

West Bound. COOPERSTOWN BRANCH. East Bound.

MIXED No. 113		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 17A Sept. 18th, 1901 Succeeding No. 17				Distance from McHenry	Capacity of Side Trucks	Telegraph Offices	MIXED No. 114	
Second Cl's					STATIONS							Second Cl's	
EX. SUNDAY												EX. SUNDAY	
De 8.55 A M		W CY	385	0.0	Sanborn	62.6	211	N			Ar 3.30 P M		
9.40			DC 9	9.5	Rogers SA 9.5	53.1	48	D			2.40		
10.20			DC 18	17.8	Dazey RD 8.3 Soo Cros'g	44.8	69	D			1.50		
11.00		W 1 1/2 miles West	DC 28	26.5	Hannaford DZ 8.7	36.1	41	D			12.50		
F 11.30			DC 32	32.5	Shepard HF 6.0	30.1	30				F 12.20 P M		
Ar 11.59 De 2.00	AM M 114 PM	T	DC 36	36.5	Cooperstown CP 3.5	26.1	100	D			De 11.59 A M Ar 9.25 M 113		
F 2.15			DC 40	40.0	Lovell 5.5	22.6	22				F 9.10		
2.40		W 2 1/2 miles West	DC 45	45.5	Jessie JS 5.4	17.1	37	D			8.50		
3.10			DC 51	50.9	Binford BO 5.1	11.7	57	D			8.25		
F 3.35		W 2 1/2 miles West	DC 56	56.0	Lewis 6.6	6.6	13 Spur				F 7.55		
Ar 4.00 P M		CY W 1/2 miles East	DC 63	62.6	McHenry MY	0.0	65	D			De 7.30 A M		
EX. SUNDAY												EX. SUNDAY	

Registering stations—Sanborn and McHenry.

Bulletin station—Sanborn.

Standard clock—Jamestown.

All trains and light engines will come to a full stop before crossing Soo Line Track just west of Depot at Rogers.

Cooperstown Branch trains will protect themselves against Main Line trains between Sanborn Passenger Depot and Junction Switch.

Doubling Track at M. P. 36.