

The New York Central Railroad Company

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ST. LAWRENCE DIVISION

OTTAWA DIVISION

ADIRONDACK DIVISION

Time-Table No. 53

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M. EASTERN STANDARD TIME

Sunday, June 22, 1941

W. A. HAMLER,
Superintendent.

COMPANY SURGEONS

ADAMS: S. E. Douglas, Church St. West.
Phone—26.

CAMDEN: D. M. Allison, 29 Mexico St.
Phone—218.

CARTHAGE: E. C. Soultz, 303 State St.
Phone—183.

FULTON: L. A. Simpson, 11 So. Third St.
Phone—40.

GOVERNEUR: F. F. Drury, 22 Park St.
Phone—172.

HERKIMER: A. L. Fagan, 208 No. Washington St.
Phone—788.

LOWVILLE: Thomas A. Lynch, 44 Dayan St.
Phone—401.

MALONE: P. F. Dalphin, 115 East Main St.
Phone—16.
J. W. Kissane, 90 East Main St.
Phone—60.

MONTREAL: Stewart G. Baxter, Medical Arts Bldg.
Phone—Fitz Ray 3323.

NORWOOD: J. P. Smith, 48 So. Main St.
Phone—93.

OGDENSBURG: G. C. Madill, 92 Caroline St.
Phone—10.

OLD FORGE: S. W. Nelson, Main St.
Phone—25.

OSWEGO: John F. Burden, 37 West Bridge St.
Phone—302.

OTTAWA: R. L. Gardner, 328 Waverly St.
Phone—1400.

PHILADELPHIA: D. C. Rodenhurst, Aldrich St.
Phone—59.

POTSDAM: L. T. McNulty, 60 Market St.
Phone—326.

PULASKI: A. G. Dunbar, 10 Jefferson St.
Phone—40.

REMSEN: Albert C. Redmond, Maple Avenue.
Phone—2261.

ROME: G. C. Reid, 219 No. Washington St.
Phone—212.
J. H. Whaley, 212 No. Washington St.
Phone 180.

SYRACUSE: B. W. McCuen, 1206 State Tower Bldg.
Phone—2-5520.
L. P. Ransom, 800 South West St.
Phone—5-6397.

TUPPER LAKE: J. A. Thissell, Park St.
Phone—187.

UTICA: F. J. & J. G. Douglas, 285 Genesee St.
Phone—4-1151.
Wm. Hale, Jr., 264 Genesee St.
Phone—4-7516.
W. B. Roemer, 1345 Oneida St.
Phone—2-2214.
Vito S. Lee, 704 Bleeker St.
Phone—4-9324.

VALLEYFIELD: Emile St. Onge, 51 Jacques Cartier.
Phone—480.

WATERTOWN: C. N. Bibbins, 200-210 Jeff. Co. Bank Bldg.
Phone—1130.
H. G. Farmer, 120 Stone St.
Phone—443.
G. S. Nellis, 403 Trust Co. Bldg.
Phone—95.

OCULISTS

OTTAWA: W. G. Fraser, Medical Arts Bldg.
Phone—Queen-7007.

SYRACUSE: D. F. Gillette, 504 State Tower Bldg.
Phone—2-0664.

UTICA: J. W. Fleming, 246 Genesee St.
Phone—2-0814.

WATERTOWN: W. S. Atkinson, 129 Clinton St.
Phone—4001.

HOSPITALS

HERKIMER: Herkimer Memorial, West German St.
Phone—831.

MALONE: Alice Hyde, Park St.
Phone—521-J.

MONTREAL: Royal Victoria, Pine Avenue, West.
Phone—1521.

OGDENSBURG: A. Barton Hepburn, 46 King St.
Phone—10.

OSWEGO: Oswego, 110 West Sixth St.
Phone—1926.

OTTAWA: Ottawa Civic, Carling and Park Dale Ave.
Phone—6000.

ROME: Rome Infirmary, Arlington Block.
Phone—1402.

SARANAC LAKE: Saranac Lake General, Wonona Ave.
Phone—214.

SYRACUSE: St. Joseph's, 301 Prospect Ave.
Phone—3-6123.

TUPPER LAKE: Mercy General, Waubeck Ave.
Phone—155.

UTICA: St. Elizabeth's, 2209 Genesee St.
Phone—2-2161.
St. Luke's Home and Hospital, 1506 Whitesboro St.
Phone—2-3141.
Faxton, 1678 Sunset Ave.
Phone—2-3101.

WATERTOWN: House of the Good Samaritan,
832 Washington St.
Phone—1900.
Mercy, 218 Stone St.
Phone—1970.

SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number relate to Rules for the Government of the Operating Department with corresponding letter or number.

A1. OTHER RAILROADS.

Between: Norwood and Malone Junction, trains run via Rutland.

N. Y. C. Jct. and Oswego, (N.Y.O. & W.) trains run via N.Y.O. & W.
Saranac Lake Jct. and Lake Placid, trains run via D. & H.

Massena and Helena	{	Trains run via C. N. R.
Hurdman and Hurdman Jct.		
Adirondack Jct., Montreal and Outremont	{	Trains run via C. P. R.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute, when loaded with live stock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at the rear of caboose, must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used, beyond the first side track.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20-F and 20-G effective January 7, 1941, govern.

Rules to be Followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited.

In case of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from the lights.

In Canada

Explosives on Mixed Trains.

Cars containing EXPLOSIVES must have air and hand brakes in service.

On lines where regular trains are operating in freight service only, cars containing EXPLOSIVES or tank cars placarded DANGEROUS must not be handled in a train that carries passengers.

Where only a mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a shipment of EXPLOSIVES (not exceeding 1000 lbs.) may be handled, providing the said car be so placed in the train that not less than three freight cars are between it and the car carrying passengers and

not less than one freight car between it and the locomotive hauling the train.

If a car contains a shipment of EXPLOSIVES in excess of 1000 lbs., it must be so placed in the train that not less than five freight cars are between it and the car carrying passengers and not less than three freight cars between it and the locomotive hauling the train.

Note—That not more than one car of EXPLOSIVES may be handled in a mixed train, or where passengers are carried in the caboose of a freight train.

When practicable to do so, cars containing EXPLOSIVES must be placed between freight cars not bearing DANGEROUS or POISON GAS placards.

Tank cars placarded DANGEROUS must not be placed next to cars carrying passengers or next to the locomotive.

Explosives on Through or Local Freight Trains.

Cars containing EXPLOSIVES must have air and hand brakes in service.

They must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the locomotive nor the eleventh car from the caboose, if the length of the train will permit, and when helper power is cut in, must be separated from such helper by at least one car. On local freight trains, must not be placed nearer than the second car from the locomotive or caboose. They must not be placed in through or local freight trains next to dead engines, loaded tank cars, refrigerator cars equipped with automatic refrigeration of the gas-burning type, wooden frame flat or gondola cars, carloads of pipe, lumber, poles, iron, steel or similar lading which by shifting may break through end of car containing EXPLOSIVES from rough handling; nor next to cars containing lighted heaters, stoves or lanterns; nor cars with livestock or poultry in charge of an attendant; nor next to box cars placarded DANGEROUS unless the remainder of the train consists only of such cars.

Placarded Loaded Tank Cars.

Placarded loaded tank cars, must not be placed in trains next to cars containing lighted heaters, stoves or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to gondola or flat cars with lading such as logs, lumber, rails, pipe or similar articles that are liable to shift; and in through freight trains, when practicable to do so, must not be placed nearer than the sixth car from the engine or caboose, and in local freight trains not nearer than the second car from the engine or caboose, when length of train permits.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members or responsible engineer or inspectors, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad, including the right for such inspection purposes to ride upon any passenger or freight engine or train while in service on presentation of proper transportation.

In Canada

It is ordered by the Board of Transport Commissioners for Canada:

That in the case of derailments, collisions, failure of locomotive boiler and highway crossing accidents attended by personal injury, and in the case of any damage to any bridge, culvert, viaduct, or tunnel, so as to render the same impassable or unfit for immediate use and all other acci-

dents occurring on the railway, attended with personal injury to any person using the railway, or to any employee of the company, and in which accidents the movement of trains, engines, or cars is involved (but not in the case of accidents occurring in railway shops, manufacturing establishments, or other places of the railway company in which the movement of trains, engines, or cars is not involved in the accident) the conductor or other employee of the railway company who is in charge of the train, place, or structure in connection with which the accident occurred, shall, at the expense of the company, and at the same time as he reports to the company, send a telegram addressed to the Chief Operating Officer of the Board at Ottawa, containing the following information:

- Date and place.
- Name of railway.
- Number and description of train or trains, engine or engines, concerned.
- Number of passengers, employees, or others killed and injured.
- Statement of any damage to any bridge, culvert, viaduct, or tunnel.
- A short and concise statement of the apparent cause of the accident.
- Name and title of person sending report.

That every such railway company place before their conductors or other employees affected by the Order a copy of paragraph (2) of this Order directing said conductors or other employees to comply directly with the requirements of the provision.

Operation of Coal Burning Locomotives in Forest Preserve.

Forest preserve territory extends
Between: Harrisville and Newton Falls
Forestport and Mile Post 169.

Employees must make immediate report by wire to the Superintendent and also to the Agent or person in charge at the next point where there is telegraph or telephone communication, of fires discovered burning upon or near the right of way, giving exact location by mile post.

Section men and such other employees as are available, must proceed at once to the fire, and make every possible effort to extinguish it.

Enginemen must report all fires to first section employees passed.

Enginemen must know before leaving terminal that ash pan slides are closed and properly locked in place; must dump ash pans only at designated places, and must know that all fire is extinguished immediately thereafter. Enginemen must report to the Superintendent at first telegraph or telephone office any defects to ash pan slides, ash pan, smoke arch or front end that develop enroute, which would be liable to cause fire.

Enginemen must not allow clinkers or lighted waste or materials to be thrown from engine.

From April 1st to November 1st tank cars for fire protection purposes will be located at:

Remsen Tupper Lake
Thendara Malone

These cars must be kept in condition for immediate use and will be handled as directed by the Superintendent.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Richland ----- Telegraph office.
Watertown Jct. ----- Engine house.
 Yard masters office.
Watertown ----- Telegraph office.
Philadelphia ----- Train dispatchers office.
 Telegraph office.

Gouverneur ----- Telegraph office.
Norwood ----- Telegraph office.
Massena ----- Telegraph office.
 Engine house.
 General yard masters office.
Utica ----- Station masters office.
 Train dispatchers office.
Carthage ----- Telegraph office.
Ogdensburg ----- Telegraph office.
West Yard ----- Yard office.
Oswego ----- Ticket office.
Ottawa ----- Passenger station.
Herkimer ----- Signal Station 26.
 Engine house.
Tupper Lake ----- Passenger station.
Saranac Lake ----- Passenger station.
Malone ----- Engine house.
 Passenger station.
Valleyfield ----- Passenger station.
Outremont ----- General yard masters office.
Montreal ----- Station masters office.

4. TIME-TABLES.

Remsen. The time of westward first class trains will apply at the Junction switch of St. Lawrence and Adirondack Divisions, west of passenger station.

6. LETTERS AND SIGNS.

¶—Stop for meals.
†—Stop on signal to receive passengers.
‡—Stop on signal to discharge passengers.
G—Stop on signal Sunday.
H—Stop on signal to land passengers from Montreal.
K—Stop on signal to receive passengers for Montreal.
P—Stop on signal to receive or discharge parcel-post.
X—Stop on signal Saturday.
□—Stop Sunday.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
o — oo	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.

17. HEADLIGHTS.

In Canada

In the event of a failure of the headlight, a temporary substitute shall be arranged and train moved not exceeding ten (10) miles per hour over public highway crossings not protected by watchman, gates, or automatic signals until first siding is reached where repairs will be made, if possible. If repairs cannot be made, train may proceed to first repair point, displaying such light as may be available, and will not exceed twenty (20) miles per hour over public highway crossing not protected by watchman, gates, or automatic signals.

If a temporary light cannot be arranged, or if repairs cannot be made at the first repair point, another engine with proper light must be provided to handle the train.

When moving over public highway crossings with temporary light displayed, the highway whistle signal must be sounded the second time approaching such crossings.

Spare bulbs and other necessary parts must be supplied at initial terminal, and a list of same be furnished the engineman, who will check over to see that such supplies are furnished before starting out on his trip.

Engineman will advise the Superintendent from the first open communicating station when he is proceeding with temporary light.

Engines running backward by night as an extra train, without cars, or at the rear of the train pushing cars, headlight must be obscured. Engine running backward by night without cars or at rear of train pushing cars, and displaying signals for a following section, headlight must be obscured.

19. MARKERS.

A red flag by day and a red light by night will be displayed to indicate the rear of the train, except in the following territory trains will display as markers, lights showing green to the front and side, and red to the rear.

Between: Malone and Adirondack Junction.
Helena and Hurdman.
Hurdman Jct. and Ottawa.

Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains except passenger extras.

83. TRAIN REGISTERS.

Richland ----- Passenger station.
Watertown Jct. ----- Yard masters office.
Watertown ----- Telegraph office.
Philadelphia ----- Passenger station.
DeKalb Jct. ----- Passenger station.
Massena ----- Passenger station.
Utica, first class trains ----- Passenger station.
Remsen ----- Passenger station.
Carthage ----- Passenger station.
Ogdensburg ----- Passenger station.

West Yard ----- Yard office. Including trains arriving at and departing from Oswego.

Ottawa ----- Freight office.

Lake Clear Jct., for

Saranac Branch Trains Passenger station.

Saranac Lake ----- Passenger station.

Malone ----- Passenger station.

Valleyfield ----- Passenger station.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared by signal indication.

Trains will not leave the following stations without Clearance Form A:

Syracuse, telegraph office ----- First class trains.
Signal Station JG ----- Eastward extra trains.
Woodard ----- No. 7 and Eastward Phoenix Line trains.

Pulaski.

Richland.

Adams Center ----- Westward trains.

Watertown Jct. ----- Extra trains.

Watertown ----- First class trains.

Roots ----- Extra trains westward.

Philadelphia.

Gouverneur ----- Extra trains and Edwards and G. & O. Jct. trains.

DeKalb Jct.

Norwood.

Massena.

Utica, telegraph office ----- First class trains.

Utica Signal Station 31 ----- Extra trains.

Remsen.

Carthage ----- During hours station is open.

Ogdensburg.

Sackets Harbor.

Newton Falls.

Cape Vincent.

Clayton.

West Yard ----- During hours station is open.

Oswego ----- During hours station is open.

Signal Station 34 ----- Eastward trains.

JN ----- Trains from Fulton yard.

N. Y. C. Junction from 10:00 P. M. to 7:00 P. M.

Fulton, (N.Y.O. & W.) from 7:00 P. M. to 10:00 P. M.

Helena ----- Northward trains.

Ottawa ----- Southward trains.
Northward trains will obtain permission from Signalman at Hurdman before entering the block at Hurdman Jct.

Herkimer.

Tupper Lake ----- During hours station is open.

Lake Clear Jct. ----- During hours station is open.

Saranac Lake.

Plumadore ----- During hours station is open.

Malone.

Valleyfield ----- No. 23.

Adirondack Jct.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch, except:

Woodard ----- Westward trains, second switch.
When to be met, end of two tracks.

Pulaski ----- When to be passed eastward trains first switch, westward first switch west of station platform.

Syracuse Line:

Eastward extra trains, third switch east of Brook Trout crossing, when to be passed. End of two tracks when to be met.

Westward extra trains, second switch when to be passed.

Richland -----

Rome Line:

Eastward extra trains, first or second switch. Conductors will communicate with signalman before pulling in.

Eastward first class trains, siding on station side.

Lacona ----- Westward trains, fifth switch.

Adams ----- Westward trains, sixth switch.

When to be met, end of two tracks.

Adams Center ----- When to be passed eastward trains first switch, westward second switch.

Watertown ----- Mill St., end of two tracks.

Roots ----- End of two tracks.

Philadelphia ----- When to be met, end of two tracks.

G. & O. Jct. ----- Westward trains, first switch west of Crossing No. 555.

First class trains eastward, third switch east of river bridge; westward, fifth switch.

Gouverneur ----- Extra trains eastward, third switch east of river bridge.

Richville ----- Westward trains, second switch.

First class trains eastward, third switch; westward, fifth switch.

DeKalb Jct. ----- Extra trains to and from Ogdensburg, first switch entering yard from west.

Other eastward extra trains, second switch; westward extra trains from Norwood, second switch.

Canton ----- Eastward trains, third switch.

First class trains eastward and westward, fourth switch.

Potsdam ----- Extra trains eastward, fourth switch; westward, first switch.

Norwood	First class trains eastward, second switch; westward, fourth switch west of diamond.
Massena	Main track at station under flag protection.
Stittville	Westward trains, second switch.
Holland Patent	Eastward trains, second switch.
Remsen	First class trains westward, fourth switch.
Smith	Westward trains, fourth switch.
Boonville	Eastward and westward trains, second switch.
Port Leyden	Westward trains, second switch.
Lowville	Eastward and westward trains, fifth switch.
Castorland	Eastward trains, second switch.
Deer River	Eastward trains, second switch.
Carthage	Eastward trains, Track No. 8, opposite station.
Philadelphia	Utica-Ogdensburg Line: Eastward trains, third switch; Westward trains, second switch.
Theresa	Eastward trains, second switch.
Hammond	Eastward trains, second switch.
Morristown	Eastward trains, fourth switch.
Ogdensburg	Trains from Utica-Ogdensburg Line. First track next station. Trains from DeKalb Jct. Line. Second track opposite station.
Sackets Harbor	Second track opposite station.
Black River	Westward trains, third switch.
Harrisville	Westward trains, second switch.
Great Bend	Westward trains, fourth switch.
Cape Vincent	First track next to station.
Brownville	Eastward trains, second switch; Westward trains, third switch.
Main St.	Detour track.
Camden	First class trains, westward, second switch, eastward, third switch. Westward extra trains, first switch west of station.
Phoenix	Westward trains, second switch.
Cornwall	Northward trains, second switch.
Finch	Northward trains, fourth switch.
Beaver River	Southward trains, second switch.
Saranac Lake Jct.	Northward trains, connection with D. & H. R. R.
Huntingdon	Southward trains, third switch.

93. YARD LIMITS.

Signal Station JG.
Woodard.
Pulaski.
Richland.
Massey, Watertown Jct. and Watertown, inclusive.
Philadelphia.
G. & O. Jct. and Gouverneur inclusive.
DeKalb Jct.
Canton 8:00 A. M. to 6:00 P. M.
Potsdam 8:00 A. M. to 6:00 P. M.
Norwood.
Massena.
Utica.
Remsen.
Boonville and Smith inclusive.
Lyons Falls.
Lowville.
Carthage.
Ogdensburg.
Main Street.
Roots, on Detour.
Sackets Harbor.
Great Bend.

Harrisville.
Newton Falls.
Cape Vincent.
Dexter and Dexter Jct., inclusive.
Main Street and Coffeen Street, inclusive.
Clayton.
Edwards and G. & O. Jct., inclusive, (no signs).
West Yard and Paul, inclusive.
Mexico.
Signal Station 34, east end of passing siding and west end of Tie Plant.
Phoenix.
Fulton.
Hurdman Jct. and Ottawa inclusive.
Herkimer.
Middleville.
Newport.
Poland.
Prospect Jct.
Remsen.
Thendara.
Tupper Lake.
Lake Clear Jct.
Saranac Lake Jct.
Malone.
Athelstan.
Huntingdon.
Valleyfield.
Adirondack Jct.

Passenger trains must be given full protection at all times.

In Canada

By night, or in foggy or stormy weather, a red light must be placed on unattended cars or dead engines obstructing main tracks within yard limits.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Central Square	N. Y. O. & W.	Interlocking.
Oswego, East 9th St.	N. Y. O. & W.	R. R. grade crossing.
Paul	N. Y. O. & W.	R. R. grade crossing.
Philadelphia	St. Law. Div.	R. R. grade crossing.
Norwood	Rutland	R. R. grade crossing.
Cornwall Jct.	C. N. R.	Interlocking.
Finch	C. P. R.	Interlocking.
Hawthorne	C. N. R.	Interlocking.
*Cecile Jct.	C. N. R.	Interlocking.
Huntingdon	C. N. R.	R. R. grade crossing.
Malone	Rutland	R. R. grade crossing.

*Cecile Jct.

A signal indicating stop may be passed only on hand signal from trainman standing on the crossing. Trainmen must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box located at crossing, and opened crossing switch. After train passes, crossing switch must be closed and box locked.

98. DRAWBRIDGES.

Location	Signals
Cornwall, Cornwall Canal	Hand.

98a. DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

Philadelphia
Trains must approach crossing prepared to stop. Upon receiving proceed indication from crossing signal may then proceed.
Rule 98a modified accordingly.

In Canada

Trains or engines must stop 500 feet before crossing any drawbridge or steam railroad crossing at grade, except where interlocking signals are in use.

99. PROTECTION OF TRAINS.

In Canada

When flagman has gone out the necessary distance under the conditions existing he will place two torpedoes on the rail. It must be further understood that when the flagman goes beyond this point he will leave the two torpedoes at that point as an indication of the location of his train; this does not relieve him from also using torpedoes at the point at which an approaching train is flagged.

103. PUBLIC CROSSINGS AT GRADE.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains meeting, passing, or using the siding at the following stations will approach crossings shown below prepared to stop:

Clay	Crossing No. 311 west of station.
Pulaski	Rome Street and Salina Street.
Sisson	Crossing No. 662 east of siding.
New Haven	New Haven Station Road.
Lycoming	Crossing No. 250 east of station.
Morristown	Northumberland Street.
Castorland	Main Street.
Lowville	Shady Avenue.
Glenfield	Main Street.
Lyons Falls	McAlpine Street.
Port Leyden	Main Street.
Holland Patent	Fox Street.

Trains or engines will stop and Trainman must flag over the following crossings:

Mexico, Scenic Ave.
Watertown, Pearl Street. (Bagley & Sewall siding.)

Trainmen must flag trains or engines over the following crossings between the hours specified.

Boonville, Main Street.
At all times when switching movements are being made.

Carthage, State Street.
1:45 P. M. to 3:15 P. M.

DeKalb Jct.,
A trainman must flag trains or engines, except trains that do not stop and passenger trains, over public crossing east of station on both Massena and Ogdensburg lines, from 4:00 P. M. to 8:00 P. M.

Hailesboro, Crossing No. 560.
At all times.

Massena, Brasher Road.
8:00 A. M. to 4:00 P. M.

Ogdensburg, Main and River Streets.

Week days
3:30 P. M. to 7:30 A. M.

Sundays
At all times.

Oswego.

Igo branch.
West Seneca Street.
Washington Boulevard (West Bridge St.)
At all times.
West Second to West Ninth Sts. Inc.
11:00 A. M. to 3:00 P. M.

East First Street.
12:00 Noon to 4:00 P. M.
East Bridge Street.
10:45 P. M. to 6:45 A. M.
Paul, Mitchell Street.
12:00 Noon to 4:00 P. M.

Ottawa, Mann Ave.
At all times.

Herkimer,
Albany St.
Harter, Glendale Place and German Streets, industrial tracks.
Malone, Elm St.
At all times.

Saranac Lake, Broadway 7:00 A. M. to 7:00 P. M.

Trains must stop not less than 25 feet or more than 75 feet before passing over crossing at:

Hailesboro, Crossing No. 560.

Sackets Harbor, Main Street.

Watertown, Pearl Street. (Bagley & Sewall siding.)

Kast Bridge.

Middleville, 250 feet north of station.

In Canada

When cars are pushed by an engine (except when shifting and making up trains in yards, where there are no public highway crossings at rail level, or where there are public highway crossings at rail level adequately protected by gates or otherwise), a flagman must take a conspicuous position on the leading car.

103a. PUBLIC CROSSINGS AT GRADE.

In Canada

When a train or engine passes over any highway crossing protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing, for a member of the train crew to protect the same. At highway crossings at which trainmen are required to protect during the time trains are uncoupled at such crossings, hand signals must be used by day and lantern signals by night, to protect movement of vehicles over railways.

St. Lawrence River bridges and Canal drawbridge between Roosevelttown and Cornwall are used jointly for railroad and highway traffic.

Home signals at south end of the south bridge and north end of the north bridge govern movements of trains over these bridges.

When a train moves over either of the bridges and a back-up movement is to be made before passing the next signal, permission must be obtained from the signalman to make the back-up movement and, in addition, protection by a flagman preceding the train over the bridge must be provided.

104. SWITCHES.

Spring Switches.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by the passage of train or engine.

Richland:

At end of two tracks east of Richland; normal position for westward movement Track No. 1. Trains moving from Track No. 2 will trail this switch.

104a. NORMAL POSITION OF SWITCHES.

Woodard	Phoenix Line connection, for Massena-Syracuse Line.
Pulaski	End of two tracks, for westward track.
Richland	Oswego Line connection, for Massena-Syracuse Line.
Adams Ctr.	Rome Line connection, for Syracuse-Massena Line.
Watertown	End of two tracks, for westward track.
Roots	End of two tracks, for westward track.
Philadelphia	End of two tracks, for westward track.
Remsen	For Utica-Ogdensburg Line.
Carthage	For Watertown-Utica Line.
Rivergate	For Utica-Ogdensburg Line.
Ogdensburg	West end of station track, for eastward trains from Utica-Ogdensburg Line.
C. V. Wye	East end of middle track, for eastward trains from DeKalb Jct.
Main St.	For trains between Watertown Jct. and Main St.
N.Y.C. Jct.	For Detour.
Helena	For N.Y.O. & W.
Hurdman	For C. N. R. connection.
Jct.	For C.P.R.
Signalmen or stationmen will, when signal stations are open, adjust switches as indicated at the following stations:	
Woodard	East end of passing siding and Phoenix Line connection.
Clay	West end of passing siding.
Brewerton	East end of passing siding.
Mallory	West end of passing siding.
Maple View	West end of passing siding.
Pulaski	End of two tracks, crossovers, Oswego Line switch and east end Syracuse Line siding.
Richland	Crossover switches from westward and eastward main, to Rome main track.
Camden	East end of passing siding for extra trains.
Lacona	East end of passing siding.
Adams Ctr.	End of two tracks.
Roots	End of two tracks, west end of passing siding and crossovers.
Philadelphia	End of two tracks.
Richville	East end of passing siding.
Remsen	Junction switch.
Stittville	East end of passing siding.
Malone	Main track south of station after No. 4 departs.

105. SIDINGS.

Two or More Tracks:
Capacity based on 44-Foot cars.

	Westward	Eastward	Westward and Eastward
St. Lawrence Division.			
Richland	93	96	
Roots	103		
Philadelphia		67	
Single Track:			
Woodard			122
Clay			86
Brewerton			81
Emmons			104

Central Square	22
Mallory	105
Parish	80
Maple View	102
Pulaski	100
Lacona	125
Pierrepont Manor	95
Adams	114
Adams Center	101
Philadelphia	53
Antwerp	112
G. & O. Jct.	52
Gouverneur	23
Richville	71
DeKalb Jct.	80
Canton	11
Eben	93
Potsdam	106
Sisson	37
Norwood	12
Massena, main track at station west of public crossing	42
Stittville	52
Holland Patent	56
Barneveld	22
Remsen	14
Smith	21
Boonville	41
Port Leyden	46
Lowville	20
Castorland	65
Deer River	34
Carthage, track No. 8 opposite station	17
Philadelphia, Hotel siding	32
Theresa	10
Redwood	23
Hammond	26
Morristown	19
Ogdensburg	24
Sackets Harbor, second track opposite station	13
Watertown Jct., Coffeen St., wye track at main line connection	45
Black River	27
Felts Mills	23
Great Bend	9
Natural Bridge	9
Harrisville	10
Oswegatchie	10
Cape Vincent, first track next to station	10
Brownville	31
Paul	40
Lycoming	50
Signal Station 34	97
Humaston	46
Blossvale	58
McConnellsville	63
Camden	21
Westdale	63

Williamstown	57
Altmar	44
Richland, { South side	114
Rome Line, { Station side	11
Phoenix	30

Ottawa Division.	Southward	Northward	Southward and Northward
Rooseveltown			18
Cornwall			33
Newington			12
Finch			22
Berwick			11
Russell			35
Edwards			16

Adirondack Division.	Southward	Northward	Southward and Northward
Remsen			70
Forestport			40
Woodgate			49
Otter Lake			25
McKeever			39
Thendara			73
Big Moose			27
Beaver River			29
Nehasane			21
Sabattis			41
Horseshoe			52
Childwold			46
Saranac Inn			16
Lake Clear Jct.			63
Loon Lake			26
Constable			64
Athelstan			79
Huntingdon			65
Valleyfield			61
Cecile Jct.			63
St. Timothee			63
Beauharnois			80
Woodlands			17
Chateauguay			62
Adirondack Jct.			48

109. BULLETIN BOARDS AND BOOKS.

Bulletin orders posted in books must be signed for by Train and Yard service employees.

DeWitt	Yard office, North Yard.
	Yard office, west end.
	Engine house.
Syracuse	Crew dispatchers office.
Richland	Conductors room.
Watertown Jct.	Engine house.
Watertown	Yard masters office.
Philadelphia	Telegraph office.
Gouverneur	Passenger station.
Norwood	Passenger station.
Massena	Passenger station.
Utica	Engine house.
	Passenger station.
	Yard masters office.
Carthage	Passenger station.
Ogdensburg	Yard office.
West Yard	Freight station.
Rome	Freight station.
Ottawa	Freight station.
Herkimer	Signal Station 26.
Tupper Lake	Engine house.
Saranac Lake	Passenger station.
Malone	Engine house.
Valleyfield	Passenger station.
Outremont	General Yard masters office.
Montreal	Glen yard engine house.
	Station masters office.

DESIGNATION AND USE OF MAIN TRACKS.

St. Lawrence Division.

Single Track:

Signal Station JG and Pulaski.
Richland and Adams Center.
Watertown, (Mill St.) and Roots.
Philadelphia and Massena.
Main St. and Roots.
Utica and Ogdensburg.
Sackets Harbor and Watertown Jct.
Watertown, (Mill St.) and Newton Falls.
Cape Vincent and Coffeen St.
Dexter Jct. and Dexter.
Rivergate and Clayton.
Edwards and G. & O. Jct.
DeKalb Jct. and Ogdensburg.
West Yard and Pulaski.
North track between West Yard and Oswego, (N.Y.O. & W.), for trains to and from direction of Pulaski.
South track between Oswego and Oswego, (N.Y.O. & W.), for trains to and from N.Y. O. & W. Railroad, and yard movement when necessary.
Signal Station 34 and Richland.
Woodard and N. Y. C. Junction.

D-151.

Two Tracks.

Pulaski and Richland.
Adams Center and Watertown, (Mill St.)
Roots and Philadelphia.
Tracks are numbered from the south, No. 2, No. 1.
Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.

Ottawa Division.

Single Track:

Helena and Hurdman.
Hurdman Jct. and Ottawa.

Adirondack Division.

Single Track:

Herkimer and Adirondack Jct.
Lake Clear Jct. and Saranac Lake Jct.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Proceed preparing to stop at switches or next signal.
Train exceeding medium speed when indication is seen must at once reduce to that speed.

293. SWITCH TARGETS.

Lights on main track switches are not in use:
Between: Watertown Jct. (west end of yard) and Sackets Harbor.
Wilna and Newton Falls.
Edwards and G. & O. Junction.
Helena and Hurdman.
Hurdman Jct. and Ottawa.
Herkimer and Remsen.

Massey and Adams Center.
Richland (west crossover) and Pulaski.
Except facing point switches.

Rule 293 modified accordingly.

297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Indication
Oswego, East Ninth St.	Target	Diagonal—Proceed
Paul	Target	Diagonal—Proceed

DRAWBRIDGE.

Location	Signal	Indication
Cornwall -----	Hand	Red —Stop Green—Proceed

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between: Signal Station JG and Pulaski.
Richland and Adams Center.
Watertown, (Mill St.) and Roots.
Philadelphia and Massena.
Signal Station 31 (Utica) and Ogdensburg.
Watertown Jct., (Smith St.) and Sackets Harbor.
Watertown, (Mill St.) and Newton Falls.
Cape Vincent and Main St.
Dexter and Dexter Jct.
Rivergate and Clayton.
Edwards and G. & O. Jct.
Main St. and Roots, via detour.
DeKalb Jct. and Ogdensburg.
Richland and Signal Station 34.
Oswego, (N.Y.O. & W.) and Pulaski.
Woodard and N. Y. C. Jct.

Helena and Hurdman.
Hurdman Jct. and Ottawa.

Herkimer and Adirondack Jct.
Lake Clear Jct. and Saranac Lake Jct.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or More Tracks:

Between: Pulaski and Richland.
Adams Center and Watertown Jct.
Roots and Philadelphia.

Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.

Single and Two or more tracks:

Rules 317-B, 318-B and 331-B do not govern within yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Automatic signals are in use in manual block territory as specified in list of Stations, Office Calls, Signals and Telephones, and will indicate condition of track only between automatic signal and fixed signal reading, "End of Automatic Block."

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Issuance of Clearance Forms A and B, or display of permissive indication will be authorized by the train dispatcher except in case of failure of communication.

373. BLOCK STATIONS.

Block Stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car.

Rule 515 modified accordingly.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Cabooses must be handled on rear of trains except as otherwise provided.

705. LEAVING CARS ON SIDE TRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

708. VESTIBULE DOORS, CURTAINS AND GATES.

In Canada

The following rules and regulations will apply: Through and local trains, single track: When running, all vestibule doors and platforms are to be kept closed.

Suburban trains, single track: All vestibule doors and platforms may be kept open.

Secure vestibule doors and platforms: When permissible to have vestibule doors and platforms open when running, these must be securely fastened.

Vestibule curtains: These appliances will be kept drawn and securely fastened, except during switching operations.

Guard rails or side gates: These appliances will be handled as prescribed for the handling of vestibule doors and platforms.

Note—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains.

824. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or wash-out, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 49 sacks 3 ft.	246 to 294 sacks 18 ft.
50 to 98 sacks 6 ft.	295 to 343 sacks 21 ft.
99 to 147 sacks 9 ft.	344 to 392 sacks 24 ft.
148 to 196 sacks 12 ft.	393 to 441 sacks 27 ft.
197 to 245 sacks 15 ft.	442 to 490 sacks 30 ft.
2 outside parcels equal one sack.	

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their photograph commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open Rear End Train Pipe Valve	Engineman Shut Off Steam At
Richland	Eastward and Westward	Two miles before reaching station	One mile before reaching station
Watertown	"	"	"
Philadelphia	"	"	"
DeKalb Jct.	"	"	"
Carthage	"	"	"
Thendara	Northward and Southward	"	"
Tupper Lake Jct.	"	"	"
Lake Clear Jct.	"	"	"
Malone	"	"	"
Valleyfield	"	"	"

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.

When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and en-route to provide maximum comfort to passengers according to existing weather conditions.

Electric fans will be shut off on arrival at terminals by train crews if cars are to be stored.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

The note at foot of Air Brake Rule 1554 issued in pasteur form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., effective February 1, 1930, is modified as follows:

NOTE:—It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

On westward freight trains from Remsen, as many pressure retaining valves must be turned up as in the judgment of the engineman are necessary.

On northward freight trains, Owls Head to Athelstan, 50% of the pressure retaining valves, or as many more as in the judgment of the engineman are necessary, must be turned up before leaving Owls Head and Malone.

Brake pipe pressure should be kept at 80 lbs. Should brake pipe pressure be reduced below 55 lbs., train must be stopped until pressure is restored.

Running test of the brakes must be made after leaving Owls Head and Malone. In case of failure of air brakes engineman must immediately place brake valve in emergency position and sound whistle signal 14(a). The train must be stopped as quickly as possible.

ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Rail detector car X8015 must not be operated in freight trains.

Cars of gross weight exceeding 220,000 lbs. must not be operated.

Cars exceeding a total weight of 210,000 lbs. may be operated only by special permission, except that cars weighing from 210,000 lbs. to 220,000 lbs., a total weight, or six-axle hopper and gondola cars, may operate wherever H-5 engines now operate.

Signal Station JG and Watertown Jct.

Engines, Class L must not be operated on tracks other than main tracks, passing sidings, and
Liverpool ----- Stock yard siding.
Clay ----- Team track No. 1.
Richland ----- Freight wye track.
Adams ----- Freight house siding.

Central Square:

Engines, Classes H-5 and H-6 or heavier, must not be operated on the wye beyond freight house.

Richland:

Engines, Class J may be operated light over tracks of freight wye.

Adams Center:

Cars of gross weight exceeding 160,000 lbs. and all engines must not be operated on coal trestle of United Milk Products Corporation.

Watertown Jct. and Massena

Engines heavier than Class H-6 must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

Watertown:

Engines must not be operated on coal trestles of the Marcy-Buck Co., at Arch Street and River Street and Northern New York Utilities at Coffeen and Engine Streets.

Engines, Classes H-5, H-6 and cars of gross weight exceeding 210,000 lbs. must not be operated on tracks of New York Air Brake Co., East Plant, Knowlton Bros., U. & B. Yard, and Paper Co., Sewall's Island.

P. & L. E. 70-ton high side gondolas, series 49,000 to 49,099, must not be operated on tracks leading to Knowlton Bros. mill, U. & B. Freight House, and H. H. Babcock Company.

Philadelphia:

Track No. 13, engines, Classes H-5, H-6, F-12 and cars of gross weight exceeding 210,000 lbs. must not be operated.

Gouverneur:

Engines heavier than Class E-1 and cars of gross weight exceeding 160,000 lbs. must not be operated over tracks of Rushmore Paper Co. beyond the clearance point from track known as G. & O. storage at G. & O. Jct.

Engines must not be operated on coal trestle of the Rushmore Paper Co.

Engines heavier than Class E-1 must not be operated over track of Gouverneur Marble Co.

Canton:

Robinson's coal plant track, engines, Classes H-5, H-6 and cars of gross weight exceeding 210,000 lbs. must not be operated.

Potsdam:

Cars of gross weight exceeding 160,000 lbs. must not be operated over tracks of the Racquette River Paper Co.

Main St. and Roots

Engines heavier than Class H-6 must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

DeKalb Jct. and Ogdensburg

Engines heavier than Class H-6 must not be operated.

Engines, Classes U-1a and U-1b must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

Heuvelton:

Cars of gross weight exceeding 160,000 lbs. and all engines must not be operated on coal pit of Dairymen's League Co-operative Association.

Ogdensburg:

Engines, Class H and cars of gross weight exceeding 210,000 lbs. must not be operated over crossover near ferry slip, end of swamp tracks Nos. 5 and 6.

Utica and Remsen

Engines, Classes U-1a, U-1b and L must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

Remsen and Carthage

Engines heavier than Class F-12 must not be operated.

Steam cranes heavier than X-17 must not be operated.

Cars of gross weight exceeding 210,000 lbs. must not be operated.

Cars of gross weight 160,000 to 210,000 lbs. may be moved provided each such car is separated from engine, from each other, and from other special shipments weighing loaded in excess of 160,000 lbs. by at least 3 cars weighing loaded not in excess of 160,000 lbs.

Boonville:

Engines must not be operated beyond loading bin of Eastern Rock Products Corporation Inc.

Lyons Falls:

Cars of gross weight exceeding 160,000 lbs. and engines heavier than Class E-1a must not be operated over trestles of the Gould Paper Co. Engines must not be operated over Gould Paper Co. through truss bridge over canal.

Carthage and Ogdensburg

Engines heavier than Class H-6 must not be operated.

Engines, Classes U-1a and U-1b must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-17 must not be operated.

Ogdensburg:

Engines, Class H and cars of gross weight exceeding 210,000 lbs. must not be operated over crossover near ferry slip end of swamp tracks Nos. 5 and 6.

Rivergate and Clayton

Engines heavier than Class F-12 must not be operated.

Steam cranes heavier than X-3 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 210,000 lbs. must not be operated.

Between Rivergate and milk station at Douglas crossing 1.55 miles east of Rivergate: Equipment may be operated that is permitted to operate between Carthage and Ogdensburg.

Clayton:

N. Y. C. employes will not operate engines or cars east of private driveway over two private tracks of the Consaul-Hall Coal Company located next to the wharf.

Sackets Harbor and Watertown Jct.

Engines heavier than Class H-6 must not be operated.

Steam cranes heavier than X-17 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 210,000 lbs. must not be operated.

Watertown and Carthage

Engines heavier than Class H-6 must not be operated.

Engines, Classes U-1a and U-1b must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Carthage and Backus

Engines heavier than Class H-6 must not be operated.

Engines, Class U must not be operated.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class F-12.

Steam cranes heavier than X-25 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and

from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Backus and Newton Falls

Engines heavier than Class E-1c must not be operated.

Steam cranes heavier than X-8 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 196,000 lbs. must not be operated.

Cars of gross weight 160,000 to 196,000 lbs. may be moved, provided each such car is separated from engine, from each other, and from other special shipments, and cars weighing loaded in excess of 64,000 lbs. each by at least one car weighing loaded not in excess of 64,000 lbs.

Main St. and Chaumont. (But not over draw bridge)

Engines heavier than Class F-12 must not be operated.

Engines, Class B must not be double-headed.

Steam cranes heavier than X-17 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 210,000 lbs. must not be operated.

Chaumont and Cape Vincent

Engines heavier than Class E-1d must not be operated.

Engines, Class B must not be operated.

Steam cranes heavier than X-3 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 210,000 lbs. must not be operated.

Cape Vincent:

P. & L. E. 70-ton high side gondolas, series 49,000 to 49,099 must not be operated on team track.

Edwards and 2000 feet west of G. & O. Jct. wye

Engines heavier than Class E-1 must not be operated.

Engines, Class B must not be operated.

Steam cranes heavier than X-3 must not be operated.

Steam crane X-111, if propelled by a locomotive, must be separated from the locomotive, and from cars weighing loaded in excess of 64,000 lbs., by at least one car weighing loaded not in excess of 64,000 lbs.

Cars of gross weight exceeding 210,000 lbs. must not be operated and each car of gross weight 210,000 lbs. must be separated from the engine, from each other, and from any other special shipment or car weighing loaded in excess of 120,000 lbs., by at least one car weighing loaded not in excess of 120,000 lbs.

West Yard and Pulaski

Cars exceeding a total weight of 210,000 lbs. must not be operated.

Engines heavier than Classes F-12 and B-10 must not be operated.

Engines, Class B, may be operated single headed only.

Steam cranes, except X-1 to X-21, inclusive, must not be operated.

Pulaski:

Engines, Class L may be operated on main track to west switch of track 3, on siding leading to and as far as stock yard from east end and on Regal Paper Co. siding.

Signal Station 34 and Richland

Engines, Class L must not be operated on tracks other than main track, passing sidings, and

Richland --All except repair and freight house tracks south of Rome line main track by entering at the east end only.

Engines Class H-6 with booster must not be double-headed and without booster must not be double-headed with other engines heavier than Class H-6.

Woodard and N. Y. C. Junction

Cars exceeding a total weight of 210,000 lbs. must not be operated.

Engines heavier than Classes F-12 and B-56 must not be operated.

Steam cranes, except X-1 to X-16, inclusive, must not be operated.

Helena and Hurdman—Hurdman Jct. and Ottawa

Engines heavier than class F-12 must not be operated.

Engines class F-12 must not be double-headed.

Cars weighing 210,000 lbs. total must be separated from engine or other cars weighing 140,000 lbs. by at least two cars weighing not to exceed 140,000 lbs. total.

Steam cranes heavier than X-10 must not be operated.

Herkimer and Prospect Jct.

Engines heavier than Class F-12 must not be operated except Class L-1-A may operate between Herkimer and Mile Post 1.

Steam cranes heavier than X-20 must not be operated.

Cars weighing more than 210,000 lbs. total, must not be operated.

Cars weighing 210,000 lbs. total, must be separated from engine or other cars weighing more than 160,000 lbs. total, by at least three cars weighing not to exceed 160,000 lbs. total.

Herkimer:

Engines must not be operated on the Standard Furniture Company's trestle.

Engines must not be operated over Pit "C" on side track serving Claudio Scialdo.

Newport:

Engines must not be operated on the Autenrith Coal Company's trestle.

Prospect Jct.:

Switch serving the L. & M. Stone Co. is not serviceable for locomotives beyond the derail.

Prospect Jct. and Remsen

Engines heavier than Class H-6 must not be operated. Engines Class H-6 must not be double-headed with other engines heavier than Class F-12.

Remsen and Adirondack Jct.

Engines heavier than Class H-6 must not be operated. Engines Class H-6 must not be double-headed with other engines heavier than Class F-12 except between Malone and Huntingdon.

McKeever:

Engines must not be operated beyond a point approximately 1200 feet beyond main track switch of Gould Paper Co. siding.

Brandreth:

Track of Whitney Realty Co. not serviceable for locomotives beyond the derail.

Malone:

Engines must not be operated on Ames Coal trestle.

Beauharnois:

Engines must not be operated beyond a point approximately 1500 feet from side track switch on Beauharnois Construction Company's track, 1.19 miles south of the station.

Lake Clear Jct. and Saranac Lake Jct.

Engines heavier than Class H-6 must not be operated.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

HAND BRAKE TEST.

When backing freight trains, sufficient hand brakes must be applied on rear to prevent slack running out.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, engineman to shut off power and signal for brakes. The conductor or member of train crew will then apply hand brake to determine if same is operating properly. In case hand brake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

LUBRICATION AND CARE OF JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment, and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

When Rear Car Is	And Car Next Ahead Is	Carry Equipment in Following Location:	
		Storm Clothing	Container and Lanterns
Pullman Obs. Private	Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passage-way and so placed as to avoid inconvenience to persons using vestibule.
DeLuxe Obs. coach	Pullman		
Diner	Pullman		
	Coach	Rear of coach.	Rear of coach.
Pullman, without observation end		On door catch of aisle door at rear of train.	Rear vestibule, so placed, as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

RAIL MOTOR CARS.

Live locomotives must not be placed on pits next to a rail motor car when car is in house.

At lay-over points, hand brakes must be set on vestibule end and wheels blocked.

Car must be brought to a stop before being placed on turn table.

When car is in motion, the engineman's brake handle must not be tied or weighted down; the operator must hold the handle down.

When a car is to be towed or hauled dead in a train, the brake valve handle must be removed, and valves and cocks adjusted as follows:

Valves and Cocks	Position
Brake pipe cut-out cock under both brake valves	Closed.
The 3-cut-out cocks in pipe to application valve which are connected by valves	Closed.
Cut-out cock in supplementary reservoir branch pipe	Closed.
Cock in brake cylinder pipe to safety valve	Open.
Drain cock in auxiliary reservoir	Closed.
All other reservoir drain cocks	Open.
At points from which car may be towed during a lay-over period, brakes should be cut out for deadhead operation.	
Car must not be coupled between a locomotive and any other car while switching, except with its own trailers.	
When necessary to tow a car to or from a shop, it should be accompanied by a rider who is qualified on operation of car.	
When a car is being towed in a train and tanks have not been drained, gasoline tanks should be placarded as "Inflammable Material."	
Gasoline filler connections should be equipped with "Protecto Seal Caps."	
Gasoline filler covers and tool boxes accessible from outside of car should be locked with Yale padlock.	
Fire extinguishers should be fully charged.	

SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train, and in case of emergency, assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

General

(unless otherwise restricted)

At night when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use:	
Over all hand operated switches	10
Circus trains with freight equipped cars	30
Engines, Classes B and U under steam or being towed	20
Engines, light or with caboose	35
Engines running backward except in Canada	30
Engines running backward, in Canada	20
Engines running backward by night over public crossings	15
Freight trains with pushers	30
Freight and work trains	40
Passenger, mail, express and milk trains	55
Passenger, mail, express and milk trains with freight equipped cars	40
Rail Detector car X8015:	
Under own power or on rear of passenger train	40
Rail motor cars operating under their own power or being towed:	
M-14 and M-404	50
All others	55

Revenue freight trains with cranes moving on their own wheels	25
Snowplows and flangers	30
Switches and crossovers, shorter than No. 16, other than interlocking, when diverging	10
Switches and crossovers, No. 18 and longer, when diverging	30
Trains with dead engines not having all side or main rods	20
Trains with scale test car or Jordan Spreader	25
Trains with steam cranes	25
Troop trains with freight equipped cars	30

Local

(unless otherwise restricted)

Signal Station JG and Massena	
Central Square, R. R. crossing	25
Between Mile Posts 28 and 29 and between Mile Posts 31 and 33, passenger and milk trains	40
Pulaski	20
Richland	15
Lacona, over streets	15
Engines, Class K:	
Between Massey and Adams Center and between Richland and Pulaski, westward track	45
Engines, Class J	45
Engines, Classes H and L	40
Except	
Between Massey and Adams Center and between Richland and Pulaski, westward track, Classes J and L	25
Engines, Classes H-5 and L, equipped with boosters and 15,000 gallon tanks:	
Over bridge 34, .5 mile east of Mile Post 36	20
Engines, Class K-14, with 15,000 gallon tanks, between Syracuse and Massey	45
Passenger, mail, express and milk trains, Engines, Classes H and L	40
Watertown	8
Roots and Pine Camp	10
Roots and Philadelphia, eastward track:	
Passenger trains	45
Freight trains	30
Philadelphia and Keenes, inclusive:	
Engines, Class K	45
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Bridge 80, Mile Post 74.3, engines, Class H-5h, with 15,000 gallon tanks	20
Philadelphia, over streets and R. R. crossing	15
Antwerp, over streets	10
Richville, train No. 9 to receive and discharge mail	20
Bridge 158, Mile Post 130.67, engines, Class H-5h, with 15,000 gallon tanks	20
Canton, over streets	15
Bridge 159, Mile Post 133.90, engines, Class H-5h, with 15,000 gallon tanks	20
Potsdam, over streets	30
Potsdam and Massena, inclusive:	
Engines, Class K	45
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Norwood, over Bicknell St.	8
Bridge 185, Mile Post 157.51, engines, Class H-5h, with 15,000 gallon tanks	20

Main St. and Roots	
All trains	40
DeKalb Jct. and Ogdensburg	
Engines, Class K	45
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Trains with cars weighing 160,000 to 220,000 lbs.	20
Rensselaer Falls, within corporate limits	15
Heuvelton, within corporate limits	20
Bridge D26, Mile Post 17.30.	
Bridge D27A, Mile Post 17.90.	
Engines H-5h, with boosters and 15,000 gallon tanks	20
Ogdensburg, over streets	8
Utica and Ogdensburg	
Remsen and Ogdensburg, inclusive, freight and work trains	30
Passenger, mail, express and milk trains with freight equipped cars	30
Bridge U23 Mile Post 9.33, and bridge U50 Mile Post 20.84 Engines, Class H-5 with booster and 15,000 gallon tanks, and Engines, Class H-6 without booster and 10,000 gallon tanks	20
Bridge U53 Mile Post 22.11, bridge U59 Mile Post 25.10 and bridge U76 Mile Post 33.61, crane X-17	10
Smith, canal bridge curve	30
Boonville, over streets (except Main St.)	15
Boonville, over Main St.	8
Denley and Port Leyden inclusive, on reverse curves, passenger and milk trains	40
Port Leyden, over streets	25
Lyons Falls, over McAlpin St.	6
Lyons Falls and Glenfield inclusive, on reverse curves, passenger and milk trains	40
Lowville	10
Bridge U164 Mile Post 70.75, and bridge U176 Mile Post 73.76, crane X-17	20
Carthage, over streets	15
Carthage and Ogdensburg inclusive, engines Class K	45
Philadelphia, milk station crossing, train No. 59	8
Philadelphia, over streets	15
Morristown, over streets	12
Perch Bay curve, between Mile Posts 125.14, and 125.54	20
Ogdensburg, over streets	8
Rivergate and Clayton	
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Rivergate, passing station to and from Clayton Branch	15
Douglas, over highway crossing	15
LaFargeville, over streets	15
Bridge T25, Mile Post 13.88; Cars of gross weight of 210,000 lbs.	20
Sackets Harbor and Newton Falls	
Sackets Harbor and Watertown Jct., inclusive, all trains	20
Bridge S3, Mile Post 3.00, engines equipped with booster	15
Watertown	8
Watertown and Carthage, inclusive:	
Engines, Class K	45
Engines, Class H	40
Freight and work trains	30

Woodard Hill curve, between Mile Posts 16.57 and 16.97	15
Black River, over Main Street	15
Highway crossing No. 428, 1.5 miles west of Carthage	20
Carthage, over streets	15
Carthage and Newton Falls, inclusive, all trains	20
Oswegatchie and Benson Mines, Steam Crane X-111 propelled by locomotive:	
Bridge C48, Mile Post 69.47	10
Bridge C50, Mile Post 69.83	10
Bridge C51, Mile Post 69.92	10
Bridge C52, Mile Post 70.07	10
Cape Vincent and Coffeen St.	
Cape Vincent and Coffeen St. inclusive, all trains	30
Cape Vincent, over Main St.	10
Bridge V34, Mile Post 18.42: Cars of gross weight of 210,000 lbs.	20
Chaumont	8
Watertown	15
Edwards and G. & O. Jct.	
Edwards and G. & O. Jct., inclusive, all trains	20
Bridge G22, Mile Post 13.20	15
Talville, reverse curve at Mile Post 11	10
Bridge G20, Mile Post 10.65	15
Bridge G17, Mile Post 9.55	15
West Yard and Pulaski	
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Oswego, between West 10th St. and East 12th St.	15
Paul, first curve east	30
Trains with cars weighing 160,000 to 210,000 lbs.	
Bridge 0226, Mile Post 25.0	10
Bridge 0227, Mile Post 24.8	10
Bridge 0243, Mile Post 13.4	20
Bridge 0250, Mile Post 7.1	20
Bridge 0253, Mile Post 4.2	20
Bridge 0254, Mile Post 3.1	20
Signal Station 34 and Richland	
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Engines, Classes H-5 and H-6	30
Engines, Classes J and K	45
Engines, Class L	25
Engines, Class F	50
Motors	45
Rome, curves between Signal Station 34 and Rome, passenger and milk trains	45
Between Mile Posts 44 and 42, Engines Class J	35
Between Mile Posts 41.5 and 41, passenger and milk trains	40
Between Mile Posts 40 and 39	30
Between Mile Posts 33 and 32, passenger and milk trains	40
Bridge R44, Mile Post 31.0, Engines, Class L	20
Bridge R43, Mile Post 30.8, Engines, Class H-6, coupled with other engines	20
Engines, Class L	20
McConnellsville, train No. 48 to receive and discharge mail	20
Camden, over streets	15
Bridge R33, Mile Post 23.0, Engines, Class L	20

Bridge R33, Mile Post 23.0, Steam cranes, X-24, 25, 26 and 27	20
Woodard and N. Y. C. Junction	
Passenger, mail, express and milk trains with freight equipped cars	30
Freight and work trains	30
Three River Point curve	25
Phoenix, over streets	10
Fulton, within corporate limits	15
Helena and Hurdman	
Passenger, mail, express and milk trains with freight equipped cars	30
Passenger trains and motors	40
Freight and work trains and engines, light or with caboose	30
St. Lawrence River Bridges, 56A, 56B, 57A, 58B	10
Cornwall Jct.	
Finch	15
Hawthorn	
Russell highway crossing, south of Hurdman, southward trains	10
Hurdman Jct. and Ottawa	
All trains	10
Herkimer and Adirondack Jct.	
Herkimer, Albany St. between Snell's yard and passenger station	8
Herkimer, East German Street	10
Herkimer and Poland	25
Poland and Remsen	10
Engines, Classes H-5h and H-6 over Bridges M30, M33, M83, M104, M110, M112	20
Remsen and Athelstan:	
Passenger trains	45
Mile Post 55 to McKeever:	
Other than passenger trains	20
Big Moose to Beaver River and Big Moose to Carter:	
Other than passenger trains	20
Otter Lake, No. 5 to discharge mail	15
Owls Head to Constable:	
Passenger trains	35
Other than passenger trains	20
Malone, Elm St. crossing	6
Athelstan. Speed of trains when passing Custom building must be regulated so that numbers of the cars may be taken by Custom Officials. But one train must pass this building at a time.	
Valleyfield Station curve. All trains	20
Cecile Jct., Canadian National crossing	20
Freight and work trains and engines, light or with caboose, in Canada	30
Saranac Lake Jct. and Lake Clear Jct.	
Passenger trains	40
Freight and work trains	30
Saranac Lake, Broadway crossing	6

TRACK MOTOR CARS.

Manual Block Rules will not apply to track motor cars.

Markers and train signals will not be displayed. Track motor cars must be equipped with portable telephones.

Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and train dispatcher notified.

Track motor cars will be operated by train order between:

Cape Vincent and Main Street.
DeKalb Junction and Ogdensburg.
Main Street and Roots.
Pamelia and Roots.
Philadelphia and Massena.
Rivergate and Clayton.

Sackets Harbor and Watertown Jct. Utica and Ogdensburg. Watertown, (Mill St.) and Newton Falls. Signal Station 34 and Richland. Paul and Pulaski. Woodard and N.Y.C. Jct., Fulton. Signal Station JG and Pulaski. Richland and Adams Center. Herkimer and Adirondack Junction. Lake Clear Jct. and Saranac Lake Jct.		Philadelphia. Gouverneur. Potsdam. Norwood. Massena. Diana. Kalurah, one mile west. Benson Mines. West Yard. Mexico.	Remsen. Smith. Lyons Falls. Lowville. Carthage. Redwood. Ogdensburg. Cape Vincent. Limerick. Emeryville.
WATER STATIONS.		Cornwall.	Russell.
Brewerton. Maple View. Richland. Adams. Watertown Jct. Watertown.	Phoenix. Rome. Camden. Clayton. Utica. Barneveld.	Herkimer. Remsen. Thendara. Beaver River. Tupper Lake. Lake Clear Jct.	Owls Head. Malone. Huntingdon. Valleyfield. Chateaugay.

OVERHEAD CLEARANCES.

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

St. Lawrence Division.

Location	Description	Track Nos.
0.31 mile west of Central Square	Overhead bridge	Main track
0.02 mile west of Maple View	Overhead bridge	Main track
1.26 miles east of Adams Center	Overhead bridge	Main tracks
1.86 miles east of Adams Center	Overhead bridge	Main tracks
Watertown Jct., engine terminal	Engine house doorways	Engine house tracks
0.04 mile east of Watertown Jct.	Overhead bridge	Main tracks and yard tracks
Watertown, Marcy, Buck & Winslow siding	Doorways	23, 26
Watertown, New York Air Brake Co. siding	Conveyor	3
0.37 mile east of Roots	Overhead bridge	Main track
1.38 miles west of Roots, on detour	Overhead bridge	Main track
Gouverneur, engine terminal	Engine house doorways	Engine house tracks
1.01 miles west of Potsdam	Overhead bridge	Main track
Potsdam	Overhead wires	2
Norwood, engine terminal	Engine house doorways	Engine house tracks
Massena, engine terminal	Engine house doorways	Engine house tracks
2.07 miles west of Heuvelton	Overhead bridge	Main track
0.48 mile west of Ogdensburg	Overhead bridge	Main track
0.33 mile west of Ogdensburg	Overhead bridge	Main track
Fulton, Oswego Falls Corp. siding	{ Overhead runway	4, 23
	{ Overhead cable crossing	4, 23
1.99 miles west of Stittville	Overhead bridge	Main track
0.16 mile east of Stittville	Overhead wires	3
Boonville, Eastern Rock Products Co. siding	Overhead loading bin	8
0.09 mile east of Port Leyden	Overhead bridge	Main track
1.36 miles east of Port Leyden	Overhead bridge	Main track
Lyons Falls, Black River canal bridge	Overhead bridge	7
Lyons Falls, Gould Paper Co. siding	Loading shed	7
Lyons Falls, Gould Paper Co. siding	{ Canopy	9
	{ Overhead wires	9
0.47 mile west of Carthage, Carthage Pulp & Board Co. siding	Overhead wire	10
Carthage, Crown Zellerbach Corp. siding	Overhead wire	17
Carthage, engine terminal	Engine house doorways	Engine house tracks
0.20 mile west of Redwood	Water spout	Main track
1.39 miles west of Hammond	Overhead bridge	Main track
Brier Hill	Overhead wires	Team track
0.54 mile west of Morristown	Overhead bridge	Main track
0.68 mile west of Ogdensburg	Pulpwood conveyor	15
Algonquin Paper Co. siding	Pipe line	15
Ogdensburg, engine terminal	Engine house doorways	Engine house tracks
0.49 mile west of Altmar	Overhead bridge	Main track
2.29 miles west of Altmar	Overhead bridge	Main track
2.49 miles west of Altmar	Overhead bridge	Main track
0.31 mile east of Williamstown	Overhead wires	Passing siding
1.07 miles west of Williamstown	Overhead bridge	Main track
Blossvale	Overhead wires	Team track
Rome, American Can Company siding	Canopy	2, 3

OVERHEAD CLEARANCES—Continued.

Location	Description	Track Nos.
0.13 mile east of Sackets Harbor	Overhead bridge	Main track
0.04 mile east of Watertown Jct.	Overhead bridge	Main track
Watertown, Central New York Power Corp. track	Overhead doorway	169
Watertown, Central New York Power Corp. siding	Overhead wire	172
0.78 mile east of Limerick	Water spout	Main track
0.35 mile west of Chaumont	Overhead bridge	Main track
Cape Vincent	Wood conveyor	1
0.21 mile east of Black River	Overhead bridge	Main track
Diana	Water spout	Main track
1.03 miles west of Kalurah	Water spout	Main track
0.15 mile west of Newton Falls,	Overhead wires	9
Newton Falls Paper Co. siding	Steam pipe	11, 17
Newton Falls, Newton Falls Paper Co. siding	Foot bridge	11, 17
Hailesboro, International Pulp Co. siding	Roof over unloading pit	3
0.71 mile east of Emeryville	Water spout	Main track
Balmat, St. Joseph Lead Co. siding	Loading shed doorways	4, 5, 6
0.82 mile east of Hyatt	Through truss bridge	Main track
0.67 mile east of Talleville	Through truss bridge	Main track
McDonald's siding, 1.85 miles east of Edwards	Girders for tram track	1
0.65 mile east of Edwards	Through truss bridge	Main track
Oswego, N. Y. O. & W. trestle track	Coal trestle	4
Oswego, Fitzgibbons Boiler Co. siding	Overhead doorway	41
Oswego, Ames Iron Works sidings	Overhead doorways	31, 34, 35
Oswego, Diamond Match Co. siding	Overhead doorway	24
0.38 mile east of Oswego	Tunnel	Main tracks
Oswego	Overhead bridge east of tunnel	Main tracks
Oswego, Oil Well Supply Co. siding	Overhead doorway	38
Oswego, engine terminal	Engine house doorways	Engine house tracks
Ottawa Division.		
0.20 mile north of Helena	Through truss bridge	Main track
0.87 mile south of Usan	Through truss bridge	Main track
0.45 mile south of Cornwall	Cantilever bridge	Main track
Cornwall	Water spout	Main track
2.35 miles south of Black River	Overhead bridge	Main track
Russell	Water spout	Main track
Ottawa, engine terminal	Engine house doorways	Engine house tracks
Adirondack Division.		
2.07 miles north of Middleville	Through truss bridge	Main track
0.31 mile north of Newport, The Borden Co. siding	Overhead pipes	3
0.69 mile north of Newport	Overhead wires	3
Herkimer Quarries Co. siding	{ Loading bin	6
	{ Overhead cable	6
0.18 mile south of Remsen	Overhead bridge	Main track
1.28 miles south of Tupper Lake	Through truss bridge	Main track
Tupper Lake, engine terminal	Engine house doorways	Engine house tracks
Malone, engine terminal	Engine house doorways	Engine house tracks
Valleyfield, engine terminal	Engine house doorways	Engine house tracks
0.16 mile north of Chateaugay	Through truss bridge	Main track

W. A. HAMLER, Superintendent.

ST. LAWRENCE AND OTTAWA DIVISIONS.

C. R. CONKLIN,
Chief Train Dispatcher.

J. A. KELLY
W. H. HARTNEY
L. E. TUFT
F. J. SULLIVAN
F. M. BURGESS
R. D. PHILLIPS

{ Train
Dispatchers.

G. B. WALRATH
J. J. CAHILL
F. J. TRUDEAU
S. T. KEILEY

{ Train
Masters.

ADIRONDACK DIVISION.

L. M. EDWARDS,
Chief Train Dispatcher.

T. P. HART
W. G. CLARK
J. B. DIXON
S. H. WARD

{ Train
Dispatchers.

SIGNAL STATION JG TO MASSENA

Continued on page 19

EASTWARD—FIRST CLASS.

Miles from Signal Station JG	STATIONS.	55	717	17	7	337	1	9	719	53	71
		Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Northern New Yorker	Milk	Passenger	Milk
		Daily	Sunday only	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Sunday only	Daily Except Sunday	Daily
		LEAVE A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Syracuse				6 30	6 40		2 30			
	Signal Station JG ..				6 44	6 54		2 44			
2.58	Liverpool				s 6 49	6 58		2 47			
5.36	Woodard				f 6 53	f 7 03		2 51			
8.73	Clay				s 6 59			2 55			
12.64	Brewerton				s 7 06	A. M.		s 3 02			
13.36	Emmons										
15.42	Central Square				s 7 13			s 3 07			
19.11	Mallory				s 7 18			3 12			
22.07	Morse				f 7 22			3 16			
24.29	Parish				s 7 27			s 3 21			
28.43	Maple View				s 7 35			s 3 28			
31.10	Fernwood				s 7 41			f 3 33			
35.60	Pulaski				s 7 48			s 3 40			
39.84	Richland	A	A. M.		s 7 55				P. M.	6 32	
	Richland	L			¶ 8 10			s 3 50		P. M.	8 10
45.20	Lacona		5 25		s 8 18			s 3 58			f 8 17
49.93	Mannsville		5 35		s 8 29			f 4 05			f 8 25
51.68	Pierrepont Manor ..		5 43		s 8 34			f 4 08			f 8 28
57.33	Adams	s	5 52		s 8 47			s 4 16			f 8 36
61.13	Adams Center	s	5 59		s 8 55			f 4 22			f 8 42
65.44	Rices				P 9 04						
67.91	Massey				9 09			4 31			8 52
70.14	Watertown Jct.		6 15		9 16			4 35			8 56
70.48	Coffeen St.		6 16		9 17			4 36			8 57
71.10	Watertown	A	6 20	A. M.	9 20		P. M.	s 4 40	P. M.		9 00
	Watertown	L	A. M.	6 40	A. M.		12 25 ¹⁶	4 55	6 35		P. M.
76.09	Calcium			s 6 53			f 12 39	f 5 07	f 6 48		
76.59	Roots		6 53	6 54			12 40	5 11 ⁸	6 49		
81.10	Evans Mills		f 7 00	s 7 02			s 12 48	s 5 19	s 6 57		
87.87	Philadelphia	A	s 7 10	s 7 12				s 5 29	s 7 07		
	Philadelphia	L		7 12	7 15			s 1 02	5 34	7 12	
93.97	Antwerp		s 7 22	s 7 25				s 1 14	s 5 45	s 7 22	
99.21	Keenes		7 29	s 7 34				s 1 23	f 5 53	f 7 30	
104.80	G. & O. Jct.		7 36	7 41				1 31	6 00	7 37	
106.04	Gouverneur		s 7 40	s 7 55				s 1 37	s 6 06	s 7 50	
113.74	Richville		7 49	s 8 06				s 1 48	f 6 17	s 8 01	
121.14	DeKalb Jct.	A	s 7 58	s 8 16 ¹⁰				s 1 57	s 6 27	s 8 15 ⁷¹⁸	
	DeKalb Jct.	L		8 00	8 21			2 02	6 32	8 20	
124.77	Pyrites							f 2 09			
129.30	Canton		s 8 14	s 8 43				s 2 20	s 6 46	s 8 40	
134.95	Eben		8 23	f 8 53 ¹⁶				f 2 29	f 6 54	f 8 50	
139.92	Potsdam		s 8 34 ¹⁶	s 9 10				s 2 43	s 7 04	s 9 02	
142.43	Sisson		8 38	9 14				2 48	7 09	9 12	
145.99	Norwood		s 8 48	s 9 27				s 3 00 ⁸	s 7 17 ¹⁸	s 9 22	
158.89	Massena		9 10	9 55				3 25	7 37	9 45	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
Trains run via Syracuse Division Syracuse to Signal Station JG.
Time shown at Syracuse is for information only.

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SIGNAL STATION JG TO MASSENA

EASTWARD—FIRST CLASS.

Miles from Signal Station JG	STATIONS.	19									
		Milk									
		Daily Except Sunday									
		LEAVE P. M.									
	Syracuse										
	Signal Station JG ..										
2.58	Liverpool										
5.36	Woodard										
8.73	Clay										
12.64	Brewerton										
13.36	Emmons										
15.42	Central Square										
19.11	Mallory										
22.07	Morse										
24.29	Parish										
28.43	Maple View										
31.10	Fernwood										
35.60	Pulaski										
39.84	Richland	A									
	Richland	L									
45.20	Lacona										
49.93	Mannsville										
51.68	Pierrepont Manor ..										
57.33	Adams										
61.13	Adams Center										
65.44	Rices										
67.91	Massey										
70.14	Watertown Jct.										
70.48	Coffeen St.										
71.10	Watertown	A	P. M.								
	Watertown	L	9 55 ¹⁸								
76.09	Calcium	f	10 10								
76.59	Roots		10 12								
81.10	Evans Mills	s	10 20								
87.87	Philadelphia	A	s 10 30								
	Philadelphia	L	10 35								
93.97	Antwerp	s	10 50								
99.21	Keenes	f	11 00								
104.80	G. & O. Jct.		11 08								
106.04	Gouverneur	s	11 15								
113.74	Richville	f	11 30								
121.14	DeKalb Jct.	A	s 11 45								
	DeKalb Jct.	L	11 50								
124.77	Pyrites										
129.30	Canton	s	12 10								
134.95	Eben	f	12 20								
139.92	Potsdam	s	12 30								
142.43	Sisson		12 35								
145.99	Norwood	s	12 44								
158.89	Massena		1 10								
	ARRIVE	A. M.									

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
Trains run via Syracuse Division Syracuse to Signal Station JG.
Time shown at Syracuse is for information only.

MASSENA TO SIGNAL STATION JG **WESTWARD—FIRST CLASS.**

Miles from Massena	STATIONS.	52	10	16	70	8	708	336	18	718
		Passenger	Northern New Yorker	See note Milk	See note Milk	Passenger	Passenger	Passenger	Passenger	New York Express
		Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Sunday only	Daily	Daily Except Sunday	Sunday only
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE									
	Massena.....		7 20	7 50		2 40	3 00		6 55	7 15
12.90	Norwood.....	s	7 40	8 20	s	3 00 ¹	3 20		7 17 ⁹	7 35
16.46	Sisson.....		7 45	8 25		3 05	3 25		7 22	7 40
18.97	Potsdam.....	s	7 51	8 34 ⁷¹⁷	s	3 14	3 31		7 30	7 46
23.94	Eben.....		7 58	8 53 ¹⁷	f	3 23	3 38		7 38	7 55
29.59	Canton.....	s	8 07	9 16	s	3 35	3 48		7 48	8 05
34.12	Pyrites.....								7 56	
37.75	DeKalb Jct.A	s	8 19		s	3 51				
	DeKalb Jct.L		8 21 ¹⁷	9 45		3 56	4 02		8 06	8 20 ⁷¹⁹
45.15	Richville.....	f	8 32	10 00	s	4 06	4 11		8 16	8 30
52.85	Gouverneur.....	s	8 45	10 15	s	4 17	4 22		8 27	8 41
54.09	G. & O. Jct.		8 47	10 40		4 19	4 24		8 29	8 43
59.68	Keenes.....		8 54	10 50	f	4 27	4 32		8 38	8 51
64.92	Antwerp.....	s	9 03	11 10	s	4 38	4 41		8 48	9 00
71.02	Philadelphia....A				s	4 47			8 57	9 09
	Philadelphia....L	s	9 13	11 35		4 52	4 52		9 20	9 20
77.79	Evans Mills.....	s	9 24	11 50	s	5 03	5 03		9 31	9 31
82.30	Roots.....		9 30	12 05		5 11 ⁹	5 09		9 38	9 38
82.80	Calcium.....	f	9 32		s	5 14	5 11			
87.79	Watertown....A	s	9 43	12 25 ¹	P. M.	5 28	5 23		9 55 ¹⁹	9 55
	Watertown....L		9 48	P. M.	12 45	5 45	5 28		P. M.	P. M.
88.41	Coffeen St.....		9 51		12 49	5 48	5 31			
88.75	Watertown Jct....		9 52		12 50	5 49	5 32			
90.98	Massey.....		9 55		12 55	5 53	5 35			
93.45	Rices.....		9 59		12 59	5 59				
97.76	Adams Center....	f	10 06		1 06	6 07	5 48			
101.56	Adams.....	s	10 12		1 13	6 16	5 56			
107.21	Pierrepont Manor	f	10 19		1 20	6 25	6 04			
108.96	Mannsville.....		10 21			6 29	6 07			
113.69	Lacona.....	s	10 28		1 30	6 39	6 15			
119.05	Richland.....A	A. M.			s	1 40	6 25			
	Richland.....L	8 10	s	10 37	P. M.	7 10	6 40			
123.29	Pulaski.....	s	8 20	s	10 45	7 19	6 48			
127.79	Fernwood.....	A. M.		10 50		7 25	6 54			
130.46	Maple View.....			10 54		7 31	6 59			
134.60	Parish.....	s	11 01			7 39	7 07			
136.82	Morse.....					7 44	7 11			
139.78	Mallory.....		11 08			7 49	7 15			
143.47	Central Square...	s	11 14			7 55	7 21			
145.53	Emmons.....									
146.25	Brewerton.....	s	11 20			8 02	7 28	P. M.		
150.16	Clay.....		11 25			8 10	7 35			
153.53	Woodard.....		11 29			8 16	7 41	10 12		
156.31	Liverpool.....		11 32			8 21	7 46	10 17		
158.89	Signal Station JG		11 36			8 26	7 51	10 21		
164.37	Syracuse.....		11 50			8 40	8 05	10 35		
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
Trains run via Syracuse Division Signal Station JG to Syracuse.
Time shown at Syracuse is for information only.
No. 70 will not carry baggage.
No. 16 will not carry passengers or baggage Massena to Philadelphia.

DE KALB JCT. AND OGDENSBURG

EASTWARD—FIRST CLASS.

WESTWARD—FIRST CLASS.

Miles from DeKalb Jct.	STATIONS.	91	93	97		Miles from Ogdensburg	STATIONS.	90	92	96
		Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		A. M.	P. M.	P. M.				A. M.	P. M.	P. M.
	LEAVE						LEAVE			
	DeKalb Jct.	8 40	2 05	4 05			Ogdensburg	7 40	1 05	3 15
6.73	Rensselaer Falls	s 8 53	s 2 18	s 4 18		7.23	Heuvelton.....	s 7 53	s 1 18	s 3 28
11.68	Heuvelton.....	s 9 02	s 2 27	s 4 27		12.18	Rensselaer Falls	s 8 02	s 1 27	s 3 37
18.91	Ogdensburg.....	9 15	2 40	4 45		18.91	DeKalb Jct.	8 15	1 45	3 50
	ARRIVE	A. M.	P. M.	P. M.			ARRIVE	A. M.	P. M.	P. M.

RIVERGATE TO CLAYTON

EASTWARD—FIRST CLASS.

Miles from Rivergate	STATIONS.	43	45	49	39					
		See note Passenger	See note Mixed	See note Mixed	See note Mixed					
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday					
		A. M.	A. M.	P. M.	P. M.					
	LEAVE									
	Rivergate.....	7 34	7 40	1 20	5 44					
3.66	Stroughs.....									
8.77	LaFargeville....s	7 49	s 7 56	s 1 50	f 5 59					
15.78	Clayton.....	8 05	8 10	2 05	6 15					
	ARRIVE	A. M.	A. M.	P. M.	P. M.					

CLAYTON TO RIVERGATE

WESTWARD—FIRST CLASS.

Miles from Clayton	STATIONS.	46	50	42						
		See note Mixed	See note Mixed	See note Passenger						
		Daily Except Sunday	Daily Except Sunday	Daily						
		A. M.	P. M.	P. M.						
	LEAVE									
	Clayton.....	9 30	3 30	8 40						
7.01	LaFargeville....s	9 50	s 3 50	8 54						
12.12	Stroughs.....									
15.78	Rivergate.....	f 10 20	f 4 17	9 08						
	ARRIVE	A. M.	P. M.	P. M.						

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
Nos. 46 and 49 will not carry baggage.
No. 39 last trip September 6.
Nos. 42 and 43 last trip September 7.
Nos. 45 and 50 first trip September 8.

SIGNAL STATION 34 TO RICHLAND

EASTWARD—FIRST CLASS.

Miles from Signal Station 34	STATIONS.	55	47	71																
		Mail	Passenger	Milk																
		Daily	Daily Except Sunday	Daily																
	LEAVE	A. M.	A. M.	P. M.																
	Utica	3 55	6 10	6 25																
	Signal Station 34 ..	4 10	6 25	6 40																
2.31	Rome	s 4 18	s 6 33	s 6 45																
11.59	Humaston																			
14.71	Blossvale	4 37	s 6 53	f 7 05																
17.27	McConnellsville ..	4 41	s 6 59	f 7 10																
22.01	Camden	□ 4 48	s 7 10	s 7 19																
26.91	Westdale	4 55	s 7 19	f 7 27																
31.77	Williamstown	5 02	s 7 29	s 7 36 ⁴⁸																
34.88	Kasoag	5 07	f 7 35	f 7 42																
40.59	Altmar	5 15	s 7 45	f 7 51																
45.29	Richland	s 5 25	¶ 7 55	s ¶ 7 58																
	ARRIVE	A. M.	A. M.	P. M.																

RICHLAND TO SIGNAL STATION 34

WESTWARD—FIRST CLASS.

Miles from Richland	STATIONS.	70 See note	48																	
		Milk	Passenger																	
		Daily	Daily Except Sunday																	
	LEAVE	P. M.	P. M.																	
	Richland	1 50	¶ 7 10																	
4.70	Altmar	f 2 02	s 7 18																	
10.41	Kasoag	2 13	f 7 27																	
13.52	Williamstown	f 2 24	s 7 36 ⁷¹																	
18.38	Westdale	f 2 34	f 7 44																	
23.28	Camden	s 2 49	s 7 54																	
28.02	McConnellsville ..	f 2 57	f 8 02																	
30.58	Blossvale	f 3 05	f 8 07																	
33.70	Humaston																			
42.98	Rome	s 3 30	s 8 27																	
45.29	Signal Station 34 ..	3 35	8 32																	
56.78	Utica	3 50	8 47																	
	ARRIVE	P. M.	P. M.																	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

Trains run via Mohawk Division between Utica and Signal Station 34.

Time shown at *Utica* is for information only.

No. 70 will not carry baggage.

WEST YARD AND PULASKI

EASTWARD

WESTWARD

FIRST CLASS

FIRST CLASS

Miles from West Yard	STATIONS.	53	51																	
		Passenger	Passenger																	
		Daily Except Sunday	Daily																	
	LEAVE	P. M.	P. M.																	
	West Yard	P. M.	P. M.																	
0.76	Oswego	L 5 40	9 00																	
1.22	Oswego, (N.Y.O.&W.)	s 5 44	9 05																	
2.64	Paul	5 48	P. M.																	
8.26	Lycoming	s 5 58																		
10.89	Pleasant Point ..	f 6 02																		
11.80	New Haven	s 6 06																		
16.55	Mexico	s 6 13																		
25.04	Pulaski	s 6 32																		
	ARRIVE	P. M.	P. M.																	

Miles from Pulaski	STATIONS.	54	52																	
		Passenger	Passenger																	
		Daily	Daily Except Sunday																	
	LEAVE	A. M.	A. M.																	
	Pulaski		8 20																	
8.53	Mexico		s 8 34																	
13.24	New Haven		s 8 43																	
14.15	Pleasant Point ..		f 8 46																	
16.78	Lycoming		s 8 51																	
22.40	Paul	A. M.	8 59																	
23.82	Oswego, (N.Y.O.&W.)	8 10	s 9 07																	
24.28	Oswego	A 8 13	9 10																	
25.04	West Yard	A. M.	A. M.																	
	ARRIVE	A. M.	A. M.																	

WOODARD AND N. Y. C. JUNCTION

EASTWARD—FIRST CLASS.

WESTWARD—FIRST CLASS.

Miles from Signal Station JG	STATIONS.	337																		
		Passenger																		
		Daily																		
	LEAVE	A. M.																		
	Syracuse	6 40																		
5.36	Woodard	f 7 03																		
11.30	Three River Point	f 7 12																		
13.74	Phoenix	s 7 17																		
20.72	JN	7 26																		
21.12	N. Y. C. Junction ..	7 27																		
22.35	Fulton	s 7 40																		
34.08	Oswego, (N.Y.O.&W.)	8 10																		
	ARRIVE	A. M.																		

Miles from N. Y. C. Junction	STATIONS.	336																		
		Passenger																		
		Daily																		
	LEAVE	P. M.																		
	Oswego, (N.Y.O.&W.)	9 05																		
	Fulton	s 9 43																		
	N. Y. C. Junction ..	9 46																		
0.40	JN	9 47																		
7.38	Phoenix	s 9 58																		
9.82	Three River Point	f 10 03																		
15.76	Woodard	f 10 12																		
26.60	Syracuse	10 35																		
	ARRIVE	P. M.																		

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

Time shown at *Syracuse*, *Oswego*, (*N.Y.O.&W.*) and *Fulton* is for information only.

UTICA TO OGDENSBURG

Continued on page 25

EASTWARD—FIRST CLASS.

Miles from Utica	STATIONS.	5	13	59	15	43	45	11	67	49	3
		Adirondack Division	Adirondack Division	Mail	Adirondack Division	Passenger	Mixed	Adirondack Division	Passenger	Mixed	Adirondack Division
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Sunday only	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	Utica	2 00	3 00	4 00	5 20			8 40	8 40		1 30
5.89	Marcy				5 27			f 8 48	s 8 50		1 38
10.21	Stittville	2 19	3 17	4 15	5 32			f 8 54	s 9 00 ⁵⁸		1 45
12.15	Holland Patent	2 25	3 23	4 19	5 35			f 8 57	s 9 06		1 52 ²
16.09	Barneveld	2 34	3 31	4 25	5 41			f 9 02	s 9 13		1 59
17.41	Trenton Falls								9 16		
21.36	Remsen	s 2 48	s 3 48	s 4 43	5 50			s 9 12	s 9 30		s 2 08 ⁶⁴
		A. M.	A. M.		A. M.			A. M.			P. M.
28.67	Alder Creek								s 9 42		
34.36	Smith								9 49		
34.86	Boonville			s 5 03					s 9 54		
38.53	Denley								f 9 59		
42.09	Port Leyden								s 10 07		
44.83	Lyons Falls			s 5 21					s 10 13		
51.58	Glenfield								s 10 23		
54.51	Martinsburg								f 10 28		
58.77	Lowville			s 5 42					s 10 40		
65.95	Castorland								s 10 51 ⁶⁴		
70.43	Deer River			5 57					s 10 58		
74.34	Carthage	A		s 6 03					11 09		
								A. M.			
	Carthage	L		6 15							
78.34	Herrings			6 22							
83.86	Sterlingville		f 6 30								
87.22	Philadelphia	A				A. M.	A. M.			P. M.	
	Philadelphia	L		s 6 45		7 25	7 30			1 10	
92.66	Rivergate			6 54		7 34	f 7 40			f 1 20	
95.11	Theresa			s 7 01		A. M.	A. M.			P. M.	
101.24	Redwood			s 7 11							
108.94	Oakvale			s 7 23							
113.00	Hammond		Q	s 7 31							
118.35	Brier Hill			s 7 40							
123.76	Morristown			s 7 50							
134.43	Ogdensburg			8 10							
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

No. 59 will stop at Glenfield to discharge passengers from Utica and beyond.

No. 3 will stop on signal at stations Marcy to Barneveld inclusive to receive passengers for points north of Remsen on Adirondack Division.

No. 15 last trip September 7.

No. 43 last trip September 7.

No. 45 first trip September 8.

No. 49 will not carry baggage.

Continued from page 24

UTICA TO OGDENSBURG

EASTWARD—FIRST CLASS.

Miles from Utica	STATIONS.	75	57	39	41	155					
		Passenger	Passenger	Mixed	Mixed	Adirondack Division					
		Daily Except Sunday	Sunday only	Daily Except Sunday	Daily Except Sunday	Friday only					
		P. M.	P. M.	P. M.	P. M.	P. M.					
	Utica	1 40	3 05			6 10					
5.89	Marcy	s 1 49	f 3 16 ⁶⁴			6 16					
10.21	Stittville	s 1 56 ²	s 3 23			6 21 ⁷²					
12.15	Holland Patent	s 2 01	f 3 29			6 23					
16.09	Barneveld	s 2 08	f 3 37			6 27					
17.41	Trenton Falls	f 2 11	f 3 40								
21.36	Remsen	s 2 20 ⁶⁴	s 3 50			† 6 34					
28.67	Alder Creek	s 2 30	f 4 00			P. M.					
34.36	Smith	2 37	4 07								
34.86	Boonville	s 2 43	s 4 11								
38.53	Denley	f 2 48	f 4 16								
42.09	Port Leyden	s 2 55	s 4 23								
44.83	Lyons Falls	s 3 01	s 4 29								
51.58	Glenfield	s 3 11	f 4 41								
54.51	Martinsburg	f 3 16	f 4 46								
58.77	Lowville	s 3 26	s 4 57								
65.95	Castorland	s 3 37	f 5 07								
70.43	Deer River	s 3 44	f 5 13								
74.34	Carthage	A s 3 51	5 21								
		P. M.	P. M.								
	Carthage	L									
78.34	Herrings										
83.86	Sterlingville										
87.22	Philadelphia	A		P. M.	P. M.						
				5 35	5 45						
92.66	Rivergate		f 5 44	f 5 55							
95.11	Theresa		P. M.	s 6 02							
101.24	Redwood			s 6 14							
108.94	Oakvale			f 6 26							
113.00	Hammond				s 6 34						
118.35	Brier Hill				s 6 43						
123.76	Morristown				s 6 53						
134.43	Ogdensburg				7 15						
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.					

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

No. 155 will not run July 4 and will make last trip September 5.

No. 39 last trip September 6.

OGDENSBURG TO UTICA

Continued on page 27

WESTWARD—FIRST CLASS.

Miles from Ogdensburg	STATIONS.	14	4	58	56	46	40	2	64	72	50
		Adirondack Division	Adirondack Division	Passenger	Passenger	See note Mixed	See note Mixed	See note Adirondack Division	See note Milk	Passenger	See note Mixed
		Daily	Daily	Daily Except Sunday	Sunday only	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
	Ogdensburg						9 45				
10.67	Morristown						s 10 15				
16.08	Brier Hill						s 10 27				
21.43	Hammond						s 10 42				
25.49	Oakvale						f 10 50				
33.19	Redwood						s 11 05				
39.32	Theresa					A. M.	s 11 25				P. M.
41.77	Rivergate					10 20	f 11 43				4 17
47.21	Philadelphia A					10 30	s 11 55				4 29
	Philadelphia L					A. M.	A. M.				P. M.
50.57	Sterlingville										
56.09	Herrings										
60.09	Carthage A			A. M.	A. M.				A. M.	P. M.	
	Carthage L			7 10	9 48				10 25	4 25	
64.00	Deer River			f 7 16	s 9 55				10 35	s 4 32	
68.48	Castorland			s 7 23	s 10 02				10 51 ⁶⁷	s 4 39	
75.66	Lowville			s 7 34	s 10 13				11 30	s 4 53	
79.92	Martinsburg			f 7 42	f 10 20					f 5 00	
82.85	Glenfield			s 7 47	s 10 25				12 01	s 5 05	
89.60	Lyons Falls			s 7 57	s 10 35				12 20	s 5 15	
92.34	Port Leyden			s 8 02	s 10 40				12 30	s 5 20	
95.90	Denley			f 8 08	f 10 46					f 5 26	
99.57	Boonville			s 8 14	s 10 52				12 45	s 5 35	
100.07	Smith			8 16	10 54				12 55	5 37	
105.76	Alder Creek	A. M.	A. M.	s 8 25	f 11 02			P. M.	1 10	s 5 46	
113.07	Remsen	12 04	1 20	s 8 36	s 11 13			1 41	2 00 ⁷⁵ 2 30 ³	s 5 57	
117.02	Trenton Falls			f 8 42	f 11 20					6 04	
118.34	Barneveld	12 11	1 27	s 8 47	s 11 24			1 47	2 45	s 6 08	
122.28	Holland Patent	12 16	1 32	s 8 54	s 11 31			1 52 ³	3 00	s 6 15	
124.22	Stittville	12 20	1 37	s 9 00 ⁶⁷	s 11 35			1 56 ⁷⁵	3 05	s 6 21 ¹⁵⁵	
128.54	Marcy	12 25	1 42	f 9 06	f 11 41			2 03	3 16 ⁵⁷	f 6 27	
134.43	Utica	12 35	1 50	9 15	11 49			2 15	3 30	6 35	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
No. 2 will stop at any station west of Remsen to discharge passengers from Adirondack Div. stations north of Remsen.
No. 50 first trip September 8.
No. 64 will not carry passengers or baggage.
Nos. 40 and 46 will not carry baggage.

Continued from page 26

OGDENSBURG TO UTICA

WESTWARD—FIRST CLASS.

Miles from Ogdensburg	STATIONS.	12	80	42	780						
		See note Adirondack Division	See note New York Express	See note Passenger	See note New York Express						
		Daily	Daily Except Sunday	Daily	Sunday only						
		P. M.	P. M.	P. M.	P. M.						
	Ogdensburg		7 45		8 40						
10.67	Morristown		s 8 04		s 8 59						
16.08	Brier Hill		s 8 13		s 9 08						
21.43	Hammond		s 8 22		s 9 17						
25.49	Oakvale		f 8 29		s 9 25						
33.19	Redwood		s 8 41		s 9 37						
39.32	Theresa		s 8 51	P. M.	s 9 47						
41.77	Rivergate		8 55	9 08	9 51						
47.21	Philadelphia A		s 9 05 ⁴²	9 18 ⁸⁰	s 10 00						
	Philadelphia L		9 30	P. M.	10 05						
50.57	Sterlingville		f 9 40		f 10 15						
56.09	Herrings		9 50		10 25						
60.09	Carthage A		s 10 10		s 10 35						
	Carthage L		10 55		10 55						
64.00	Deer River		11 01		11 01						
68.48	Castorland		f 11 09		f 11 09						
75.66	Lowville		s 11 22		s 11 22						
79.92	Martinsburg										
82.85	Glenfield		11 33		11 33						
89.60	Lyons Falls		s 11 44		s 11 44						
92.34	Port Leyden		11 49		11 49						
95.90	Denley										
99.57	Boonville		s 12 04		s 12 04						
100.07	Smith		12 06		12 06						
105.76	Alder Creek	P. M.	12 15		12 15						
113.07	Remsen	11 19	s 12 27		s 12 27						
117.02	Trenton Falls										
118.34	Barneveld	11 26	12 36		12 36						
122.28	Holland Patent	11 31	12 42		12 42						
124.22	Stittville	11 34	12 46		12 46						
128.54	Marcy	11 40	12 54		12 54						
134.43	Utica	11 50	1 05		1 05						
	ARRIVE	P. M.	A. M.	P. M.	A. M.						

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.
Nos. 80 and 780 will stop at any station west of Carthage to discharge passengers from Philadelphia, Watertown and points beyond.
No. 42 last trip September 7.
No. 12 last trip September 7.

EDWARDS AND G. & O. JCT.

EASTWARD						WESTWARD					
Miles from Edwards	STATIONS.					Miles from Gouverneur	STATIONS.				
	LEAVE						LEAVE				
	Edwards.....						0.92	G. & O. Jct.....			
2.50	Talcville.....					3.26	Hailesboro.....				
3.45	Hyatt					7.72	Emeryville.....				
6.10	Emeryville.....					10.37	Hyatt				
10.56	Hailesboro.....					11.32	Talcville.....				
12.90	G. & O. Jct.....					13.82	Edwards.....				
	ARRIVE						ARRIVE				

MAIN ST. AND ROOTS

MAIN ST. AND ROOTS										
EASTWARD					WESTWARD					
Miles from Main St.	STATIONS.					Miles from Roots	STATIONS.			
	LEAVE						LEAVE			
5.21	Main St.					5.21	Roots			
	Roots						Main St.			
	ARRIVE						ARRIVE			

CAPE VINCENT AND COFFEEN ST.

CAPE VINCENT AND COFFEEN ST.									
EASTWARD					WESTWARD				
Miles from Cape Vincent	STATIONS.				Miles from Watertown	STATIONS.			
	LEAVE					LEAVE			
	Cape Vincent ----				0.62	Coffeen St.-----			
4.38	Rosiere-----				0.79	C. V. Wye-----			
7.72	Three Mile Bay --				1.37	Main St. -----			
11.16	Chaumont -----				4.82	Brownville -----			
16.04	Limerick -----				6.78	Dexter Jct.-----			
17.90	Dexter Jct. -----				8.64	Limerick -----			
19.86	Brownville-----				13.52	Chaumont -----			
23.31	Main St. -----				16.96	Three Mile Bay --			
23.89	C. V. Wye-----				20.30	Rosiere -----			
24.06	Coffeen St.-----				24.68	Cape Vincent ----			
	ARRIVE					ARRIVE			

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.

HELENA AND OTTAWA

NORTHWARD—FIRST CLASS					SOUTHWARD—FIRST CLASS				
Miles from Helena	STATIONS.	61			Miles from Ottawa	STATIONS.	62		
		Passenger					Passenger		
		Daily Except Sunday					Daily Except Sunday		
		A. M.					P. M.		
	LEAVE					LEAVE			
	Massena	A. M.				Ottawa	3 45		
	Helena	8 00			0.42	Hurdman Jct.	3 48		
3.47	Rooseveltown	s 8 07							
4.67	Int. Boundary								
5.49	Uscan	f 8 14							
6.68	Cornwall	s 8 27							
7.52	Cornwall Jct.	s 8 30			1.11	Hurdman	3 50		
14.68	Black River	f 8 41			4.63	Hawthorne	f 3 56		
16.28	Harrison	s 8 45			6.31	Ramsayville	s 4 00		
19.11	Northfield	s 8 51			9.70	Piperville	f 4 06		
22.17	Newington	s 8 57			12.53	Edwards	s 4 12		
26.30	Finch	A s 9 05			15.95	Pana	f 4 18		
	Finch	L 9 13			19.27	Russell	s 4 25		
28.67	Berwick	s 9 18			22.87	Embrun	s 4 32		
31.98	Crysler	s 9 25			26.63	Cambridge	f 4 38		
34.66	St. Albert	s 9 31			28.03	St. Albert	s 4 42		
35.96	Cambridge	f 9 35			30.61	Crysler	s 4 48		
39.72	Embrun	s 9 42			33.92	Berwick	s 4 55		
43.32	Russell	s 9 49			36.29	Finch	A s 4 59		
46.64	Pana	f 9 55				Finch	L 5 08		
50.06	Edwards	s 10 02			40.42	Newington	s 5 16		
52.89	Piperville	f 10 09			43.48	Northfield	s 5 22		
56.28	Ramsayville	s 10 16			46.31	Harrison	s 5 28		
57.96	Hawthorne	f 10 19			47.91	Black River	f 5 31		
61.48	Hurdman	10 25			55.07	Cornwall Jct.	s 5 43		
					55.91	Cornwall	s 5 46		
					57.10	Uscan	f 5 51		
					57.92	Int. Boundary			
					59.12	Rooseveltown	s 6 02		
62.17	Hurdman Jct.	10 27			62.59	Helena	A 6 10		
62.59	Ottawa	10 30				Massena	P. M.		
	ARRIVE	A. M.				ARRIVE	P. M.		

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

Northward trains stop at Cornwall for Customs inspection.

Southward trains stop at Roosevelttown for Customs inspection.

MALONE TO ADIRONDACK JCT.
NORTHWARD—FIRST CLASS

Miles from Malone	STATIONS.	23	25	5	33															
		See note	See note	See note	See note															
		Passenger	Passenger	Montreal Express	Passenger															
		Daily Except Sunday	Daily Except Sunday	Daily	Daily															
	LEAVE	A. M.	A. M.	A. M.	P. M.															
	Malone		5 00	7 25	7 10															
5.29	Constable		f 5 11	s 7 36	s 7 21															
11.50	Boundary Line																			
14.09	Athelstan		s 5 28	s 8 00	s 7 40															
17.93	Huntingdon		s 5 38	s 8 10	s 7 55 ⁴															
22.43	New Erin		f 5 45	G 8 17	f 8 02															
24.61	St. Stanislas	A. M.	s 5 50	f 8 22	f 8 06															
30.06	Valleyfield	L 5 25	s 6 00	s 8 32 ²⁰	s 8 15															
31.94	Cecile Jct.	f 5 28	f 6 03	G 8 35	f 8 18															
35.21	St. Timothee	s 5 34	s 6 10	f 8 41	f 8 24															
39.94	Melocheville	f 5 40	f 6 17	8 47	G 8 30															
43.92	Beauharnois	s 5 47	s 6 24	s 8 54	s 8 37															
45.69	Maple Grove	s 5 51	f 6 28	f 8 57	f 8 41															
47.16	Bellevue	s 5 55	s 6 32	f 9 02	f 8 45															
49.29	Woodlands	s 6 00	s 6 37	s 9 07	f 8 49															
51.35	Chateauguay	s 6 05	s 6 42	s 9 12	s 8 54															
52.25	The Heights	s 6 08	s 6 45	f 9 15	f 8 57															
55.97	Kanawaki	f 6 13	f 6 52	9 23	f 9 03															
56.76	Adirondack Jct.	f 6 15	f 6 55	f 9 25	f 9 05															
65.73	Montreal	6 35	7 20	9 50	9 25															
	ARRIVE	A. M.	A. M.	A. M.	P. M.															

ADIRONDACK JCT. TO MALONE
SOUTHWARD—FIRST CLASS

Miles from Montreal	STATIONS.	20	26	30	32	4														
		Passenger	Passenger	See note	See note	See note														
		Passenger	Passenger	Passenger	Passenger	Montreal Express														
		Daily	Saturday only	Daily Except Sunday	Daily Except Sat. & Sun.	Daily														
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.														
	Montreal	7 10	12 35	4 25	5 25	6 25														
8.97	Adirondack Jct.	f 7 30	s 12 55	s 4 45	s 5 45	s 6 45														
9.76	Kanawaki	f 7 32	f 12 57	f 4 47	f 5 47	6 47														
13.48	The Heights	f 7 38	s 1 04	s 4 54	s 5 53	f 6 52														
14.38	Chateauguay	s 7 42	s 1 07	s 4 57	s 5 56	s 6 56														
16.44	Woodlands	f 7 46	s 1 12	s 5 02	s 6 01	f 7 00														
18.57	Bellevue	f 7 51	s 1 17	s 5 07	s 6 06	f 7 04														
20.04	Maple Grove	f 7 56	f 1 22	s 5 12	s 6 10	f 7 07														
21.81	Beauharnois	s 8 00	s 1 26	s 5 16	s 6 15	s 7 11														
25.79	Melocheville	f 8 08	f 1 32	f 5 22	f 6 21	7 17														
30.52	St. Timothee	s 8 16	s 1 39	s 5 29	s 6 28	f 7 23														
33.79	Cecile Jct.	8 24	f 1 46	f 5 36	f 6 36	G 7 28														
35.67	Valleyfield	s 8 32 ⁵	A 1 50	s 5 40	A 6 40	s 7 34														
41.12	St. Stanislas	s 8 40	P. M.	s 5 50	P. M.	f 7 42														
43.30	New Erin	G 8 44		f 5 55		G 7 46														
47.80	Huntingdon	s 8 51		s 6 05		s 7 55 ³³														
51.64	Athelstan	s 8 57		s 6 15		s 8 04														
54.23	Boundary Line																			
60.44	Constable	s 9 11		s 6 35		G 8 20														
65.73	Malone	9 20		6 45		8 30														
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.														

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

Time shown at Montreal is for information only.

Nos. 5 and 4 Sundays, Nos. 25 and 30 week days, will stop at Boundary Line for milk and deliver empty cans. Nos. 23 and 32 will not run July 1, and September 1.

REMSSEN TO MALONE

NORTHWARD—FIRST CLASS

Miles from Herkimer	STATIONS.	5	13	15	181	11	3	155												
		See note	See note	See note				See note												
		Montreal Express	Lake Placid Express	Tupper Lake Express	D & H	Passenger	Passenger	The Adirondack												
		Daily	Daily	Daily	Daily Except Sunday	Sunday only	Daily Except Sunday	Friday only												
	LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.												
	Utica	2 00	3 00	5 20		8 40	1 30	6 10												
27.67	Remsen	L 2 50	3 50	5 50		9 15	2 10	6 35												
33.45	Kayuta					f 9 24														
35.57	Forestport	3 02	4 02	f 6 02		s 9 29	f 2 23	† 6 46												
42.50	Woodgate	3 12	4 12	f 6 12		s 9 40	f 2 33	† 6 56												
47.59	Otter Lake	3 19	4 19	f 6 20		s 9 49	f 2 41	† 7 03												
49.15	McKeever	3 22	4 22	f 6 23		s 9 53	f 2 45	† 7 06												
52.12	Nelson	3 26	4 26	6 27		f 9 58	2 51	7 10												
53.75	Minnehaha			f 6 31		f 10 02														
55.01	Onekio																			
57.93	Thendara	s 3 38	4 36	s 6 44		s 10 14	s 3 04	s 7 20												
60.66	Moulin					f 10 19														
64.12	Carter	3 47	4 45	f 6 53		f 10 25	f 3 16	7 28												
69.29	Big Moose	3 56	4 54	s 7 04		s 10 40	s 3 31	† 7 36												
73.47	Woods	4 02	5 00	f 7 10		f 10 48	f 3 40	7 42												
77.69	Beaver River	4 08	5 06	s 7 17		s 10 58	s 3 50	† 7 48												
80.23	Little Rapids			f 7 21		f 11 02	f 3 54													
81.37	Brandreth	4 13	5 12	f 7 24		s 11 06	s 3 58	7 53												
82.77	Keepawa	4 15	5 14	7 27		f 11 11	4 00	7 55												
87.82	Nehasane	4 22	5 22	f 7 35		f 11 20	f 4 09	8 02												
90.95	Robinwood	4 27	5 27	f 7 40		f 11 26	f 4 14	8 06												
94.78	Sabattis	4 33	5 33	s 7 47		s 11 34	s 4 23	† 8 12												
99.91	Horse Shoe	4 40	5 41	s 7 56		s 11 46 ²	s 4 33	† 8 20												
104.01	Mount Arab	4 46	5 47	f 8 03		f 11 52	f 4 40	8 26												
106.75	Childwold	4 50	5 52	s 8 09		s 11 57	s 4 45	† 8 30												
109.22	Piercefield	4 54	5 56	f 8 14		f 12 01	f 4 50	8 34												
113.64	Tupper Lake	s 5 15	s 6 07	A 8 25		s 12 09	s 5 06	s 8 42 ¹²												
121.84	Floodwood	5 27	6 18	A. M.		f 12 21	f 5 19	8 53												
128.56	Saranac Inn	s 5 39	s 6 30			s 12 32	s 5 32	† 9 03												
131.68	Lake Clear Jct. A	s 5 44	s 6 35		P. M.	s 12 36	s 5 40	s 9 09 ¹⁴												
	Lake Clear Jct. L	5 54	A. M.		12 40	12 46	5 50	P. M.												
136.69	Gabriels	s 6 03			12 50	s 12 56	s 5 59													
139.19	Rainbow Lake	f 6 07				s 1 01	f 6 03													
142.51	Onchiota	f 6 12				f 1 06	f 6 08													
144.50	Lake Kushaqua	s 6 16			1 06	s 1 11	s 6 12													
148.76	Loon Lake	s 6 25			1 15	s 1 22	s 6 20													
153.38	Plumadore				A 1 25															
160.19	Mountain View	f 6 42			P. M.	s 1 42	s 6 37													
162.83	Owls Head	s 6 47				s 1 48	s 6 42													
173.31	Malone	7 07				2 15	7 00													
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.												

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

Time shown at Utica is for information only.

No. 5 stop on signal at stations between Remsen and Tupper Lake to discharge passengers occupying space in Buffalo-Montreal sleeper and receive passengers for stations north of Tupper Lake.

No. 13 stop on signal Remsen to Lake Clear Jct. to discharge passengers occupying space in Boston-Lake Placid sleeper.

No. 13 stop on signal to discharge passengers between Remsen and Tupper Lake commencing September 8.

No. 155 will not run July 4 and will make last trip September 5.

No. 15 last trip September 7.

MALONE TO REMSEN

SOUTHWARD—FIRST CLASS

Miles from Malone	STATIONS.	182	2	12	14	4														
		See note	See note	See note	See note	See note														
		D & H	Passenger	Tupper Lake Express	New York Express	Montreal Express														
		Daily Except Sunday	Daily	Daily	Daily	Daily														
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.														
	Malone		9 30			8 45														
10.48	Owls Head		s 9 55			f 9 15														
13.12	Mountain View	A. M.	s 10 00			f 9 20														
19.93	Plumadore	L 8 45																		
24.55	Loon Lake	8 55	s 10 17			s 9 39														
28.81	Lake Kushaqua	9 04	s 10 24			f 9 48														
30.80	Onchiota		f 10 28			f 9 52														
34.12	Rainbow Lake		f 10 33			f 9 57														
36.62	Gabriels	9 20	s 10 38			s 10 02														
41.63	Lake Clear Jct. A	9 30	s 10 45		P. M.	s 10 12														
	Lake Clear Jct. L	A. M.	10 55		9 09 ¹⁵⁵	10 22														
44.75	Saranac Inn		s 11 01		s 9 16	10 28														
51.47	Floodwood		G 11 10	P. M.	9 26	10 40														
59.67	Tupper Lake		s 11 23	L 8 42 ¹⁵⁵	s 9 40	s 11 00														
64.08	Piercefield		f 11 30	f 8 50	9 50	11 08														
66.56	Childwold		s 11 35	s 8 55	9 55	11 13														
69.30	Mount Arab		f 11 39	f 8 59	10 00	11 19														
73.40	Horse Shoe		s 11 46 ¹¹	s 9 06	10 06	11 25														
78.53	Sabattis		s 11 55	s 9 15	f 10 15	11 33														
82.36	Robinwood		f 12 01	f 9 21	10 21	11 39														
85.49	Nehasane		f 12 06	f 9 27	10 26	11 44														
90.54	Keepawa		12 13	9 36	10 34	11 51														
91.94	Brandreth		f 12 16	f 9 39	10 37	11 54														
93.08	Little Rapids		f 12 18	f 9 42																
95.62	Beaver River		f 12 22	f 9 46	10 43	12 00														
99.84	Woods		f 12 28	f 9 54	10 50	12 07														
104.02	Big Moose		s 12 35	s 10 05	10 58	12 15														
109.19	Carter		f 12 43	f 10 14	11 07	12 23														
112.65	Moulin		G 12 48																	
115.38	Thendara		s 12 54	s 10 31	s 11 20	s 12 33														
118.30	Onekio																			
119.56	Minnehaha		G 1 00																	
121.19	Nelson		1 02	10 39	11 28	12 41														
124.16	McKeever		f 1 07	f 10 44	11 33	12 46														
125.72	Otter Lake		f 1 10	f 10 47	11 35	12 49														
130.81	Woodgate		f 1 18	f 10 55	11 42	12 57														
137.74	Forestport		f 1 28	f 11 05	11 52	1 07														
139.86	Kayuta		G 1 31																	
145.64	Remsen	A	s 1 39	s 11 17	s 12 04	s 1 20														
167.00	Utica		2 15	11 50	12 35	1 50														
	ARRIVE	A. M.	P. M.	P. M.	A. M.	A. M.														

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

Time shown at Utica is for information only.

No. 14 stop on signal for passengers occupying space in Buffalo and Boston sleeping cars, except at Woods, Moulin, Onekio, Minnehaha, Nelson and Kayuta; also stop on signal Tupper Lake to Remsen to discharge passengers from stations north of Tupper Lake.

No. 4 stop on signal to discharge passengers from stations Gabriels and north, and stop on signal at Childwold to receive passengers for west of Syracuse.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES								
SIGNAL STATION JG TO MASSENA								
STATIONS		Office Calls	Miles from Signal Station JG	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
SIGNAL STATION JG Open day and night	C.S.	JG	0.00	—	—	Signal Station	N	T.D.
			0.32	M.B.	INT.	Outside booth	S	Station
LIVERPOOL	C.S.	V	2.58	—	—	Outside booth	N	T.D.
			4.35	—	—	Siding, west end	S	T.D.
WOODARD Open day and night	C.S.	WD	5.36	M.B.	M.B.			
CLAY Open week days 6.40 A.M. to 3.40 P.M.	C.S.	C	8.73	M.B.	M.B.	Outside booth	S	T.D.
			9.56	—	—	Siding, east end	S	T.D.
			11.84	—	—	Siding, west end	S	{ Station T.D.
BREWERTON Open week days 6.45 A.M. to 3.45 P.M.	C.S.	B	12.64	M.B.	M.B.	Outside booth	S	
			13.11	—	—	Siding, west end	S	Brewerton T.D.
EMMONS	C.S.		14.11	—	—	Siding, east end	S	
			14.68	166	—			
			15.29	INT.	—			
CENTRAL SQUARE	C.S.	CQ	15.42	—	—	Signal Station	S	T.D.
			15.53	—	INT.			
			16.07	—	181			
MALLORY Open 12.01 A. M. to 8.00 A.M. Except Mondays	C.S.	MY	19.11	M.B.	M.B.	Outside booth	S	T.D.
Open week days 8.00 A.M. to 4.00 P.M.			19.87	—	—	Siding, east end	N	Station
Open Sundays 9.00 A.M. to 5.00 P.M.								
MORSE	C.S.		22.07	—	—	Outside booth	N	T.D.
PARISH Open week days 7.00 A.M. to 4.00 P.M.	C.S.	PR	23.86	—	—	Siding, west end	N	Station
			24.29	M.B.	M.B.	Outside booth	N	T.D.
MAPLE VIEW Open week days 3.00 A.M. to 11.00 A.M. 12.30 P.M. to 8.30 P.M.	C.S.	NS	28.43	—	—	Outside booth	S	T.D.
			28.48	M.B.	M.B.	Siding, east end	N	Station
			29.43	—	—			
FERNWOOD	C.S.		31.10	—	—	Outside booth	N	T.D.
			34.53	—	—	Siding, west end	N	{ T.D. Station
				TWO TRACKS				
				Eastward	Westward			
PULASKI Open day and night	C.S.	PD	35.51	—	—	End double track, cabin	N	Station
			35.60	—	—			
			35.61	INT.	—			
			35.67	—	377			
			36.26	—	—	Yard Limit Sign, booth	N	T.D.
RICHLAND Open day and night	C.S.	RJ	39.84	—	—			
			40.86	—	—	Siding, east end	N	Station
				—	431			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION JG TO MASSENA

STATIONS		Office Calls	Miles from Signal Station JG	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
LACONA	C.S.	KC	44.01 45.20 45.84	— M.B. —	— M.B. —	Siding, west end Outside booth Gravel pit	N N N	T.D. T.D. Sta.-T.D.
PIERREPONT MANOR	C.S.	PM	50.96 51.68 52.81	— M.B. —	— M.B. —	Siding, west end Outside booth Siding, east end	N S N	T.D. T.D. T.D.
ADAMS	C.S.	AJ	56.51 57.33	— M.B.	— M.B.	Siding, west end Outside booth	N S	T.D. T.D.
ADAMS CENTER	C.S.	AD	60.12 61.13	— M.B.	— M.B.	Siding, west end Outside booth	N S	Station T.D.
				TWO TRACKS				
				Eastward	Westward			
RICES	C.S.		64.83 65.44	— —	— —	Booth	N	T.D.
MASSEY	C.S.		67.69 67.91	692 —	— —	West end	N	Yard
				68.48 68.77 68.89 69.18 69.28 69.68 69.80	— — — 711 — 717 —	Massey, middle crossover Receiving yard, east end Radigans Pine St. switchmans cabin	N S N N	Yard Yard Yard W. P. E.
WATERTOWN JCT.	C.S.	WJ	70.14 70.45	— 724	M.B. —	Yard masters office Upper Coffeen St. switchmans cabin	N N	Sta.-T.D.-M Station
				70.79 70.85 70.99	— INT. —	Stone Wall	N	Station
WATERTOWN	C.S.	WN	71.10	—	—	Station masters office	S	Station
				SINGLE TRACK				
				Eastward	Westward			
PAMELIA	C.S.		71.21 72.09 72.09 73.30	— — — —	— — — —	Mill St. Water St., crossing cabin Water St. booth Outside booth	S S N N	Station Station T.D.-M T.D.-M
CALCIUM	C.S.		76.10 76.54	— INT.	— —	Station	S	City
				TWO TRACKS				
				Eastward	Westward			
ROOTS	C.S.	DE	76.60 76.68 77.61	M.B. — —	M.B. INT. —	Signal Station	N	T.D.-M
EVANS MILLS	C.S.	EV	81.10 86.87 87.50	M.B. — —	M.B. — —	Siding, east end Outside booth	N N	Station T.D.-M
PHILADELPHIA	C.S.	MU	87.88 88.61	X —	X —	Middle siding, west end Middle siding, east end Siding, east end	N N N	Station Station Station

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION JG TO MASSENA

STATIONS		Office Calls	Miles from Signal Station JG	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
ANTWERP	C.S.	AN	93.98 94.96	M.B. —	M.B. —	Outside booth Siding, east end	S N	T.D.-M Station
KEENES	C.S.		99.21	—	—	Outside booth	N	T.D.-M
MATOON	C.S.		100.83 104.88	— —	— —	Outside booth Siding, west end booth	N N	T.D.-M T.D.-M
G. & O. JCT.	C.S.		104.81 105.16	— —	— —	Outside booth Wye, east end	N S	T.D.-M Station
GOVERNEUR	C.S.	GD	106.04 106.17 106.82 111.94 112.99 113.75	M.B. — — — — M.B.	M.B. — — — — M.B.	Freight House Siding, east end Gardners booth Siding, west end Outside booth	N N N N S	Station Station T.D.-M Station T.D.-M
RICHVILLE	C.S.	RH	114.60 117.92 120.26 120.50	— — — —	— — — —	Siding, east end Red Rock Siding Ogdensburg siding, west end	N N N	Station T.D.-M Station
DEKALB JCT.	C.S.	KB	121.14 121.45 121.56	— — —	— — 1235	Eastward siding, west end Transfer platform, east end	S N	Station Station
PYRITES	C.S.		124.84 124.78 125.51	1262 — —	— — 1275	Outside booth	N	T.D.-M
CANTON	C.S.	CT	129.06 129.31	— M.B.	— M.B.	Siding, west end	S	T.D.-M
EBEN	C.S.	SM	134.45 134.96 135.53	— M.B. —	— M.B. —	Siding, west end Outside booth Siding, east end	N S N	Station T.D.-M Station
POTSDAM	C.S.	PO	139.92	M.B.	M.B.	Outside booth	S	T.D.-M
SISSON	C.S.		140.50	—	—	Freight House Siding, east end	S N	Station Station
NORWOOD	C.S.	J	142.45 145.33 145.99 145.99 146.24	— — — — X	— — — — X	Outside booth Siding, west end Conductor's Room	N S N	T.D.-M Station Station
				146.40 146.62	— —	Freight House, Rutland R. R. Engine house	N S	Station Station
				158.63 158.81 158.86 158.91 158.91	— — — — —	Yard office, N. Y. C. R. R. Yard office, Rutland R. R. Car foreman, Rutland R. R. Diagonal yard, east end	S S S S	Station Station Station Station
MASSENA	C.S.	MA	158.91	—	—	Storage track, east end Engine house Freight house Freight Office	S N N N	Station Station T.D.-M Station M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

MAIN ST. TO ROOTS

STATIONS		Office Calls	Miles from Main St.	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
MAIN ST.	C.S.		—	—	—	Crossing watchman's cabin.....	S	Station
ROOTS.....	C.S.	DE	0.67	—	—	Bradley St., booth.....	S	City
Open day and night			5.14	INT.	—	Signal Station.....	N	T.D.-M

DE KALB JCT. TO OGDENSBURG

STATIONS		Office Calls	Miles from De Kalb Jct.	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
DE KALB JCT.	C.S.	KB	—	—	—			
Open day and night								
RENSSELAER FALLS.....	C.S.	FS	6.72	M.B.	M.B.	Outside booth.....	N	T.D.-M
Open week days								
7.45 A.M. to 4.45 P.M.								
HEUVELTON.....	C.S.	UV	11.68	M.B.	M.B.	Outside booth.....	N	T.D.-M
Open week days								
7.35 A.M. to 4.35 P.M.								
OGDENSBURG.....	C.S.	D	18.69	—	—	King St.	N	T.D.-M
Open week days			18.91	—	—	Conductors room.....	N	T.D.
6.15 A.M. to 9.15 P.M.			18.91	—	—	Engine house office.....	S	T.D.-M
Open Sundays			18.91	—	—	Freight office	N	T.D.-M
7.55 A.M. to 9.55 A.M.								
7.00 P.M. to 9.00 P.M.								

UTICA TO OGDENSBURG

STATIONS		Office Calls	Miles from Utica	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
UTICA.....	C.S.	UT	—	—	—	Engine house		T.D.
Open day and night						Yard masters office.....		T.D.
SIGNAL STATION 31.....	C.S.	WU	—	—	—	Station masters office.....		T.D.
Open day and night						Platform tracks 5 and 7.....		T.D.
						Signal Station.....		T.D.
						Booth	S	S.S. 31
						Mohawk River bridge, west end.....	N	T.D.
MARCY.....	C.S.	MG	0.80	—	—			
Open week days			0.89	—	—			
7.30 A.M. to 4.30 P.M.			5.86	M.B.	M.B.	Outside booth.....	N	T.D.
STITTVILLE.....	C.S.	SV	10.17	M.B.	M.B.	Outside Booth	N	T.D.
Open week days								
Day and night								
Open Sundays								
12.01 A.M. to 7.00 A.M.								
3.00 P.M. to 5.00 P.M.								

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

UTICA TO OGDENSBURG

STATIONS		Office Calls	Miles from Utica	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
HOLLAND PATENT.....	C.S.	HO	12.12	M.B.	M.B.	Outside booth.....	N	T.D.
Open week days								
7.30 A.M. to 4.30 P.M.								
BARNEVELD.....	C.S.	BD	15.66	—	—	Siding, west end.....	N	T.D.
Open week days			16.09	M.B.	M.B.			
8.50 A.M. to 6.10 P.M.								
TRENTON FALLS.....			17.37	—	—			
REMSEN.....	C.S.	RM	21.33	—	—	Siding, east end	N	Station
Open day and night			22.05	—	—			
ALDER CREEK.....	C.S.		28.63	—	—	Outside booth.....	S	T.D.
			33.76	—	—	Siding, Smith, west end.....	N	T.D.
			34.17	—	—	Crossover, west end of yard.....	N	Station
			34.47	—	—	Freight house.....	N	Station
			34.82	—	—	Outside booth, Main street.....	S	T.D.
BOONVILLE.....	C.S.	BV	34.82	M.B.	M.B.			
Open week days								
4.40 A.M. to 1.15 A.M.								
Open Sundays								
4.40 A.M. to 6.40 A.M.								
10.45 P.M. to 1.15 A.M.								
DENLEY.....			38.50	—	—			
PORT LEYDEN.....	C.S.	NP	42.05	M.B.	M.B.	Outside booth.....	N	T.D.
Open week days								
8.25 A.M. to 5.25 P.M.								
LYONS FALLS.....	C.S.	FA	44.80	M.B.	M.B.	Outside booth.....	S	T.D.
Open week days								
5.00 A.M. to 11.59 P.M.								
Open Sundays								
5.00 A.M. to 7.00 A.M.								
10.30 P.M. to 11.59 P.M.								
GLENFIELD.....	C.S.	G	51.54	M.B.	M.B.	Outside booth.....	N	T.D.
Open week days								
8.15 A.M. to 4.30 P.M.								
MARTINSBURG.....			54.47	—	—			
			57.94	—	—	Freight yard, west end.....	N	T.D.
			58.32	—	—	Freight house, outside booth	N	Station
LOWVILLE.....	C.S.	VI	58.73	M.B.	M.B.	Outside booth.....	N	T.D.
Open week days								
7.30 A.M. to 11.30 P.M.								
Open Sundays								
10.00 A.M. to 11.59 A.M.								
9.45 P.M. to 11.45 P.M.								
CASTORLAND.....	C.S.	CN	65.91	M.B.	M.B.	Outside booth.....	N	T.D.
Open week days								
7.45 A.M. to 4.45 P.M.								
DEER RIVER.....	C.S.		70.39	—	—	Outside booth.....	N	T.D.
			73.84	—	—	Storage track, west of Black River bridge	N	T.D.
CARTHAGE.....	C.S.	CG	74.29	—	—	Conductors room.....	S	W.P.E.-T.D.
Open week days			74.44	—	—	Freight office	S	W.P.E.
5.45 A.M. to 1.45 P.M.				—	—	Yard office.....	S	W.P.E.
3.15 P.M. to 11.15 P.M.			75.05	—	—	Engine house	S	T.D.
Open Sundays			75.39	—	—	Carthage yard, east end.....	S	W.P.E.
9.00 A.M. to 11.00 A.M.			75.66	—	—			Yard
4.00 P.M. to 6.00 P.M.								W.P.E.
9.00 P.M. to 11.00 P.M.								

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

UTICA TO OGDENSBURG

STATIONS	Office Calls	Miles from Utica	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Eastward	Westward			
HERRINGS	C.S.	78.68	—	—	Middle crossover	S	W.P.E.-T.D. Yard
STERLINGVILLE		83.82	—	—			
PHILADELPHIA Open day and night	C.S.	MU 87.18 87.43	X	X	Freight house	S	Station
RIVERGATE	C.S.	92.63	—	—	Outside booth	N	T.D.
THERESA Open week days 6.45 A.M. to 3.45 P.M. Open Sundays 6.30 A.M. to 8.30 A.M.	C.S.	RG 95.07	M.B.	M.B.	Outside booth	S	T.D.
REDWOOD Open week days 6.30 A.M. to 3.30 P.M. Open Sundays 8.30 P.M. to 10.30 P.M.	C.S.	WO 101.21	M.B.	M.B.	Freight house, west end, outside booth	S	T.D.
OAKVALE	C.S.	108.90	—	—	Outside booth	N	T.D.
HAMMOND Open week days 7.00 A.M. to 4.00 P.M.	C.S.	HD 112.96	M.B.	M.B.	Outside booth	N	T.D.
BRIER HILL Open week days 7.15 A.M. to 4.15 P.M.	C.S.	BR 118.32	M.B.	M.B.	Outside booth	N	T.D.
MORRISTOWN Open week days 7.45 A.M. to 4.45 P.M. 6.15 P.M. to 8.15 P.M. Open Sundays 7.45 A.M. to 9.45 A.M. 7.30 P.M. to 9.30 P.M.	C.S.	MN 123.72	M.B.	M.B.	Outside booth	N	T.D.
SHIP YARD	C.S.	133.39 134.34	—	—	Booth Booth, Albany Ave.	S S	Station T.D. Station
OGDENSBURG Open week days 6.15 A.M. to 9.15 P.M. Open Sundays 7.55 A.M. to 9.55 A.M. 7.00 P.M. to 9.00 P.M.	C.S.	D 134.39 134.43 134.43	—	—	Conductors room Freight office Engine house office	S S N	T.D. Station T.D.-M. Station T.D.-M.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SACKETS HARBOR TO WATERTOWN JCT.

STATIONS	Office Calls	Miles from Sackets Harbor	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Eastward	Westward			
SACKETS HARBOR Open week days 6.00 A.M. to 3.00 P.M.	C.S.	SK	—	—	Outside booth	S	T.D.
WATERTOWN JCT. Open day and night	C.S.	WJ 11.04	—	—	Yard Office	N	T.D.

WATERTOWN TO CARTHAGE

STATIONS	Office Calls	Miles from Watertown	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Eastward	Westward			
WATERTOWN Open day and night	C.S.	WN	—	—	Station	S	T.D.
BLACK RIVER Open week days 6.25 A.M. to 3.25 P.M.	C.S.	RV 6.45	M.B.	M.B.	Outside booth		T.D.
FELTS MILLS	C.S.	8.66	—	—	Outside booth	N	T.D.
GREAT BEND Open week days 6.25 A.M. to 5.00 P.M.	C.S.	GB 10.91	M.B.	M.B.	Outside booth	N	T.D.
CARTHAGE Open week days 5.45 A.M. to 1.45 P.M. 3.15 P.M. to 11.15 P.M. Open Sundays 9.00 A.M. to 11.00 A.M. 4.00 P.M. to 6.00 P.M. 9.00 P.M. to 11.00 P.M.	C.S.	CG 17.68 18.29 18.50 19.17	— — — —	— — — —	Conductors room Ice house switch Ice house office Wilna siding, booth	N N S N	W.P.E.-T.D. T.D. W. P. E. T.D.

CARTHAGE TO NEWTON FALLS

STATIONS	Office Calls	Miles from Carthage	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Eastward	Westward			
KARTER	C.S.	6.74	—	—	Booth	N	T.D.
NATURAL BRIDGE Open week days 9.15 A.M. to 6.15 P.M.	C.S.	ND 9.83	M.B.	M.B.	Outside booth	N	T.D.
ROCK	C.S.	11.46	—	—	Booth	N	T.D.
DIANA	C.S.	13.12	—	—	Booth	N	T.D.
LAKE BONAPARTE		17.73	—	—			
HARRISVILLE Open week days 9.00 A.M. to 6.00 P.M.	C.S.	HV 20.62	M.B.	M.B.	Outside booth	S	T.D.
KALURAH		27.17	—	—			
JAYVILLE	C.S.	28.80	—	—	Booth	N	T.D.
BRIGGS		32.63	—	—			
COLLINS	C.S.	32.94	—	—	Booth	N	T.D.
ALDRICH		35.04	—	—			
COFFINS MILLS		37.30	—	—			
OSWEGATCHIE Open week days 7.30 A.M. to 4.30 P.M.	C.S.	OG 38.51	M.B.	M.B.	Outside booth	N	T.D.
BENSON MINES	C.S.	42.47	—	—	Outside booth	S	T.D.
NEWTON FALLS Open week days 7.00 A.M. to 4.00 P.M.	C.S.	NF 45.75	—	—	Outside booth	S	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RIVERGATE TO CLAYTON

STATIONS	Office Calls	Miles from River-gate	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Eastward	Westward			
RIVERGATE	C.S.	—	—	—	Outside booth	N	T.D.
STROUGHS		3.66	—	—			
ORLEANS CORNERS	C.S.	5.55	—	—	Booth	S	T.D.
LA FARGEVILLE Open week days 7.30 A.M. to 4.30 P.M.	C.S. GV	8.77	M.B.	M.B.	Outside booth	S	T.D.
CLAYTON Open 7.00 A.M. to 8.45 P.M. Open Sundays 7.15 A.M. to 9.15 A.M. 6.45 P.M. to 8.45 P.M.	C.S. CY	15.52 15.78	—	—	Opposite Turn Table Conductors room	N S	Station T.D.

COFFEEN ST. TO CAPE VINCENT

STATIONS	Office Calls	Miles from Water-town	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Westward	Eastward			
COFFEEN ST.	C.S.	0.62	—	—	Switchman's cabin	N	Station
MAIN ST.	C.S.	1.03 1.37	03	—	Crossing watchman's cabin	N	Station
Ontario siding	C.S.	3.84	—	—	Booth	N	T.D.
BROWNVILLE Open week days 7.00 A.M. to 4.00 P.M.	C.S. BN	4.82	M.B.	M.B.	Outside booth	N	T.D.
DEXTER JCT.	C.S.	6.78 7.72	—	—	Booth Dexter, freight house	N S	T.D. T.D.
LIMERICK	C.S.	8.64	—	—	Outside booth	N	T.D.
CHAUMONT Open week days 7.30 A.M. to 4.30 P.M.	C.S. CH	13.52	M.B.	M.B.	Outside booth	S	T.D.
THREE MILE BAY	C.S.	16.96	—	—	Outside booth	S	T.D.
ROSIERE	C.S.	20.30	—	—	Outside booth	N	T.D.
CAPE VINCENT Open week days 8.00 A.M. to 5.00 P.M.	C.S. VN	24.68	—	—	Conductors room	N	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

WEST YARD TO PULASKI

STATIONS	Office Calls	Miles from Suspension Bridge	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Westward	Eastward			
WEST YARD Open week days 1.30 A.M. to 10.30 A.M.	CS	150.35	—	—	Yard office	N	T.D. Yard
OSWEGO Open week days 8.00 A.M. to 11.59 P.M. Open Sundays 8.00 A.M. to 10.45 A.M. 6.45 P.M. to 9.15 P.M.	CS KO	151.11	—	—	Ticket office	N	T.D. Yard
OSWEGO, E. FIRST ST.	CS	151.35	—	—	Flagmans cabin	S	T.D.
OSWEGO TUNNEL		151.52	INT.	—			
OSWEGO, E. NINTH ST.		152.13	X	X			
N. Y. O. & W. CROSSING		152.67	X	X	Section tool house, booth	S	T.D.
PAUL	CS	152.99	—	—	Outside booth	S	T.D. Yard
LYCOMING Open week days 9.15 A.M. to 6.15 P.M.	CS SC	158.61	M.B.	M.B.	Outside booth	S	T.D.
PLEASANT POINT		161.24	—	—			
NEW HAVEN Open week days 8.30 A.M. to 5.30 P.M.	CS HN	162.15	M.B.	M.B.	Outside booth	S	T.D.
MEXICO Open week days 8.00 A.M. to 5.00 P.M.	CS XO	166.86	M.B.	M.B.	Outside booth	S	T.D.
PULASKI Open day and night	CS PD	175.39	—	—			

RICHLAND TO SIGNAL STATION 34

STATIONS	Office Calls	Miles from Richland	SIGNALS		TELEPHONES		
			SINGLE TRACK		Location	Side of Track	Line
			Westward	Eastward			
RICHLAND Open day and night.	CS RJ	0.24 0.96 1.24	—	—	Freight house West end, Track 1 Centerville, ice house	S N N	Station Station-T.D. T.D.
ALTMAR Open week days 7.30 A.M. to 4.30 P.M.	CS SB	4.70	M.B.	M.B.	Outside booth	S	T.D.
KASOAG	CS	10.41	—	—	Outside booth	N	T.D.
WILLIAMSTOWN Open week days 7.00 A.M. to 4.00 P.M. 6.45 P.M. to 8.45 P.M.	CS WM	13.52	M.B.	M.B.	Outside booth	N	T.D.
WESTDALE	CS	18.38	—	—	Outside booth	S	T.D.
CAMDEN Open week days 6.00 A.M. to 8.45 P.M. Open Sundays 2.00 P.M. to 4.00 P.M. 6.00 P.M. to 8.00 P.M.	CS DN	23.28 23.78	M.B.	M.B.	Outside booth Siding, west end	S N	T.D. T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RICHLAND TO SIGNAL STATION 34

STATIONS		Office Calls	Miles from Richland	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Westward	Eastward			
McCONNELLSVILLE	CS	MC	27.44	—	—	Siding, east end	N	T.D.
Open week days 11.45 P.M. to 3.45 P.M.			28.02	M.B.	M.B.	Outside booth	N	T.D.
BLOSSVALE	CS	BG	30.58	M.B.	M.B.	Outside booth	N	T.D.
Open week days 6.45 A.M. to 3.45 P.M.								
HUMASTON	CS		33.70	—	—	Booth	N	T.D.
			37.54	—	—	Creosoting plant, east end	N	S. S. 34
			38.50	—	—	Creosoting plant, office	S	S. S. 34
			38.50	—	—	Creosoting plant, cabin	N	T.D.
			38.96	—	—	Creosoting plant, west end	N	S. S. 34
			39.81	—	—	Can Factory Spur	N	S. S. 34
			39.95	—	—	Booth, east end of wye	N	T.D.
				—	—	Booth, Pole 22	N	S. S. 34
				—	—	Freight house	N	S. S. 34
				—	—	Outside booth	N	S. S. 34
ROME	CS	RO	42.73	—	—	Ticket office	S	T.D.
			42.98	—	—			
			43.59	4361	—			
			43.79	—	M.B.			
			44.28	—	—	Siding, east end	N	S. S. 34 and T.D.
			45.19	—	—			
SIGNAL STATION 34	CS	FY	45.36	—	—	Signal station	S	T.D.
Open day and night								

WOODARD TO FULTON, ONEIDA ST.

STATIONS		Office Calls	Miles from Woodard	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Eastward	Westward			
WOODARD	CS	WD	—	—	M.B.			
Open day and night								
THREE RIVER POINT	CS	FN	5.94	—	—	Outside booth	N	T.D.
PHOENIX	CS		8.38	M.B.	M.B.			
Open week days 7.00 A.M. to 4.00 P.M.			15.16	224	—	Booth	N	T.D.
JN	CS		15.36	—	—			
			15.64	INT.	—	Cabin	S	T.D.
N. Y. C. JUNCTION	CS		15.76	—	—			
FULTON, N.Y.O. & W. STA.	CS	FU	16.99	—	—			
Open week days 7.00 P.M. to 10.00 P.M.								
Open Sundays 6.45 A.M. to 8.45 A.M. 8.00 P.M. to 10.00 P.M.								
FULTON, BROADWAY	CS		17.00	—	—	Freight Office	N	T.D. Station

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OTTAWA TO HELENA

STATIONS		Office Calls	Miles from Helena	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Northward	Southward			
Ottawa	C.S.	CH	62.59	—	—	Traveling freight & passenger agent		G.S.
Open week days 8.00 A.M. to 5.30 P.M.				—	—	Freight office	E	G.S.
Hurdman Jct.	—	—	62.17	—	—	Engine house	E	G.S.
			61.72	—	—	Yard office	E	G.S.
Hurdman	C.S.	MJ	61.65	—	INT.	Signal station	W	G.S.
Open day and night			61.43	INT.	INT.-M.B.			
Hawthorne	C.S.	RX	58.40	—	SW.	Signal station	W	
Open week days 9.30 A.M. to 6.30 P.M.			57.96	INT.	INT.			
Edwards	C.S.		57.71	SW.	—			
Pana	—	—	50.06	—	—	Station to Pana only	E	G.S.
Russell	C.S.	RD	46.64	—	—	Freight house	E	G.S.
Open week days 8.00 A.M. to 5.00 P.M.			43.32	M.B.	M.B.	Store, to Edwards only	E	G.S.
Embrun	C.S.	BR	39.71	M.B.	M.B.	Station	W	G.S.
Open week days 8.30 A.M. to 5.30 P.M.								
Cambridge	—	—	35.96	—	—		E	G.S.
St. Albert	C.S.		34.55	—	—	Station	E	G.S.
Crysler	C.S.	C	31.98	M.B.	M.B.	Station	E	G.S.
Open week days 8.40 A.M. to 5.40 P.M.								
Berwick	C.S.		28.67	—	—	Station	E	G.S.
			26.75	—	—			
Finch	C.S.	NF	26.41	—	SW.	Signal station	E	G.S.
Open week days 8.30 A.M. to 5.30 P.M.			26.30	M.B.	M.B.			
			26.19	INT.	INT.			
			25.93	SW.	—			
Newington	C.S.	W	22.17	M.B.	M.B.	Station	W	G.S.
Open week days 8.30 A.M. to 5.30 P.M.			7.86	—	SW.			
Cornwall Jct.	C.S.	X	7.52	INT.	INT.	Signal station	W	—
Open week days 8.20 A.M. to 6.00 P.M.			7.20	SW.	—			
Cornwall	C.S.	CO	6.68	M.B.	M.B.	Station	E	G.S.
Open week days 8.00 A.M. to 6.30 P.M.			6.47	—	INT.			
Cornwall Canal Bridge	—	—	6.36	HAND	HAND	Cabin	W	G.S.
Rooseveltown	C.S.	HO	4.43	INT.	—	Station	W	G.S.
Open week days 10.00 A.M. to 7.00 P.M.			3.47	M.B.	M.B.			
Helena	C.S.	EN	—	—	—	Station	E	G.S.
Open week days 7.45 A.M. to 4.45 P.M.						North end of station	E	G.S.

LAKE CLEAR JCT. TO SARANAC LAKE JCT.

STATIONS		Office Calls	Miles from Lake Clear Jct.	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Northward	Southward			
Lake Clear Jct.	C.S.	CN	0.00	—	—	Conductors room	W	T.D.
Saranac Lake Jct.	C.S.		5.78	—	—	Station	W	T.D.
				—	—	Engine house	E	T.D.
Saranac Lake	C.S.	SC	6.20	—	—	Freight office	E	T.D.
Open 5.20 A.M. to 11.15 P.M.						Telegraph office	E	T.D.
						Conductors room	E	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

HERKIMER TO MALONE

STATIONS		Office Calls	Miles from Herkimer	SIGNALS		TELEPHONES		
				SINGLE TRACK		LOCATION	Side of Track	Line
				Northward	Southward			
HERKIMER, SS-26 Open day and night	C.S.	KI	—	—	—	Signal Station Herkimer, engine house Booth, section house, Adirondack yard Booth on pole M.P. 3-33 North end station Station	S E E W W W	T.D., G.S. T.D., G.S.
MIDDLEVILLE Open week days 7.55 A.M. to 4.55 P.M.	C.S.	MD	8.74	M.B.	M.B.	Station	E	T.D.
NEWPORT Open week days 8.00 A.M. to 5.00 P.M.	C.S.	NW	13.06	M.B.	M.B.	Station side	E	T.D.
POLAND Open week days 8.00 A.M. to 5.00 P.M.	C.S.	OD	16.52	M.B.	M.B.	Station side	E	T.D.
PROSPECT JCT.			25.60	—	—			
REMSSEN Open day and night	C.S.	RM	27.67	—	—	Station Booth on pole, north end passing siding	W E	T.D. T.D.
FORESTPORT Open week days 9.00 A.M. to 6.00 P.M.	C.S.	FO	35.57	M.B.	M.B.	Station side	W	T.D.
WOODGATE	C.S.		42.50	—	—	North end of station	E	T.D.
OTTER LAKE	C.S.		47.69	—	—	Station side	W	T.D.
McKEEVER Open week days 9.00 A.M. to 6.00 P.M.	C.S.	MC	49.15	M.B.	M.B.	Station side, north end Station	W W	T.D. T.D.
NELSON	C.S.		52.12	—	—	Booth on Pole	E	T.D.
THENDARA Open week days 12.01 A.M. to 6.00 P.M. 10.00 P.M. to 11.59 P.M. Open Sundays 12.01 A.M. to 6.00 A.M. 9.45 A.M. to 1.00 P.M. 10.00 P.M. to 11.59 P.M.	C.S.	FN	57.33 57.93	M.B.	M.B.	Cabin, south end passing siding Station	E E	T.D. T.D.
CARTER	C.S.		64.12	—	—	Station side, south end	E	T.D.
BIG MOOSE Open week days 9.00 A.M. to 5.00 P.M. 9.35 P.M. to 5.35 A.M. Open Sundays 10.00 A.M. to 12.45 P.M. 9.35 P.M. to 5.35 A.M.	C.S.	BM	69.29	M.B.	M.B.	Station Station side	W W	T.D. T.D.
WOODS	C.S.		73.47	—	—	Side section foremans house Section foremans house	E E	T.D. G.S.
BEAVER RIVER	C.S.	BE	77.69	—	—	Station, north side Station	W W	T.D. T.D., G.S.
BRANDRETH Open week days 9.00 A.M. to 6.00 P.M.	C.S.	BD	81.37	M.B.	M.B.	South end station Station Section foremans house	E E E	T.D. T.D., G.S. G.S.
NEHASANE Open week days 9.00 A.M. to 6.00 P.M.	C.S.	WB	87.82	M.B.	M.B.	Station Freight house side	E E	T.D. T.D.
ROBINWOOD	C.S.		90.96	—	—	Booth in shelter	W	G.S.
SABATTIS Open week days 12.01 A.M. to 11.59 P.M. Open Sundays 4.20 A.M. to 7.50 A.M. 8.35 P.M. to 11.35 P.M.	C.S.	SD	94.78	M.B.	M.B.	Station Station side	E E	T.D., G.S. T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

HERKIMER TO MALONE

STATIONS		Office Calls	Miles from Herkimer	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Northward	Southward			
HORSE SHOE Open week days 9.00 A.M. to 6.00 P.M. Open Sundays 10.30 A.M. to 12.30 P.M.	C.S.	HO	99.91	M.B.	M.B.	Station Booth on pole	W E	T.D. T.D.
CHILDWOLD Open week days 9.00 A.M. to 6.00 P.M.	C.S.	CD	106.75	M.B.	M.B.	Station side Station	W W	T.D. T.D.
PIERCEFIELD	C.S.		109.22	—	—	Station side	W	T.D.
TUPPER LAKE Open week days 4.30 A.M. to 12.30 P.M. 4.30 P.M. to 12.30 A.M. Open Sundays 4.30 A.M. to 12.30 P.M. 8.10 P.M. to 11.10 P.M.	C.S.	JC	113.64	—	—	Station Conductors room Office supervisor track Engine foremans office Freight office Booth on pole, north end of yard Section foremans house	E E E E E E W	T.D., G.S. T.D. T.D., G.S. T.D., G.S. T.D., G.S. T.D. G.S.
FLOODWOOD	C.S.		121.84	—	—			
SARANAC INN Open week days 5.10 A.M. to 1.10 P.M. 2.45 P.M. to 10.45 P.M. Open Sundays 5.10 A.M. to 7.10 A.M. 10.45 A.M. to 12.45 P.M. 9.00 P.M. to 11.00 P.M.	C.S.	NA	128.56	M.B.	M.B.	North end station Station	E E	T.D. T.D.
LAKE CLEAR JCT. Open week days 5.30 A.M. to 1.30 P.M. 3.00 P.M. to 11.00 P.M. Open Sundays 5.30 A.M. to 7.30 A.M. 10.30 A.M. to 12.50 P.M. 8.45 P.M. to 10.45 P.M.	C.S.	CN	131.68	—	—	Conductors room Station	W W	T.D. T.D.
GABRIELS Open week days 5.50 A.M. to 2.50 P.M.	C.S.	AU	136.69	M.B.	M.B.	Station Booth on pole	W E	T.D. T.D.
RAINBOW LAKE	C.S.		139.19	—	—	North end station	E	T.D.
ONCHIOTA	C.S.		142.51	—	—	Booth in shelter	E	T.D.
LAKE KUSHAQUA Open week days 6.00 A.M. to 3.00 P.M.	C.S.	QA	144.50	M.B.	M.B.	Station	E	T.D., G.S.
LOON LAKE Open week days 6.15 A.M. to 2.15 P.M. 8.00 P.M. to 10.00 P.M. Open Sundays 6.15 A.M. to 8.15 A.M. 8.00 P.M. to 10.00 P.M.	C.S.	ON	148.76	M.B.	M.B.	Station side Station	E E	T.D. T.D., G.S.
PLUMADORE Open week days 8.15 A.M. to 5.15 P.M.	C.S.	FW	153.38	—	—	Station	E	T.D.
MOUNTAIN VIEW Open week days 12.30 P.M. to 9.30 P.M. Open Sundays 8.00 P.M. to 10.00 P.M.	C.S.	MV	160.19	M.B.	M.B.	Station side Station	E E	T.D. T.D.
OWLS HEAD Open week days 9.30 A.M. to 6.30 P.M.	C.S.	G	162.83	M.B.	M.B.	Station side Station	E E	T.D. T.D.
MALONE Open week days 4.55 A.M. to 8.55 P.M. Open Sundays 5.50 A.M. to 9.50 P.M.	C.S.	MO	173.31	X	X	Passenger station Office supervisor of track Supervisor bridges and buildings Engine house foremans office Freight office Trainmasters office Booth in cabin, north end of yard	W W W E W W E	T.D., G.S. T.D. T.D., G.S. T.D., G.S. T.D., G.S. G.S. T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

MALONE TO ADIRONDACK JCT.

STATIONS		Office Calls	Miles from Malone	SIGNALS		TELEPHONES		
				SINGLE TRACK		Location	Side of Track	Line
				Northward	Southward			
CONSTABLE Open week days 10.45 A.M. to 7.45 P.M.	C.S.	CO	5.29	M.B.	M.B.	Station Station side	W W	T.D. T.D.
ATHELSTAN Open week days 11.30 A.M. to 8.30 P.M.	C.S.	N	14.09	M.B.	M.B.	Station Station side Custom house	E E E	T.D. T.D. T.D.
HUNTINGDON Open week days 5.15 A.M. to 9.15 P.M. Open Sundays 7.25 A.M. to 9.25 A.M. 6.30 P.M. to 8.30 P.M.	C.S.	HU	17.92 17.93 17.95	X M.B.	M.B. X	Station	E	T.D.
ST. STANISLAS	C.S.		24.61			Station side	W	T.D.
VALLEYFIELD Open week days 5.15 A.M. to 9.15 P.M. Open Sundays 7.30 A.M. to 9.30 A.M. 6.30 P.M. to 8.30 P.M.	C.S.	FD	30.19 31.23	M.B. 2047	M.B.	Conductors room Station	W W	T.D. T.D.
CECILE JCT.	C.S.		31.97 32.07 32.18 32.75	INT. — — —	— — INT. 2062	Booth	E	T.D.
ST. TIMOTHEE Open week days 5.20 A.M. to 2.20 P.M.	C.S.	SA	35.34	M.B.	M.B.	Station Station side	W W	T.D. T.D.
HOWARD SMITH PAPER CO. SWITCH	C.S.		43.33			Booth	E	T.D.
BEAUHARNOIS Open week days 5.25 A.M. to 9.25 P.M. Open Sundays 7.30 A.M. to 9.30 A.M. 6.45 P.M. to 8.45 P.M.	C.S.	B	43.49	M.B.	M.B.	Station Station side	W W	T.D. T.D.
WOODLANDS Open week days 5.40 A.M. to 2.40 P.M. Open Sundays 6.50 P.M. to 8.50 P.M.	C.S.	DA	48.86	M.B.	M.B.			
CHATEAUGUAY Open week days 5.35 A.M. to 9.35 P.M. Open Sundays 7.30 A.M. to 9.30 A.M. 6.40 P.M. to 9.00 P.M.	C.S.	UG	50.92	M.B.	M.B.	Station Station side	E E	T.D. T.D.
ADIRONDACK JCT. Open week days 6.00 A.M. to 2.00 P.M. 2.35 P.M. to 10.35 P.M. Open Sundays 7.10 A.M. to 9.30 A.M. 6.25 P.M. to 9.25 P.M.	C.S.	DZ	56.33 56.36 56.46	M.B. INT. —	M.B. — INT.	Station	E	T.D.

ABBREVIATIONS

COMMUNICATING STATION	C.S.
AUTOMATIC	NUMBER
MANUAL BLOCK	M.B.
INTERLOCKING	INT.
R. R. GRADE CROSSING	X
SWITCH	SW.
TRAIN DISPATCHING	T. D.
WATERTOWN PRIVATE EXCHANGE	W. P. E.
MESSAGE CIRCUIT	M.
GENERAL SERVICE	G.S.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

