-----	-----
<i>New London</i>	s 8.39	s 5.13	s 7.35	-----	-----
Arrive	A M	P M	P M		

Note references

G

SOUTHWARD.

HARTFORD
DIVISION.

STATIONS.	97				
	Ex. Mon.				
	1st Class Amer. Express				
	A M				
Springfield.....	2.58				
Pecowsic.....					
Longmeadow.....	3.06				
Thompsonville.....	3.11				
Enfield Bridge.....					
Warehouse Point.....	3.15				
Windsor Locks.....	3.18				
Hayden's.....					
Windsor.....	3.25				
Wilson's.....	3.28				
S. S. 214.....	3.32				
Hartford.....	S 3.34 3.45				
Newington.....	3.54				
Berlin.....	4.03				
Quarry Jct.....	4.11				
Meriden.....	4.17				
Yalesville.....	4.22				
Wallingford.....	4.27				
North Haven.....	4.36				
Quinnipiack.....	4.39				
Brick Yard A.....	4.42				
Air Line Jct.....	4.44				
New Haven.....	S 4.50				
Arrive	A M				

Notereferences

NORTHWARD.

HARTFORD
DIVISION. 4

STATIONS.	276				
	Ex. Sun.				
	1st Class N. Y. Passenger				
	P M				
New Haven.....	S 4.23				
Air Line Jct.....	4.29				
Brick Yard A.....	4.31				
Quinnipiack.....	4.33				
North Haven.....	4.36				
Wallingford.....	S 4.44				
Yalesville.....	4.49				
Meriden.....	S 4.54				
Quarry Jct.....	4.57				
Berlin.....	S 5.07				
Newington.....	5.14				
Hartford.....	S 5.22 5.32				
S. S. 214.....	5.34				
Wilson's.....					
Windsor.....	S 5.45				
Hayden's.....	S 5.51				
Windsor Locks.....	S 5.58				
Warehouse Point.....	S 6.02				
Enfield Bridge.....	6.06				
Thompsonville.....	S 6.09				
Longmeadow.....					
Pecowsic.....	6.16				
Springfield.....	6.23				
Arrive	P M				

Note references

Time shown at New Haven is for information only.

Train 49 runs daily except Monday.

NEW YORK DIVISION.

Train 245 will make regular stop at Georgetown.

Train 242 will stop at Georgetown.

Train 304 will not run February 12, 1918.

HARTFORD DIVISION.

Train 115 will stop at Newington.

Train 1742 will stop on flag at Hancock.

Train 860 will stop at Beckleys and Newfield on signal Sunday only.

NEW HAVEN DIVISION.

Train 49 runs daily except Monday.

Train 1104 will make flag stop at Brick Yard, between Westfield and Southampton.

COLUMBIA TO AIR LINE JCT.

NEW HAVEN
DIVISION.

Distance from Willimantic	STATIONS.	Distance between Stations	93	1011	1031	1023	1029	1033			
			Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.			
			1st Class State of Maine Express	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger			
0.00	Willimantic.....N	0.00	A M s 3.20	A M 7.05	A M 11.35	P M	P M 5.09	P M 7.02			
1.07	Columbia.....N	1.07	3.24	7.09	11.39		5.13	7.06			
1.22	Dawson.....N	0.15	3.25	7.10	11.40		5.14	7.07			
4.65	Chestnut Hill.....D	3.49	3.32	s 7.17	s 11.48		s 5.21	s 7.15			
7.00	Leonards Bridge.....D	2.44		s 7.26	f 11.56		f 5.27	f 7.22			
9.93	Amston.....N	2.93	3.43	s 7.36	s 12.08	s 3.20 s 3.23	s 5.37	s 7.32			
14.33	Westchester.....D	4.40	3.52	s 7.44	s 12.20	s 3.32	s 5.47	s 7.44			
17.11	Lyman Viaduct.....D	2.78		f 7.51	f 12.27	f 3.38	f 5.54	s 7.52			
20.86	East Hampton.....N	3.75	4.05	s 8.03	s 12.39	s 3.48	s 6.06	s 8.05			
23.95	Cobalt.....D	3.09	4.13	s 8.09	s 12.45	s 3.54	s 6.13	s 8.12			
28.68	Portland.....D	4.73	4.23	s 8.18	s 12.54	s 4.02	s 6.23	s 8.19			
29.39	End Double Track.....D	0.71		b 8.20	12.55	4.04	6.25	8.20			
29.66	Middletown.....N	0.27	s 4.26 4.30	s 8.21 8.30	s 12.56 1.03	A 4.06	s 6.29	s 8.22 8.27			
30.40	Prospect.....D	0.74		8.32	1.04		6.31	8.28			
33.05	Rockfall.....D	2.65	4.37	s 8.36	f 1.09		s 6.37	8.33			
34.56	Middlefield Center.....D	1.51		s 8.40	f 1.13		f 6.40	f 8.36			
35.54	Middlefield.....N	0.98	4.43	s 8.44	s 1.16		s 6.43	s 8.42			
35.69	Durham.....D	0.15		8.45	1.17		6.44	8.43			
41.61	E. Wallingford.....D	5.92	4.56	f 8.54	f 1.27		f 6.54	f 8.53			
45.85	Northford.....N	4.24	5.05	s 9.02	s 1.35		s 7.04	f 9.01			
49.19	Montowese.....D	3.34	5.12	f 9.09	f 1.42		f 7.12	9.06			
51.89	Air Line Jct.....N	2.70	5.18	9.18	1.48		7.16	9.10			
54.09	New Haven.....N	2.20	s 5.25 A M	9.25 A M	1.55 P M		7.23 P M	9.16 P M			
Note references				b G	I	m	G	H			

b Train 1011 meet train 1014 on double track between Cobalt and end double track.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

m Train 1023 take main track, Amston, through west leg of wye, and back to station.

WESTWARD.

COLCHESTER TO AMSTON.

NEW HAVEN
DIVISION.

Distance from Colchester	STATIONS.	Distance between Stations	1051	1053	1055	1057	1023	1059			
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			1st Class Passenger	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger			
0.00	Colchester.....D	0.00	A M 7.20	A M 8.35	A M 11.45	P M 2.10	P M 3.10	P M 7.15			
3.59	Amston.....N	3.59	7.30 A M	8.45 A M	11.55 A M	2.20 P M	s 3.20 P M	7.25 P M			
Note references							m				

EASTWARD

AIR LINE JCT. TO COLUMBIA.

NEW HAVEN 43
DIVISION.

Distance from New Haven	STATIONS.	Distance between Stations	1014	1022	1024	1028	1020	94			
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Daily			
			1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class State of Maine Express			
0.00	New Haven.....N	0.00	A M 7.10	P M 12.35	P M -----	P M 6.05	P M 8.15	P M 8.37			
2.20	Air Line Jct.....N	2.20	7.18	12.43	-----	6.13	8.23	9.43			
4.90	Montowese.....N	2.70	f 7.22	f 12.48	-----	s 6.18	f 8.28	9.49			
8.24	Northford.....N	3.34	s 7.29	s 12.53	-----	s 6.25	s 8.34	9.55			
12.48	E. Wallingford.....D	4.24	f 7.37	f 1.02	-----	f 6.33	f 8.42	10.04			
18.40	Durham.....N	5.92	7.46	1.17	-----	6.43	8.51	-----			
18.55	Middlefield.....N	0.15	s 7.48	s 1.18	-----	s 6.44	s 8.52	10.16			
19.53	Middlefield Center.....N	0.98	f 7.50	f 1.20	-----	f 6.47	f 8.55	-----			
21.04	Rockfall.....D	1.51	s 7.54	s 1.24	-----	f 6.50	s 8.58	10.21			
23.69	Prospect.....N	2.65	7.59	1.28	-----	6.54	9.02	-----			
24.43	Middletown.....N	0.74	s 8.01 s 8.10	s 1.36	5.48	s 6.58 s 7.04	s 9.09	s 10.28 s 10.32			
24.70	End Double Track.....D	0.27	b 8.11	1.38	5.49	7.05	9.10	-----			
25.41	Portland.....D	0.71	s 8.14	s 1.41	s 5.52	s 7.08	s 9.13	10.35			
30.14	Cobalt.....D	4.73	s 8.23	s 1.52	s 6.02	s 7.18	s 9.23	10.45			
33.23	East Hampton.....N	3.09	s 8.31	s 2.04	s 6.12	s 7.27	s 9.32	10.52			
36.98	Lyman Viaduct.....D	3.75	f 8.38	f 2.11	f 6.19	s 7.36	f 9.40	-----			
39.76	Westchester.....D	2.78	s 8.46	s 2.19	s 6.26	s 7.44	s 9.48	11.05			
44.16	Amston.....N	4.40	s 8.58	s 2.33	SA 6.34	s 8.02	s 9.59	11.14			
47.09	Leonards Bridge.....D	2.93	f 9.05	f 2.41	-----	f 8.10	f 10.06	-----			
49.53	Chestnut Hill.....D	2.44	s 9.10	s 2.48	-----	s 8.16	s 10.11	11.28			
52.87	Dawson.....N	3.34	9.17	2.56	-----	8.21	10.20	11.36			
53.02	Columbia.....N	0.15	9.18	2.57	-----	8.22	10.21	11.37			
54.09	Willimantic.....N Arrive	1.07	9.21 A M	3.00 P M	P M	8.26 P M	10.24 P M	s 11.42 P M			
Note references			b G	G I		G H	G				

b Train 1011 meet train 1014 on double track between
Cobalt and end double track.

G Stops at Cedar Hill.

H Train 1028 take siding at Westchester for train 1033.

I Train 1022 take siding at Durham for train 1031.

EASTWARD.

AMSTON TO COLCHESTER.

NEW HAVEN
DIVISION.

Distance from Amston	STATIONS.	Distance between Stations	1050	1052	1054	1056	1024	1058			
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			1st Class Passenger	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger			
0.00	Amston.....N	0.00	A M 7.45	A M 9.10	P M 12.15	P M 2.40	s 6.39	P M 8.05			
3.59	Colchester.....D Arrive	3.59	7.56 A M	9.21 A M	12.26 P M	2.51 P M	6.50 P M	8.16 P M			
Note references											

The time shown at Willimantic and New Haven is for information only.

(L. W.)