

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

AND

Grand Central Terminal

ELECTRIC DIVISION

NEW YORK TERMINAL DISTRICT

Time-Table No. 75

FOR EMPLOYEES ONLY

EFFECTIVE

2.00 A. M., Eastern Standard Time

Sunday, April 26, 1953

H. B. TUCKER,
Superintendent
N. Y. Term. Dist.

J. D. CARKHUFF,
Superintendent
G. C. T. & Elect. Div.

COMPANY SURGEONS

B. L. Coley, Chief Surgeon.

140 East 54th St., N. Y. City. PLaza 3-8858.

Bronxville: Henry E. McGarvey, 130 Pondfield Road.
Phones—Office and Res.: BRonxville 2-1047.

Crestwood: H. H. Stevens, 104 Scarsdale Road.
Phones—Office and Res.: SPencer 9-3016.

Crestwood: Richard H. Stevens, 124 Scarsdale Road.
Phones—Office and Res.: SPencer 9-4827.

Croton-on-Hudson: Nathaniel P. Brooks, 71 Grand St.
Phones—Office and Res.: CRoton 1-3267.

Croton-on-Hudson: A. C. Semisa, 87 Maple St.
Phones—Office and Res.: CRoton 1-3583.

Croton-on-Hudson: George Vogel, 87 Grand St.
Phones—Office: CRoton 1-4845.
Res.: CRoton 1-4873.

Mount Vernon: E. A. Rayman, 159 Cottage Ave.
Phones—Office and Res.: MOUNT Vernon 8-7340.

N. Y. City: John M. Forney, 446 West 34th St.
Phones—Office and Res.: LOngacre 3-0413.

N. Y. City: D. H. Gillespie, Office: Room 2634, GCT.
Res.: 25 Prospect Place.
Phones—Office: MURray Hill 9-8000, Ext. 2868.
Res.: MURray Hill 4-4200.

N. Y. City—N. L. Higinbotham, 140 East 54th St.
Phones—Office and Res.: PLaza 3-0290.

N. Y. City: Vansel S. Johnson, 121 E. 60th St.
Phone—TEmpleton 8-3555.

N. Y. City: John J. Kennedy, 33 Riverside Drive.
Phones—Office: SCHuyler 4-1565.
Res.: TRafalgar 4-1433.

N. Y. City: W. P. Macleod, Office: Room 2634, GCT.
Res.: 162 West 54th St.
Phones—Office: MURray Hill 9-8000, Ext. 2868.
Res.: CIrcle 7-5399.

N. Y. City: Truman L. Boyes, Office: 654 Madison Ave.
Res.: 410 East 57th St.

Phones—Office: TEmpleton 8-9011.
Res.: PLaza 5-0057.

N. Y. City: John E. Conboy, Office: 2265 University Ave.
Res.: 2648 Morris Ave.
Phones—Office: FORDham 7-3691.
Res.: RAYmond 9-1573.

MEDICAL DEPARTMENT

N. Y. City: Room 2634, GCT.
Phone—MURray Hill 9-8000, Ext. 2868.

Bronxville: Lawrence, Pondfield Road West.
Phone—BRonxville 2-7300.

Dobbs Ferry: Dobbs Ferry, 128 Ashford Ave.
Phone—DOBbs Ferry 3-4600.

Mount Vernon: Mount Vernon, No. 7th Ave. and Valentine St.
Phone—MOUNT Vernon 8-9700.

N. Y. City: Hospital for Special Surgery, 321 East 42d St.
Phone—MURray Hill 4-3100.
(Call Scully-Walton Ambulance, Phone ENdicott 2-4200.)

N. Y. City: Knickerbocker, 70 Convent Ave.
Phone—AUdubon 3-4900.

N. Y. City: New York Eye and Ear Infirmary, 218 Second Ave.
Phone—GRamercy 7-6040.
(Call Scully-Walton Ambulance, Phone ENdicott 2-4200.)

N. Y. City: St. Clare's, 415 West 51st St.
Phone—JUdson 6-1500.

N. Y. City: R. L. Maier, 121 East 60th St.
Phones—Office: TEmple 8-8890.
Res.: MURray Hill 8-6736.

N. Y. City: Wilbur J. Murphy, Office: 47 East 126th St.
Res.: 12 East 97th St.
Phones—Office: LEHigh 4-1010.
Res.: SACramento 2-4833.

N. Y. City: Darrell G. Voorhees, 135 East 65th St.
Phones—Office and Res.: RHineland 4-7210.
(Ear, Nose and Throat).

Ossining: R. R. Bloom, 7 Ellis Pl.
Phones—Office and Res.: OSSining 2-0315.

Ossining: H. W. Kipp, Office: 48 So. Highland Ave.
Res.: Browning Drive.
Phones—Office: OSSining 2-2244.
Res.: OSSining 2-2703.

Ossining: C. C. Sweet, 13 Maple Place.
Phones—Office and Res.: OSSining 2-0386.

Scarsdale: Harry E. Voss, 5 Oakwood Place.
Phone—SCarsdale 3-0657.

Tarrytown: Martin G. Marmon, 253 South Broadway.
Phone—TARRYtown 4-3933.
(Dermatologist).

Tarrytown: B. L. Sweet Jr., 19 South Broadway.
Phones—Office: TARRYtown 4-2726.
Res.: TARRYtown 4-3183.

Tuckahoe: H. H. Stevens, 104 Scarsdale Road.
Phones—Office and Res.: SPencer 9-3016.

White Plains: J. F. Black, 8 Cromwell Place.
Phones—Office and Res.: WHite Plains 9-0535.

White Plains: J. F. D'Wolfe, Medical Center Building.
Phone—Office: WHite Plains 9-2922.

White Plains: J. W. Ehrlich, Medical Center Building.
Phone—Office: WHite Plains 9-2794.

Yonkers: D. Ramsay, 23 Dudley Pl.
Phones—Office and Res.: YONkers 3-0623.

Yonkers: R. Roberto, 25 Buckingham Road.
Phones—Office and Res.: YONkers 5-0420.

OCULISTS

N. Y. City: Hunter H. Romaine, Office: 111 East 65th St.
Phone—Office: RHineland 4-1726.

Ossining: L. D. Redway, 84 So. Highland Ave.
Phones—Office and Res.: OSSining 2-1033.

White Plains: Albert H. Cochran, Medical Center Bldg.
Phone—Office: WHite Plains 9-2404.

AMBULANCE

(Employee Cases)

Manhattan: Call Scully-Walton Ambulance, Phone ENdicott 2-4200.
Bronx: Call Scully-Walton Ambulance, Phone MELrose 5-4651.

HOSPITALS

N. Y. City: St. Elizabeths, Fort Washington and West 190th St.
Phone—Washington Heights 7-3620.

(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

N. Y. City: St. Francis, 142d St. and Brook Ave.
Phone—CYpress 2-9000.

(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

N. Y. City: St. Vincent's, 11th St. and 7th Ave.
Phone—OREgon 5-0500.

N. Y. City: Union, 260 East 188th St.
Phone—FORDham 7-1700.

(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

Ossining: Ossining, 304 Spring St.
Phone—OSSining 2-2515.

Tarrytown: Tarrytown Hospital Assn., Wood Court Ave.
Phone—TARRYtown 4-2600.

White Plains: White Plains, 41 East Post Road.
Phone—WHite Plains, 9-4500.

Yonkers: St. John's Riverside, Ashburton and Palisade Aves.
Phone—YONkers 3-2450.

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.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute when loaded with livestock 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, revised August 21, 1951, 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 these lights.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members, or responsible engineers 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.

The attention of officers and employees of this Railroad is called to the following order of the Public Service Commission, Second District, State of New York: (As amended by Order dated July 10, 1917).

"ORDERED: 1. That for the purpose of insuring safety to employees engaged in the operation of trains or the movement of freight cars upon the Electric Division of the New York Central Railroad, the said Railroad Company be and it hereby is directed and required to wholly cease and desist from in anywise requiring, permitting or allowing and by proper rules shall forbid any train or other employe to go upon, ride upon, or in any exigency work upon the top or roof of any locomotive, motor, car or caboose, or upon the water tank or above the coal load of any locomotive tender while the said locomotive, tender, motor, car or caboose is in motion, but this restriction shall not apply to switching operations at stations or in yards, except when the same are being performed on main running tracks between an overhead bridge or other obstruction and the teltale protecting the same.

"ORDERED: 2. That said The New York Central Railroad Company shall put in force rules or regulations for the government of its train, yard, and other employes which will make the provisions of this order continuously effective, and that a notice embodying the requirements of this order, duly signed by the proper official or officials of said The New York Central Railroad Company, shall be kept posted in every caboose used in freight service and in every engine house used in freight or passenger service within said electric zone.

"ORDERED: 3. That this order shall take effect March 30, 1909, and remain in force until changed

or superseded by the further order of the Commission."

Any rules or regulations of this Railroad inconsistent with the above order are hereby modified accordingly.

Employees of this Railroad must see that this order of the Public Service Commission is enforced.

East of Bridge 57A. (I. R. T.), East end of High Bridge yard:

East of Morrisania:

Trainmen or other employes are forbidden to go upon, ride upon, or in any exigency work upon the top or roof of any locomotive, motor, car or caboose, or upon water tank or upon the coal load of any locomotive tender, while said locomotive, tender, motor, car or caboose is in motion.

M1. THIRD RAIL.

Employees qualified to operate third rail switches must be familiar with their location and operate same promptly when so instructed.

Persons requiring power shut off third rail for construction or maintenance work must obtain permission from the Superintendent or chief train dispatcher. The chief train dispatcher must give details, including name of person in charge of work, to the power supervisor. The power supervisor will direct the handling of jumpers and switches and must confer with the chief train dispatcher immediately before shutting power off.

When third rail is ready for power, the person in charge must so report to the chief train dispatcher who will notify the power supervisor.

The power supervisor must notify the chief train dispatcher when power has been restored.

When emergency requires that power be shut off third rail, telephone nearest substation, stating what tracks are affected and immediately notify chief train dispatcher. If pipes carrying transmission cables are involved, the power supervisor must be notified promptly.

Power will not be restored until power supervisor has been notified by responsible person that it is safe to do so. Power supervisor must secure permission from chief train dispatcher to restore power.

If engineman requires power shut off, he will stop and sound whistle signals prescribed by Special Instruction 14, and repeat same until power is shut off. Conductor of such train will immediately communicate with nearest substation, power supervisor or chief train dispatcher, requesting power be shut off tracks affected and asking for other necessary relief. All employes hearing these whistle signals must also make immediate request by telephone to have power shut off tracks affected. Maintainers, trackmen and other employes must go to point of trouble promptly and render any assistance possible.

To shut power off between 59th St. and 96th St. Park Ave. tunnel, give cord, suspended from wall next to track involved, a steady pull from each direction. This will operate alarm boxes and shut power off between 59th St. and 110th St. from track next to cord pulled. If power is not shut off, after cord has been pulled from each direction, go to nearest alarm box on track involved and pull cord on other side of alarm box in each direction. If cord is first pulled between end box and box next to end, the second pull should be made between second and third boxes from end of cord.

Alarm boxes for each track are located at:

61st St. 71st St. 81st St. 91st St.

63d St. 73d St. 83d St. 93d St.

66th St. 75th St. 85th St. 95th St.

68th St. 78th St. 88th St. 97th St. (Tr.3 & 4)

When cord is pulled, or when trains are stopped in tunnel because of loss of power, telephone report must be made at once to chief train dispatcher. Train employes, and others who work in the tunnel must familiarize themselves with location of cords and alarm boxes. Cords and appliances belonging to this system must not be tampered with.

When emergency requires that power be shut off between 110th St. and 151st St., Park Ave., third rail switch at NK or DB will be closed and held closed 3 seconds. The closing of one of these switches shuts power off Tracks No. 4, No. 2, No. 1 and No. 3 between 110th St. and 151st St. Employees shutting power off must at once notify power supervisor that third rail switch has been closed, and the same employe must also notify power supervisor promptly when it is proper to have power restored.

When communicating by telephone to have power shut off, use words "power emergency," and when by telegraph, use numerals "21" to obtain circuit. All others using line must give way at once.

When two or more electric trains have been stopped on same track short distances apart, a period of 30 seconds must elapse between starting of each train.

When power is shut off, no movement must be made that would cause dead rail to be energized by a connection from live rail through third rail shoes of locomotives or cars.

Cars that do not clear third rail telltales or rake-off blocks must not be run where there is a third rail.

Telltale:

West 72d St.:

Color light signals between Tracks Nos. 8 and 10 at 72d St. will go out if third rail telltales on float bridges Nos. 2, 3 or 4 are fouled.

When lights are out, float engines pulling float bridges must stop at once and correct trouble before proceeding. Push button in float bridge office must be operated to relight signal after trouble has been corrected.

Bronx Terminal Market:

After floats have been unloaded, crew must observe third rail clearance on cars passing rake-off blocks east of Central bridge.

Hudson Division.

Eastward trains, other than freight, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4. Such trains must stop before reaching third rail at Croton-on-Hudson which begins at a point 350 feet west of station foot bridge, where car inspector will meet train.

Eastward freight trains, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4 to siding at Oscawana, and enter Croton west yard, stopping with head car at west end of the yard in order that car may be repaired or set out without fouling third rail in east end of yard.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Table listing locations and their corresponding clock types: G. C. T., N. Y. Term. Dist., Mott Haven Yard, Tuckahoe, White Plains No. Sta., Harmon, Croton-on-Hudson.

5. STATIONS—ADDITIONAL TO STATION COLUMN.

Sunnyside..... 0.50 mile west of Irvington.

6. LETTERS AND SIGNS.

- Use Track No. 3 westward or Track No. 4 eastward.
+ Use Track No. 4 westward U to MO, except Sunday.
★ Use Track No. 3 eastward MO to U, except Sunday.
† Stop to receive passengers.
‡ Stop to discharge passengers.
□ Stop Sunday.
⊕ Stop Saturday.
¶ Stop to discharge passengers, and receive revenue passengers only.
○ Stop on signal to receive or discharge passengers for and from Chicago.

- Will make regular stop at platform adjacent to Track No. 5, east of dwarf signal No. 12, in addition to stop at White Plains No. Sta.
○ Stop on signal to receive passengers for Troy and beyond.
on signal to receive or discharge passengers for Cleveland and beyond.
κ Stop on signal to receive or discharge passengers for and from Albany and beyond.
Q Stop daily except Sunday and Monday.
υ Stop daily except Saturday and Sunday.
v Stop except Saturday.
w Stop on signal to receive passengers for Detroit and beyond.
x Will make regular stop at platform adjacent to Track No. 5, east of dwarf signal No. 12.
z Stop Saturday and Sunday only.
B Will not carry baggage.
B-2 Will not carry baggage Saturday.
B-3 Will carry baggage Sunday only.
B-4 Will not carry baggage Sunday.
B-5 Will not carry baggage Saturday and Sunday.
O-1 Originate at Stamford, Saturday.
O-2 Originate at New Haven, Saturdays; also May 30, July 4 and Sept. 7, 1953.
O-4 Originate at Port Chester, Saturday; also May 30 and July 4, 1953.
P Will not carry revenue passengers.
P-2 Will not carry passengers to or from White Plains No. Sta.
P-3 Will not carry passengers to or from Crestwood.
R Will not run Sept. 7, 1953.
R-1 Will not run May 30, July 4 and Sept. 7, 1953.
R-2 Will not run May 31, July 5 and Sept. 8, 1953.
R-3 Will not run May 30 and July 4, 1953.
R-4 Will not run May 30 and Sept. 6, 1953.
R-5 Will not run May 31 and Sept. 7, 1953.
R-6 Will not run Sept. 6, 1953.
R-7 Will not run Sept. 8, 1953.
R-8 Will not run May 31, July 5 and Sept. 6, 1953.
R-9 Will not run Sept. 5, 1953.
R-10 Will not run June 5, 1953.
R-11 Run to New Haven only, Sunday.
R-12 Run to New Haven only, Saturday.
R-15 Run to Stamford, Saturday.
R-16 Run to Port Chester only, Saturday.
R-20 First trip June 20; last trip Sept. 8, 1953.
R-21 First trip May 30; last trip Sept. 5, 1953.
R-22 First trip May 29; last trip Sept. 11, 1953.
R-23 First trip May 29; last trip Sept. 4, 1953.
R-24 First trip June 29; last trip Aug. 31, 1953.
R-25 First trip July 6; last trip Aug. 31, 1953.
R-26 First trip May 3, 1953.
R-27 First trip June 16; last trip Sept. 13, 1953. Will not run June 17, 19 and 21, 1953.
R-28 First trip June 27; last trip Sept. 13, 1953.
R-29 First trip June 21; last trip Sept. 13, 1953.
R-30 First trip June 14, 1953.
R-31 First trip May 31; last trip Sept. 12, 1953. Will not run June 7, 1953.
R-32 First trip June 26; last trip Sept. 11, 1953.
R-33 First trip June 26; last trip Sept. 12, 1953.
R-34 First trip June 12; last trip Sept. 12, 1953. Will not run June 13, 16, 18, 20 and Sept. 7, 1953.
R-35 First trip June 12; last trip Sept. 25, 1953.
R-36 First trip June 19; last trip Sept. 11, 1953.
R-37 First trip July 3; last trip Sept. 4, 1953.
R-38 First trip June 26; last trip Sept. 4, 1953.
R-40 Last trip Sept. 20, 1953.
R-41 Last trip Sept. 25, 1953.
R-51 Will also run Sept. 7, 1953.
R-52 Will also run Sept. 8, 1953.

- R-53 Will also run May 30 and July 4, 1953.
R-70 Will not run Saturdays, July 4 to Sept. 5, 1953, incl.
R-71 Will not run Sundays, July 5 to Sept. 6, 1953, incl.
R-72 Will not run Saturdays, May 30 to Sept. 5, 1953, incl.
R-73 Will not run Fridays, May 29 to Sept. 4, 1953, incl.
T Use Track No. 1 at PF.
T-2 Use Track No. 1 at U and MO, Sunday.
T-3 Use Track No. 1 at CD and HM.
T-4 Use Track No. 2 at OW.
T-5 Use Track No. 5 at CR.
T-6 Use Track No. 4 at MO, Sunday.
T-7 Use Track No. 1 at U, Sunday.
T-8 Use Track No. 1 at MO, Saturday.
T-9 Use Track No. 1 at CD.
T-10 Use Track No. 2 at MO, Saturday.
T-11 Use Track No. 6 Fleetwood to Mt. Vernon.
T-12 Use Track No. 2 at VO, Saturday.
T-13 Use Track No. 3 at U and MO, Saturday.
T-14 Use Track No. 3 at U and MO, Sunday.
T-15 Use Track No. 1 at U, Saturday.
T-17 Use Track No. 5 between Sub. 9 and W.P.N.S., Sunday.
T-18 Use Track No. 4 at MO, Saturday.
T-19 Leave from Track No. 6 at Crestwood.
T-25 Leave from Track No. 11, Saturday.
T-26 " " " 13, "
T-32 " " " 19, "
T-33 " " " 20, "
T-34 " " " 21, "
T-38 " " " 26, "
T-43 " " " 32, "
T-50 " " " 11, Sunday.
T-51 " " " 13, "
T-57 " " " 19, "
T-60 " " " 23, "
T-61 " " " 24, Saturday.
T-75 " " " 11, Saturday and Sunday.
T-78 " " " 18, " " "
T-79 " " " 23, " " "
T-83 " " " 29, " " "
T-101 " " " 101, Saturday.
T-102 " " " 102, "
T-103 " " " 103, "
T-106 " " " 106, "
T-107 " " " 107, "
T-108 " " " 108, "
T-109 " " " 109, "
T-110 " " " 110, "
T-111 " " " 111, "
T-112 " " " 112, "
T-114 " " " 114, "
T-116 " " " 116, "
T-117 " " " 117, "
T-121 Leave from Track No. 101, Sunday.
T-122 " " " 102, "
T-123 " " " 103, "
T-125 " " " 105, "
T-126 " " " 106, "
T-127 " " " 107, "
T-129 " " " 109, "
T-130 " " " 110, "
T-131 " " " 111, "
T-132 " " " 112, "
T-133 " " " 113, "
T-134 " " " 114, "
T-135 " " " 115, "
T-136 " " " 116, "
T-152 " " " 102, Saturday and Sunday.
T-153 " " " 103, " " "
T-155 " " " 105, " " "
T-156 " " " 106, " " "

12. HAND, FLAG AND LAMP SIGNALS.

G. C. T.:

Locomotives of eastward storage trains on Tracks D, E, G and H will be cut off and run around train between U and A when signal "R" is illuminated at following locations:

Table listing track signals: Track D—On protection pier at Signal 466. Track E— " " " " " 469. Track G— " " " " " 505. Track H— " " " " " 456.

Signaling device at east end of Tracks Nos. 11 to 37 inclusive, must be operated as follows: When concourse doors are closed at leaving time of train, gateman will push key switch illuminating a green bulb at 45th St. When train has started, gateman must extinguish the green light.

If bulb fails train may proceed on verbal instructions from gateman to train crew.

West 29th St., Parcel Post Station:

St. Johns Park Station:

Position of doors will be governed by lights located above same, which indicate:

- Red—Stop, door closed.
Yellow—Proceed at restricted speed, door open.

West 33d St., Freight Station:

Position of lift bridge will be governed by lights located above same, which indicate:

- Red—Stop, bridge lowered.
Yellow—Proceed at restricted speed, bridge raised.

West 68th St.:

Switching movements from float docks on Tracks Nos. 8 and 10 will be governed by color light signals at West 72d St., which indicate:

- Yellow—Proceed at restricted speed.
Light out—Stop.

13. EMERGENCY SIGNALS.

Whistles (or horns) are located at Signal Stations A, B, C, No. 1, MO and HM.

14. ENGINE WHISTLE SIGNALS.

Table with columns Sound and Indication. Lists various whistle patterns (e.g., o—oo, —oo—, o—o, oo—, ooo—, ooooo—, o—o—o, oo oo, —oooo) and their corresponding meanings such as 'Must be sounded to notify signalman that train or engine is stopped', 'Shut power off Track No. 1-8', and 'Shut power off N. Y., N. H. & H. tracks'.

Rule 14 (m) does not apply, except for the guidance of mail clerks on trains which collect U.S. mail from cranes. Rule 14 modified accordingly.

East of Melrose and Exterior St.:

Rules 14 (r) to 14 (y), inclusive, indicate: Flagman may return from east or west. Rule 14 modified accordingly.

19. MARKERS.

When placing markers in brackets, turn handles toward center of car to avoid fouling at close clearance points. Lights in fixed receptacles will be used as markers on cars so equipped.

East of West 72nd St.:

A red flag by day and a red light by night will be displayed to indicate the rear of the train.

East of FH:

Storage trains and light storage engines will display one red light on rear, to indicate rear of train, at all times.

East of 125th St., Park Ave.:

Night signals will be displayed on rear of trains as markers, at all times.

Trains eastward and westward, will display markers on Lexington Ave. side from location other than in corner post socket, account clearance, except storage trains, light storage engines, trains having electric markers.

Trains enroute G. C. T. may display markers as above indicated from last station where stop is made.

Trains leaving G. C. T. may display markers as above indicated to the first station where stop is made. Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra N. Y. C. trains on two or more tracks.

26. PROTECTION OF CARS.

Engineman must not prepare MU equipment for service as provided in Special Instruction, Air Brakes, if cars are protected by blue light, without permission from workman by whom light was displayed.

28. FLAG STOP SIGNAL.

Yonkers:

Yonkers Station flag stop signal for westward trains, is located on Vark Street overhead bridge 2300 feet east of Yonkers Station.

Signal displays two (2) horizontal blue lights.

The flashing of lights indicates that westward trains scheduled to make flag stop at Yonkers will stop for passengers.

The use of green and white signal at Yonkers is discontinued for westward trains.

Rule 28 modified accordingly.

30. ENGINE BELL.

Engine bell will not be rung between 123rd and 127th Sts., Park Ave., except in case of emergency. Rule 30 modified accordingly.

32. UNNECESSARY NOISE.

Mount Vernon

All noises that menace the health of the community are prohibited at any time in the operation of locomotives, the blowing of steam whistles, the moving or shunting of trains except in connection with the through traffic of the railroads, within the City of Mount Vernon, between the hours of 11.00 P.M. and 6.00 A.M.

East of 59th St., Park Ave.:

Between St. Johns Park and West 72d St.:

Between West of West 96th St. and DV:

Enginemen will not sound whistle except in emergency or ring bell except in emergency or when about to move.

93. YARD LIMITS.

East of West 153d St.

Passenger trains must be given full protection at all times.

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. DRAWBRIDGES.

Location	Signals.
Park Ave.....Harlem River.....	Interlocking.
Spuyten Duyvil.....Harlem River.....	Interlocking.

99 PROTECTION OF TRAINS.

Between G. C. T. and Woodlawn: Fuses will not be used. Rule 99 modified accordingly.

103. PUBLIC CROSSING AT GRADE. Crossings Protected by Automatic Flashing Light Signals, Short-Arm Gates or Bells.

GENERAL

When switching, or when trains or cars are left standing so as to cause unnecessary operation of the crossing protection, a member of the crew must be stationed at the crossing and facilitate the safe movement of highway traffic over the crossing.

When movement over crossing on main track has been completed and a reverse movement is then made, crossing must be protected by a member of crew. Rule 103a modified accordingly.

When train or engine movement is made over crossing on a side track not provided with track circuit to cause operation of crossing protection, it must be protected by member of train crew.

LOCAL

Manual control is provided at the following crossing to facilitate the safe movement of highway traffic over the crossing.

Push buttons and instructions for their use are in locked control box at the crossing.

Location	Tracks Nos.
*White Plains No. Station, Virginia Road....	1, 2

*Crossing protection will operate when switches are lined to or from main tracks.

On two or more main tracks, movement of trains against the current of traffic must not exceed slow speed over the following crossings:

Location	Crossing
Ossining.....	Sparta Road

103c. SWITCHING PASSENGER EQUIPMENT.

Cars being placed on a station track by an engine must be brought to a stop not less than 10 feet from bumping block, or from cars standing on that track. If necessary, after stopping, to place cars closer to bumping block or other cars, hand or lamp signals must be used in directing the movement. The crew must have a complete understanding of the distance cars are to be moved. Conductors must be on station platform in close view of end of train, and if stop signal is not given in time to stop train as directed, conductor must give stop signal at once. Back-up hose must be in use when conditions prevent a continuous view of hand signals.

Cars must not enter or run on station tracks under their own momentum, unless conductor knows that air pressure is sufficient to make stop with use of platform air device or back-up hose, which must be operated by brakeman on leading platform of leading car.

104. SWITCHES.

Electrically Locked Switches: Switches electrically locked by signal station must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch.

Switches electrically locked by time lock on hand throw switch machine must be operated as follows: To unlock, remove padlock and wait 3 minutes. When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will timelock the switch.

Location	Route	Control
Morris Heights.....	Track No. 4 to Track No. 8A...	Time lock
University Heights....	Track No. 4 to Track No. 8....	Time lock
Mount St. Vincent....	Track No. 4 to Track No. 6....	Time lock
	Track No. 4 end must be operated first.	
Mount St. Vincent....	Track No. 3 to Track No. 7....	Time lock
Tarrytown.....	Track No. 4 to Track No. 6....	From OW
	Tarrytown	
Chevrolet Yard....	Track No. 4 to Track No. 6....	From OW
Mount Vernon.....	Track No. 10 to Track No. 6....	From VO
Fleetwood.....	Track No. 1 to Track No. 5....	Time lock
Bronxville.....	Crossover Track No. 1 to Track No. 2.....	Time lock
	Track No. 2 end must be operated first.	
Tuckahoe.....	Track No. 2 to Track No. 6....	Time lock
	Track No. 1 to Track No. 5....	Time lock

105. SIDINGS AND YARD TRACKS.

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

	Westward	Eastward	Westward and Eastward
Mount Vernon, Track No. 7 and west end of Track No. 5.....	72	...	...
Substation No. 9 to dwarf signal No. 11 at NW, Track No. 5....	182	...	...
DV to a point 1065 feet east of Riverdale, Track No. 5.....	150	...	...
GD to DV, Track No. 6, dwarf signal No. 12, GD, to DV.....	...	545	...
HS to Greystone, Track No. 6....	...	121	...
OW, Track No. 6A, east of crossover.....	...	75	...
PF to Ossining Track No. 6.....	...	112	...
PF to CR, Track No. 5A.....	...	85	...
CR to PF, Track No. 6A.....	...	90	...
CR to HM, Track No. 5.....	61	...	...
HM to CD, Track No. 5.....	81	...	...
CD to HM, Track No. 6.....	...	53	...

G. C. T.:

Westward engines or MU cars must not start to move from stub end tracks without telephone permission from signal station director, except when interlocking signal for their movement is observed giving proceed indication, or when following a preceding movement in view on same track.

107. STATION STOPS.

Enginemen must know location of numerals placed on, or adjacent to station platforms indicating where head end of train, with number of cars corresponding to numeral, may stop to insure having rear car opposite platform.

G. C. T.:

Train crews and Pullman Co. employes must not permit passengers to entrain or detrain except on level station platform at Grand Central Terminal.

Crews of inbound trains will stand on station platform opposite open car doors until all passengers have left cars other than sleeping cars.

Crews of outbound trains will stand on station platform opposite open car doors after concourse doors have been opened, with brakeman at foot of ramp when necessary. Members of train crew must not congregate on platform.

Trains arriving on Upper Level Tracks Nos. 38 to 42, inclusive must when signal indications permit, stop to clear track circuits at west end of tracks and so far as practicable in a position for passengers to detrain on high platform and baggage, mail and express to be unloaded on low platform.

If necessary to move train to permit unloading of baggage, mail or express on low platform, conductor will give signal to move ahead after all passengers have detrained.

If necessary to stop passenger carrying cars beyond east end of high platform, passengers will be permitted to detrain on low platform from trains on Tracks Nos. 38, 39 and 42, but not from trains on Tracks Nos. 40 and 41.

Train and Pullman employes must keep vestibule doors closed opposite ramp between high and low platforms; must not permit passengers to detrain to low platform until trap door is raised, and must protect all open vestibules until all passengers have detrained and been directed to proper exit, after which trap doors must be closed.

Track capacities with rear end of train clearing circuits:

Track	High Platform Cars	High and Low Platform Cars
38	13	14
39	12	13
40	12	14
41	11	14
42	11	14

Clearance indicators are in service on Upper Level Tracks Nos. 38 to 42, inclusive.

Two indicators are located on each track and are lighted when train enters and extinguished when train clears track circuit at west end of track. Each indicator will display, in white, track number over the letter "C."

Location of indicators are as follows:

Track No.	First Indicator	Second Indicator
38	At signal 1155.....	On wall at signal 1158
39	At signal 1154.....	On wall at signal 1158

40	On wall 154 ft. west of signal 1153.....	At signal 1153
41	On column 102 ft. west of signal 1152.....	At signal 1152
42	On wall 107 ft. west of signal 1151.....	At signal 1151

These indicators do not supersede signal indications.

25th St.:

Westward trains, having baggage car on head end, will make stop with baggage car west of elevator.

Yonkers:

Tracks No. 1 and No. 3. Local trains stop with rear car just west of baggage elevator. When on Track No. 3, handle passengers on island platform.

Track No. 2. Stop with rear end of first occupied car just west of baggage elevator.

Track No. 4. Stop with rear end of first occupied car just west of east end of canopy.

Glenwood:

Track No. 3. Stop with center car between stairways.

Harmon:

Track No. 1. Eastward trains stop with rear car opposite west end of shelter house.

Croton-on-Hudson:

Tracks No. 3 and No. 5. Stop with all occupied cars at platform with first car near stairway.

Mount Vernon:

Eastward trains making station stop on Track No. 2 will stop before passing transmission pole No. 144, located 200 feet east of east end of platform.

109. BULLETIN BOARDS AND BOOKS.

	Brakemens room.
	Conductors room.
G. C. T.....	Yard bldg., enginemens room.
	Yard bldg., yardmasters office.
	West 33d St. yardmasters office.
	West 34th St. yardmasters office.
	West 60th St. milk yard.
N. Y. Term. Dist....	West 72d St. engine dispatcher's office.
	West 72d St. general yardmasters office.
	West 148th St. switchmans cabin.
Mott Haven Yard....	Trainmens room.
Westchester Ave....	Yard office.
Mount Vernon.....	VO.
Tuckahoe.....	Trainmens room.
White Plains No. Sta.	Engine dispatchers office.
	Yardmasters office.
FH.....	Yard office.
Yonkers.....	Yard office.
Glenwood.....	Passenger station.
	Enginemens rooms.
Harmon.....	Inspection shed.
	Yardmasters office.
Croton-on-Hudson...	Rest room.

DESIGNATION AND USE OF MAIN TRACKS.

D-151.

Two Tracks:

Between: VO and west end of division. FH and DV. West 96th St. and DV.

Tracks are numbered from the south and will be used as follows: No. 2, Eastward. No. 1, Westward.

Three Tracks:

Between 149th St., Park Ave., and Grand Concourse.

Tracks are numbered from the south and will be used as follows:

No. 8, Eastward—Passenger.

No. 6, Eastward—Passenger.

No. 5, Westward—Passenger.

Four Tracks:

Between: U and 140th St., Park Ave.

149th St., Park Ave. and VO.

Tracks are numbered from the south and will be used as follows:

No. 4, Eastward—Passenger.

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 3, Westward—Passenger.

Between Grand Concourse and Exterior St. Tracks are numbered from the south and will be used as follows:

- No. 8, Eastward—Passenger. No. 6, Eastward—Passenger. No. 5, Westward—Passenger. No. 7, Westward—Passenger.

Between: Exterior St. and FH. DV and west end of division.

Tracks are numbered from the south and will be used as follows:

- No. 4, Eastward—Passenger. No. 2, Eastward—Passenger. No. 1, Westward—Passenger. No. 3, Westward—Passenger.

Seven Tracks:

Between 140th St. and 149th St., Park Ave.

Tracks are numbered from the south and will be used as follows:

- No. 8, Eastward—Passenger. No. 6, Eastward—Passenger. No. 5, Westward—Passenger. (Yard lead tracks intervene) No. 4, Eastward—Passenger. No. 2, Eastward—Passenger. No. 1, Westward—Passenger. No. 3, Westward—Passenger.

D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

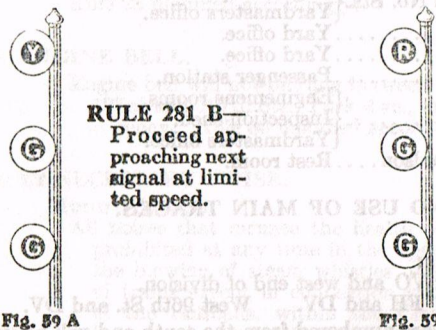
Between: U and White Plains No. Sta. MO and Croton-on-Hudson. St. Clair Place and DV.

D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Table with 2 columns: Between, Tracks. Rows include U and MO, MO and SK, FH and DV with corresponding track numbers.

Trains will not change direction of movement between signal stations without protection by flagman, except by written permission from Superintendent.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



RULE 281 B—Proceed approaching next signal at limited speed.

RULE 281 C—Proceed; limited speed within interlocking limits.

291. Lights are vertical on automatic signals between 59th St. and 96th St., Park Ave. and on automatic signals 891 and 893, at Fordham. Rule 291 will govern.

293. SWITCH TARGETS.

Lights on main track switches are not in use. Rule 293 modified accordingly.

SIDING AND YARD SWITCH TARGETS.

Between West 35th St. and West 41st St.: Movement over double slip switches is governed by indications as shown below:

Table mapping light indications (Two white, Two yellow, One white, One yellow) to lined routes (Straight route, Ladder, Diverging route).

Rule 293 modified accordingly.

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Two or More Tracks:

Between: 59th St., Park Ave. and White Plains No. Sta. MO and Croton-on-Hudson. St. Clair Place and DV.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

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.

In automatic block signal territory the normal position of interlocking signals for main track movement will be proceed, except at:

Table mapping signal abbreviations (MO, JO, VO, NW, FH, DV, PF, CR, HM, CD) to their respective locations.

Rule 611 modified accordingly.

Spyuten Duyvil Rock Cut:

If track is not in condition for movement of trains at normal speed, knife switches in boxes, located every 100 feet, must be operated, or wire on either side of track broken promptly to cause signals at FH and DV to indicate "Stop."

Fort Washington Cut:

If track is not in condition for movement of trains at normal speed, the wire on Track No. 2 side must be broken promptly to cause automatic signals to indicate "Stop: then proceed at restricted speed."

513. ENTERING A MAIN TRACK OR CROSSING FROM ONE MAIN TRACK TO ANOTHER.

Between St. Clair Place and Spuyten Duyvil: The permission provided for need not be obtained. Rule 513 modified accordingly.

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.

605. INTERLOCKING LIMITS.

Interlocking limits extend as follows:

Table mapping locations (Between SS CR and SS HM, SS HM and SS CD) to tracks (1, 2, 3 and 4).

Movements against the current of traffic may be made on signal indication.

605. INTERLOCKING RULES.

OW Westward movements on Track No. 2 must not be made between Signal Station OW and interlocking signal at Philipse Manor without written permission from train dispatcher.

CD Westward movements on Track No. 4 must not be made west of dwarf signal No. 24 without written permission from Electric Division train dispatcher.

REMOTE CONTROL SWITCHES AND SIGNALS.

Table mapping locations (East of Philipse Manor Station) to signal stations (OW, INT) and tracks (No. 4 to No. 2). Includes note: Interlocking rules govern. Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked. Movement must be made at restricted speed.

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.

When approaching signal where engine or cars are to be attached to head end, engineman must stop at location that will permit head end of train to be in the rear of signal after coupling.

667. INTERLOCKING RULES.

Sand must not be used over movable parts of an interlocking plant. Rule 667 modified accordingly.

668. DETENTION AT SIGNAL STATION.

When conditions prevent a train from promptly accepting a signal indication to proceed, conductor or engineman must at once notify director or signalman.

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 and must be placed on rear of train ahead of cabooses.

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

Multiple Unit equipment must not be handled in through freight trains.

705. LEAVING CARS ON SIDE TRACKS.

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.

G. C. T.:

When engines are detached from trains arriving on Tracks Nos. 38 to 42, inclusive, conductor must see that hand brakes are set on easterly car and blocks used when necessary. Crews must use care when coupling and remove blocks before cars are moved.

Westchester Ave.:

When switching beef Tracks No. 30 and No. 32 air brakes must be used on all cars.

Yonkers.

Movement of cars on Track No. 9 must be made with locomotive attached.

Irvington:

Movement of cars on Track No. 6 must be made with locomotive attached.

708. CAR DOORS, CURTAINS AND GATES.

Where distance between station stops will not permit closing trap and side vestibule doors on platform side, trainmen must observe necessary precaution to insure safety.

Vestibule doors must not be open unless trap doors are raised except when making station stop at high platform.

G. C. T.:

When a train is placed for loading or unloading of passengers with car vestibule door opposite curve in station platform, thus creating a wide opening between platform and trap door, train crew must place loading plank over opening or keep vestibule door closed.

When available Station Force will assist in handling loading planks which, when not in use, must be stored in receptacles, where provided for the purpose on platforms, or safely placed upright against the column.

Crews of trains arriving at G. C. T., Lower Level, after knowing all passengers have detrained, will be governed as follows:

N. Y. C. TRAINS—Close side vestibule doors of all cars. N. Y., N. H. & H. TRAINS—Close side vestibule doors of all cars, except head door of head car and rear door of rear car.

Ossining:

Cars of trains making station stop on Track No. 3 which stop under or east of station building will have vestibule and trap doors open on platform side only.

MU Equipment:

All doors on head and rear end must be kept closed while train is running and curtain kept down on aisle door on head end.

Enginemen of eastward trains may look aisle door on head end after leaving 125th St.

Brakemen must see that panel doors on cars are properly latched.

Panel board door on No. 2 end, right side, must be locked at all times, except when switches are being operated. Key for brake handle box will open this panel board door.

709. TRAIN ANNOUNCEMENTS.

G. C. T.:

Immediately before a N.Y.C. or a N.Y., N.H. & H. train is due to leave, announcement must be made in each car of the destination and the principal station stops.

On other than suburban trains, include that the train is about to depart.

On inbound trains, station announcement must not be made until train is about to stop at platform.

125th St.:

Outbound trains must be announced from station platform as "New York Central train" or "New York, New Haven and Hartford train" and in a manner to indicate destination and principal stops.

The Bronx (138th St.):

Outbound trains must be announced from station platform in a manner to indicate destination and principal stops.

Scarborough:

After announcing name of station, add: "This station for Briarcliff Manor."

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK 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.

Trains containing more than 5 cars 60 feet or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 feet or over in length are limited to 40 cars.

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 washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes 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 Postal Transportation 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 maintains 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, AR 702.

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

1 to 44 sacks—3'	221 to 264 sacks—18'
45 to 88 sacks—6'	265 to 308 sacks—21'
89 to 132 sacks—9'	309 to 352 sacks—24'
133 to 176 sacks—12'	353 to 396 sacks—27'
177 to 220 sacks—15'	397 to 440 sacks—30'

1 1/2 outside parcels equals one sack, except that one box of baby chicks equals one sack and should be reported in the proper columns of train baggage-man's report AR 702.

Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U. S. Mail on trains must take particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR 702.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis.

In addition to all station receipts and deliveries reported on Forms AR 702 all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this Form.

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 Travel 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.

879. TRAINS STARTING.

G. C. T.:

When inspectors give notice that their work is finished, it must be given verbally to the rear brakeman.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment revised February 1, 1947, govern.

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

Approach-	Direc-	Open rear end	Engineman shut
ing	tion	train pipe valve	off steam at
G. C. T.	Eastward...	After passing High Bridge or 183d St. platform.	Bronx Term. Market or Morrisania
Harmon.....	Westward...	After passing Ossining.	P F
Harmon.....	Eastward...	At C D.	Loop Bridge.
White Plains No. Sta. ...	Westward...	After passing White Plains.	Signal 2291.
W. 152d St. ...	Eastward...	After passing Spuyten Duyvil Draw-Bridge.	Fort Washington Cut.
West 79th St. to W.33d St.	Eastward...	After passing Fort Washington Cut.	Yard limits, east of West 153d St.

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

G. C. T.:

Steam must be blown through steam line on locomotive as near leaving time as possible.

Between Harmon and G. C. T.:

Steam heat to provide hot water will be furnished as follows:

- Eastward—Morning sleeping car trains, Nos. 2 and 50.
- Westward—Nos. 51 and 25.

Harmon:

Boilers on electric locomotives must not be started or turbine valves opened while standing at platform.

Conductor will instruct train crew as to switches to be cut in on MU cars to provide proper temperature.

All cooling and heater switches on MU cars must be opened on arrival at terminal, except in extreme weather when switches should not be opened in cars to be used outbound soon after arrival. On trains enroute to G.C.T. this may be done after passing 125th St.

Prompt report must be made on Form RS-79 when heating or cooling apparatus on MU cars is not working properly.

Crews reporting for duty must not turn on lights until 30 minutes before leaving time.

When leaving cars, trainmen will see that electric light switches are open except as otherwise arranged.

Proper illumination must be furnished as conditions warrant.

Conductors must make daily check with crews to know that lights are not in use other than authorized.

Employs requiring lights on to perform work must open electric light switches when work is completed.

East of Botanical Garden and Marble Hill:

Cars occupied by passengers must be fully lighted at all times.

G. C. T.:

Electric light switches must be opened on N. Y. C. MU cars by electric inspector and on N. Y., N. H. & H. MU cars by engineman after cars have been placed on storage track.

Terminals Other Than G. C. T.:

Light switches must not be opened until train is on storage track, but promptly thereafter. On arrival on storage track, engineman of MU trains will see that light switches in operating cab are open.

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 enroute to provide maximum comfort to passengers according to existing weather conditions.

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

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

DIESEL EQUIPMENT.

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotaire Valve and Controlled Emergency Cocks set as follows:

- Rotair valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair valve trailing "A" unit set in "Pass Lap" position.

N. Y. C. Electric and Diesel Locomotives:

Air brakes must be operative on all engines, when two or more engines or heat trailers, are handled coupled.

When making running test of brakes, controller handle must be in series position.

N. Y. C. MU Equipment:

When preparing a train for service, engineman must pass through train from front to rear, close all compressor switches and close all cut-out cocks under brake valves except under brake valve at rear of train, which must be open. Place brake valve handle in running position on brake valve on rear end of train. When brake system is charged to at least 70 pounds pressure, brakes must be applied with a service brake pipe reduction from brake valve on rear car and left applied; close cut-out cock under brake valve, remove handle from brake valve, return to front end of train, and use power forward to determine that brakes are applied and electric control line continuous and then release brakes.

Enginemen must know by test that emergency air brake attachment is operative on master controller to be used and headlights working properly.

Compressor switches must be open when cars are stored and closed at all other times.

When MU cars are hauled by a steam or electric locomotive, the brake pipe pressure should be 90 pounds.

When making running test of brakes, controller handle must be moved to off position and then to series, and held in this position until running test is complete.

G. C. T.:

Enginemen of trains other than MU must, after making station stop, increase brake pipe reduction to 20 pounds and leave brakes applied on train. When leaving locomotive, independent brake valve must be placed in application position.

Enginemen of eastward MU trains must leave brakes applied. If inspectors release brakes they must know that brakes are applied before they leave the cars.

Mott Haven Yard:

Conductors of storage trains backing around wye must use back-up hose equipped with whistle.

Storage trains which regularly back around wye must have hose attached before leaving G. C. T. Head brakemen of other storage trains must take hose from locomotive to rear end of train as soon as it is known train will go around wye.

Harmon and White Plains No. Sta.:

When making test of air brakes after power has been changed, rear brakeman will not give signal to release air brakes until signal has been received from car inspector.

MU Equipment.

G. C. T.:

When making switching movement, before cars are moved and after brake system is fully recharged enginemen must make a 15 pound brake pipe reduction and use power forward to determine that brakes are applied and that cars do not move.

N. Y., N. H. & H.

When stopping on grades for reverse movement, pneumatic brakes must be used.

PERSONS RIDING ON ENGINES OR HEAD END OF MU TRAINS.

Enginemen must not permit more than 4 persons in forward cab of electric locomotive, or 4 persons in front vestibule of MU train, including crew.

AUTOMATIC TRAIN STOP.

Enginemen and firemen operating over automatic train stop territory, must be qualified on Rules for the Operation of Automatic Train Stop.

Test inductors are located at:

- Harmon. Westchester Ave.
- White Plains No. Sta. West 72d St.

ELECTRIC AND DIESEL EQUIPMENT.

Electrically propelled trains must not be operated through water when it is above the top of the running rail.

Diesel electric locomotives may be operated through water not exceeding in depth three inches above top of rail, but under those circumstances should proceed at slow speed and with caution.

When third rail shoes are broken off, shoe fuses over broken shoes must be removed.

When overhead shoes are broken off, train or locomotive must come to a stop immediately and broken parts must be removed from track and train.

If emergency button of master controller on MU car is inoperative and car cannot be cut out, an employe must be assigned to ride with engineman.

The cut-out cock in air pipe leading to overhead shoe on electric locomotives must be closed when not in use.

Harmon.

Enginemen on electric locomotives will be governed as below shown to avoid causing application of automatic train stop to steam or diesel locomotive trains moving between Harmon and Croton-on-Hudson.

- Avoid shutting off controller abruptly.
- Have controller shut off before going on gap.
- Avoid operation which may cause circuit breaker on equipment to open.

N. Y. C. Locomotives:

When taking locomotive for service, engineman must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position; and compressors, blowers and headlights working properly. On Diesel locomotives, know that all valves in engine cooling system are in proper position.

After brakes have been tested, release hand brakes and see that blocks have been removed.

In case the automatic features fail to control the starting of air compressor on class T locomotives, same may be started by closing compressor contactor No. 103 with flat stick or similar non-conducting object; the contactor must be firmly held in closed position until desired main reservoir pressure is obtained, then must be released and permitted to drop quickly to open position.

When leaving locomotive, enginemen must:

- Lock reverse wrench in proper receptacle.
- Open main, control and light switches.
- Shut down Diesel engine.
- Shut down compressors unless otherwise instructed.
- See that hand brakes are set and wheels blocked.
- Close windows, and in winter, close movable ventilators.
- In warm weather, open all heater switches.
- In moderate and cold weather leave heater switches closed as shown below when locomotive is left with shoes in contact with third rail:

WEATHER CONDITIONS

Class	Moderate		Cold
	Both	All	
DEs-2	Both	Both	
DEs-3	One, each end	All	
Q	None	Right-hand switch	
R-2	None	"Battery charge," each end	
S-1, S-2	None	Left-hand switch (No. 1)	
S-3	One	One	
T-1, T-2	One (No. 1 end)	Both	
T-3	(No. 1) in No. 1 end	(No. 1) in No. 1 end and switch in No. 2 end	

Know that heater switches left closed are carrying current. Leave all other heater switches open.

Drain engine cooling system if Diesel locomotive is to be left in cold weather where facilities for preventing freezing are not provided, except when third rail shoes are in contact with third rail and heaters working.

Shut down blowers when instructions do not require them to be left running.

DEs Locomotives:

Stick provided on locomotive must be used when changing position of third rail shoes.

Employe who places shoes in folded position must first remove handle from "BS" switch and keep it in his possession until work of folding shoes has been completed, after which handle must be returned to switch.

Employes, other than engine crew, must not enter or pass through interior of Diesel locomotives, except in emergency.

Safety chain hooks when not in use must be placed back of the towboard of switching step and under the drawbar carrier.

When coupling Diesel locomotives to cars or locomotives, care must be used to see that coupler is properly adjusted due to locomotive being equipped with double swivel coupler.

Third rail shoes on Diesel engines must be placed in folded position at the following points:

- Between West 27th St. and West 36th St. Lead to Terminal Warehouse, Track No. 55, on Twelfth Ave. from a point north of West 30th St. to between West 28th and 27th Sts. John T. Stanley Co., siding, Track No. 47, West 30th St.
- Dock I, West 70th St. ... When operating beyond a point 100 feet from east end of Dock I.
- High Bridge, Bronx. After leaving third rail on Term. Market Track No. 6, approaching Bronx Terminal Market.
- Mount St. Vincent. Before entering Westchester County Sewage Disposal Plant. Track No. 7.
- Ludlow. Before entering Track No. 20, serving U. S. Industrial Chemicals, Inc. Before entering Track No. 22, serving U. S. Shipbuilding Corp. Before entering Track No. 26, serving George H. Hippel.
- Hastings-on-Hudson. Before entering Anaconda Wire and Cable Co., Track No. 32.
- Tarrytown. Chevrolet yard—All tracks.
- Harmon. Tracks Nos. 100, 154, 156 and 98, west of Van Cortlandt Road overhead bridge No. 94

Tuckahoe, Conlin Co....Track No. 7.

Tonnage and Car Limit:

Table with columns: Class, Freight Trains, Tons. Row: R-2, 3500 (Limit 125 Cars), 3000*

*When temperature is below 15 degrees F.

TONS

Table with columns: Class, Elec. Div. & N. Y. Term. Dist., Harlem Div., Putnam Div. Rows: DEs-3, 2000, 1200*, 800*

Operation of Controller:

Table with columns: Classes, S-1, S-2, S-3, T-1, T-2, T-3

Amperage used must not exceed, except for short periods when necessary..... 1000 1500

Amperage used must not exceed, in parallel position, except for short periods when necessary..... 800 1000

Field Shunting Handle

Table with columns: Classes, Q, R-2. Rows: Must not be used when tonnage of cars exceeds (per locomotive)..... 1750, Must not be advanced to FS-3 position when tonnage of cars exceeds (per locomotive)..... 1500, Must not be advanced from FS-1 to FS-2 or from FS-2 to FS-3 position when current exceeds..... 500 amps., Must not be advanced to FS-3 position without pausing in FS-2 position. Must be returned from FS-3 to FS-2 or from FS-2 to FS-1 position when current continuously exceeds... 500 amps. 600 amps.

Blowers:

Radiator blowers on Diesel locomotives must be so operated as to keep engine cooling water between 140 degrees F. and 180 degrees F., as shown by thermometers.

Traction motor blowers must be run continuously as follows:

Table with columns: Class, Speed. Rows: R-2, DEs-3, Q, T. Descriptions of current limits and service conditions.

G. C. T.:

Traction motor blowers must not be run while locomotive is standing at block.

Blowers must be kept running on locomotives on trains arriving on Tracks Nos. 38 to 42 inclusive, when train is to be taken out without change of power.

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rain storms in winter, and open at other times.

Paper is not permitted on locomotives except a small quantity to use in starting boiler if necessary.

Communicating Signals Between Heater Trailer and Locomotive:

The signals prescribed are illustrated by "o" for short sounds, "—" for longer sounds.

Table with columns: Sound, Indication. Rows: oo, ooooo, o-o, -

N. Y. C. MU Equipment:

When preparing train for service, engineman must close master control switch on operating end of forward car and main switch on each car.

When leaving cars, engineman must remove controller key and close cut-out cock under brake valve; open main and compressor switches on all cars; open master control and vestibule heater switches and close doors and windows in operating cab. Lock brake valve handle in box.

Brakemen must close all other doors, windows and ventilators to avoid damage by weather conditions.

Engineman must not lock controller handle while train is in motion.

Jumpers when not in use, must be stored in westerly car, in baggage compartment or under westerly seat.

The use of paper in vestibule is prohibited. Motor generator switch, marked "M. G. Switch" must be left closed.

G. C. T.:

Communicating whistle must be in service when MU cars are being switched.

EMERGENCY OPERATION AND EQUIPMENT.

If necessary to operate a MU train from other than head car, conductor and engineman will confer, and be held jointly responsible for safe movement of train, at speed permitting full control.

MU equipment, Diesel locomotives, electric locomotives or rail motor cars must be operated with engineman located on end in direction of movement when conditions permit.

Between West 33rd Street and West 79th Street, when necessary to make backup movement with Diesel locomotives 5000 or 5001, with engineman operating from end opposite to direction of movement, fireman must be located on rear of engine to relay signals to the engineman operating the engine and sound warning signals to persons on or near track. Fireman must be in position to operate conductor's valve located in rear of engine and light backup light when necessary.

When necessary to make back-up movement with Diesel or electric locomotives, with engineman operating from end opposite to direction of movement, fireman must be located to observe conditions ahead and pass hand signals to engineman.

When necessary to make back-up movement with MU train, with engineman operating from end opposite to direction of movement, conductor will be located on leading platform of train with member of train crew at conductor's valve in that car.

In event of irregularity or accident occurring to a train in Park Ave. tunnel which endangers safety of passengers or train, notice must be given promptly to the engineman who will proceed, if safe to do so, to nearest station or first opening to street, if necessary to discharge passengers. Exits to street are located at 59th, 72d and 86th Sts. and on the viaduct at 110th St.

In the event of irregularity or accident, temporary block stations may be opened at:

Table with columns: Tremont, High Bridge, Ardsley-on-Hudson, Williams Bridge, Riverdale, Philipse Manor, Scarborough

When the third rail contact shoes are under third rail, all parts being in normal operating condition and contact lost, power may be restored to the locomotive by use of the third rail contact stick.

Caution must be exercised to prevent injury or damage from the possible resulting arc.

Portable emergency jumpers will be used only in moving electric equipment when off third rail and in supplying power for pumping air, and must not be used to move trains when any contact shoes are in contact with third rail, except when authorized by power supervisor or train dispatcher. When jumper is to be used, notice must be given to enginemen who must operate so as to safeguard men handling jumper and must shut off power immediately when requested.

Third rail portable jumper must be used in the following manner:

Controller of car or engine must be in off position. Jumper must be held manually first to the contact shoe, and then manually in contact with live third rail. Engineman or motorman must be notified when jumper is applied. Jumper must not be removed until controller is in off position.

When removing jumper:

- First - Remove the jumper at third rail end.
Second - Remove the jumper at contact shoe end.
Third - End of jumper must not come in contact with running rail or ground rail until after both ends are clear of third rail and contact shoe.

Jumper must be removed before engine or car reaches live rail.

The movement must be made in a manner which will properly protect the safety of the employes holding the jumpers.

LEAVING ENGINES.

When leaving electric locomotives, wheels must be blocked and hand brakes applied.

DENSE SMOKE.

East of 97th St., Park Ave.:

Boilers on electric locomotives must not be operated.

ENGINE AND CAR RESTRICTIONS.

Cars that do not clear third rail telltales must not be run where there is a third rail.

Cars weighing 210,000 lbs. or more must not be operated on trestles.

PRR troop sleeping cars series 8200 to 8239, inc., and PRR troop kitchen cars series K-500 to K-503, inc., must not be moved on main tracks without permission from Superintendent.

Rail motor cars in damaged condition, making them unfit to be operated at speeds specified in Special Instruction covering Speed Restrictions, must be hauled separately. Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

A combination of three or more electric, Diesel or steam locomotives coupled except Classes DPA, DPB, DFA and DFB, must not be moved on main tracks except: west of PF, four electric, Diesel, steam locomotive or Class H heat trailers coupled, may be operated.

If more than two electric locomotives are coupled power must not be used on more than two.

When engines or cars are cut out because of damage or defect, they must not be moved over main track except upon authority from Superintendent.

When electric locomotives assist freight trains hauled by steam engines, the electric locomotives must be placed at least 5 cars from steam engines.

G. C. T.:

Upper Level:

N. Y., N. H. & H. locomotives, series 300 to 328, inclusive, must not be operated from loop Track No. 01 to Tracks Nos. 38, 39 and 40.

N. Y., N. H. & H. locomotives, series 300 to 328, inclusive, and series 350 to 365, inclusive, must not be operated from Track No. 2 to Track No. 3 or from Track No. 3 to Track No. 2 over switch 1166 at 43d St. or on crossover 1167-1168 between Track No. 3 and Track No. 4 at 44th St.

N. Y., N. H. & H. multiple unit and trailer cars must not be operated east of baggage elevator shafts on Tracks Nos. 38, 39, 40, 41 and 42, nor on Tracks Nos. 1, 2 or 3 east of point opposite bumping block on Track No. 4.

Lower Level:

Equipment, except N. Y. C. multiple unit cars series 4000 to 4402, incl. must not be operated over following routes:

Table with columns: Track No., Between Signals. Rows: 101, 103, 115, 116, 117, 201, 102

N. Y., N. H. & H. multiple unit cars and trailers must not be operated east of baggage elevator shafts on Tracks Nos. 119, 120, 122, 123 and 125, or on Track No. 200 east of 44th St.

Mott Haven Yard:

Movements of equipment must not be made at the same time over the following routes:

From Track No. 44, Yard J, under 153d St. bridge and over crossover from Yard B lead to Yard J lead. On Track No. 129 and south end of west lead, terminating in Track No. 130, Yard F, within 50 feet of 153d St. bridge.

Track No. 104 and lead to Yard W.

Two turnout movements over double slip in west lead at entrance to Track No. 94, Yard W, and the opposite turnout in the east lead at the north end of Track No. 70, Yard M.

Two turnout movements over double slip in east lead at entrance to Track No. 71, Yard M, and the opposite turnout in south end of Track No. 95, Yard W.

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Rail detector Car X-8015 is equipped with Automatic Train Stop Device.

ELECTRIC AND STEAM CRANES.

Cranes except G. C. T. No. 1, X21 to X34, inc., must not be moved on main tracks without permission from Superintendent.

Cranes X13 and X14 must not be operated in third rail territory.

Cranes X21, X23 and X105 must not operate or perform work on main track or sidings without locomotive being attached to provide air brakes.

G. C. T.:

Cranes G. C. T. No. 1, X21 and X23, must not lift to exceed 25 tons on tracks supported by steel structure unless Division Engineer or his representative has given permission.

Between 59th St. and 97th St., Park Ave.:

Cranes except G. C. T. No. 1, X21 and X23, must not be operated.

Between 110th St. and 140th St., Park Ave.:

Cranes G. C. T. No. 1, X21 and X34, inc., may be moved at a speed of 15 miles per hour under own power or may be hauled by steam or electric locomotive when 2 cars of moderate weight not heavily loaded are placed between locomotive and crane.

Cranes must not lift loads on structures except in accord with blueprint instructions issued by the Division Engineer.

ENGINE RESTRICTIONS:

Location Class (Classes H, J, and K include B. & A.)

East of 97th St., Park Ave. Diesels.
Between Park Ave. Draw-bridge and 110th St., if adjacent track is occupied by equipment heavier than MU. Diesels double-headed with all classes.

Between Park Ave. Draw-bridge and 110th St., if train operated on adjacent track in same direction is double-headed. N. Y., N. H. & H. series 300 to 366, inclusive, double-headed.

Park Ave. Drawbridge..... Diesels.

If next track is occupied. Park Ave. Drawbridge..... N. Y., N. H. & H. series 300 to 366, inclusive, double-headed.

If adjacent track normally operated in the same direction is occupied by equipment heavier than MU.

East of west end of west span, Park Ave. Drawbridge.... K.

East of 140th St., Park Ave.. H, K-3, K-14, U, J and not more than two locomotives of any type coupled.

Between Mount Vernon and White Plains No. Sta. L, H-6A, H-5H, H-5T, K-3, U-1.

Mott Haven Yard..... F, H, J, K.

Switch connecting Track No. 145 and North wye.

Westchester Ave..... R-2.

Tracks Nos. 34, 36.

Port Morris..... All except Q, Diesels.
Tracks Nos. 38, 40, 42.

Port Morris..... R-2.
Tracks Nos. 28, 32, 37.

Port Morris..... All except Diesels.
Tracks Nos. 76, 77, 78.

Port Morris..... All except:
Interchange Track No. 81. N. Y. C. electric, Diesel engines and MU cars; N. Y. N. H. & H. electric AC-DC engines and MU cars.

Port Morris..... All except Q, S.
Power house trestle.

Fordham..... All except Diesels, Q.
Track No. 16.

Botanical Garden..... All except Diesels, Q.
Track No. 6A.

Woodlawn. Bertani coal... All.
trestle, westerly 75 feet.

Wakefield, James Stewart & All.
Co., Inc., westerly 300 ft.
Track No. 5B.

Bridge H48, 4,000 feet east J, K-11.
of Bronxville, if other track
is occupied by equipment
heavier than MU.

Tuckahoe. Conlin Co..... All except Diesels, B-10.
Track No. 7.

Bridge H55, 1,300 feet west J, K-11.
of Scarsdale, if other track
is occupied by equipment
heavier than MU.

White Plains.
Tracks Nos. 17, 27A..... All except Q, Diesels.
Track No. 29..... All except Diesels.

White Plains No. Sta..... F, H, J.
Tracks Nos. 19, 53, 35 Yard C.

Between 140th St., Park Ave. L.
and DV.

High Bridge. Bronx Terminal Market, Track No. 6A,
between Track No. 6 and
east end of Track No. 8.

High Bridge. Bronx Terminal Market, Track No. 10

High Bridge. Bronx Terminal Market, Track No. 12,
between switch connecting
with Track No. 8 and
switch connecting with
Track No. 10.

Morris Heights. Central. All on westerly 200 ft. from
Structural Steel Co. Track
No. 14.

Morris Heights. Con. Ship. Steam engines.
Bldg. Co. Track No. 8A. Engines must not be oper-
ated on easterly 186 ft. of
track.

Spuytten Duyvil Drawbridge. J-3, L.
If other track is occupied.

Spuytten Duyvil Drawbridge. U-1, U-3, H-6A with booster.

Ludlow. Track No. 8..... All except Q, Diesels.

Ludlow. Tracks Nos. 20, 22, All except Diesels.
26.

Yonkers. Refined Syrups and All except Q, Diesels.
Sugars. Track No. 16 and
300 feet westerly end Track
No. 8A.

Yonkers. Otis Elevator.... F, H, J, K, L, R-2.
Co. Track No. 13.

Hastings. Anaconda Wire All except Diesels.
and Cable Co., Tracks
Nos. 32, 34.

Hastings. Anaconda Wire F, H, J, K, L.
and Cable Co. Track
No. 16.

Tarrytown. Track No. 8... L.

Tarrytown. Chevrolet Motor L, J.
Co. All tracks, except
Track No. 6.

300 ft. east end Trk. No 28. All except B.

Ossining. Socony Vacuum Oil F, H, L, R-2.
Co. Track No. 30.

East of PF..... S-1a, S-1b, S-2a.

Harmon. Coal trestle..... All except Diesels, B-10.
Tracks Nos. 100, 154, 156 Q, R-2, S, T, MU cars.
and Track No. 98 west
of Van Cortlandt Road
overhead bridge No. 94.

Between West 27th St. and DEs-3 (Engine 889 is per-
mitted to operate but
West 28th St., beyond curb
on east side of 12th Ave.
Tracks Nos. 241 and 243,
into the Terminal Ware-
house.

Between West 27th St. and DEs-1c.
West 28th St., beyond a
point 30 feet west of east-
erly end of Tracks Nos.
241 and 243, in the Termi-
nal Warehouse building.

East of West 36th St., on... Diesel engines except classes
viaduct. DEs-1 and DEs-3 and
DRSp engines 8210, 8211,
8212, 8213, 8221, 8222,
8259, 8260.

East of West 36th St., on via- Diesel engines series 8311 to
duct. 8342, incl. except engines
8329 and 8331.

East of West 60th St..... L, J.
72nd St. curve at..... S, T.
East end Track No. 14,
basin yard.

Lead to Dock I..... S, T.

72d St., Roundhouse..... S, T, R-2.
platform track.

CAR RESTRICTIONS:

Location	Type
G. C. T., Lower Level.....	AT&SF baggage cars, 1710 to 1853, inc., 1890 to 1899, inc., 1920 to 1959, inc., 1990 to 1999, inc.
Between 56th St. and 97th St., Park Ave., unless vents are lowered to 13 ft. 10 in. from top of rail at 7 ft. 6 in. wide and smoke jacks are lowered to 13 ft. 6 in. from top of rail at 8 ft. wide.	C. R. I. & P. Ry. baggage cars, series 4106 to 4140, inc.
East of 97th St., Park Ave. Tracks Nos. 1 and 2.....	C&O business car "Chessie 29"
East of 97th St., Park Ave....	NYC slide door milk cars, series 5700 to 5799, inc. 6431 to 6470, inc.
	Sou. Pac. dining cars 10016, 10017, 10026, 10027, 10038, 10092, 10093, 10095, 10098 and 10100.
	Sou. Pac. baggage cars 6018, 6025, 6027, 6029, 6030, 6031, 6032, 6034, 6037, 6042, 6043, 6047, 6048, 6052, 6054, 6179, 6185, 6192, 6203, 6204, 6205, 6206, 6207, 6215, 6219, 6228, 6229, 6230, 6232, 6234, 6235, 6236, 6414, 6416, 6420, 6427 and 6431.
	Sou. Pac. baggage cars series 6454 to 6458 and 6497 to 6501, inc.
	PRR baggage cars series 5800 to 5899, 6004, 6026, 9200 to 9399, 9401 and 9402. These cars have a gold star on the side.
	AT&SF baggage cars, 257 to 319, inc., 340 to 352, inc., 383 to 399, inc., 1585 to 1709, inc., 1900 to 1919, inc.
	CN express refrigerators series 10315 to 10363, inc.
	GN baggage cars series 330 to 349, inc.
East of 140th St., Park Ave..	210,000 lbs. or heavier. BREX refrigerators, series 300 to 329, inc. NRC refrigerators, series 700 to 799, inc. NYC automobile cars, series 60,000 to 60,999, inc. NYC box cars, series 62,000 to 62,599, inc., 64,000 to

64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

East of MO..... PRR sleeping car series 8200 to 8239, inc., PRR kitchen car series K-500 to K-503, inc.

Mott Haven Yard..... BREX refrigerators, series 300 to 329, inc.

Wye tracks, when adjacent track is occupied.

Mott Haven Yard..... New light weight mail-bag-
gage cars having grab
irons located near center
of car.

Wye tracks between yard "F" lead and 153d St. bridge, when adjacent wye track is occupied by new light weight equip-
ment or Pullman cars.

Westchester Ave..... Well, transformer, self-clear-
ing hopper.
Track No. 36. Higher than 13 feet, 6 inches at eaves.

Tracks Nos. 34, 36. Cars 65 ft. and over in length.

Port Morris..... Cars 65 ft. and over in length coupled together.

Port Morris..... Well, transformer, self-clearing hopper.

Tracks Nos. 32, 38, 40, 42. Palace Poultry, series PPKX 5003 to 5609, inc.

Tracks Nos. 38, 40, 42. Cars 65 ft. and over in length.

Tracks Nos. 12, 20, 22, 24, 25, 26, 28, 30, 32, 38, 40, 42, 73, 89.

Tracks Nos. 40, 42..... NYC box cars series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc. FOBX refrigerators.

Melrose..... Cars 65 ft. and over in length.

Tracks Nos. 10, 15.

Melrose..... Higher than 13 ft. 9 in.

Melrose. Track No. 15.

Melrose Prospect Floor.... Cars 55 ft. and over in length.

Supply Co., Track No. 12.

Fordham..... Cars 60 ft. and over in length.

Track No. 16.

Botanical Garden..... Cars 60 ft. and over in length.

Track No. 6A.

Botanical Garden..... Cars 65 ft. and over in length.

Track No. 12

White Plains No. Sta..... Cars must be brought to a stop before being placed on Track No. 37. Over-
head clearance of the
moveable overhead bridges
over this track inside the
building is 10 ft. 9 in. on
the low bridge, and 17 ft.
4 in. on the high bridge.

Inside building, Track No. 37.

East of White Plains No. Sta. B. & M. diners named Maine,
New Hampshire, Vermont
and Massachusetts.
C&O Business Car No. 28,
must have mirrors closed,
and must have car steps
maintained in a closed
position.

Sou. Pac. horse cars series 7229 to 7248, inc.

Gas lighted cars, or cars equipped with gas tanks for other use, unless all gas is drained from the tanks, and the system tested by opening and lighting one of the gas fixtures to make sure that no gas under pressure is contained therein. Cars with gas drained out should have a suitable tag to so indicate placed on the outlet from tank.

GN flat cars, series 65,000 to 65,499, inc., 67,000 to 67,549, inc.

GN baggage cars series 310 to 349, inc.

PRR flat cars, 435,491 and 435,492.

CN baggage cars series 8981 to 9080 and 9085 to 9172, inc.

CN flat cars, series 661,000 to 661,999, inc.

CP depressed center cars 309,910 and 309,911 must not be hauled except as a special movement. They must not be operated where there is a third rail.

CB&Q 1310, 1395, 1443.

C&NW 8797.

East of White Plains No. Sta. GN 413.
UP 2059.

East of White Plains No. Sta. C. R. I. & P. Ry. baggage cars 4000 to 4051, inc., 4077, 4080 to 4099, inc., 4106 to 4140, inc.

Unless authorized by Superintendent.

C. R. I. & P. Ry. mail cars 5004 to 5027, inc.

Between MO and BN..... NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

Track No. 3.

Between MO & FH..... C.R.I.&P.Ry. baggage cars, series 4106 to 4140, inc.

Track No. 3.

Sou. Pac. baggage cars 6018, 6025, 6027, 6029, 6030, 6031, 6032, 6034, 6037, 6042, 6043, 6047, 6048, 6052, 6054, 6179, 6185, 6192, 6203, 6204, 6205, 6206, 6207, 6215, 6219, 6228, 6229, 6230, 6232, 6234, 6235, 6236, 6414, 6416, 6420, 6427 and 6431.

Sou. Pac. baggage cars series 6454 to 6458 and 6497 to 6501, inc.

GN baggage cars series 330 to 349, inc.

Morris Heights..... Cars must not be placed beyond sign reading, "Cars Must Not Be Placed Beyond This Point."

Track No. 8A.

Between FH and DV..... C. R. I. & P. Ry. baggage cars, series 4106 to 4140, inc.

Ludlow. Track No. 8..... All except tank cars.

Ludlow. Tracks Nos. 20, 22, 26. Cars 65 ft. or over in length coupled together.

Yonkers. Sugar Refinery... Higher than 15 feet, 4 inches.

Tracks Nos. 8A, 16. Cars 65 ft. and over in length.

Yonkers. Otis Elevator.... Higher than 15 feet, 4 inches.

Co. Track No. 13. Cars 65 ft. and over in length.

Hastings. Anaconda Wire and Cable Co. Track No. 32. Cars 65 ft. and over in length.

Irvington, Track No. 8..... Higher than 13 feet, 6 inches.

East of Harmon..... B. & M. diners named Maine, New Hampshire, Vermont and Massachusetts.
C&O Business Car No. 28,
must have mirrors closed,
and must have car steps
maintained in a closed
position.
Gas lighted cars, or cars equipped with gas tanks for other use, unless all gas is drained from the tanks, and the system tested by opening and lighting one of the gas fixtures to make sure that no gas under pressure is contained therein. Cars with gas drained out should have a suitable tag to so indicate

placed on the outlet from tank.

Croton-on-Hudson..... Sou. Pac. horse cars series East yard. 7229 to 7248, inc.

East of Croton-on-Hudson... Sou. Pac. horse cars, series 7229 to 7248, inc. CN baggage cars series 8981 to 9080 and 9085 to 9172, inc. GN flat cars, series 65,000 to 65,499, inc., 67,000 to 67,549, inc. PRR flat cars, 435,491 and 435,492. CN flat cars, series 661,000 to 661,999, inc. CP depressed center cars 309,910, and 309,911 must not be hauled except as a special movement. They must not be operated where there is a third rail. CB&Q 1310, 1395, 1443. C&NW 8797. GN 413. UP 2059.

East of Croton-on-Hudson... Unless authorized by Superintendent. C. R. I. & P. Ry., baggage cars 4000 to 4051, inc., 4077, 4080 to 4099, inc., 4106 to 4140, inc. C. R. I. & P. Ry. mail cars 5004 to 5027, inc.

Between West 15th St. and West 16th St., National Biscuit Co., Track No. 30. NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

West 16th St., on viaduct... Merchants Refrigerating Co., Track No. 24. NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc. Cars exceeding 50 ft. in length.

Between Terminal Warehouse, 12th Ave., West 27th to 28th Sts and West 30th St., Track No. 55. Cars exceeding 52 ft. in length.

Between West 30th St. and West 31st St., west of 11th Ave., Tracks Nos. 49, 51, 53, 55, 57, 59, 61, 63 and Lead Track No. 47 from switch point at West 31st St. to point connecting with Track No. 157. Cars 60 ft. or over in length.

Between West 30th St. and West 32d St., east of 11th Ave., Tracks Nos. 3, 5, 7, 9, 11, 13 and 15. Cars exceeding 52 ft. in length.

Between West 31st St. and West 32d St., west of 11th Ave., Tracks Nos. 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 139. Cars exceeding 70 ft. in length.

Between West 32d St. and West 33d St., Tracks Nos. 149, 155. Cars exceeding 52 ft. in length.

Between West 32d St. and West 33d St., Tracks Nos. 151, 153. Cars 79 ft. and over in length.

West 33d St. Railway Express building, Track No. 45. C. M. St. P. & P. refrigerator cars, series 4 to 41 and 350 to 379, inc.

West 33d St. Railway Express building, Tracks Nos. 43, 45. Cars exceeding 52 ft. in length.

Between West 33d St. and West 35th St., Tracks Nos. 101 to 123, inc. Cars exceeding 60 ft. in length.

Between West 34th St. and West 36th St., Tracks Nos. 125 to 137, inc. New light weight Pullman, NYC dining or mail-baggage cars.

Between West 35th St. and West 37th St., Tracks Nos. 12, 14, 16, 18, 20, 22, 218, 228, 230, 232, 234, 236, 238, 240, 242, 244. NYC box cars, series 62,000 to 62,599, inc., 64,000 to

Wilhams Building, Track No. 244. 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

West 41st St..... A. T. & S. F. horse cars, series 1990 to 1999, inc. New light weight Pullman, NYC dining or mail-baggage cars.

Wye Tracks Nos. 214, 222, leading to N. Y. Stock Yards. Freight cars 65 ft. and over in length.

East of West 60th St..... NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc. New light weight Pullman, NYC dining or mail-baggage cars.

West 60th St. station..... Dock E, Track No. 111. New light weight Pullman, NYC dining or mail-baggage cars.

Between West 60th St. and West 62d St., Mellish Warehouse platforms, Tracks Nos. 192, 193, 194, 195. New light weight Pullman, NYC dining or mail-baggage cars.

Between West 60th St. and West 64th St. Track No. 241 (Duffy 1A). All equipment.

West 63d St. On Tracks Nos. 208, 209, when new light weight Pullman, NYC dining or mail-baggage cars are moved on either of these tracks.

Between West 63d St. and West 69th St., Pier B, D, E, F, G, bulkheads, Tracks Nos. 46, 47, 80, 111, 141A. New light weight Pullman, NYC dining or mail-baggage cars.

West 65th St. Chrysler Sales Corp. Tracks Nos. 254, 255. New light weight Pullman, NYC dining or mail-baggage cars.

Between West 68th St. and West 70th St. float bridges Nos. 3, 4. Tracks Nos. 41A, 41B, 43, 44. New light weight Pullman, NYC dining or mail-baggage cars.

West 70th St..... Track No. 31 leading to Pier I. Well, transformer.

West 72d St..... Crossover Track No. 10 Track No. 12.

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 a fatal accident occurs on right-of-way, within the City of New York, the body must be left on right-of-way near point where injuries were received and in charge of employe until police officer arrives.

When a fatal accident occurs beyond New York City limits, 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 must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, rail motor car must proceed at restricted speed 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, revised February 1, 1947, 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.

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

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, also whether heating was detected by odor or smoke of Hot Box Alarm.

Cooling Compound:

An approved hot journal cooling compound, and Form N.Y.C.S. 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 N.Y.C.S. RS-74, at time compound is applied.

PASSENGER TRAINMEN.

A member of train crew must be located in rear car of all passenger trains, except when flagging or handling passengers at stations.

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.. 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 passageway and so placed as to avoid inconvenience to persons using vestibule.
DeLuxe Obs coach.....	Pullman.. Pullman..	On door catch of aisle door at rear of train.	Rear of coach.
Diner.....	Coach....		
Pullman without observation end....	.....	On door catch of aisle door at rear of train.	Rear vestibule, so placed so 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.

Toilet doors must be kept locked between: G. C. T. and Mott Haven Jet.

East of 97th St., Park Ave.: Forward brakemen of MU trains must place white lantern ready for use in vestibule with engineman.

G. C. T.: Brakemen of eastward trains must see that stepping boxes are locked in toilet.

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 where snow is being thrown.

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

SPECIAL USE OF TRACKS.

Yonkers: Eastward trains and engines, before using Track No. 6 between Babcock Place, Yonkers and DV, must obtain permission from signalman at GD. Permission must be obtained by signalman from train dispatcher.

Harmon: Regular movement for traffic over loop track is from engine house to HM. Movements in opposite direction must not be made except under flag protection.

Croton-on-Hudson: Westward movements from Croton West Yard on Hudson Division siding No. 2, must not be made without written permission from Electric Division train dispatcher.

White Plains: Trains and engines, before using Track No. 5 between substation No. 9 and NW, must obtain permission from signalman at NW. Permission to use this track must be obtained by signalman from train dispatcher.

SPEED RESTRICTIONS.

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

GENERAL

(Unless otherwise restricted)

Table listing speed restrictions for various train types and conditions, including Diesel trains with freight equipped cars, Diesel road locomotives, Diesel switch engines, Electric or Steam Engines, and Freight trains.

LOCAL

(Unless otherwise restricted)

Table listing local speed restrictions for specific locations such as East of 44th St., Signal Stations, East of 57th St., and various bridge and curve locations.

Table listing speed restrictions for specific locations including Bridge S7A, High Bridge, BN, FH, DV, Spuyten Duyvil Drawbridge, Ludlow, and Harmon.

Table listing speed restrictions for locations between West 37th St. and St. Johns Park, and between St. Clair Place and West 137th St.

Table listing speed restrictions for locations east of 59th St. and between 59th St. and 97th St., Park Ave.

Table listing speed restrictions for locations between 97th St. and 110th St., Park Ave.

Table listing speed restrictions for locations between 110th St. and 140th St., Park Ave.

WATER STATIONS.

Mott Haven, north wye Spuyten Duyvil, Track No. 5.

ENGINE CREWS.

Wind shield wings must be folded in at Morrisania on Track No. 3

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:

Electric Division.

Table with columns for Location, Description, and Track Nos., listing overhead clearances for various locations from East of 97th St. to 0.22 mile east of Melrose.

Location	Description	Track Nos.
0.07 mile east of Melrose	161st St. highway and signal bridge	4, 2, 1, 3.
Melrose station	162d St. highway and station bridge	4, 2, 1, 3.
0.08 mile west of Melrose	Signal bridge	4, 2, 1, 3.
0.24 mile west of Melrose	165th St. highway bridge	4, 2, 1, 3.
0.21 mile east of Morrisania	166th St. foot bridge	4, 2, 1, 3.
0.11 mile east of Morrisania	167th St. highway bridge	4, 2, 1, 3.
Morrisania station	168th St. highway and station bridge	4, 2, 1, 3.
0.13 mile west of Morrisania	169th St. highway bridge	4, 2, 1, 3.
0.29 mile west of Morrisania	Signal bridge	4, 2, 1, 3.
0.31 mile west of Morrisania	170th St. highway bridge	4, 2, 1, 3.
0.22 mile east of Claremont Park	St. Pauls Place foot bridge	4, 2, 1, 3.
0.21 mile east of Claremont Park	Signal bridge	4, 2, 1, 3.
0.10 mile east of Claremont Park	171st St. foot bridge	4, 2, 1, 3.
Claremont Park station	Claremont Park highway and station bridge	4, 2, 1, 3, 12.
0.20 mile west of Claremont Park	Signal bridge	4, 2, 1, 3.
0.23 mile west of Claremont Park	173d St. highway bridge	4, 2, 1, 3.
0.25 mile west of Claremont Park	Signal bridge	4, 2, 1, 3.
0.28 mile east of Tremont	174th St. foot bridge	4, 2, 1, 3.
0.18 mile east of Tremont	175th St. highway bridge	4, 2, 1, 3.
0.09 mile east of Tremont	176th St. foot bridge	4, 2, 1, 3.
Tremont station	177th St. highway and station bridge	4, 2, 1, 3.
0.09 mile west of Tremont	178th St. foot and signal bridge	4, 2, 1, 3.
0.19 mile west of Tremont	179th St. foot bridge	4, 2, 1, 3.
0.29 mile east of 183d St.	180th St. highway bridge	4, 2, 1, 3.
183d St. station	183d St. highway and station bridge	4, 2, 1, 3.
0.20 mile west of 183d St.	187th St. highway bridge	4, 2, 1, 3.
0.17 mile east of Fordham	188th St. highway bridge	4, 2, 1, 3.
0.06 mile east of Fordham	Tunnel and Fordham station	4, 2, 1, 3.
0.12 mile west of Fordham	Foot and signal bridge	4, 2, 1, 3.
0.09 mile east of Botanical Garden	200th St. highway bridge	4, 2, 1, 3.
Botanical Garden	Atlas Supply Co. building	6A.
0.11 mile west of Botanical Garden	Mosholu Parkway highway bridge	4, 2, 1, 3.
0.28 mile west of Botanical Garden	Signal bridge	4, 2, 1, 3.
0.36 mile west of Botanical Garden	Woodlawn Road highway bridge	4, 2, 1, 3.
0.02 mile west of Williams Bridge	Gunhill Road highway bridge	4, 2, 1, 3, 18.
0.27 mile west of Williams Bridge	Signal bridge	4, 2, 1, 3.
0.56 mile east of Woodlawn	Signal bridge	4, 2, 1, 3.
0.20 mile east of Woodlawn	Signal bridge	4, 2, 1, 3.
0.01 mile east of Woodlawn	233d St. highway and station bridge	4, 2, 1, 3.
0.02 mile west of Woodlawn	Overhead highway bridge	4, 2, 1, 3.
0.36 mile east of Wakefield	N. Y., N. H. & H. R. R. bridge	2, 1, 3.
0.01 mile east of Wakefield	241st St. Viaduct highway bridge	4.
0.20 mile west of Mount Vernon	Adlee Coal Co. coal shed	9A.
0.01 mile west of Fleetwood	Broad St. highway bridge	2, 1.
0.31 mile west of Fleetwood	Station foot bridge	2, 1.
0.43 mile east of Bronxville	Bronx River bridge	2, 1.
Tuckahoe station	Midland Ave. highway bridge	2, 1.
0.03 mile west of Tuckahoe	Station foot bridge	2, 1.
0.72 mile east of Scarsdale	Main St. highway bridge	2, 1.
0.06 mile east of Scarsdale	Harney Road highway bridge	2, 1.
0.02 mile west of Scarsdale	Popham Road highway bridge	2, 1.
0.15 mile west of Scarsdale	Station foot bridge	2, 1.
0.38 mile west of Scarsdale	Bronx Parkway highway bridge	2, 1.
0.06 mile east of Hartsdale	Bronx River bridge	2, 1.
0.02 mile west of Hartsdale	Fenimore Road highway bridge	2, 1.
0.06 mile east of White Plains	Station foot bridge	2, 1.
0.13 mile west of White Plains	Judal Realty Corp.	47.
0.12 mile west of White Plains No. Sta.	Armmel Realty Corp. building	17.
0.18 mile west of White Plains No. Sta.	Pfister Coal and Lumber Co., Inc. building	37.
0.22 mile west of White Plains No. Sta.	Electric Shops building	28, 30, 32.
	Round house building	All tracks.
0.49 mile west of 138th St.	Y. M. C. A. foot bridge	8, 6, 5.
0.54 mile west of 138th St.	Signal bridge	8, 6, 5.
0.57 mile west of 138th St.	Grand Concourse highway bridge	8, 6, 5, north wye, south wye.
0.59 mile west of 138th St.	Signal bridge	8, 6, 5, north wye.
0.66 mile west of 138th St.	Walton Ave. highway bridge	8, 6, 5, north wye 7.
0.71 mile west of 138th St.	Signal bridge	8, 6, 5, 7.
0.73 mile west of 138th St.	Gerard Ave. highway bridge	8, 6, 5, 7.
0.74 mile west of 138th St.	Signal bridge	8, 6, 5, 7.
0.80 mile west of 138th St.	River Ave. highway bridge	8, 6, 5, 7.
0.89 mile west of 138th St.	Signal bridge	8, 6, 5, 7.
1.06 miles west of 138th St.	Exterior St. highway bridge	8, 6, 5, 7, 6, 8, 14.
Bronx Terminal Market Yard:		
1.05 miles east of High Bridge	Cromwell Ave. highway bridge	6A.
	Bronx Terminal Market building	8, 12.
0.97 mile east of High Bridge	Central highway bridge	4, 2, 1, 3, 6, 28, 36, 46, 42.
0.35 mile east of High Bridge	Bridge S7A (I. R. T.)	4, 2, 1, 3, 6.
High Bridge station	Station and street bridge	4, 2, 1, 3.
0.26 mile west of High Bridge	171st St. highway bridge	4, 2, 1, 3.
0.31 mile west of High Bridge	Foot bridge	4, 2, 1, 3.

Location	Description	Track Nos.
0.31 mile east of Morris Heights	Central Structural Steel Co.	14.
Morris Heights station	Station and street bridge	4, 2, 1, 3.
0.04 mile west of Morris Heights	Pipe (Consolidated Ship Building Corp.)	8A.
	Pipe and Bent (Consolidated Ship Building Corp.)	8D.
University Heights station	Station and street bridge	4, 2, 1, 3.
Marble Hill station	Station foot bridge	4, 2, 1, 3.
0.03 mile west of Marble Hill	Broadway bridge	4, 2, 1, 3.
0.19 mile west of Marble Hill	Signal bridge	4, 2, 1, 3.
Spuyten Duyvil station	Station foot bridge	2, 1.
Spuyten Duyvil	Drawbridge	6, 5.
0.28 mile west of Spuyten Duyvil	Signal bridge	6, 5, 4, 2, 1, 3.
0.47 mile west of Spuyten Duyvil	Foot bridge	6, 5, 4, 2, 1, 3.
0.69 mile east of Riverdale	Foot bridge	6, 5, 4, 2, 1, 3.
0.38 mile east of Riverdale	Signal bridge	6, 5, 4, 2, 1, 3.
0.03 mile east of Riverdale	254th St. highway bridge	6, 5, 4, 2, 1, 3.
Riverdale station	Station foot bridge	4, 2, 1, 3.
0.24 mile west of Riverdale	Foot and signal bridge	6, 5, 4, 2, 1, 3.
Mount St. Vincent station	Station foot bridge	6, 5, 4, 2, 1, 3.
0.19 mile west of Mount St. Vincent	Signal bridge	6, 4, 2, 1, 3.
0.34 mile west of Mount St. Vincent	Signal bridge	6, 4, 2, 1, 3.
0.32 mile east of Ludlow	Foot bridge	10, 8, 6, 4, 2, 1, 3.
Ludlow station	Station and street bridge	18, 6, 4, 2, 1, 3.
0.16 mile west of Ludlow	Foot bridge	14, 12, 6, 4, 2, 1, 3.
0.30 mile west of Ludlow	Refined Syrups and Sugars building canopy	8.
0.37 mile west of Ludlow	Vark St. highway bridge	8, 6, 4, 2, 1, 3.
0.39 mile west of Ludlow	Refined Syrups & Sugars building	8.
0.19 mile east of Yonkers	Signal bridge	4, 2, 1, 3.
0.27 mile west of Yonkers	Otis Elevator Co. Overhead 3rd rail	9.
0.44 mile west of Yonkers	Babcock Place highway bridge	22, 6, 4, 2, 1, 3, 5, 15
0.49 mile west of Yonkers	Signal bridge	4, 2, 1, 3.
0.51 mile east of Glenwood	N. Y. Engineering Co. building	60.
0.28 mile east of Glenwood	Phelps Dodge building	66.
Glenwood station	Station foot bridge	8, 6A, 4, 2, 1, 3.
0.02 mile west of Glenwood	Yonkers Elec. Light & Power Co. building	10.
0.11 mile west of Glenwood	Signal bridge	8, 6A, 4, 2, 1, 3.
Greystone station	Station foot bridge	4, 2, 1, 3.
0.40 mile west of Greystone	Signal bridge	4, 2, 1, 3.
0.60 mile west of Greystone	Foot bridge	6, 4, 2, 1, 3.
0.66 mile east of Hastings-on-Hudson	Zinsser & Co. Pipe crossing	8.
0.62 mile east of Hastings-on-Hudson	Zinsser & Co. highway bridge	8, 6, 4, 2, 1, 3.
0.29 mile east of Hastings-on-Hudson	Signal bridge	6, 4, 2, 1, 3, 5, 7.
0.22 mile east of Hastings-on-Hudson	Signal bridge	6, 4, 2, 1, 3, 5.
0.20 mile east of Hastings-on-Hudson	Freight house eaves	5.
0.15 mile east of Hastings-on-Hudson	Anaconda Wire and Cable Co. entrance gate	14.
	Washington Ave. foot bridge	6, 4, 2, 1, 3, 5.
	Anaconda Wire and Cable Co. building	34.
0.09 mile east of Hastings-on-Hudson	Anaconda Wire and Cable Co. entrance gate	32.
Hastings-on-Hudson	Station foot bridge	4, 2, 1, 3.
0.01 mile west of Hastings-on-Hudson	Dock St. highway bridge	6, 4, 2, 1, 3.
0.10 mile west of Hastings-on-Hudson	Anaconda Wire and Cable Co. overhead cable	22.
0.45 mile west of Hastings-on-Hudson	Foot bridge	4, 2, 1, 3.
0.53 mile west of Hastings-on-Hudson	Foot bridge	4, 2, 1, 3.
0.22 mile east of Dobbs Ferry	Foot bridge	4, 2, 1, 3.
0.05 mile east of Dobbs Ferry	High St. highway bridge	4, 2, 1, 3.
Dobbs Ferry station	Station foot bridge	4, 2, 1, 3.
0.31 mile west of Dobbs Ferry	Private highway bridge	6, 4, 2, 1, 3, 5.
0.53 mile east of Ardsley-on-Hudson	Foot bridge	4, 2, 1, 3.
Ardsley-on-Hudson	Station foot and signal bridge	4, 2, 1, 3.
0.14 mile west of Ardsley-on-Hudson	Foot bridge	4, 2, 1, 3.
0.04 mile west of Irvington	Highway bridge	4, 2, 1, 3.
0.05 mile west of Irvington	Private road and signal bridge	4, 2, 1, 3.
0.86 mile east of Tarrytown	Foot bridge	6A, 4, 2, 1, 3, 5.
0.63 mile east of Tarrytown	Signal bridge	6A, 4, 2, 1, 3, 5.
0.46 mile east of Tarrytown	Foot and signal bridge	6A, 4, 2, 1, 3, 5.
Tarrytown station	Station foot bridge	2, 1, 3.
0.15 mile west of Tarrytown	Highway bridge	8, 6, 4, 2, 1, 3.
0.23 mile west of Tarrytown	Foot bridge	4, 2, 1, 3.
0.44 mile west of Tarrytown	Beekman Ave. highway bridge	4, 2, 1, 3.
0.53 mile east of Philipse Manor	Genl. Motors Corp. building	22, 26.
0.45 mile east of Philipse Manor	Fisher Body Corp. building	32.
0.31 mile east of Philipse Manor	Park foot bridge	4.
0.13 mile east of Philipse Manor	Palmer Ave. highway bridge	4, 2, 1, 3.
Philipse Manor station	Station foot bridge	4, 2, 1, 3.
0.16 mile west of Philipse Manor	Harwood Ave. highway bridge	4, 2, 1, 3.
1.03 miles west of Philipse Manor	Foot bridge	4, 2, 1, 3.
1.55 miles west of Philipse Manor	Foot bridge	4, 2, 1, 3.
0.07 mile east of Scarborough	Highway bridge	4, 2, 1, 3.
Scarborough station	Station foot bridge	4, 2, 1, 3.
0.51 mile east of Ossining	N. Y. State Prison tunnel	4, 2, 1, 3.
0.32 mile east of Ossining	N. Y. State Prison entrance gate	24.
Ossining station	Station and Secor Road bridge	6, 4, 2, 1, 3.
0.06 mile west of Ossining	Main St. foot bridge	6, 4, 2, 1, 3.
0.10 mile west of Ossining	Socony Vacuum Oil Co. building	30.

Location	Description	Track Nos.
0.11 mile west of Ossining	Quimby St. foot bridge	30, 6, 4, 2, 1, 3.
0.29 mile west of Ossining	Broadway highway bridge	6, 4, 2, 1, 3.
0.69 mile west of Ossining	Foot bridge	4, 2, 1, 3.
1.23 miles west of Ossining	Foot bridge	6A, 5A, 4, 2, 1, 3.
0.63 mile east of Harmon	Croton River bridge	2, 1.
0.51 mile east of Harmon	Signal bridge	4, 2, 1, 3.
0.16 mile east of Harmon	Inspection shed	6B.
0.11 mile east of Harmon	Coal trestle	92, 94, 96, 98.
0.02 mile west of Harmon	Van Cortlandt Road highway bridge	All main and yard tracks.
Harmon Yard	Electric shop	{32, 34, 36, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 104.
0.02 mile west of Harmon	Powerhouse	104.
0.14 mile west of Harmon	Round houses	All engine tracks.
0.18 mile west of Harmon	Sand houses	38A, 38B.
0.49 mile west of Harmon	Harmon loop bridge	10, 8, 6, 4, 2, 1, 3, 5.
Croton-on-Hudson	Station foot bridge	4, 2, 1, 3, 5, 7.

Between St. Johns Park and Spuyten Duyvil.

Clarkson St.	St. Johns Park freight building	1, 2, 15, 16, 17, 18, 19, 20.
Washington St.	Bell Laboratories building	1, 2.
Washington St.	Manhattan Refrigerating Co. building	1, 2, 24.
Washington St. between 10th St. and Charles St.	Whitehead Metal Products Co. canopy eaves	22.
13th St. to 14th St.	Cudahy building	1, 2, 24, 25.
	Armour & Co. canopy eaves	24.
10th Ave. between 15th St. and 16th St.	National Biscuit Co. building	1, 2, 27, 30, 117.
10th Ave. between 16th St. and 17th St.	Merchants Refrigerating Co. building	32, 24.
12th Ave. between 27th St. and 30th St.	Terminal Warehouse building and Express Highway viaduct	55.
10th Ave. and 30th St.	Post Office building	191, 192, 193, 194, 195, 196.
11th to 12th Aves, between 27th and 28th Sts.	Terminal Warehouse Steam Pipe	241.
11th to 12th Aves., between 30th St. and 32d St.	Loop track viaduct	{47, 53, 55, 57, 61, 65, 71, 73, 79, 81, 83, 85, 87, 157.
	Canopy eaves	157.
11th Ave. and 32d St.	Overhead highway bridge	19, 35.
	Canopy eaves freight house platform	147, 149.
30th St. to 37th St.	Overhead highway bridges	All tracks.
11th Ave., between 31st St. and 34th St.	11th Ave. highway viaduct	{3, 11, 13, 15, 55, 65, 73, 89, 91, 93, 95, 215, 217, 219, 231, 233, 235.
11th to 12th Aves., between 32d St. and 33d St.	Lift bridge between freight house and platform	149, 151, 153, 155.
	Canopy eaves	155.
11th Ave. and 33d St.	Railway Express building	37, 39, 41, 43, 45.
11th Ave. and 35th St.	Macy building	1, 2, 131, 135.
11th Ave. and 36th St.	Canopy eaves	218, 238, 242, 244.
37th St. to 41st St.	Overhead highway bridges	All tracks.
39th St., South Side	Building support	2, 218.
41st St. (stockyard tracks)	Overhead highway bridge and building	214, 216.
42d St. to 60th St.	Overhead highway bridges	All tracks.
	Canopy eaves	170, 172, 235, 238, 241, 250.
	Chrysler Warehouse building	254, 255.
	67th St. foot bridge	3.
	N. Y. City Transit System building and gate	168.
	Express highway viaduct	168.
	West of Express highway (Telephone cable)	161.
	Cement Unloading Shed	161.
	Float bridge No. 1	155A, 155B.
	Pier "B"	154, 155.
	Pier "D"	140, 141.
	Pier "E"	104.
	Pier "F"	86.
	Pier "G"	63.
	Cable	46.
	Float bridge No. 2	49, 50.
	Express highway viaduct	28, 29, 30, 31, 34, 36, 36A, 37, 38.
	Turntable	Turntable track.
	Round house	4 Round house tracks.
	Wheel crane	157.
60th St. yard	Canopy eaves	235.
	Express highway viaduct	All tracks.
60th St. to 64th St.	135th St. freight house	20.
78th St. to 124th St.	Canopy eaves	8A, 28, 30.
Manhattanville yard, West 130th St.	Overhead foot bridge	1, 2.
148th St.	Express highway viaduct	1, 2, 6, 7, 36.
0.34 mile west of 152d St.	Express highway viaduct	1, 2.
0.22 mile east of Inwood	Express highway viaduct	1, 2.

Mott Haven Yard.

153d St.	Highway bridge	{West main, east main, 130, east lead, 128, 129, 127, 126, 125, 124, 123, 122, 121, 120, lead W, 47, 46, 45, 44, 42, lead B, lead J, 146, 145, north wye, south wye, YB1.
Yard "F"	{Steam lines Power cable Telephone wires	{East lead, 126, 125, 124, lead W, 78. 123, 124, 125. 120, 130.

Mott Haven Yard.—Continued.

Location	Description	Track Nos.
Yard "W"	Steam lines	{109, 108, west lead, 103, 104, 102, 101, 100, 99, 98, 97, east lead.
Yard "M"	{O. H. Tramway, ash dump Car repair shop	{55. 73, 74.
Yard "B"	Telephone and light wires	13.
Yard "J"	Melrose Central building	20.
	Steam lines	40, 41, 42, 43, 45, 46.

Between Melrose and Port Morris.

Location	Description	Track Nos.
0.14 mile east of Melrose	Melrose Ave. highway bridge	5, 6, 15, 17, 21, 23, 25, 27, 29.
0.19 mile east of Melrose	The F. R. Corp. building	33.
0.23 mile east of Melrose	163d St. highway bridge	5, 6.
0.28 mile east of Melrose	161st St. and 162d St. highway bridge	5, 6.
0.43 mile east of Melrose	3d Ave. highway bridge	5, 6.
0.53 mile east of Melrose	Brook Ave. highway bridge	5, 6.
0.61 mile east of Melrose	156th St. highway bridge	5, 6.
0.86 mile east of Melrose	Westchester Ave. highway bridge	5, 6.
0.88 mile east of Melrose	Bronx Refrigerating Co. building	34, 36.
0.97 mile east of Melrose	150th St. and St. Anns Ave. highway bridge	5, 6.
0.99 mile east of Melrose	149th St. highway and St. Marys tunnel	5, 6.
1.47 miles east of Melrose	Wales Ave. highway bridge	5, 6, 89.
1.50 miles east of Melrose	Ward Baking Co. building	89.
1.53 miles east of Melrose	Southern Boulevard highway bridge	5, 6, 77.
1.58 miles east of Melrose	Bruckner Blvd. highway bridge	5, 6, 40.
1.61 miles east of Melrose	Sachs Furniture Co. building	42.
1.61 miles east of Melrose	Atlantic Warehouse Co. building	40, 38.
1.70 miles east of Melrose	N. Y., N. H. & H. R. R. bridge	36, 6, 9, 11, 17, 27, 33, 59, 81.
1.73 miles east of Melrose	Griffen Well Point Corp. & Rees-Volekman Co. bldg	32.
1.83 miles east of Melrose	Consolidated Edison Co. building	33.

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

Electric Division.

Location	Description	Track Nos.
0.11 mile east of Hartsdale	Overhead cable	5, 7.
0.35 mile east of White Plains	Overhead cable	37, 39.
0.15 mile east of NW	Overhead cable	10.
Morris Heights	Overhead cable	8A.
Morris Heights	Overhead cable	8.
0.07 mile east of Hastings-on-Hudson	Overhead cable	16.
0.03 mile east of Irvington	Overhead cable	6.
0.09 mile west of Tarrytown	Overhead cable	6, 8.
West end Chevrolet Yard	Overhead cable	8 and yard lead.
CR	Overhead cable	96, 98, 100
East end Harmon Yard	Overhead cable	Lead to 18, 20.
Harmon	Overhead cable	Crossover between 10 and 10A.
Harmon	Overhead cable	East end east loop track.
West end Harmon Yard	Overhead cable	146 and yard lead.

GRAND CENTRAL TERMINAL and ELECTRIC DIVISION

J. D. CARKHUFF, Superintendent.
J. V. HUGHES, Asst. Superintendent.

C. LATHEY, Division Engineer.	W. TUCKER, Chief Train Dispatcher.
J. E. SPANGLER, Asst. Division Engineer.	C. D. KONZ } Asst. Chief Train Dispatchers.
	E. C. LIETZ }
E. HOFF	S. L. SCHULTZ
G. E. McHUGH	V. R. DORAN
W. A. WITHALL } Trainmasters.	A. S. HALE
J. P. NITTI	J. J. LETSON
J. M. LOCONTO	L. K. FINDLEY } Train Dispatchers.
W. B. GUNTHER	S. W. BURNHAM
	R. ASHTON
	D. P. ALLAN
	F. N. MILLS

NEW YORK TERMINAL DISTRICT

H. B. TUCKER, Superintendent. C. A. HOLMES, Jr., Trainmaster.
F. H. DUGAN Asst. Superintendent.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 14 columns for train numbers (859, 139, 879, Y32, 301, Y320, 43, Y352, Y362, 3, 199, 9, Y324) and rows for stations, track numbers, departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 14 columns for train numbers (469, Y380, 1001, 203, Y326, Y52, Y62, 701, 177, 877, 403, 901, Y262, 205) and rows for stations, track numbers, departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (185 to 409) and rows for departure times, arrival times, and track information. Includes stations like G.C.T., Upper Level, 125th St., and White Plains No. Sta.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (Y8 to 809) and rows for departure times, arrival times, and track information. Includes stations like G.C.T., Upper Level, 125th St., and White Plains No. Sta.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (Y50 to 211) and rows for departure times (A.M.) and arrival times (A.M.). Includes track numbers and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (355 to 1071) and rows for departure times (A.M.) and arrival times (A.M.). Includes track numbers and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (413, Y270, Y370, Y364, 709, 103, Y220, 317, Y14, 437, Y274, 419, Y54, 39) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes special instruction No. 6.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (S39, 529, 165, 911, 331, Y368, 415, Y222, Y22, 221, Y142, 451, 421, Y282) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes special instruction No. 6.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

Table with 15 columns for stations (1013, Y76, 449, Y284, 223, 823, 49, 1011, 417, Y286, Y78, 913, Y74, Y288) and rows for departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

Table with 15 columns for stations (335, 423, Y20, 225, 471, 357, 427, Y296, 41, Y398, 101, 425, 161, 159) and rows for departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (1057, Y306, Y60, 1, 429, 1017, Y58, Y348, 109, Y146, Y152, 431, Y372, Y292) and 15 rows for departure times and arrival instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (1015, 1061, 231, 523, Y108, 927, 167, Y356, 1019, 433, 337, Y24, Y238) and 15 rows for departure times and arrival instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

Table with 15 columns for stations (157, Y26, 15, Y360, 475, 1021, 233, Y374, 501, 195, 487, Y240, Y82, Y80) and 15 rows for departure times and arrival instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

Table with 15 columns for stations (277, Y332, Y298, Y204, 235, 1023, 435, 279, 711, 525, Y300, Y304, 191, 445) and 15 rows for departure times and arrival instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

STATIONS	Y144	511	Y302	503	67	Y376	Y242	241	Y358	281	Y206	Y40	111	811
	Berkshire	White Plains North Station	Stamford	Tuckahoe	The Commodore Vanderbilt	New Haven	Port Chester	Harmon	Danbury	Glenwood	New Rochelle	Seashore	Harmon	Bee-liner
TRACK NO.	25	109	11	111	35	21	107	36	24	115	106	24	116	
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level..	4.26		4.30		4.31	4.33		4.34	4.35			4.38		
G.C.T., Lower Level..		4.28		4.31		4.33				4.36	4.36		4.39	
125th St.....	4.35					4.42	4.42	4.43	4.44	4.45	4.45	4.47		
The Bronx (138th St.)														
Mott Haven Jct. (MO)	4.38	4.39	4.42	4.42	4.42	4.45	4.45	4.46	4.47	4.48	4.48	4.50	4.50	
Melrose (162d St.)...														
Morrisania (168th St.)														
Claremont Park (171st St.)														
Tremont (177th St.)..														
183d St.....														
Fordham (190th St.)..														
Botanical Garden (200th St.)														
Williams Bridge (210th St.)														
Woodlawn (233d St.)..	4.47	4.47	4.51	4.50		4.53	4.54		4.55		4.57	4.59		
Wakefield (241st St.)	P.M.	4.48	P.M.	4.51		P.M.	P.M.		P.M.		P.M.	P.M.		
Mount Vernon.....		4.50		4.53										
Fleetwood.....				4.56										
Bronxville.....				5.00										
Tuckahoe.....		4.55		5.02										
Crestwood.....		4.58		5.04										
Scarsdale.....		5.03		P.M.										
Hartsdale.....		5.07												
White Plains.....		5.11												
White Plains No. Sta..		5.17												
High Bridge.....		P.M.								4.51				
Morris Heights.....										4.54				
University Heights...										4.55				
Marble Hill.....										4.58				
Spuyten Duyvil.....					4.50			4.54		5.00			4.58	
Riverdale.....										5.04				
Mount St. Vincent....										5.06				
Ludlow.....										5.08				
Yonkers.....										5.12				
Glenwood.....					4.57			5.01		5.15			5.05	
Greystone.....													5.07	
Hastings-on-Hudson..					5.00			5.04					5.10	
Dobbs Ferry.....													5.13	
Ardsley-on-Hudson...													5.16	
Irvington.....								5.08					5.18	
Tarrytown.....					5.06			5.10					5.23	
Philip Manor.....								5.13					5.26	
Scarborough.....								5.18					5.31	
Ossining.....					5.14			5.22					5.34	P.M.
Harmon.....					5.19			5.30					5.39	L 5.44
Croton-on-Hudson....					5.29									P.M. 5.49
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 61	R	B	R B	P-3 R B	T-15, B T-7, R-4	R B	R B	R B	R B	R B	R B	R-36 B	B	B

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON.

WESTWARD—First Class.

STATIONS	345	929	485	347	153	439	441	505	Y208	Y294	239	Y210	283	25
	Brewster	White Plains North Station	Mount Vernon	Mount Kisco	Poughkeepsie	White Plains	White Plains North Station	Crestwood	New Rochelle	Stamford	Croton-on-Hudson	New Rochelle	Glenwood	20th Century Limited
TRACK NO.	101	112	103	112	32	23	105	109	108	102	110	104	113	34
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level..					4.44	4.45								5.01
G.C.T., Lower Level..	4.40	4.40	4.41	4.42			4.46	4.48	4.50	4.52	4.53	4.55	4.55	
125th St.....		4.49	4.50		4.53		4.55	4.57		5.01	5.02	5.04	5.04	
The Bronx (138th St.)		4.51	4.52					4.59					5.06	
Mott Haven Jct. (MO)	4.52	4.52	4.53	4.54	4.55	4.56	4.58	5.00	5.02	5.04	5.04	5.07	5.07	5.12
Melrose (162d St.)...		4.53	4.55											
Morrisania (168th St.)		4.55	4.57											
Claremont Park (171st St.)			4.59											
Tremont (177th St.)..		4.58	5.01											
183d St.....		4.59	5.03											
Fordham (190th St.)..		5.00	5.05											
Botanical Garden (200th St.)		5.02	5.07											
Williams Bridge (210th St.)		5.04	5.10											
Woodlawn (233d St.)..	5.00	5.07	5.14	5.02		5.05	5.07	5.09	5.11	5.13		5.15		
Wakefield (241st St.)		5.09	5.16				5.08	5.10	P.M.	P.M.		P.M.		
Mount Vernon.....	5.01	5.11	5.22	5.03			5.07	5.13						
Fleetwood.....		5.14	P.M.				5.12	5.17						
Bronxville.....		5.17					5.15	5.19						
Tuckahoe.....		5.19						5.21						
Crestwood.....	5.06	5.21		5.10			5.13	5.18	5.25					
Scarsdale.....		5.25				5.18	5.22	P.M.						
Hartsdale.....		5.29		5.17		5.22	5.26							
White Plains.....	5.16	5.33		5.21		5.26	5.30							
White Plains No. Sta..	5.20 5.24	5.40		5.26 5.30		5.32	5.37							
High Bridge.....	P.M.	P.M.		P.M.		P.M.	P.M.					5.11		
Morris Heights.....												5.13		
University Heights...												5.15		
Marble Hill.....												5.18		
Spuyten Duyvil.....											5.12	5.22	5.20	
Riverdale.....													5.25	
Mount St. Vincent....												5.16	5.27	
Ludlow.....												5.17	5.29	
Yonkers.....												5.19	5.33	
Glenwood.....												5.22	5.38	5.27
Greystone.....												5.24		
Hastings-on-Hudson..												5.28	P.M.	5.30
Dobbs Ferry.....												5.31		
Ardsley-on-Hudson...												5.33		
Irvington.....												5.37		
Tarrytown.....														5.36
Philip Manor.....														
Scarborough.....														
Ossining.....														5.48
Harmon.....														5.40
Croton-on-Hudson....														5.55
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 61	R B	T-136 B	R B	R B		P-2 R B	R B	R B	R B	R B	R B	T-108, B R-15, T-13, R R-5	R B	T-15 T-7 R-70

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (Y28, 349, Y386, Y396, 521, Y244, 507, 115, Y350, 489, Y246, 19, 243, 519) and rows for departure times, arrival times, and track information.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 15 columns for stations (1025, Y322, 447, 497, 193, 713, 813, 245, 923, 925, 1063, 453, Y354) and rows for departure times, arrival times, and track information.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 14 columns for stations (17, Y366, 247, 1027, 473, Y308, Y90, 527, 287, 933, Y88, 1059, Y148) and rows for departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 14 columns for stations (455, Y248, Y252, Y46, 47, Y94, Y392, Y378, 11, Y92, 127, 251, 457) and rows for departure times, arrival times, and special instructions.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 16 columns for stations (Y310 to 459) and rows for departure times, arrival times, and track information. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven, Melrose, Morrisania, etc.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON-ON-HUDSON. WESTWARD—First Class.

Table with 16 columns for stations (Y254 to 29) and rows for departure times, arrival times, and track information. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven, Melrose, Morrisania, etc.

GRAND CENTRAL TERMINAL TO MOTT HAVEN JCT.

WESTWARD—Storage Trains.

Table with 14 columns for train numbers (5001-5121) and 4 rows for STATIONS, LEAVE, and ARRIVE times.

Table with 14 columns for train numbers (5681-6271) and 4 rows for STATIONS, LEAVE, and ARRIVE times.

Table with 4 columns for train numbers (5961-8107) and 4 rows for STATIONS, LEAVE, and ARRIVE times.

Trains going around wye arrive Mott Haven Yard 15 mins. later than time shown at Mott Haven Jct. Trains going through washing machine arrive Mott Haven Yard 45 mins. later than time shown at Mott Haven Jct.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.

EASTWARD—First Class.

Large table with 16 columns for train numbers (Y321-900) and 16 rows for STATIONS, LEAVE, and ARRIVE times.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.

EASTWARD—First Class.

Table with 14 columns for stations (Y55, 406, 202, 34, Y215, 62, 1002, 14, Y125, 204, 408, 72, Y261, Y167) and rows for departure times and arrival times for various stations including Boston, White Plains North Station, Croton-on-Hudson, etc.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.

EASTWARD—First Class.

Table with 14 columns for stations (416, 6, Y361, 1004, 44, 800, 100, Y263, 486, 502, 418, Y363, 802, 200) and rows for departure times and arrival times for various stations including White Plains North Station, Fifth Ave. Special, New Haven, etc.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (1006 to Y201) and rows for departure times and arrival instructions. Includes stations like Pawling, Port Chester, Stamford, White Plains North Station, Poughkeepsie, Crestwood, The Detroit, White Plains North Station, Glenwood, New Haven, Poughkeepsie, Croton-on-Hudson, Port Chester, and New Rochelle.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (488 to 206) and rows for departure times and arrival instructions. Includes stations like Mount Vernon, Fleetwood, Scarsdale, Poughkeepsie, Stamford, White Plains North Station, New Rochelle, Bee-liner, Harmon, Danbury, White Plains North Station, Port Chester, Crestwood, and Croton-on-Hudson.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (Y365 to 426) and rows for departure times (LEAVE) and arrival times (ARRIVE) for various routes.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (1008 to Y333) and rows for departure times (LEAVE) and arrival times (ARRIVE) for various routes.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (276, 428, Y369, 16, 330, 194, Y285, Y355, 904, Y225, 1044, Y67, 214, 430) and rows for departure times and arrival times. Includes 'STATIONS' and 'LEAVE' headers.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (26, 1010, 1012, Y375, Y275, 400, Y351, 432, 104, 2, 174, 932, Y377, Y41) and rows for departure times and arrival times. Includes 'STATIONS' and 'LEAVE' headers.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (Y153 to 908) and rows for departure times (A.M.) and arrival times (A.M.). Includes special instructions at the bottom.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (Y61 to 446) and rows for departure times (A.M.) and arrival times (A.M.). Includes special instructions at the bottom.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.
EASTWARD—First Class.

STATIONS	Y141	Y139	Y301	Y7	Y71	218	154	Y91	Y9	Y231	906	1034	438	472
	Berk-shire	Pitts-field	Stam-ford	Murray Hill	Spring-field	Croton-on-Hudson	Albany	Spring-field	May-flower	Port Chester	White Plains North Station	Brew-ster	White Plains North Station	White Plains North Station
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Croton-on-Hudson....						° 9.44	° 10.05							
Harmon.....						s 9.48	s 10.07							
Ossining.....						s 9.52	s 10.11							
Scarborough.....						s 9.56	.....						
Philipse Manor.....						s10.01	10.21							
Tarrytown.....						s10.04	s10.24							
Irvington.....						s10.09	.....						
Ardsley-on-Hudson...						s10.11	.....						
Dobbs Ferry.....						s10.14	.....						
Hastings-on-Hudson..						s10.16	10.30							
Greystone.....						s10.18	.....						
Glenwood.....						s10.21	10.33							
Yonkers.....						s10.25	s10.35							
Ludlow.....						s10.28	.....						
Mount St. Vincent...						10.30	.....						
Riverdale.....						s10.32	.....						
Spuyten Duyvil.....						s10.35	10.41							
Marble Hill.....						s°10.38	.....						
University Heights...						s10.40	.....						
Morris Heights.....						10.42	.....						
High Bridge.....						s10.44	.....				A.M.	A.M.	A.M.	A.M.
White Plains No. Sta..						.....	.....				10.19	s 10.32	10.15	10.40
White Plains.....						.....	.....				s10.24	s10.41	s10.20	s10.45
Hartsdale.....						.....	.....				s10.27	.....	s10.24	s10.48
Scarsdale.....						.....	.....				s10.30	.....	s10.29	s10.51
Crestwood.....						.....	.....				s10.34	10.48½	s10.33	s10.54½
Tuckahoe.....						.....	.....				s10.36	.....	s10.37	s10.56½
Bronxville.....						.....	.....				s10.38	.....	s10.41	s10.58½
Fleetwood.....						.....	.....				s10.41	.....	s10.44	s11.01
Mount Vernon.....						.....	.....				s°10.44	10.52½	s°10.47	s°11.04
Wakefield (241st St.)..	A.M.	A.M.	A.M.	A.M.	A.M.	.....	.....	A.M.	A.M.	A.M.	s10.45	.....	s10.48	.....
Woodlawn (233d St.)..	10.19	10.19	10.23	10.34	10.36	.....	.....	10.45	10.46	10.49	s10.47	10.55	s10.50	11.06
Williams Bridge (210th St.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s10.50	.....	s10.53	.....
Botanical Garden (200th St.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s10.52	.....	s10.55	.....
Fordham (190th St.)..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s10.54	.....	s10.57	.....
183d St.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.55	.....	10.58	.....
Tremont (177th St.)..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s10.56	.....	s10.59	.....
Claremont Park (171st St.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Morrisania (168th St.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.58	.....	11.01	.....
Melrose (162d St.)....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s10.59	.....	s11.03	.....
Mott Haven Jct. (MO)	10.27	10.27	10.31	10.42	10.44	° 10.48	10.50	10.53	10.53½	10.57	° 11.01	11.03	11.05	11.14
The Bronx (138th St.)	10.28	10.28	10.32	10.43	10.45	10.49	10.51	10.54	.....	10.58	s11.02	11.04	s11.06	11.15
125th St.....	10.30	10.30	10.34	10.45	10.47	s10.51	10.53	10.56	10.55	11.00	s11.04	11.06	s11.08	11.17
G.C.T., Lower Level..	.....	.....	10.45	.....	.....	11.02	.....	.....	.....	11.10	11.15	11.17	11.20	11.28
G.C.T., Upper Level..	10.40	10.40	.....	10.55	10.57	.....	11.05	11.07	11.05	.....	.....	.....	.....	.....
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
See Special Instruction No. 6		R-26 B	B			B			B	R-3 R B	B-4	B		R-41 R B

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.
EASTWARD—First Class.

STATIONS	138	24	Y283	816	Y75	216	442	Y233	496	224	Y395	288	Y305	22
	Upstate Special	The Knickerbocker	Stam-ford	Bee-liner	Spring-field	Harmon	White Plains North Station	Port Chester	White Plains North Station	Croton-on-Hudson	New Haven	Glen-wood	Stam-ford	Lake Shore Limited
LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
Croton-on-Hudson....	10.30	10.45		s°10.27						°11.37				11.59
Harmon.....	10.32	10.47		10.30		L10.52				s11.42				s 12.01
Ossining.....	10.40	10.55		A.M.		s°10.56				s11.46				s 12.05
Scarborough.....	.....	.....				s11.00				.....				.....
Philipse Manor.....	.....	.....				s11.05				11.53				.....
Tarrytown.....	10.48	11.03				s11.08				s11.56				12.17
Irvington.....	.....	.....				s11.13				s11.58				.....
Ardsley-on-Hudson...	.....	.....				s11.15				12.01				.....
Dobbs Ferry.....	.....	.....				s11.18				s12.02				.....
Hastings-on-Hudson..	10.54	11.09				s11.20				s12.04				12.23
Greystone.....	.....	.....				s11.22				.....		P.M.		.....
Glenwood.....	10.57	11.12				s11.25				12.06		° 12.11		12.26
Yonkers.....	.....	11.14½				s11.29				s12.10				s 12.15
Ludlow.....	.....	.....				s11.32				.....				s 12.18
Mount St. Vincent...	.....	.....				s11.34				.....				12.19
Riverdale.....	.....	.....				s11.36				.....				s 12.21
Spuyten Duyvil.....	11.05	11.22				s11.39				12.16				s 12.24
Marble Hill.....	.....	.....				s°11.42				.....				s°12.26
University Heights...	.....	.....				s11.44				.....				s 12.28
Morris Heights.....	.....	.....				11.46				.....				12.29
High Bridge.....	.....	.....				s11.49	A.M.		A.M.	.....				s 12.31
White Plains No. Sta..	.....	.....				.....	11.15			.....				.....
White Plains.....	.....	.....				.....	s11.20			.....				.....
Hartsdale.....	.....	.....				.....	s11.23			.....				.....
Scarsdale.....	.....	.....				.....	s11.26			.....				.....
Crestwood.....	.....	.....				.....	s11.29½			.....				.....
Tuckahoe.....	.....	.....				.....	s11.31½			.....				.....
Bronxville.....	.....	.....				.....	s11.33½			.....				.....
Fleetwood.....	.....	.....				.....	s11.36			.....				.....
Mount Vernon.....	.....	.....				.....	s°11.39			.....				.....
Wakefield (241st St.)..	.....	.....	A.M.		A.M.	.....	.....	A.M.	.....	s°12.09				.....
Woodlawn (233d St.)..	.....	.....	11.26		11.39	.....	11.41	11.48	12.11	.....	12.18			12.28
Williams Bridge (210th St.)	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Botanical Garden (200th St.)	.....	.....	.....		.....	.....	.....	.....	.....	12.14	.....			.....
Fordham (190th St.)..	.....	.....	.....		.....	.....	.....	.....	.....	s12.15	.....			.....
183d St.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Tremont (177th St.)..	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Claremont Park (171st St.)	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Morrisania (168th St.)	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Melrose (162d St.)....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....			.....
Mott Haven Jct. (MO)	°11.14	°11.31	11.34		11.47	°11.53	11.49	11.56	12.19	°12.24	12.26	°12.35	12.36	°12.46
The Bronx (138th St.)	.....	.....	11.35		11.48	s11.54	11.50	11.57	12.20	12.25	12.27	12.37	12.37	.....
125th St.....	11.17	11.34	11.37		11.50	s11.56	s11.52	11.59	12.22	12.27	12.29	12.39	12.39	12.49
G.C.T., Lower Level..	.....	.....	11.48		.....	12.07	12.03	12.10	12.33	12.38	.....	12.50	12.50	.....
G.C.T., Upper Level..	11.30	11.45	.....		12.00	.....	.....	.....	.....	.....	12.40	.....	.....	1.00
ARRIVE	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6	B			B		B	B	R-3 R B	R-41 R B	B	B	R B	B	

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (Y235, 1018, Y11, 444, Y289, 910, 854, 254, Y105, Y237, 448, 306, Y81, 308) and rows for departure times and arrival times. Includes 'STATIONS', 'LEAVE', and 'ARRIVE' sections.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (548, Y291, Y77, 452, 228, Y307, 454, Y13, 812, 112, Y293, 146, 912, Y23) and rows for departure times and arrival times. Includes 'STATIONS', 'LEAVE', and 'ARRIVE' sections.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 14 columns for stations (Y303, 524, Y399, 1020, 478, 318, 526, 38, Y295, Y53, 1076, 232, 832) and rows for departure times and arrival instructions. Includes 'LEAVE' and 'ARRIVE' sections.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 14 columns for stations (256, 918, 456, 1060, 440, Y143, Y121, 40, Y277, 546, 834, 234, 1040, Y15) and rows for departure times and arrival instructions. Includes 'LEAVE' and 'ARRIVE' sections.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (858, Y145, 458, 258, 830, Y297, Y79, 920, 1046, 480, 230, Y83, Y309, 90) and rows for departure times and arrival times. Includes 'STATIONS' and 'LEAVE' headers.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (122, 922, Y239, 236, 460, Y397, 468, 160, Y245, 916, Y93, 550, 144, 1074) and rows for departure times and arrival times. Includes 'STATIONS' and 'LEAVE' headers.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (Y29 to 1054) and 15 rows for departure times and arrival times. Includes special instruction 'See Special Instruction No. 6'.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL. EASTWARD—First Class.

Table with 15 columns for stations (198 to 1026) and 15 rows for departure times and arrival times. Includes special instruction 'See Special Instruction No. 6'.

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.

EASTWARD—First Class.

STATIONS	Y59	Y249	476	Y89	1064	246	1072	Y107	150	Y299	Y155	196	Y149	Y43
	Springfield	Port Chester	White Plains North Station	Springfield	Pawling	Croton-on-Hudson	Chatham	Neptune	Poughkeepsie	Stamford	Winsted	Hudson River Express	Housatonic	Pershing Square
LEAVE	Daily	Daily except Sat. and Sunday	Daily	Sunday only	Sunday only	Daily	Sunday only	Sunday only	Daily except Sat. and Sunday	Daily	Sunday only	Sunday only	Sunday only	Sunday only
Croton-on-Hudson....						° 8.41			° 8.52			9.27		
Harmon.....						s 8.45			s 8.54			† 9.29		
Ossining.....						s 8.50			s 9.03			9.37		
Scarborough.....						s 8.53								
Philipse Manor.....						s 8.57			9.08					
Tarrytown.....						s 9.00			s 9.15			9.45		
Irvington.....						s 9.04								
Ardsley-on-Hudson...						s 9.06								
Dobbs Ferry.....						s 9.08			9.20					
Hastings-on-Hudson..						s 9.11			s 9.22			9.51		
Greystone.....						s 9.14								
Glenwood.....						s 9.17			9.26			9.54		
Yonkers.....						s 9.20			s 9.34			† 9.56		
Ludlow.....						s 9.23								
Mount St. Vincent...						s 9.25								
Riverdale.....						s 9.27								
Spuyten Duyvil.....						s 9.30			9.43			10.03		
Marble Hill.....						s 9.32								
University Heights...						s 9.34								
Morris Heights.....						s 9.36								
High Bridge.....			P.M.		P.M.	s 9.39	P.M.	P.M.						
White Plains No. Sta..			8.53		s 9.06		s 9.23							
White Plains.....			s 8.58		s 9.10		9.27							
Hartsdale.....			s 9.01				s 9.31							
Scarsdale.....			s 9.04											
Crestwood.....			s 9.07½		9.22		9.38							
Tuckahoe.....			s 9.09½											
Bronxville.....			s 9.11½											
Fleetwood.....			s 9.14		9.26									
Mount Vernon.....			s 9.17		s 9.29		9.42							
Wakefield (241st St.)..	P.M.	P.M.	s 9.18	P.M.				P.M.		P.M.	P.M.		P.M.	P.M.
Woodlawn (233d St.)..	9.17	9.19	s 9.20	9.31	9.32		9.44	9.46		9.48	9.54		10.09	10.14
Williams Bridge (210th St.)			s 9.22											
Botanical Garden (200th St.)			s 9.23											
Fordham (190th St.)..			s 9.24											
183d St.....			9.25											
Tremont (177th St.)..			s 9.27											
Claremont Park (171st St.)			9.28											
Morrisania (168th St.)			s 9.30											
Melrose (162d St.)...			s 9.32											
Mott Haven Jct. (MO)	9.25	9.27	° 9.34	9.39	° 9.40	° 9.44	9.52	9.54	° 9.55	9.56	10.02	10.11	10.17	10.22
The Bronx (138th St.)	9.26	9.28	s 9.35	9.40	9.41	s 9.45	9.53	9.55		9.57	10.03	10.12	10.18	10.23
125th St.....	† 9.28	† 9.30	s 9.37	† 9.42	† 9.43	s 9.47	† 9.55	† 9.57	9.59	† 9.59	† 10.05	† 10.14	† 10.20	† 10.25
G.C.T., Lower Level..		9.40	9.48			9.58				10.10				
G.C.T., Upper Level..	9.38			9.52	9.56		10.06	10.08	10.10		10.15	10.25	10.30	10.35
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6		R B	B	R-51	B	B	B	R-51	PR	B	B	R-51	R-51	R-51

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL.

EASTWARD—First Class.

STATIONS	56	Y313	1028	818	Y109	118	1066	470	Y45	Y319	Y49	Y97
	Albany	Stamford	Pawling	Boe-liner	Neptune	Harmon	Brewster	White Plains North Station	Com-mander	Stamford	Springfield	Springfield
LEAVE	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Friday only	Daily	Sunday only	Daily except Sunday	Daily except Saturday	Daily	Sunday only	Daily except Sunday
Croton-on-Hudson....	9.40			s 9.38								
Harmon.....	s 9.42			A 9.40				L 9.47				
Ossining.....	9.50			P.M.				s 9.51				
Scarborough.....								s 9.55				
Philipse Manor.....								s 9.59				
Tarrytown.....	9.57							s 10.02				
Irvington.....								s 10.07				
Ardsley-on-Hudson...								s 10.09				
Dobbs Ferry.....								s 10.12				
Hastings-on-Hudson..	10.03							s 10.15				
Greystone.....								s 10.18				
Glenwood.....	10.06							s 10.21				
Yonkers.....	† 10.08							s 10.25				
Ludlow.....								s 10.27				
Mount St. Vincent....								s 10.29				
Riverdale.....								s 10.31				
Spuyten Duyvil.....	10.14							s 10.34				
Marble Hill.....								s 10.36				
University Heights...								s 10.38				
Morris Heights.....								s 10.40				
High Bridge.....			P.M.		P.M.			s 10.43	P.M.	P.M.		
White Plains No. Sta..			s 9.47					s 10.03			10.15	
White Plains.....			s 9.55					s 10.11			s 10.20	
Hartsdale.....			s 9.58					s 10.15			s 10.23	
Scarsdale.....			s 10.02					s 10.19			s 10.26	
Crestwood.....			s 10.06					s 10.23			s 10.29½	
Tuckahoe.....			s 10.08					s 10.26			s 10.31½	
Bronxville.....			s 10.10					s 10.28			s 10.33½	
Fleetwood.....			s 10.12					s 10.31			s 10.36	
Mount Vernon.....			s 10.15					s 10.34			s 10.39	
Wakefield (241st St.)..		P.M.	s 10.16		P.M.			s 10.35			s 10.40	
Woodlawn (233d St.)..		10.18	s 10.18		10.23			s 10.37		10.54	10.57	11.19
Williams Bridge (210th St.)			s 10.21					s 10.40			s 10.45	
Botanical Garden (200th St.)			s 10.23					s 10.42			s 10.47	
Fordham (190th St.)..			s 10.26					s 10.45			s 10.49	
183d St.....			10.27					10.46			s 10.50	
Tremont (177th St.)..			s 10.29					s 10.48			s 10.51	
Claremont Park (171st St.)								10.52				
Morrisania (168th St.)			10.31					10.50			s 10.54	
Melrose (162d St.)...			s 10.33					s 10.52			s 10.56	
Mott Haven Jct. (MO)	10.22	10.26	° 10.35		10.31	° 10.47	° 10.54	° 10.58	11.02	11.05	11.27	11.31
The Bronx (138th St.)	10.23	10.27	† 10.36		10.32	s 10.48	s 10.55	s 10.59	11.03	11.06	11.28	11.32
125th St.....	† 10.25	† 10.29	† 10.38		† 10.34	s 10.50	s 10.57	s 11.01	† 11.05	† 11.08	† 11.30	† 11.34
G.C.T., Lower Level..		10.40				11.03		11.13		11.19		
G.C.T., Upper Level..	10.40		10.50		10.45		11.09		11.15		11.40	11.45
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6	R		B	B	R-32	B	B		R-6	B		B

CROTON-ON-HUDSON AND WHITE PLAINS NORTH STATION TO GRAND CENTRAL TERMINAL
EASTWARD—First Class

STATIONS	930	54	X56																		
	White Plains North Station	Syracuse	Mail and Express																		
	Sunday only	Sunday only	Daily																		
LEAVE	P.M.	P.M.	P.M.																		
Croton-on-Hudson....		10 59	11.25																		
Harmon.....		11.01 11.05	11.30																		
Ossining.....		11.09	P.M.																		
Scarborough.....																					
Philipse Manor.....																					
Tarrytown.....		11.17																			
Irvington.....																					
Ardley-on-Hudson...																					
Dobbs Ferry.....																					
Hastings-on-Hudson..		11.23																			
Greystone.....																					
Glenwood.....		11.26																			
Yonkers.....		11.28																			
Ludlow.....																					
Mount St. Vincent....																					
Riverdale.....																					
Spuyten Duyvil.....		11.35																			
Marble Hill.....																					
University Heights...																					
Morris Heights.....																					
High Bridge.....	P.M.																				
White Plains No. Sta..	10.45																				
White Plains.....	s10.49																				
Hartsdale.....	s10.52																				
Scarsdale.....	s10.56																				
Crestwood.....	s11.00																				
Tuckahoe.....	s11.02																				
Bronxville.....	s11.05																				
Fleetwood.....	s11.08																				
Mount Vernon.....	s11.11																				
Wakefield (241st St.)..	s11.12																				
Woodlawn (233d St.)..	s11.14																				
Williams Bridge (....)	s11.18																				
Botanical Garden (....)	s11.20																				
Fordham (190th St.)..	s11.23																				
183d St.....	11.24																				
Tremont (177th St.)..	s11.25																				
Claremont Park (....)																					
Morrisania (168th St.)	11.27																				
Melrose (162d St.)....	s11.29																				
Mott Haven Jct. (MO)	11.31	11.42																			
The Bronx (138th St.)	s11.32	11.43																			
125th St.....	s11.34	11.45																			
G.C.T., Lower Level..	11.45																				
G.C.T., Upper Level..		11.59																			
ARRIVE	P.M.	P.M.	P.M.																		
See Special Instruction No. 6		R-51	P																		

MOTT HAVEN JCT. TO GRAND CENTRAL TERMINAL.

EASTWARD—Storage Trains.

STATIONS	8120	5952	5552	8106	5512	1432	8104	5392	5492	6242	5412	9572	5012
	Cars r120	Cars 95	Cars 55	Cars r106	Cars 51	Cars 143	Cars r104	Cars 39	Cars 49	Cars r24	Cars 41	Cars 1057	Cars 1
	Daily	Daily	Daily	Sunday only	Daily	Daily	Daily except Sunday	Daily	Daily	Daily except Saturday	Daily	Friday only	Daily
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Mott Haven Jct. (MO)	12.45	2.00	3.00	3.30	4.00	7.38	8.19	9.20	11.01	11.30	12.50	1.15	1.20
G.C.T., Upper Level..	12.57	2.12	3.12	3.42	4.12	7.50	8.31	9.32	11.13	11.42	1.10	1.27	1.32
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6	R-33 P	P	P	R-29 P	P	R-20 P	R-34 P	P	P	R-6 P	P	R-22 P	P

STATIONS	6262	5152	5672	5252	5192	5472	5172	5112	1244	5212	8166	5352	5612
	Cars r26	Cars 15	Cars 67	Cars 25	Cars 19	Cars 47	Cars 17	Cars 11	Cars r124 r126	Cars 21	Cars r166	Cars 35	Cars 61
	Daily	Daily	Daily	Daily	Daily	Daily except Saturday	Daily	Daily	Daily	Daily	Friday only	Daily	Daily
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Mott Haven Jct. (MO)	1.50	2.25	3.05	3.59	4.25	4.55	5.15	5.55	6.25	6.30	7.40	7.50	7.55
G.C.T., Upper Level..	2.02	2.37	3.17	4.11	4.37	5.07	5.27	6.07	6.37	6.42	7.52	8.02	8.07
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
See Special Instruction No. 6	P	P	R-4 P	R-70 P	P	R-6 P	P	P	P	P	R-37 P	P	P

STATIONS	6564	5592	5292	6022	5992	5004	5002						
	Cars r56 163	Cars 29	Cars 57	Cars r2	Cars 99	Extra Cars	Extra Cars						
	Daily	Daily except Saturday	Saturday only	Daily	Daily except Saturday	Daily	Daily						
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
Mott Haven Jct. (MO)	8.08	8.10	8.10	8.15	8.20	9.45	10.30						
G.C.T., Upper Level..	8.20	8.22	8.22	8.27	8.32	9.57	10.42						
ARRIVE	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.						
See Special Instruction No. 6	P	P	P	R-6 P	P	P	P						

NEW YORK TERMINAL DISTRICT.

30th ST. TO SPUYTEN DUYVIL.

WESTWARD

MILES FROM 30TH ST.	STATIONS	Second Class				Milk	Mail	Mail	Railway Express						
		185	131	135	139										
		Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday										
	LEAVE	A.M.	P.M.	P.M.	P.M.										
	30th St.....	A.M.	7.45	10.30	11.25										
1.66	60th St.....	6.00	8.10	10.55	11.40										
5.24	130th St.....	6.10													
6.31	152d St.....	6.20	8.29	11.15	12.01										
7.48	Fort Washington.....														
9.08	Inwood.....														
10.06	Spuyten Duyvil.....	6.30	8.40	11.27	12.12										
	ARRIVE	A.M.	P.M.	P.M.	A.M.										
	See Special Instruction No. 6	P	R-1 P	R-1 P	R-1 P										

SPUYTEN DUYVIL TO 30th ST.

EASTWARD

MILES FROM SPUYTEN DUYVIL	STATIONS	Second Class				Milk	Mail	Mail	Railway Express						
		185	131	135	139										
		Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday										
	LEAVE														
	Spuyten Duyvil.....														
.98	Inwood.....														
2.58	Fort Washington.....														
3.75	152d St.....														
4.82	130th St.....														
8.40	60th St.....														
10.06	30th St.....														
	ARRIVE														
	See Special Instruction No. 6														

Special Instructions covering this territory appear with Electric Division Special Instruction.
H. B. TUCKER,
Superintendent.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION.

STATION Location	Office Calls	Miles from Grand Central Ter- minal	Miles between Stations	Signals				Telephone Lines
				Track No. 3	Track No. 1	Track No. 2	Track No. 4	
GRAND CENTRAL TERMINAL.								
Chief train dispatchers office.....	G							G. S., Sub., M. C., P., Elec., Hud., Har. and Put. Div. T. D.....
Power supervisors.....								Murray Hill 9-8000, ext. 2231 and 2758, G. S., P. S., Sub.....
Stationmasters office.....								P., G. S.....
Substation No. 1-T, 43d St. and Lexington Ave.								Murray Hill 9-8000, ext. 2408, 2409, G. S., Sub., P. S.....
Signal Station.....	② F			INT.	INT.	INT.	INT.	G. S., Sub., L. L.....
Tracks, Upper Level								
East end								
Nos. 1, 13, 14, 18, 23, 27, 29, 30, 37, 39, 94, (H at 51st St.).....								G. S.....
West end								
Nos. 18 to 42 inc. To SS-A.....								L. L.
Nos. 5, 16, 21, 25, 26, 27, 28, 34, 35, 36, 37, 39.....								G. S.....
East end								
Nos. 38, 39, 41. To SS-A.....								L. L.....
Tracks, Lower Level								
East end								
Nos. 102, 113, 116, 117. To SS-F.....								L. L.....
Nos. 102, 105, 109, 112, 113 (200 at 46th St.)								G. S.....
West end								
Nos. 101 to 116 inc. To SS-B.....								L. L.....
Nos. 103, 112, 115, 122, 130.....								G. S.....
Trainmasters office.....								T. D., P., G. S., L. L.....
Signal Station.....	⊙ C	0.25	0.25	INT.	INT.	INT.	INT.	G. S., Sub., L. L.....
Signal Station.....	⊙ A	0.36	0.11	INT.	INT.	INT.	INT.	T. D., G. S., Sub., L. L.....
Signal Station.....	⊙ B	0.36	0.00	INT.	INT.	INT.	INT.	T. D., G. S., Sub., L. L.....
Signal Station.....	⊙ U	0.72	0.36	INT.	INT.	INT.	INT.	T. D., G. S., Sub., L. L.....
WEST OF 57TH ST.								
59th St. platforms.....								*G. S., *Sub., Tracks No. 3, No. 4.....
C. B. H. No. 2.....								*G. S., Track No. 3.....
.....				103W	101W	102W	104W	
.....				113E	111E	112E	114E	
.....				123W	121W	122W	124W	
.....				133W	131W	132W	134W	
67th St.....				133E	131E	132E	134E	*G. S., Tracks No. 3, No. 4.....
.....				153W	151W	152W	154W	
.....				153E	151E	152E	154E	
C. B. H. No. 3.....								*Sub., Track No. 3.....
72d St. platforms.....								*G. S., Track No. 3, *Sub., Track No. 4.....
.....				173W	171W	172W	174W	
.....				173E	171E	172E	174E	
.....				183W	181W	182W	184W	
.....				183E	181E	182E	184E	
80th St. between Tracks Nos. 3 and No. 1.....								*Sub.....
.....				203W	201W	202W	204W	
.....				203E	201E	202E	204E	
86th St. platforms.....								*G. S., *Sub., Tracks No. 3, No. 1, No. 2, No. 4.....
C. B. H. No. 4.....								*Sub.....
.....				223W	221W	222W	224W	
.....				223E	221E	222E	224E	
.....				243W	241W	242W	244W	
.....				243E	241E	242E	244E	
.....				263W	261W	262W	264W	
.....				263E	261E	262E	264E	
95th St. between Tracks No. 3 and No. 1.....								*Sub.....
95th " " Tracks No. 2 and No. 4.....								*G. S.....
.....				283W	281W	282W	284W	
.....				283E	281E	282E	284E	
100th St. Track No. 4.....								Sub.....
Signal Station.....	⊙ NK	3.18	2.46	INT.	INT.	INT.	INT.	T. D., G. S., Sub., M. C., I. L., L. L.....
110th St. Track No. 3 platform.....								G. S., Sub.....
C. B. H. No. 5, downstairs, west end platform								Sub., Track No. 3.....
112th St.....				353W	351W	352W	354W	
.....				353E	351E	352E	354E	
.....				373W	371W	372W	374W	
.....				373E	371E	372E	374E	
115th St.....								Sub.....
.....				393W	391W	392W	394W	
118th St. between Tracks No. 1 and No. 2.....				393E	391E	392E	394E	
119th St.....				413W	411W	412W	414W	
123d St.....								

* Location indicated by blue light.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 3, 1, 2, 4), Telephone Lines. Rows include 125th St., C. B. H. No. 6A, Park Ave. Drawbridge Signal Station, 134th St., 135th St., C. B. H. No. 7, The Bronx (138th St.) station, 140th St., 144th St., 149th St., Signal Station, Mott Haven yard, Signal Station, 152d St., Trainmasters office, 155th St., 158th St., Melrose (162d St.) Station, C. B. H. No. 45, Cabin, Melrose yard signal 181, Westchester Ave. yard office, Port Morris freight station, C. B. H. No. 47, 165th St. between Tracks No. 1 and No. 2, Morrisania (168th St.) station, C. B. H. No. 32, 170th St. Track No. 3, Claremont Park (171st St.), C. B. H. No. 33, Claremont Park freight station, 173d St., 174th St., Track No. 4, Tremont (177th St.) station, 180th St., Track No. 4, C. B. H. No. 34, 183d St. station, Fordham (190th St.) station, Fordham freight yard, east end, Substation No. 7, Fordham freight station, Signal Station, Botanical Garden (200th St.) station, 204th St. bridge, 1000 ft. east of Williams Bridge freight station, Williams Bridge (210th St.) station, C. B. H. No. 35, 200 feet east of Mile Post 11, Woodlawn freight yard, east end, C. B. H. No. 36, Woodlawn freight station, Woodlawn freight yard, west end, Woodlawn (233d St.) station, Signal Station, Third rail emergency cabin, Wakefield (241st St.) station.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 3, 1, 2, 4), Telephone Lines. Rows include C. B. H. No. 38, Mount Vernon station, Signal Station, Mount Vernon freight station, Car inspectors cabin, 175 feet west of footbridge, Mount Vernon yard, west end of Track No. 5, Fleetwood station, C. B. H. No. 39, Bronx River bridge H48, Overhead bridge H49, Bronxville station, C. B. H. No. 39A, 2000 feet west of Bronxville station, Tuckahoe station, Substation No. 8, Tuckahoe freight station, Opposite Tuckahoe freight station, 500 feet east of Crestwood station, C. B. H. No. 41, Crestwood station and signal station, 1400 feet west of signal 1712, C. B. H. No. 40, 700 feet east of overhead bridge, 450 feet west of signal 1851, 1275 feet east of Scarsdale station, Scarsdale station, Bronx River bridge H55, 375 feet west of signal 1942, 225 feet east of Mile Post 20, C. B. H. No. 42, Hartsdale station, 300 feet west of Mile Post 21, 125 feet east of signal 2151, Substation No. 9, White Plains station, White Plains freight station, 150 feet east of signal 2291, C. B. H. No. 43, 2000 feet east of NW, 250 feet east of signal No. 4, Car inspector cabin, Signal Station, White Plains No. Sta., station, White Plains No. Sta., yardmasters office, White Plains No. Sta., inspection shed, White Plains No. Sta., engine dispatcher, White Plains No. Sta., engine house, White Plains No. Sta., switchmans cabin, west of engine house, Booth at White Plains Road crossing, Virginia Road crossing.

MO TO CROTON-ON-HUDSON

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 7, 5, 6, 8), Telephone Lines. Rows include 140th St., 144th St., 149th St., Signal Station.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 7-8), Telephone Lines. Includes entries like Mott Haven Substation No. 2, East of Grand Concourse, etc.

Equipped with gong.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 3-4), Telephone Lines. Includes entries like West end Track No. 5, C. B. H. No. 15, etc.

Equipped with gong.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 3, 1, 2, 4), Telephone Lines. Includes entries like Substation No. 6, Shattemuc boathouse crossing, etc.

30TH ST. TO SPUYTEN DUYVIL

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals, Telephone Lines. Includes entries like 29th St. (entrance parcel post station), 30th St. (switchmans cabin post office jct.), etc.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES. 30TH ST. TO SPUYTEN DUYVIL

Table with columns: STATIONS (Location), Office Calls, Miles from 30th St., Miles between Stations, Signals (Track No. 1, 2), Telephone Lines. Includes entries like 78th St. switchmans cabin, 79th St. yard office, etc.

Telephone locations are communicating stations.

Signal stations are open as follows:

- ①-Continuously
②-Week-days except Saturday 6.00 A.M. to 10.00 P.M.
③-Week-days except Saturday Continuously
④-Week-days except Saturday 12.01 A.M. to 2.30 P.M.
⑤-Week-days except Saturday 12.15 A.M. to 2.15 A.M. 10.30 P.M. to 12.00 Mid.
⑥-Week-days except Saturday and Saturday 12.01 A.M. to 2.00 A.M. 5.00 P.M. to 12.00 Mid.
⑦-Week-days except Saturday 12.01 A.M. to 2.15 P.M. 2.15 P.M. to 12.00 Mid.
⑧-Week-days except Saturday 6.00 A.M. to 9.00 P.M. 1.00 P.M. to 9.00 P.M.

ABBREVIATIONS.

- Communicating Station . CS
Signal Station . SS
Automatic . Number
Manual Block . M. B.
Train Order . T. O.
Interlocking . INT.
Switch . SW
Train Dispatcher . T. D.
Public . P.
General Service . G. S.
*Interlocking Line . I. L.
Substation . Sub.
Power Supervisor . P. S.
Local Line . L. L.
Message Circuit . M. C.
Way Side Dispatching W. S. D.
Circuit Breaker House C. B. H.

To call Chief Train Dispatcher or Power Supervisor on General Service telephone, use numbers as shown below:

Table with columns: WHEN AT LOCATION, Chief Train Dispatcher, Power Supervisor. Includes entries like G. C. T. to 110th St., 111th St. to Crestwood, etc.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
 JOHN ST. TO SPYRIN DUVAL

STATIONS	Office Calls	Signals	Telephones
11			
16-17			
23			
23			
25			
25			
29			
39			
40			
42			
45-46			
52			
56-57			
84			
85			
90			
93			
94			
95			
97			
98			
101			
104			
117			
117			
118			
139			
140			
140			
141			
146			
161-162			

Telephone locations are summarized as follows:

① Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

② Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

③ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

④ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑤ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑥ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑦ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑧ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑨ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑩ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑪ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑫ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑬ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑭ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑮ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑯ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑰ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑱ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑲ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

⑳ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉑ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉒ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉓ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉔ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉕ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉖ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉗ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉘ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉙ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉚ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉛ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉜ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉝ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉞ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㉟ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊱ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊲ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊳ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊴ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊵ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊶ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊷ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊸ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊹ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊺ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊻ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊼ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊽ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

㊾ Week-days except Saturday and Sunday 12:01 A.M. to 12:00 M.D. 5:00 P.M. to 12:00 M.D. 12:01 A.M. to 12:00 P.M.

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INDEX OF STICKERS
 COVERING CHANGES IN BOOK OF OPERATING RULES
 DATED SEPTEMBER 26, 1937
 REPRINT OF MAY 15, 1944
 REPRINT OF JUNE 1, 1948
 REPRINT OF JANUARY 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 6, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948	Reprint of January 1, 1951
11	M.....	10- 1-46	Addition.....	X	X		
16-17	2-3 (Standard Time).....	3-15-48	Revised.....	X	X		
23	14 (1).....	2-15-41	Revised.....	X			
23	14 S(a).....	11- 1-41	Revised.....	X			
25	16 (1).....	11- 1-41	Eliminated.....	X			
25	17.....	1-10-49	Revised.....	X	X	X	
39	S-90.....	11- 1-41	Revised.....	X			
40	93 (Note).....	5- 1-43	Revised.....	X			
42	99 (Note).....	10- 1-46	Addition.....	X	X		
45-46	109.....	11- 1-42	Revised.....	X			
52	210-211-211a.....	4-15-44	Revised.....	X			
56-57	221 (C).....	3-15-48	Revised.....	X	X		
84	Clearance Form A.....	4-15-44	Revised.....	X			
85	Clearance Form B.....	4-15-44	Revised.....	X			
90	Signal Definitions (Speed).....	2-15-41	Revised.....	X			
93	281A.....	2-15-41	Revised.....	X			
94	282.....	12-20-49	Revised.....	X	X	X	
95	282A.....	4-26-49	Revised.....	X	X	X	
97	284.....	2-15-41	Revised.....	X			
98	285.....	2-15-41	Revised.....	X			
101	289A.....	8-15-47	Revised.....	X	X		
104	291.....	2-15-41	Revised.....	X			
117	326a.....	4-15-44	Eliminated.....	X			
117	327.....	5- 1-45	Revised.....	X	X		
118	330.....	3-15-48	Revised.....	X	X		
139	701.....	10-24-50	Revised.....	X	X	X	
140	703.....	11- 1-41	Revised.....	X			
140	706.....	12-20-49	Revised.....	X	X	X	
141	708.....	4-15-44	Revised.....	X			
146	733.....	No date	Addition.....	X			
161-162	937.....	4-15-44	Eliminated.....	X			

NOTE:
 Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937.
 Reprint of May 15, 1944 includes all changes up to and including that date.
 Reprint of June 1, 1948 includes all changes up to and including that date.
 Reprint of January 1, 1951 includes all changes up to and including that date.
 X indicates that sticker has been issued for book as listed.

SPEED TABLE



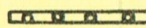


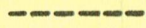
NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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. 55 sec.	65.45	1 min. 10 sec.	51.43	1 min. 45 sec.	34.29	2 min. 40 sec.	22.50
0 " 56 "	64.29	1 " 15 "	48.00	1 " 50 "	32.73	2 " 50 "	21.18
0 " 57 "	63.16	1 " 20 "	45.00	1 " 55 "	31.30	3 " 0 "	20.00
0 " 58 "	62.07	1 " 25 "	42.35	2 " 0 "	30.00	3 " 30 "	17.14
0 " 59 "	61.02	1 " 30 "	40.00	2 " 10 "	27.69	4 " 0 "	15.00
1 " 0 "	60.00	1 " 35 "	37.89	2 " 20 "	25.71	5 " 0 "	12.00
1 " 5 "	55.38	1 " 40 "	36.00	2 " 30 "	24.00	6 " 0 "	10.00

ELECTRIC DIVISION AND NEW YORK TERMINAL DISTRICT

HUDSON DIVISION

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  THREE TRACKS
-  FOUR OR MORE TRACKS
-  TRACAGE RIGHTS
-  OTHER DIVISIONS AND FOREIGN ROADS

