

The
New York Central
Railroad Company
AND
Grand Central Terminal

ELECTRIC DIVISION

NEW YORK TERMINAL
DISTRICT

Time-Table No. 57

FOR EMPLOYEES ONLY

EFFECTIVE

12.01 A. M. Eastern Standard Time

Sunday, June 27, 1943

L. RELYEA,
Superintendent
N. Y. Term. Dist.

E. L. GOLDEN,
Superintendent
G. C. T. & Elect. Div.

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COMPANY SURGEONS

C. G. Burdick, M.D., Acting Chief Surgeon.
140 East 54th St., N. Y. City.

Bronxville: Henry E. McGarvey, Bronxville Trust Co. Bldg.
Phones—Office and Res. BRonxville 2-1047.

Crestwood: Wm. H. Walker, 27 Crestwood Ave.
Phones—Office and Res. TUCkahoe 3-0847.

Croton-on-Hudson: Nathaniel P. Brooks, 73 Grand St.
Phones—Office and Res. Croton 3267.

Croton-on-Hudson: George Vogel, 87 Grand St.
Phones—Office and Res. Croton 8451.

Mount Vernon: N. H. Ives, 175 Park Ave.
Phones—Office and Res. Mt. Vernon 8-0550.

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

N. Y. City: Chas. L. Antony, 220 East 123d St.
Phones—Office: LEhigh 4-4488.
Res.: KINGSbridge 9-7775.

N. Y. City: J. Herbert Bliss, 567 First St., Bklyn.
Phones—Office and Res. SOUTh 8-1060.

N. Y. City: Julius Brandwein, 446 West 34th St.
Phones—Office and Res. MEdallion 3-0413.

N. Y. City: Thomas P. Gaines, 5420 Netherland Ave.
Phones—Office and Res. KINGSbridge 9-7732.

N. Y. City: D. H. M. 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: Ira Hinsdale, 135 East 65th St.
Phones—Office: RHineland 4-7210.
Res.: ATwater 9-5366.
(Ear, Nose and Throat.)

N. Y. City: Walter F. Jones, 108 East 78th St.
Phones—Office and Res.: BUTterfield 8-0464.

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: R. L. Maier, 121 East 60th St.
Phones—Office: REgent 4-1905.
Res.: MURray Hill 6-6938.

N. Y. City: A. E. Munson, 2387 Davidson Ave.
Phones—Office: SEDgwick 3-6060.
Res.: SEDgwick 3-6061.

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: F. X. Pidgeon, 467 Hudson St.
Phones—Office: WALKer 5-2338.
Res.: WATkins 9-3204.

Ossining: Chas. L. Bricant, 52 So. Highland Ave.
Phones—Office and Res. Ossining 463.

Ossining: C. C. Sweet, 13 Maple Place.
Phones—Office and Res. Ossining 386.

Scarsdale: Ralph R. Ryan, Office: 26 East Parkway.
Phones—Office: Scarsdale 169.
Res.: Scarsdale 955.

Tarrytown: B. L. Sweet, 75 Broadway.
Phones—Office and Res. Tarrytown 195.

Tuckahoe: H. H. Stevens, 104 Scarsdale Road.
Phones—Office and Res. TUCkahoe 3-3016.

White Plains: J. F. Black, 8 Cromwell Place.
Phones—Office and Res. White Plains 535.

White Plains: Wm. M. Kelly, Office: Medical Center Bldg.
Res.: 25 Old Lake St.
Phones—Office: White Plains 6150.
Res.: White Plains 6636.

Yonkers: Harrison Betts, 363 Palisade Ave.
Phones—Office and Res. YONkers 3-0766.

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

OCULISTS

N. Y. City: Truman L. Boyes, Office: 654 Madison Ave.
Res.: 410 East 57th St.
Phones—Office: REgent 4-3522.
Res.: PLaza 5-0057.

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

N. Y. City: C. E. McDannald, Office: 100 West 59th St.
Res.: 116 East 63d St.
Phones—Office: CIRCLE 7-0035.
Res.: REgent 4-2272.

Ossining: L. D. Redway, 82 So. Highland Ave.
Phones—Office and Res. Ossining 1033.

MEDICAL DEPARTMENT

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

AMBULANCE

(Employee Cases)

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

HOSPITALS

Bronxville: Lawrence, Pondfield Road West.
Phone—BRonxville 2-6000.

Dobbs Ferry: Dobbs Ferry, 128 Ashford Ave.
Phone—Dobbs Ferry 4600.

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

N. Y. City: Broad Street, 129 Broad St.
Phone—BOWling Green 9-3030.

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: Roosevelt, 59th St. and 9th Ave.
Phone—COLUMbus 5-2340.

N. Y. City: St. Francis, 142d St. and Brook Ave.
Phone—MOTt Haven 9-2480.
(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

N. Y. City: St. Vincent's, 11th St. and 7th Ave.
Phone—GRAMercy 7-4050.

N. Y. City: Union, 260 East 188th St.
Phone—RAYmond 9-0506.
(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

Ossining: Ossining, 304 Spring St.
Phone—Ossining 2515.

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

White Plains: White Plains, 41 East Post Road.
Phone—White Plains 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, effective January 7, 1941, govern.

Rules to be Followed by Employes 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 employes 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 employes 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 telltale 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 officials 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.

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

East of Bridge S7A. (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.

Employes 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.

Emploees 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.

Telltales:

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. Such trains to take siding at Oseawana, 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 lower end of yard.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

- G. C. T. { Conductors room. Stationmasters office. Train dispatchers office. Yard building, enginemens room. Yard building, yardmasters office. }
N. Y. Term. Dist. { West 34th St. yardmasters office. West 72d St. engine house. West 72d St. general yardmasters office. }
Mott Haven Yard. Trainmasters office.
White Plains No. Sta. { Engine dispatchers office. Yardmasters office. }
Harmon. { Engine dispatchers office. Terminal engine foremans office. Yardmasters office. }
Croton-on-Hudson. Passenger station.
Sedgwick Ave. . . . { Engine foremans office. Ticket office. }

6. LETTERS AND SIGNS.

- ⊙ Time applies at Signal Station.
○ Use Track No. 3 westward or Track No. 4 eastward.
+ Use Track No. 4 westward U to MO, except Sunday.
+ Use Track No. 2 westward U to MO.
★ 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 west of Troy.
⊗ Stop on signal to receive passengers for Adirondack Division points and for west of Buffalo.

- J Stop to receive passengers commencing Sept. 18, 1943.
K Stop on signal to receive or discharge passengers for and from Albany and beyond.
M Stop on signal to receive or discharge passengers for and from Utica and beyond
Q Stop on signal to discharge passengers from G. C. T. and 125th St.
U Stop on signal to receive passengers for Cleveland and beyond.
V Stop to receive passengers for Millerton and west.
W Stop on signal to receive passengers for Detroit and beyond.
X Stop except Sunday.
Z Stop except Saturday.
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.
O-2 Originate at New Haven Sunday.
O-5 Originate at Stamford, Saturday and Sunday, also July 5, Sept. 6 and Nov. 25, 1943.
O-6 Originate at Stamford, Saturday and Sunday, also July 5, Sept. 6, Oct. 12 and Nov. 25, 1943.
P Will not carry revenue passengers.
P-2 Will not carry passengers to or from White Plains No. Sta.
P-3 Will carry passengers between Harmon and Poughkeepsie except Sunday.
R Will not run July 5, Sept. 6, Nov. 25, Dec. 25, 1943 and Jan. 1, 1944.
R-1 Will not run Dec. 25, 1943 and Jan. 1, 1944.
R-2 Will not run July 5, Sept. 6 and Nov. 25, 1943.
R-3 Will not run July 5, Nov. 25, 1943 and Jan. 1, 1944.
R-4 Will not run July 6, Sept. 7, Nov. 26, Dec. 26, 1943 and Jan 2, 1944.
R-5 Will not run Nov. 26, 1943.
R-8 Will not run July 6, Sept. 7, Nov. 25, Dec. 25, 1943 and Jan. 1, 1944.
R-9 Will not run July 5 and Sept 6, 1943.
R-10 Will not run July 4 and Sept. 5, 1943.
R-15 Run to Stamford only, Saturday.
R-17 Run to New Haven only, Sunday.
R-42 Last trip Oct. 3, 1943.
R-43 Last trip Sept. 15, 1943.
R-44 First trip Sept. 16, 1943.
R-45 Last trip Sept. 25, 1943.
R-50 Last trip Sept. 24, 1943.
Will not run on the following dates:
Sept. 12, 14, 16, 18, 19, 21 and 23, 1943.
R-51 Last trip Sept. 18, 1943.
R-52 Last trip Sept. 17, 1943.
R-53 Last trip Sept. 24, 1943.
R-54 Last trip Sept. 20, 1943.
R-55 Last trip Sept. 25, 1943.
Will not run on the following dates:
Sept. 13, 15, 17, 19, 20, 22 and 24, 1943.
R-56 Last trip Sept. 19, 1943.
R-57 Last trip Sept. 26, 1943.
T Use Track No. 1 at PF.
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. 4 at U, 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 MO, Sunday.
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-16 Use Track No. 4 at CD, Sunday.
T-17 Use Track No. 2 at PF.

- T-20 Leave from Track No. 101, Saturday.
T-22 " " " " 103, "
T-23 " " " " 104, "
T-24 " " " " 105, "
T-25 " " " " 106, "
T-26 " " " " 107, "
T-27 " " " " 108, "
T-28 " " " " 109, "
T-29 " " " " 110, "
T-30 " " " " 111, "
T-31 " " " " 112, "
T-32 " " " " 113, "
T-34 " " " " 115, "
T-35 " " " " 116, "
T-39 " " " " 103, Sunday.
T-41 " " " " 105, "
T-42 " " " " 106, "
T-47 " " " " 111, "
T-49 " " " " 113, "
T-50 " " " " 114, "
T-51 " " " " 21, "
T-52 " " " " 23, "
T-53 " " " " 11, "
T-54 " " " " 26, "
T-55 " " " " 101, Thursday.
T-56 " " " " 108, Friday.
T-57 " " " " 112, "
T-58 " " " " 21, Saturday.
T-59 " " " " 32, "
T-60 " " " " 25, "
T-61 " " " " 16, "
T-62 " " " " 11, "
T-64 " " " " 30, Saturday and Sunday.
T-65 " " " " 33, " " "
T-66 " " " " 108, Sunday and Monday.
T-67 " " " " 113, Monday.
T-68 " " " " 103, "

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:

- 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.

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 indicates: Yellow—Proceed at restricted speed. Light out—Stop.

13. EMERGENCY SIGNALS. Whistles are located at Signal Stations A, B, C, No. 1, MO and HM.

14. ENGINE WHISTLE SIGNALS. Table with columns: Sound, Indication. Includes signals like 'o—oo' for 'Must be sounded to notify signalman' and 'o—o' for 'Shut power off Track No. 1'.

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.

17. HEADLIGHTS. When making switching movements in yards, the headlight must be displayed on both ends of electric engines and MU cars operated under their own power. East of 106th St., Park Ave.: Between West 72d St. and West 123d St.: The headlight will be displayed to the front of every train, at all times.

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. Between Sedgwick Ave. and Getty Square: East of West 72d St.: A red flag by day and a red light by night will be displayed to indicate the rear of the train. Rule 19 modified accordingly.

East of FH: Storage trains and light storage engines will display one red light on rear, to indicate rear of train, at all times. Rule 19 modified accordingly. **East of 125th St., Park Ave.:** Night signals will be displayed on rear of trains as markers, at all times. Rule 19 modified accordingly. Trains, eastward and westward, other than storage trains, light storage engines, or trains having electric markers, will display marker on Lexington Ave. side from location other than in corner post socket, account clearance. 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.

30. ENGINE BELL. Engine bell will not be rung between: 123d and 127th Sts., Park Ave., except in case of emergency. Rules 30 and 937 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.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Sedgwick Ave.:

Putnam Division, first class trains, except Nos. P137, P197 and P121, will not leave without Clearance Form A, which will be authorized by Putnam Division train dispatcher.

93. YARD LIMITS.

East of West 153d St.
East of Kings Bridge.
West of Mile Post 2.77, west of Park Hill.
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 CROSSINGS AT GRADE.

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

103c. SWITCHING PASSENGER EQUIPMENT.

G. C. T.:

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 east 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 east platform of east car.

104. SWITCHES.

Electrically Locked Switches:

Switch at High Bridge leading from Track No. 4 to yard must be unlocked and locked in accordance with instructions posted in cabin MD adjacent to switch.
Switch at Mount Vernon connecting Track No. 10 to Track No. 6 must be unlocked and locked in accordance with instructions posted in telephone box adjacent to switch.

105. SIDINGS.

Two or More Tracks:

Capacity based on 44-Foot cars. Table with columns: Location, Westward, Eastward, Westward and Eastward.

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.:

Crews of inbound trains will stand on station platform opposite open car doors until all passengers have left cars. Conductor will stand at foot of ramp or stairs until all passengers are on ramp or stairs. This will apply to sleeping cars until passengers who are ready to leave train have done so.

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 Tracks Nos. 33 to 42, inc., must pull as close to signal as necessary to clear circuits at west end of track.

After clearing track circuit, trains will stop with forward door of head passenger carrying car at foot of ramp leading to concourse. When passengers have left train, conductor will give signal to pull ahead to low platform if necessary to unload baggage, mail or express.

When train stops with passenger carrying cars east of high platform, vestibule doors not opposite high platform must be kept closed and passengers directed to walk through train to opening on high platform.

Track capacity with rear end clearing circuits and rear platform of first car at high platform is:

Table with columns: Track, Cars, Track, Cars. Values: 38/13, 41/11, 39/12, 42/11, 40/12.

125th St.:

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

High Bridge:

Track No. 6. Eastward trains stop with rear end of rear car at west end of platform.

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. 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.

Scarsdale:

Track No. 2. Stop with rear end of first car opposite platform.

White Plains No. Sta.:

Passengers must not be permitted to board or leave westward trains stopping for change of power.

109. BULLETIN BOARDS AND BOOKS.

- List of bulletin boards and books for various stations including G. C. T., N. Y. Term. Dist., Mott Haven Yard, Westchester Ave., Mount Vernon, White Plains No. Sta., FH, Yonkers, Glenwood, Harmon, Croton-on-Hudson, Sedgwick Ave.

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.

Between SK and east end of gauntlet, Getty Square.
Tracks are numbered from the south and will be used as follows:

- No. 6, Eastward.
No. 5, 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.
MV 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.

Six Tracks:

Between DV and MV.
Tracks are numbered from the south and will be used as follows:

- No. 6, Eastward—Passenger.
No. 5, Westward—Passenger.
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.
Sedgwick Ave. and Getty Square.
St. Clair Place and DV.

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

Between Tracks
U and MO.....No. 4, No. 2, No. 1, No. 3.
FH and DV.....No. 2, No. 1.
CR and HM.....No. 4, No. 2, No. 1, No. 3.
HM and CD.....No. 4, No. 2, No. 1, No. 3.

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.



Fig. 59 A

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



Fig. 59 C

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

290. RESTRICTED SPEED INDICATIONS.

Engine and train crews will not accept signal indication, Rule 290, Figures 175 and 181, to proceed through a block, without instructions, except at:

- U MO
NK No. 1

Rule 290 modified accordingly.

293. SWITCH TARGETS.

Between: Wakefield and White Plains No. Sta.
Riverdale and Croton-on-Hudson.
West 158th St. and Spuyten Duyvil Drawbridge.

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 with columns: Indication, Lined for. Values: Two white (Straight route), Two yellow (Ladder), One white (Diverging route), One yellow (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.
Sedgwick Ave. and Getty Square.
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.

Lights are vertical between 59th St. and 96th St., Park Ave. and on signals 891 and 893, at Fordham.

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

Table with 2 columns: Signal (MO, JO, VO, NW, SK, JS) and Position (FH, DV, PF, CR, HM, CD)

Rule 611 modified accordingly.

Spuytan 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.

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.

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

Multiple Unit equipment must not be handled in freight trains.

705. LEAVING CARS ON SIDE TRACKS.

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

Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

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

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

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 of 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 train is placed for loading, vestibule door must be kept closed if opposite curve in platform which leaves wide opening between platform and trap door. Rear door of rear car in service must be open unless standing east of point where passengers arrive at platform. Crews of inbound trains must protect such openings while passengers are leaving cars if station employe is not doing so.

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 lock 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.

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 Railway Mail Service.

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

When a regular authorization is exceeded from any station at which the Post Office Department 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.

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

Table with 2 columns: Sacks (1 to 50, 51 to 100, 101 to 150, 151 to 200, 201 to 250, 2 outside parcels) and Feet (3', 6', 9', 12', 15')

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, effective February 1, 1930, govern.

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

Table with 4 columns: Approaching, Direction, Open rear end train pipe valve, Engineman shut off steam at. Includes entries for G. C. T., Harmon, and West 33d St.

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

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

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

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—Nos. 48, 20, 2, 66, 8, 12, 26, 68 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 heater switches on MU cars must be opened on arrival at terminal, except in extremely cold weather when heater 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 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.

Employes 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.

East of Van Cortlandt:

Deck lights must be 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, effective February 1, 1930, govern.

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

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

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 operating one or more electric locomotives, there shall be two brake valve handles only in position on each locomotive, one automatic and one independent, and on the same brake valve.

Handles of brake valves and double heading cocks must be in position as indicated below:

Position of Handle	Position of Handle		
	Brake Valve	Double Heading Cock	
On		Under Brake Valve Having Handles On	Under Brake Valve Having Handles Off
On single locomotive and on leading locomotive when coupled to others.....	No. 1	No. 2	No. 2
On other than leading locomotive when coupled to others:			
R2, behind R2.....	Lap Running	No. 2	No. 2
R2, behind any other class.....	Running	No. 3	No. 2
RA.....	Running	No. 3	No. 2
DEs-3.....	Running	No. 2	No. 2
Other Classes.....	Running	No. 2	No. 2

Rule 1551 of Rules for the Operation and Supervision of Air Brakes, effective February 1, 1930, modified accordingly.

Enginemen must know that brake valves with handles off are in lap position.

When double heading Class R2 locomotives, enginemen must know that hose is coupled and that all cocks between locomotives are open.

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.

When changing power, engineman will leave brakes applied before engine is cut off.

N. Y., N. H. & H. MU Equipment.

G. C. T.:

When making switching movement, before cars are moved, 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.

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.
- White Plains No. Sta.

ELECTRIC AND DIESEL EQUIPMENT.

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

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 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 flag 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, engineman 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	Weather Conditions	
	Moderate	Cold
DEs-2 (525).....	Both	Both
DEs-3.....	One, each end.....	All
Q.....	None.....	Right-hand switch
Ra (300-301).....	None.....	One, each end
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.

Employe, 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.
- 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.
- White Plains No. Sta.Track No. 49.

Tonnage and Car Limit:

Class	Freight Trains	
	Tons	Cars
Ra (300-301).....	4000 (Limit 125)	125
R-2.....	3500 (" " ")	3000* (" " ")

*When temperature is below 15 degrees F.

Class	TONS		
	Elec. Div. & N. Y. Term. Dist.	Harlem Div.	Putnam Div.
DEs.....	2000	1200*	800*
DEf (510).....	2000	1500	650

*Local freight only.

Operation of Controller:

Amperage used must not exceed, except for short periods when necessary.....	Classes		
	S-1, S-2, S-3	T-1, T-2, T-3	R-2
	1000	1500	1000

Amperage used must not exceed, in parallel position, except for short periods when necessary.....	Classes		
	Q	Ra	R-2
1750	3500		
1500	3000	3000	
500 amps.	500 amps.	500 amps.	500 amps.

Must not be used when tonnage of cars exceeds (per locomotive).....	Classes		
	Q	Ra	R-2
1750	3500		
1500	3000	3000	
500 amps.	500 amps.	500 amps.	500 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:

Class	Speed
R-2	In road service, when sustained current exceeds 400 amperes.....High
DEf	In road service, when sustained current does not exceed 400 amperes, and in switching service.....Low
Q	When handling cars.
Ra	When handling cars.
DEs-2	When running light or standing, after handling train of 9 or more cars.

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.

Sound	Indication
o o	When running—stop at once.
— — — —	Helper come to operating cab.
o o o o o	Increase train heat.
— —	Look for hand signals.
— —	Answer to any signal.

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.

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 conductors valve in that car.

In event of irregularity or accident occurring to a train 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 in Park Ave. tunnel are located at 59th, 72d and 86th Sts.; on the viaduct at 110th St.

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

Tremont	High Bridge	Ardsey-on-Hudson
Williams Bridge	Riverdale	Philipse Manor Scarborough

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.

Rail detector car X8015 must not be operated in freight trains. 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, must not be moved on main tracks except; west of PF, four electric, Diesel, steam locomotives 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 locomotive must be placed at least 5 cars from steam engines.

G. C. T.:

Upper Level:

N. Y., N. H. & H. locomotives, series 0300 to 0326, inclusive, must not be operated from loop Track No. 01 to Tracks Nos. 38, 39 and 40.

N. Y., N. H. & H. locomotives, series 0300 to 0326, inclusive, and series 0351 to 0366, 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 elevators 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, must not be operated over following routes:

Track No.	Between Signals
101	1135 and 1115
103	1138 and 1139
115	1111 and 1114
116	1110 and 1114
117	1109 and 1114
201	1143 and 1115
102	East of sign "C" on pillar, located east of stairway.

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.

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.

Crane 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 to 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.

Between JS and Getty Square:
Cranes G. C. T. No. 1, X21 to X34, inc., X105, X116 and X139, must not be operated.

ENGINE RESTRICTIONS:

Location	Class
Between Park Ave. Draw-bridge and 110th St., if adjacent track is occupied by equipment heavier than MU.	DEs double-headed with all classes, B-10 and B-11. (Classes H, J and K include B. & A.)
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 0300 to 0366, inclusive, double-headed.
Park Ave. Drawbridge.....	DEs, DEr.
If next track is occupied.	
Park Ave. Drawbridge.....	N. Y., N. H. & H. series 0300 to 0366, inclusive, double-headed. RA double-headed. B-10 and B-11.
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. Track No. 77.....	All.
Westchester Ave.....	RA, R-2, DEr.
Tracks Nos. 34, 36.	
Port Morris.....	All except Q, DEs.
Tracks Nos. 38, 40, 42.	
Port Morris.....	RA, R-2, DEr.
Tracks Nos. 28, 32, 37.	
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.	
Woodlawn. Schwiers coal..	All.
trestle, westerly 75 feet.	
Wakefield, James Stewart & Co., Inc., westerly 300 ft. Track No. 5B.	All.
Bridge H48, 4,000 feet east of Bronxville, if other track is occupied by equipment heavier than MU.	J, K-11.
Tuckahoe. Conlin Co.....	All except DEs, DEr, B-10.
Track No. 7.	
Bridge H55, 1,300 feet west of Scarsdale, if other track is occupied by equipment heavier than MU.	J, K-11.
White Plains.	
Tracks Nos. 17, 27A.....	All except Q, DEs.
Track No. 29.....	All except DEr, DEs.
White Plains No. Sta.....	F, H, J.
Tracks Nos. 19, 53, 35 Yard C.	
East of White Plains No. Sta.	A-1 (B&A)
Between Sedgwick Ave. and JS.	L, J, K-14, U-1.
High Bridge, Hubbard.....	All.
Floyd Co. Track No. 33.	
Between JS and Getty Square.	All.
Between 140th St., Park Ave. and DV.	L.
High Bridge. Bronx Terminal Market, Track No. 6A, between Track No. 6 and east end of Track No. 8.	All except DEs.
High Bridge. Bronx Terminal Market, Track No. 10.	All except DEs, DEr, Q, RA, R-2, S, T.
High Bridge. Bronx Terminal Market, Track No. 12, between switch connecting with Track No. 8 and switch connecting with Track No. 10.	All except DEs, DEr, Q, RA, R-2, S, T.

Morris Heights. Con. Ship. Bldg. Co. Track No. 8A, east of fence gate.	All.
Spuyten Duyvil Drawbridge. If other track is occupied.	J-3, L.
Spuyten Duyvil Drawbridge.	U-1, U-3, H-6A with booster.
Ludlow. Track No. 8.....	All except Q, DEs.
Ludlow. Tracks Nos. 20, 22.	All except DEs.
Yonkers. Sugar Refinery. Track No. 16 and 300 feet westerly end Track No. 8A.	All except Q, DEs.
Yonkers. Otis Elevator. Co. Track No. 13.	F, H, J, K, L, RA, R-2, DEr.
Glenwood. Power House... Trestle. Track No. 12.	F, H, J, K, L, RA, R-2.
Hastings. Anaconda Wire and Cable Co., Tracks Nos. 32, 34.	All except DEs, DEr.
Hastings. Hastings Pavement Co. Track No. 16.	F, H, J, K, L.
Tarrytown. Track No. 8... L.	
Tarrytown. Chevrolet Motor Co. All tracks, except Track No. 6.	L, J.
300 ft. east end Trk. No. 28.	All except B.
Ossining. Socony Vacuum Oil Co. Track No. 30.	F, H, L, RA, R-2.
Harmon. Coal trestle.....	All except DEs, DEr, B-10.
Tracks Nos. 100, 154, 156 and Track No. 98 west of Van Cortlandt Road overhead bridge No. 94.	Q, RA, R-2, S, T, MU cars.
East of Harmon.....	A-1 (B&A)
East of Inwood.....	DEr.
Between West 27th St. and West 28th St., beyond curb on east side of 12th Ave. Tracks Nos. 241 and 243, into the Terminal Warehouse.	DEs.
East of West 36th St., on via-duct.	S engines coupled or coupled with any other class of engine.
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, RA, R-2.
platform track.	

CAR RESTRICTIONS:

Location	Type
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 4120, 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 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

Mott Haven Yard..... BREX refrigerators, series Wye tracks, when adjacent track is occupied. 300 to 329, inc.

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 equipment or Pullman cars.

Westchester Ave..... Well, transformer, self-clearing hopper. Track No. 36. Cars 65 ft. and over in length. Tracks Nos. 34, 36.

Port Morris..... Well, transformer, self-clearing hopper. Tracks Nos. 32, 38, 40, 42. Palace Poultry, series PPKX 5003 to 5609, inc.

Tracks Nos. 12, 20, 22, 24, Cars 65 ft. and over in length. 25, 26, 28, 30, 32, 38, 40, 42, 73, 89.

Tracks Nos. 40, 42..... NYC box cars, series 62,000 to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

Melrose..... Cars 65 ft. and over in length. Tracks Nos. 10, 15.

Botanical Gardens..... Cars 65 ft. and over in length. Track No. 12.

Mount Vernon..... Sou. Pac. horse cars, series Tracks Nos. 13, 15, 17, 19. 7229 to 7248, inc.

White Plains No. Sta..... Cars must be brought to a stop before being placed on Track No. 37. Overhead 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. 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.

Between JS and Getty Square 110,000 lbs. or heavier, except MU.

East of BN..... NYC box cars, series 62,000 to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc. C. R. I. & P. Ry. baggage cars, series 4106 to 4120, inc.

Between MO and BN..... NYC box cars, series 62,000 to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc. Track No. 3.

Between MO and FH..... C. R. I. & P. Ry. baggage cars, series 4106 to 4120, inc. Tracks Nos. 3, 4.

Between FH and DV..... C. R. I. & P. Ry. baggage cars, series 4106 to 4120, inc.

Ludlow. Track No. 8..... All except tank cars. Ludlow. Track No. 10A.... Sou. Pac. horse cars, series 7229 to 7248, inc.

Ludlow. Tracks Nos. 20, 22 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.

Glenwood. Power House... Palace Poultry, series Trestle. Track No. 12. PPKX 5003 to 5609, inc. Cars 65 ft. and over in length.

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

East of Harmon..... B. & M. diners named Maine, New Hampshire, Vermont and Massachusetts. 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.

Between West 15th St. and West 16th St., National Biscuit Co., Track No. 30. NYC box cars, series 62,000 to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

West 16th St., on viaduct... NYC box cars, series 62,000 Merchants Refrigerating Co., Track No. 24. to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

Between Terminal Warehouse, 12th Ave., West 27th to 28th Sts. and West 30th St., Track No. 55. Cars exceeding 50 feet. 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 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 52 ft. in length.

Between West 32d St. and West 33d St., Tracks Nos. 149, 155. Cars exceeding 70 ft. in length.

Between West 32d St. and West 33d St., Tracks Nos. 151, 153. Cars exceeding 52 ft. in length.

West 33d St. Railway Express building, Track No. 45. Cars 79 ft. and over in length.

West 33d St. Railway Express building, Tracks Nos. 43, 45..... C. M. St. P. & P. refrigerator cars, series 4 to 41 and 350 to 379, inc.

Between West 33d St. and West 35th St., Tracks Nos. 101 to 123, inc. Cars exceeding 52 ft. in length.

Between West 34th St. and West 36th St., Tracks Nos. 125 to 137, inc. Cars exceeding 60 ft. in length.

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. New light weight Pullman, NYC dining or mail-bag-gage cars.

Between West 36th St. and West 37th St., east side of Williams Building, Track No. 244. NYC box cars, series 62,000 to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

West 41st St..... A. T. & S. F. horse cars, Wye Tracks Nos. 214, 222, leading to N. Y. Stock Yards. series 1990 to 1999, inc. New light weight Pullman, NYC dining or mail-bag-gage cars.

East of West 60th St..... Cars 65 ft. and over in length.

West 60th St. station..... NYC box cars, series 62,000 Dock E, Track No. 111. to 62,299, inc., 91,000 to 91,199, inc., and 176,000 to 176,199, inc.

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-bag-gage cars.

Between West 60th St. and West 64th St. Track No. 241 (Duffy 1A). New light weight Pullman, NYC dining or mail-bag-gage cars.

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. All equipment.

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-bag-gage cars.

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

West 70th St..... New light weight Pullman, Track No. 31 leading to Pier I. NYC dining or mail-bag-gage cars.

West 72d St. Well, transformer. Crossover Track No. 10 to 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 give 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, engineer 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, effective February 1, 1930, govern.

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

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

Cooling Compound:

An approved hot journal cooling compound, and Form 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.

Rear brakemen of passenger trains will be governed as follows:

Table with 4 columns: When rear car is, And car next ahead is, Carry equipment in following location: (Storm clothing, Container and lanterns), and specific instructions for Pullman, DeLuxe, and Coach cars.

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:

Table with 3 columns: Valves and Cocks, Position, and instructions for Brake pipe cut-out, 3 cut-out cocks, and supplementary reservoir branch pipe.

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 equipment, such as Circus trains, Engines, Freight trains, Passenger trains, and Snow plows.

Cock in brake cylinder pipe to safety valve. Open. Drain cock in auxiliary reservoir. Closed. All other reservoir drain cocks. Open.

At points from which car may be towed during a lay-over period, brakes should be cut out for deadhead operation. Car must not be coupled between a locomotive and any other car while switching, except with its own trailers.

When necessary to tow a car to or from a shop, it should be accompanied by a rider who is qualified on operation of car.

When a car is being towed in a train and tanks have not been drained, gasoline tanks should be placarded as "Inflammable Material."

Gasoline filler connections should be equipped with "Protecto Seal Caps."

Gasoline filler covers and tool boxes accessible from outside of car should be locked with Yale padlock.

Fire extinguishers should be fully charged.

SNOW PLOW EQUIPMENT.

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

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

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

SPECIAL USE OF TRACKS.

Yonkers:

Eastward trains and engines, before using Track No. 6 between Babcock Place, Yonkers and MV, must obtain permission from signalman at GD. This will not apply to trains and engines using Track No. 6 from GD which do not stop at Yonkers yard.

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.

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.

Table listing speed restrictions for various train types and equipment, such as Trains with dead engines, Trains with steam or electric cranes, Work trains, and Trains with locomotive cranes.

LOCAL

(Unless otherwise restricted)

Table listing local speed restrictions for various locations and train types, such as East of 44th St., Signal Stations, Between 62d St. and Melrose, and Between Fleetwood and VO.

Table listing local speed restrictions for various locations and train types, such as Between 140th St. and Bridge S7A, Bridge S7A, High Bridge, BN, FH, DV, Spuyten Duyvil Drawbridge, and Ludlow.

Between east end Ossining Tunnel and Harmon.....	Passenger, mail and express trains, 18 cars or less.....	55
	Milk trains, 18 cars or less.....	50
	Passenger, mail, express and milk trains, 19 to 24 cars, inc.....	45
	Passenger, mail, express and milk trains, 25 cars or more.....	35
	Freight trains.....	25
HM.....	.....	40
CD.....	Rule 287, slow speed.....	10
	Rules 287 and 288, slow speed.....	10
Between West 37th St. and St. Johns Park, on viaduct.....		10
Between St. Clair Place and West 137th St.....		30
Between West 137th St. and east end Spuyten Duyvil Drawbridge.....		45
SK.....	Rules 287 and 288, slow speed.....	10
	Passenger.....	45
Between Sedgwick Ave. and JS.....	Freight and work trains.....	25
	Engines, light or with caboose.....	35
	Trains with steam cranes.....	25
Between JS and Getty Square.....	Passenger trains.....	40
	Freight and work trains.....	25
JS.....	.....	10
	Rule 287, slow speed.....	10
	Curve immediately west.....	30
Getty Square viaduct, bridge Y8.....		10
East of 59th St., G. C. T.....	G. C. T. Crane No. 1, Cranes X21 and X23.....	6
Between 59th St. and 97th St., Park Ave.....	G. C. T. Crane No. 1.....	25
	Cranes X21 and X23.....	35
Between 97th St. and 110th St., Park Ave.....	G. C. T. Crane No. 1.....	25
	Cranes X21 to X34, inc.....	35
Between 110th St. and 140th St., Park Ave.....	G. C. T. Crane No. 1, Cranes X21 to X34, inc.....	15
	N. Y. C. electric locomotives, Class S-3, and N. Y., N. H. & H. electric locomotives, series 0300 to 0366, inc., when passing cranes G. C. T. No. 1, X21 to X34, inc., on adjacent track.....	10
	Engines, Classes B-10 and B-11 (in emergency).....	10

WATER STATIONS.

G. C. T.	Harmon.	White Plains No. Sta.
Mott Haven Yard.	Sedgwick Ave.	

ENGINE CREWS.

Wind shield wings must be folded in at Morrisania on Track No. 3 and at Bridge H25, 1,300 feet west of Melrose.

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.

Location	Description	Track Nos.
East of 97th St., Park Ave.....	G. C. Terminal yard and Park Ave. tunnel.....	All tracks.
1.39 miles east of 125th St.....	98th St. foot and signal bridge.....	4, 2, 1, 3.
1.30 miles east of 125th St.....	100th St. foot bridge.....	4, 2, 1, 3.
1.21 miles east of 125th St.....	102d St. signal bridge.....	4, 2, 1, 3.
1.02 miles east of 125th St.....	NK tower and signal plant.....	4, 2, 1, 3.
0.85 mile east of 125th St.....	109th St. signal bridge.....	4, 2, 1, 3.
0.66 mile east of 125th St.....	113th St. signal bridge.....	4, 2, 1, 3.
0.49 mile east of 125th St.....	116th St. signal bridge.....	4, 2, 1, 3.
0.32 mile east of 125th St.....	119th St. signal bridge.....	4, 2, 1, 3.
0.13 mile east of 125th St.....	123d St. signal bridge.....	4, 2, 1, 3.
0.05 mile west of 125th St.....	127th St. signal bridge.....	4, 2, 1, 3.
0.07 mile west of 125th St.....	127th St. signal bridge.....	4, 2, 1, 3.
0.27 mile west of 125th St.....	131st St. signal bridge.....	4, 2, 1, 3.
0.33 mile east of 138th St.....	134th St. signal bridge.....	4, 2, 1, 3.
0.32 mile east of 138th St.....	Park Ave. drawbridge.....	4, 2, 1, 3.
0.22 mile east of 138th St.....	North approach span, Park Ave. drawbridge.....	4, 2, 1, 3.
0.11 mile east of 138th St.....	Signal bridge.....	4, 2, 1, 3.
0.04 mile west of 138th St.....	Signal bridge.....	4, 2, 1, 3.
0.23 mile west of 138th St.....	144th St. highway and signal bridge.....	8, 6, 5, west main, east main, 4, 2, 1, 3.
0.38 mile west of 138th St.....	149th St. highway and signal bridge.....	8, 6, 5, west main, east main, 4, 2, 1, 3.
0.54 mile west of 138th St.....	Signal bridge.....	140, 4, 2, 1, 3.
0.53 mile east of Melrose.....	153d St. highway bridge.....	4, 2, 1, 3.
0.42 mile east of Melrose.....	Signal bridge.....	4, 2, 1, 3.
0.38 mile east of Melrose.....	Yard bridge (milk).....	4, 2, 1, 3, 7.
0.33 mile east of Melrose.....	Morris Ave. highway bridge.....	4, 2, 1, 3.
0.30 mile east of Melrose.....	Pipe bridge.....	4, 2, 1, 3.
0.22 mile east of Melrose.....	158th St. highway and signal bridge.....	4, 2, 1, 3.
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 west 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.

Location	Description	Track Nos.
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.
0.28 mile east of Botanical Garden.....	Hauck and McGloin crane.....	12.
0.09 mile east of Botanical Garden.....	200th St. highway bridge.....	4, 2, 1, 3.
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, 13.
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.
0.36 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.....	Lion Coal Co. coal shed.....	9A.
0.01 mile west of Fleetwood.....	Broad St. highway bridge.....	2, 1.
	Station foot bridge.....	2, 1.
0.31 mile west of Fleetwood.....	Bronx River bridge.....	2, 1.
0.43 mile east of Bronxville.....	Midland Ave. highway bridge.....	2, 1.
Tuckahoe station.....	Station foot bridge.....	2, 1.
0.03 mile west of Tuckahoe.....	Main St. highway bridge.....	2, 1.
0.72 mile east of Scarsdale.....	Harney Road highway bridge.....	2, 1.
0.06 mile east of Scarsdale.....	Popham Road highway bridge.....	2, 1.
0.02 mile west of Scarsdale.....	Station foot bridge.....	2, 1.
0.15 mile west of Scarsdale.....	Bronx Parkway highway bridge.....	2, 1.
0.38 mile west of Scarsdale.....	Bronx River bridge.....	2, 1.
0.06 mile east of Hartsdale.....	Fenimore Road highway bridge.....	2, 1.
0.02 mile west of Hartsdale.....	Station foot bridge.....	2, 1.
0.06 mile east of White Plains.....	Interstate Lumber Co. building.....	49.
0.13 mile west of White Plains.....	Cole Bros. building.....	17.
0.12 mile west of White Plains No. Sta.....	S. A. Healy Co. building.....	37.
0.18 mile west of White Plains No. Sta.....	Electric Shops building.....	28, 30, 32.
0.22 mile west of White Plains No. Sta.....	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, 149, 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, 46, 36, 42.
0.77 mile east of High Bridge.....	Signal bridge.....	4, 2, 1, 3.
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.
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.

Location	Description	Track Nos.
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.
0.13 mile east of Yonkers	Nat. Sugar Refining Co. Overhead 3rd rail	8A.
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.
	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.
0.45 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.
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.
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 Sedgwick Avenue and Getty Square.

Location	Description	Track Nos.
0.15 mile west of Sedgwick Ave.	Inspection shed	17.
High Bridge station	Station and street bridge	6, 5, 9.
0.12 mile west of High Bridge	Claremont Cut Stone building	37.
0.26 mile west of High Bridge	171st St. highway bridge	6, 5, 10P.
0.31 mile west of High Bridge	Foot bridge	6, 5.
Morris Heights station	Station and street bridge	6, 5.
University Heights station	Station and street bridge	6, 5.
0.22 mile east of Kings Bridge	225th St. highway bridge	16, 14, 12, 10, 6, 5.
0.02 mile west of Kings Bridge	230th St. highway bridge	6, 5.
0.16 mile west of Kings Bridge	231st St. highway bridge	6, 5.
0.30 mile west of Kings Bridge	233d St. highway bridge	6, 5.
0.37 mile west of Kings Bridge	234th St. highway bridge	6, 5.
0.39 mile east of Van Cortlandt	238th St. highway bridge	6, 5.
0.26 mile east of Van Cortlandt	Van Cortlandt Park So. highway bridge	6, 5.
0.03 mile east of Caryl	Caryl Ave. highway bridge	6, 5.
Park Hill station	Station foot bridge	6, 5.

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.
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, 34.
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, 71, 73, 79, 81, 83, 85, 87, 157, 235.
11th Ave. and 32d St.	Overhead highway bridge	19, 35.
	Canopy eaves freight house platform	147.
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.
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, 242.
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, 251.
	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, 155E.
	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.
78th St. to 124th St.	Express highway viaduct	All tracks.
	135th St. freight house	20.
Manhattanville yard, West 130th St.	Canopy eaves	8A, 28, 30.
148th St.	Overhead foot bridge	1, 2.
0.34 mile west of 152d St.	Express highway viaduct	1, 2, 6, 7, 36.
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)	East lead, 126, 125, 124, lead W, 78.
	Power cable	123, 124, 125.
	Telephone wires	120, 130.

Mott Haven Yard—Continued.

Table listing yard locations (W, M, B, J) and their associated facilities like steam lines, tramway, car repair shop, telephone, and buildings.

Between Melrose and Port Morris.

Table with columns: Location, Description, Track Nos. listing distances from Melrose and corresponding track numbers.

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:

Table listing locations with overhead cables and yard leads, including descriptions and track numbers.

Between Sedgwick Avenue and Getty Square.

Table listing locations like High Bridge and BN with overhead cables and track numbers.

GRAND CENTRAL TERMINAL and ELECTRIC DIVISION

E. L. GOLDEN, Superintendent.

J. D. CARKHUFF, Asst. Superintendent.

A. F. DURKIN, Chief Train Dispatcher. W. T. LITTLE, W. TUCKER, Asst. Chief Train Dispatchers.

C. K. BRODHEAD, W. WEAVER, C. B. DAVENPORT, H. A. OFFERMAN, Trainmasters.

E. G. FISCHER, H. J. PALMER, Asst. Trainmasters.

H. G. STEGMAN, S. L. SCHULTZ, J. S. REED, E. J. BLUTO, V. R. DORAN, C. D. KONZ, E. C. LIETZ, Train Dispatchers.

NEW YORK TERMINAL DISTRICT

L. RELYEA, Superintendent.

H. B. TUCKER, Asst. Superintendent.

C. B. FLEMING, Trainmaster.

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

Large timetable table with columns for stations (Boston, The Seneca, Stamford, Owl, Railway Express, White Plains North Station, Peekskill, Narragansett, White Plains North Station, Brewster, Boston) and rows for departure times (A.M., P.M.) and track numbers.

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

Table with 14 columns for stations (Y320, 43, 199, Y324, Y362, 469, 9, Y380, 183, 1001, Y62, 703, 403, 175) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes times and train types like Daily, Sunday only, etc.

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

Table with 14 columns for stations (Y262, 205, Y64, 405, 107, Y328, 95, 407, Y264, 207, Y212, Y138, 409, Y6) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes times and train types like Daily, Sunday only, etc.

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

Table with 15 columns for stations (903, Y66, 1041, 1003, Y140, 271, Y266, Y214, Y152, 809, 55, 1005, 185, 209) 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 (Y104, Y8, 51, 1065, Y216, 401, Y50, 1043, 5, Y280, 143, 211, 355, Y218) 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 (Y10 to 413) and rows for track numbers, departure times, and arrival times. Includes stations like G.C.T., Upper Level, and various local stops.

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

Table with 15 columns for stations (709 to Y200) and rows for track numbers, departure times, and arrival times. Includes stations like G.C.T., Upper Level, and various local stops.

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

Table with 14 columns for stations (Y54 to Y224) and rows for departure times, arrival times, and special instructions. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 14 columns for stations (Y22 to Y228) and rows for departure times, arrival times, and special instructions. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 15 columns for stations (477, Y72, 1013, 421, Y230, 329, Y284, 173, 465, Y232, Y286, 41, 223, Y360) and rows for track numbers, departure times, and arrival times. Includes special instructions at the bottom.

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

Table with 15 columns for stations (417, 1011, Y288, 479, Y74, Y76, 913, 449, 423, Y330, 335, Y20, 225, 471) and rows for track numbers, departure times, and arrival times. Includes special instructions at the bottom.

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

WESTWARD—First Class.

Table with 15 columns for stations (357, 425, Y296, 37, Y78, Y398, 917, 1057, Y144, 427, 101, 161, Y236, 15) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes special instructions for No. 6.

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

WESTWARD—First Class.

Table with 15 columns for stations (Y24, Y42, 1015, Y40, 429, Y58, Y348, 109, 67, 1017, Y292, 1, Y372, 707) and rows for STATIONS, TRACK NO., LEAVE, ARRIVE, and See Special Instruction. Includes special instructions for No. 6.

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

Table with 15 columns for stations (231 to Y374) 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 15 columns for stations (Y36 to 237) 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 15 columns for stations (279, 1023, 525, 23, Y300, Y304, 445, Y146, 513, 511, 25, Y302, 711, Y376) and rows for departure and arrival times. 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 (Y242, 241, Y358, Y206, 929, 113, 281, 345, 111, 347, 439, Y258, 485, 441) and rows for departure and arrival times. Includes special instruction No. 6.

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

Table with 14 columns for stations (53, Y208, Y294, Y30, 239, Y210, Y272, 283, 349, 443, 17, Y28, Y386, Y306) and rows for departure times and arrival instructions.

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

Table with 14 columns for stations (521, 115, 117, Y350, Y86, Y84, 489, Y244, 1063, 243, 1025, 447, Y322, 285) and 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 (19, 1049, 497, 69, 931, 245, 453, Y246, Y88, 47, 713, 1027, 247, Y308) and 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 (527, 11, Y90, Y154, 455, 127, 933, 1059, Y248, 57, Y94, Y92, 21, 249) and 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 (Y310, Y148, Y392, 1047, 457, 29, Y250, Y388, Y124, 515, 251, 1029, Y312, 459) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes times and train numbers like T-42, T-29, B, T-31, B, R B, T-55, B, B, T-28, T-42, B, T-47.

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

Table with 15 columns for stations (131, Y334, Y382, Y126, 253, Y314, 1053, 937, 495, 35, 461, 255, Y254, Y354) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE. Includes times and train numbers like T-22, T-52, B, T-42, B-4, T-24, B, B, T-50, B, T-22, R B.

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

Table with 15 columns for stations (Y394, 1051, 65, Y316, 59, 463, 159, 935, 259, 63, 1031, Y256, 163, 467) and rows for STATIONS, TRACK NO., LEAVE, and ARRIVE times.

SEDGWICK AVE. TO GETTY SQUARE. WESTWARD—First Class.

Table with 15 columns for stations (P209, P213, P215, P219, P101, P183, P223, P225, P227, P241, P141, P243, P129) and rows for STATIONS, LEAVE, and ARRIVE times.

Table with 15 columns for stations (P247, P111, P249, P151, P251, P255, P119, P257, P155, P259, P153, P105, P261) and rows for STATIONS, LEAVE, and ARRIVE times.

SEDGWICK AVE. TO GETTY SQUARE.

WESTWARD—First Class.

STATIONS	P193	P157	P265	P159	P267	P269	P271	P107	P135	P137	P197	P121
	York-town Heights	York-town Heights	Getty Square	York-town Heights	Getty Square	Getty Square	Getty Square	York-town Heights	York-town Heights	York-town Heights	York-town Heights	Elmsford
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.
Sedgwick Ave.....	5.45	5.52	5.59	6.09	6.13	6.23	6.42	6.46	7.29	10.21	11.06	11.58
High Bridge.....	s 5.48	s 5.55	s 6.01	s 6.12	s 6.15	s 6.25	s 6.44	s 6.48	s 7.31	s 10.23	s 11.09	s 12.01
Morris Heights.....					s 6.17	⊕ 6.26½	s 6.46					
University Heights.....					s 6.18	⊕ 6.28	s 6.47					
Kings Bridge.....	5.53	6.00		6.17	s 6.20	⊕ 6.29½	s 6.49	6.53	7.36	10.28	11.14	12.06
Van Cortlandt.....	s 5.55	s 6.02		s 6.19	s 6.22	⊕ 6.31	s 6.51	s 6.55	s 7.38	s 10.30	s 11.16	s 12.08
JS.....	5.56	6.03	6.09	6.20	6.23	6.32	6.52	6.56	7.39	10.31	11.17	12.09
Caryl.....	P.M.	P.M.	s 6.13	P.M.	s 6.27	s 6.36	s 6.56	P.M.	P.M.	P.M.	P.M.	A.M.
Lowerre.....			s 6.14		s 6.28	s 6.38	s 6.57					
Park Hill.....			s 6.16		s 6.30	s 6.40	s 6.59					
Getty Square.....			A 6.18		A 6.32	A 6.42	A 7.01					
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
See Special Instruction No. 6	B	R-2 B	R-2 B	R-2 B	R-2 B	B	R-2 B	B	B	B	B	B

STATIONS												
Sedgwick Ave.....												
High Bridge.....												
Morris Heights.....												
University Heights.....												
Kings Bridge.....												
Van Cortlandt.....												
JS.....												
Caryl.....												
Lowerre.....												
Park Hill.....												
Getty Square.....												
ARRIVE												
See Special Instruction No. 6												

GRAND CENTRAL TERMINAL TO MOTT HAVEN JCT.

WESTWARD—Storage Trains.

STATIONS	5001	5003	5523	5341	5361	6033	5441	6051	8125	5621	5443	5061	5481	5201
	Extra Cars	Extra Cars	Cars 52 y99 y101	Cars 34	Cars 36	Cars y3 y1	Cars 1st 44	Cars y5	Cars y125	Cars 1st 62	Cars 2d 44	Cars 6	Cars 48	Cars 20
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.
G.C.T., Upper Level..	1.35	3.45	7.03	7.05	7.09	7.38	7.40	7.42	7.45	7.50	7.52	8.10	8.14	8.23
Mott Haven Jct. (MO)	1.47	3.57	7.15	7.17	7.21	7.50	7.52	7.54	7.57	8.02	8.04	8.22	8.26	8.35
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	P	P	P	P	P	P	P	P	P	P	P	P	P	P

STATIONS	5623	6551	5661	5021	5121	5081	5123	5261	5681	6411	5101	5241	1241	5221
	Cars 2d 62	Cars y55	Cars 66	Cars 2	Cars 1st 12	Cars 8	Cars 2d 12	Cars 26	Cars 68	Cars y41	Cars 10	Cars 24	Cars 124	Cars 22
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.	P.M.
G.C.T., Upper Level..	8.41	8.44	8.51	9.13	9.28	9.38	9.45	9.50	9.55	10.15	12.28	12.40	1.10	3.10
Mott Haven Jct (MO)	8.53	8.56	9.03	9.25	9.40	9.50	9.57	10.02	10.07	10.27	12.40	12.52	1.22	3.22
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.	P.M.
See Special Instruction No. 6	P	P	P	P	P	P	P	P	P	R-54 R-9, P	P	P	P	P

STATIONS	8105	5541	6231	5401	6151	5381	6851	1441	5901	6271	5961	5545	5501	6591
	Cars y105	Cars 54	Cars y23	Cars 40	Cars y15	Cars 38	Cars y85	Cars 144	Cars 90	Cars y27	Cars 96	Cars 1054	Cars 50	Cars y59
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..	4.50	†5.09	6.18	6.25	7.25	7.34	8.18	8.28	8.30	9.40	9.58	10.03	10.12	10.30
Mott Haven Jct. (MO)	5.02	5.21	6.30	6.37	7.37	7.46	8.30	8.40	8.42	9.52	10.10	10.15	10.24	10.42
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-55 P	T-7 P	P	P	P	P	P	P	P	P	P	R-10 P	P	P

STATIONS	6351													
	Cars y35													
LEAVE	P.M.													
G.C.T., Upper Level..	10.50													
Mott Haven Jct. (MO)	11.02													
ARRIVE	P.M.													
See Special Instruction No. 6	R-56, R-10, P													

Trains going around wye 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.

Table with 14 columns for stations (Y95, Y319, Y97, 586, Y45, Y317, Y393, 248, Y101, 52, 32, Y99, 304) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

EASTWARD—First Class.

Table with 14 columns for stations (Y3, Y1, 36, Y259, 34, 900, 14, 202, Y5, 406, Y215, 44, Y125, 1002) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

Table with 14 columns for stations (62, 204, 408, 6, Y261, 416, 48, Y361, 1004, 20, Y263, 100, 486, 418) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

Table with 14 columns for stations (200, Y55, Y217, 502, Y267, Y365, 92, 422, 1006, 272, 210, Y219, 66, Y201) and rows for departure times and arrival times. 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 (166, 410, 488, 106, 504, Y203, Y281, 206, 420, Y255, 8, 274, Y349, Y265) and rows for departure times and arrival times.

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

Table with 15 columns for stations (Y221, 424, Y205, 506, Y367, 278, Y331, 426, 450, 212, 1008, 2, Y207, Y269) and rows for departure times and arrival times.

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

Table with 15 columns for stations (12, Y271, 404, 484, Y209, 474, Y273, 276, Y223, 428, Y353, 94, 330, Y369) and rows for departure times, arrival times, and special instructions.

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

Table with 15 columns for stations (Y285, 904, 214, Y225, Y67, 68, 430, 708, 1010, 26, Y351, 400, Y275, 432) and rows for departure times, arrival times, and special instructions.

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

STATIONS	280	Y375	74	1042	Y41	104	Y371	434	1016	Y227	Y373	Y151	Y69	436
	Glen-wood	New Haven	Pough-keepsie	Chatham	Sea-shore Express	Peek-kill	New Haven	White Plains North Station	Brew-ster	Port Chester	New Haven	Hart-ford	Nathan Hale	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....			△8.44			°8.46								
Harmon.....			° 8.46 8.50			° 8.49 8.53								
Ossining.....			° 8.54			° 8.58								
Scarborough.....						° 9.02								
Philipse Manor.....			° 9.00			° 9.06								
Tarrytown.....			° 9.02			° 9.09								
Irvington.....						° 9.13								
Ardsley-on-Hudson...						° 9.15								
Dobbs Ferry.....						° 9.18								
Hastings-on-Hudson..			△9.10			° 9.21								
Greystone.....						° 9.23								
Glenwood.....	A.M. ° 9.09		° 9.13½			° 9.26								
Yonkers.....	° 9.11		° 9.18			° 9.30								
Ludlow.....	° 9.13					° 9.33								
Mount St. Vincent...	° 9.15													
Riverdale.....	° 9.16													
Spuyten Duyvil.....	° 9.19		° 9.26			° 9.38								
Marble Hill.....	° 9.21					°								
University Heights....	° 9.23													
Morris Heights.....	° 9.25					° 9.41								
High Bridge.....	° 9.27			A.M.		° 9.43	A.M.	A.M.					A.M.	
White Plains No. Sta..				° 8.56 9.00			° 9.08	° 9.24 9.28						° 9.43
White Plains.....				° 9.04			° 9.12	° 9.32						° 9.47
Hartsdale.....				° 9.07			° 9.15							° 9.50
Scarsdale.....				° 9.11			° 9.18							° 9.54
Crestwood.....				° 9.15			° 9.22	° 9.38½						° 9.58
Tuckahoe.....				° 9.18			° 9.24							° 10.01
Bronxville.....				° 9.20			° 9.27							° 10.03
Fleetwood.....				° 9.22			° 9.29							° 10.06
Mount Vernon.....				° 9.25			° 9.32	° 9.42½						° 10.09
Wakefield (241st St.)..		A.M.			A.M.		° 9.33		A.M.	A.M.	A.M.	A.M.		
Woodlawn (233d St.)..		△9.23		△9.27	△9.34		△9.39	° 9.35	△9.44	△9.48	△9.52	△10.03	△10.04	△10.11
Williams Bridge (210th St.)							° 9.38							
Botanical Garden (200th St.)							° 9.41							
Fordham (190th St.)..							° 9.43							
183d St.....							° 9.44							
Tremont (177th St.)..							° 9.45							
Claremont Park (171st St.)							° 9.46							
Morrisania (168th St.)							° 9.48							
Melrose (162d St.)...							° 9.50							
Mott Haven Jct. (MO)	° 9.31	° 9.31	° 9.34	° 9.36	° 9.42	° 9.47	° 9.47	° 9.52	° 9.52	° 9.56	° 10.01	° 10.11	° 10.12	° 10.19
The Bronx (138th St.)	° 9.32	° 9.32	° 9.35	° 9.37	° 9.43	° 9.48	° 9.48	° 9.53	° 9.53	° 9.57	° 10.02	° 10.12	° 10.13	° 10.20
125th St.....	° 9.34	° 9.34	° 9.37	° 9.39	° 9.45	° 9.50	° 9.51	° 9.55	° 9.56	° 9.59	° 10.04	° 10.14	° 10.15	° 10.22
G.C.T., Lower Level..	° 9.45					° 10.01		° 10.06	° 10.07	° 10.10		° 10.25		° 10.33
G.C.T., Upper Level..	° 9.45	° 9.49	° 9.50	° 9.55		° 10.02					° 10.15	° 10.25		
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 B		T-16 B		R-9 R-54		R	R	R	R B	R B	B	B	B

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

STATIONS	Y65	Y279	494	168	Y381	1038	Y139	154	Y229	220	1036	Y141	438	Y71
	Spring-field	Stam-ford	Mount Vernon	Hudson River Express	New Haven	North Adams	Pitts-field	Albany	Port Chester	Croton-on-Hudson	Brew-ster	Berk-shire	White Plains North Station	Spring-field
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....				△9.50				°△1005		° 9.53				
Harmon.....				° 9.52 9.56				° 10.07 10.11		° 9.58				
Ossining.....				△10.00				△10.15		° 10.03				
Scarborough.....										° 10.07				
Philipse Manor.....										° 10.11				
Tarrytown.....				△10.08				△10.23		° 10.14				
Irvington.....										° 10.19				
Ardsley-on-Hudson...										° 10.21				
Dobbs Ferry.....										° 10.24				
Hastings-on-Hudson..				△10.13½				△1028½		° 10.27				
Greystone.....										° 10.29				
Glenwood.....				10.16½				10.31½		° 10.31				
Yonkers.....										° 10.35				
Ludlow.....										° 10.37				
Mount St. Vincent...										10.38				
Riverdale.....										° 10.40				
Spuyten Duyvil.....				10.23				10.45		° 10.43				
Marble Hill.....										° 10.45				
University Heights....										° 10.47				
Morris Heights.....										° 10.49				
High Bridge.....										° 10.53	A.M.		A.M.	
White Plains No. Sta..								° 10.18 10.22			° 10.32 10.36		10.44	
White Plains.....								° 10.26			° 10.40		° 10.48	
Hartsdale.....													° 10.52	
Scarsdale.....													° 10.56	
Crestwood.....													° 11.00	
Tuckahoe.....													° 11.03	
Bronxville.....													° 11.06	
Fleetwood.....													° 11.08	
Mount Vernon.....													° 11.11	
Wakefield (241st St.)..	A.M.	A.M.		° 10.12				°△1036½					°△1050½	
Woodlawn (233d St.)..	△10.14	△10.18	° 10.15		△10.28	△10.38	△10.40		△10.48		△10.52	△11.13	△11.14	△11.18
Williams Bridge (210th St.)			° 10.17											
Botanical Garden (200th St.)			° 10.19											
Fordham (190th St.)..			° 10.21											
183d St.....			10.22											
Tremont (177th St.)..			° 10.24											
Claremont Park (171st St.)			10.25											
Morrisania (168th St.)			° 10.26											
Melrose (162d St.)...			° 10.28											
Mott Haven Jct. (MO)	10.22	10.26	10.30	° 10.31	10.36	10.46	10.48	° 10.54	10.56	° 10.57	° 11.00	11.21	° 11.22	11.26
The Bronx (138th St.)	10.23	10.27	° 10.31	10.32	10.37	10.47	10.49	10.55	10.57	10.58	° 11.01	11.22	11.23	11.27
125th St.....	° 10.25	° 10.29	° 10.33	° 10.34	° 10.39	° 10.49	° 10.51	° 10.57	° 10.59	° 11.00	° 11.03	° 11.24	° 11.26	° 11.29
G.C.T., Lower Level..		10.40	10.44						11.10	11.12	11.15		11.37	
G.C.T., Upper Level..	10.35			10.45	10.50	11.00	11.02	11.10				11.35		11.40
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	B	B	B		B	B	B	T-17	R B	B-4	B			

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

Table with 14 columns for stations (Y301, 216, 472, 10, 906, 1014, Y283, 24, Y231, Y303, Y73, 442, 124, 218) and rows for departure times and arrival times. Includes special instruction No. 6.

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

Table with 16 columns for stations (Y7, 476, Y287, 224, Y305, 1018, 912, 444, 342, Y75, Y235, 496, 222, Y289) and rows for departure times and arrival times. Includes special instruction No. 6.

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

EASTWARD—First Class.

Table with 14 columns for stations (22, Y11, 1056, Y237, 226, Y77, 448, Y291, 1060, Y13, 306, 228, Y51, Y239) and rows for departure times and arrival times. 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 (452, Y105, 112, 54, Y293, 454, Y87, 916, 524, Y377, 1062, 818, 526, Y23) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

Table with 14 columns for stations (232, Y295, 156, 456, Y53, 918, 40, 1020, 440, Y277, Y143, 546, 234, 1040) and rows for departure times, arrival times, and special instructions.

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

Table with 16 columns for stations (458, Y79, Y297, 230, 920, 1046, 38, Y15, 460, Y309, 236, 1024, 462, 922) and rows for departure times, arrival times, and special instructions.

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

Table with 14 columns for stations (Y145 to 498) and rows for departure times, arrival times, and special instructions. Includes stations like Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

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

Table with 16 columns for stations (Y93 to 96) and rows for departure times, arrival times, and special instructions. Includes stations like Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

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

Table with 15 columns for stations (1054 to Y385) and 15 rows for departure times and arrival instructions. Includes stations like Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

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

Table with 15 columns for stations (924 to Y89) and 15 rows for departure times and arrival instructions. Includes stations like White Plains North Stations, Milk, Cabana, Sundown, Chatham, etc.

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

Table with 15 columns for stations (Y251, 470, 170, Y155, Y149, 930, 1072, Y313, Y33, Y387, Y389, 118, 56, Y43) and rows for departure times and arrival times. Includes 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 (1028, 1066, Pawling, Brewster, Daily except Sunday, Sunday only, P.M., P.M., P.M., P.M., P.M., P.M., P.M., P.M., P.M., P.M., MID.) and rows for departure times and arrival times. Includes special instruction No. 6.

GETTY SQUARE TO SEDGWICK AVE.

EASTWARD—First Class.

Table with 14 columns for stations (Elmsford, Getty Square, Yorktown Heights, etc.) and 14 rows for train services (P150, P212, P120, etc.). Includes departure times and arrival instructions.

Table with 14 columns for stations (Getty Square, Lake Mahopac, Getty Square, etc.) and 14 rows for train services (P224, P124, P226, etc.). Includes departure times and arrival instructions.

GETTY SQUARE TO SEDGWICK AVE.

EASTWARD—First Class.

Table with 14 columns for stations (Yorktown Heights, Getty Square, etc.) and 14 rows for train services (P132, P134, P258, etc.). Includes departure times and arrival instructions.

Table with 14 columns for stations (Getty Square, Lake Mahopac, Getty Square, etc.) and 14 rows for train services (P224, P124, P226, etc.). Includes departure times and arrival instructions.

MOTT HAVEN JCT. TO GRAND CENTRAL TERMINAL.

EASTWARD—Storage Trains.

STATIONS	6502	5052	1432	8104	5512	5552	6142	5392	6222	3672	5134	6342	5412	6582
	Cars y50	Cars 5	Cars 143	Cars y104	Cars 51	Cars 55	Cars y14	Cars 39	Cars y22	Cars 367	Cars 1013 1057	Cars y34	Cars 41	Cars y58
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Friday and Sat. only	Saturday only	Daily	Daily
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.	P.M.	P.M.
Mott Haven Jct.(MO)	12.48	1.30	2.30	3.00	4.30	5.00	10.22	10.24	11.18	11.30	11.39	11.41	12.11	1.54
G.C.T., Upper Level..	1.00	1.42	2.42	3.12	4.42	5.12	10.34	10.36	11.30	11.42	11.51	11.53	12.23	2.06
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
See Special Instruction No. 6	P	P	R-45 P	R-50 P	P	P	P	P	P	P	P	R-51 P	P	P

STATIONS	5372	5152	5672	5012	6264	5252	5172	5192	5472	5112	5572	1244	5212	5292
	Cars 37	Cars 15	Cars 67	Cars 1	Cars y26 y36	Cars 25	Cars 17	Cars 19	Cars 47	Cars 11	Cars 57	Cars y124 y126	Cars 21	Cars 29
	Daily	Daily	Daily	Daily	Daily except Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	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.	P.M.
Mott Haven Jct.(MO)	2.06	2.08	2.20	2.45	3.20	3.30	4.23	4.35	5.32	5.54	6.11	6.20	6.33	6.52
G.C.T., Upper Level..	2.18	2.20	2.32	2.57	3.32	3.42	4.35	4.47	5.44	6.07	6.23	6.32	6.45	7.04
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	P	P	P	P	P	P	P	P	P	P	P	P	P	P

STATIONS	5652	5354	6566	6022	6042	5592	1632	5612	5632	5002	5004			
	Cars 65	Cars 85 159	Cars y56 y52 y60	Cars y2	Cars y4	Cars 59	Cars 163	Cars 61	Cars 63	Extra Cars	Extra Cars			
	Daily	Daily	Daily	Daily	Daily except Saturday	Daily	Daily	Daily	Daily	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.			
Mott Haven Jct.(MO)	7.10	7.29	7.40	8.30	8.54	9.05	9.10	9.12	9.29	10.40	11.15			
G.C.T., Upper Level..	7.22	7.42	7.52	8.42	9.06	9.17	9.22	9.24	9.42	10.52	11.27			
ARRIVE	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	P	P	P	P	P	P	P	P	P			

NEW YORK TERMINAL DISTRICT

30th ST. TO SPUYTEN DUYVIL.

WESTWARD.

MILES FROM 30TH ST.	STATIONS	Second Class																	
		139	183	185	131														
		Railway Express	Milk	Milk	Mail														
		Daily except Monday	Daily	Daily	Daily except Sunday														
	LEAVE	A.M.	A.M.	A.M.	P.M.														
			A.M.	A.M.															
1.66	30th St.....	12.05			9.05														
5.24	60th St.....	12.20	4.30	7.30	9.30														
6.31	130th St.....		5.10	7.50															
7.48	152d St.....	12.40	5.30	8.25	9.50														
9.08	Fort Washington.....																		
10.06	Inwood.....																		
	Spuyten Duyvil.....	12.47	5.40	8.55	10.10														
	ARRIVE	A.M.	A.M.	A.M.	P.M.														
	See Special Instruction No. 6	R-4 P	P-3	P	R P														

SPUYTEN DUYVIL TO 30th ST.

EASTWARD.

MILES FROM SPUYTEN DUYVIL	STATIONS	Second Class																	
		184	182																
		Milk	Milk																
		Daily	Daily																
	LEAVE	P.M.	P.M.																
.98	Spuyten Duyvil.....	10.30	11.07																
2.58	Inwood.....																		
3.75	Fort Washington.....																		
4.82	152d St.....	10.40	11.20																
8.40	130th St.....	11.10	11.55																
10.06	60th St.....	11.30	12.20																
	30th St.....	P.M.	A.M.																
	ARRIVE	P.M.	A.M.																
	See Special Instruction No. 6	P	P																

Special Instructions covering this territory appear with Electric Division Special Instructions.

L. RELYEA,
Superintendent.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION

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 stations like GRAND CENTRAL TERMINAL, WEST OF 57TH ST., 59th St. platforms, etc.

* 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. Includes stations like 125th St. ends of platform, C. B. H. No. 6A, 131st St., etc.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 1-4), Telephone Lines. Includes stations like Mount Vernon, Tuckahoe, White Plains, and Yonkers.

MO TO CROTON-ON-HUDSON

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 5-8), Telephone Lines. Includes stations like 140th St., 144th St., 149th St., and 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 stations like Mott Haven, East of Grand Concourse, and Bronx Terminal Market.

Table with columns: STATIONS (Location), Office Calls, Miles from Grand Central Terminal, Miles between Stations, Signals (Track No. 9-10), Telephone Lines. Includes stations like Yard cabin MD, C. B. H. No. 8, C. B. H. No. 9, C. B. H. No. 10, C. B. H. No. 11, C. B. H. No. 12, C. B. H. No. 13, C. B. H. No. 14, C. B. H. No. 14A, and Yonkers station.

#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 West end Track No. 5, Yonkers milk platform, 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, First signal bridge east of PF, etc.

SEDGWICK AVE. TO GETTY SQUARE

Table with columns: STATIONS (Location), Office Calls, Miles from Sedgwick Ave., Miles between Stations, Signals (Track No. 5, 6), Telephone Lines. Includes entries like Sedgwick Ave. station, Signal Station, Engine house, etc.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

STATIONS Location	Office Calls	Miles from Sedgwick Ave.	Miles between Stations	Signals		Telephone Lines
				Track No. 5	Track No. 6	
Van Cortlandt station.....	VN	4.51	1.05	—	—	—
Signal Station.....	ΔJS	4.72	0.21	{ INT. } { M.B. }	INT.	G. S., Sub., Elec. and Put. Div. T. D.....
.....	—	—	—	59	56	.....
.....	—	—	—	—	64	.....
Caryl station.....	—	6.15	1.43	—	—	G. S., Sub.....
On pole 300 feet east of Lowerre station.....	—	—	—	65	—	G. S.....
Lowerre station.....	—	6.52	0.37	—	72	G. S., Sub.....
Park Hill station.....	—	7.11	0.59	—	—	Sub.....
.....	—	—	—	75	—	.....
C. B. H. No. 53.....	—	—	—	—	—	G. S., Sub.....
Getty Square station.....	—	7.79	0.68	—	—	T. D., P., (G. S., ticket office and platform).....

30TH ST. TO SPUYTEN DUYVIL

STATIONS Location	Office Calls	Miles from 30th St.	Miles between Stations	Signals		Telephone Lines
				Track No. 1	Track No. 2	
29th St. (entrance parcel post station).....	—	—	—	—	—	G. S.....
30th St. (switchmans cabin post office jct.)...	—	—	—	—	—	G. S.....
C. B. H. No. 63.....	—	—	—	—	—	Sub.....
31st St. switchmans cabin.....	—	—	—	—	—	G. S.....
34th St., 11th Ave. yard office.....	—	—	—	—	—	G. S.....
34th St., 12th Ave.....	—	—	—	—	—	G. S.....
35th St. iron box on guard rail fence.....	—	—	—	—	—	G. S.....
36th St. switchmans cabin.....	—	—	—	—	—	G. S.....
39th St. switchmans cabin.....	—	—	—	—	—	Sub.....
C. B. H. No. 62.....	—	—	—	—	—	G. S.....
39th St. iron box under bridge.....	—	—	—	—	—	G. S.....
40th St. switchmans cabin.....	—	—	—	—	—	G. S.....
46th St. bridge abutment between Tracks No. 1 and No. 2.....	—	—	—	—	—	G. S.....
C. B. H. No. 61.....	—	—	—	—	—	Sub.....
50th St. iron box.....	—	—	—	—	—	G. S.....
53d St. cabin.....	—	—	—	—	—	G. S.....
58th St. cabin.....	—	—	—	—	—	G. S.....
60th St. switchmans cabin.....	—	—	—	—	—	G. S., P., L. L. 19.....
65th St. yardmasters office.....	—	—	—	—	—	G. S., P.....
67th St. switchmans cabin.....	—	—	—	—	—	L. L. 19.....
71st St. yardmasters office.....	—	—	—	—	—	G. S., P., L. L. 19.....
73d St. switchmans cabin.....	—	—	—	—	—	G. S., L. L. 19.....
74th St. switchmans cabin.....	—	—	—	—	—	G. S.....
78th St. switchmans cabin.....	—	—	—	—	—	G. S.....
79th St. yard office.....	—	—	—	—	—	G. S., P., L. L. 19, 20.....
C. B. H. No. 60.....	—	—	—	—	—	Sub.....
86th St. east wall in booth.....	—	—	—	—	—	G. S., L. L. 19.....
96th St. switchmans cabin.....	—	—	—	—	—	G. S., P., L. L. 19, 20.....
C. B. H. No. 59.....	—	—	—	—	—	Sub.....
108th St. east wall in booth.....	—	—	—	—	—	G. S.....
C. B. H. No. 58.....	—	—	—	—	—	Sub.....
116th St. crossover.....	—	—	—	—	—	G. S., L. L. 19.....
123d St. west wall in booth.....	—	—	—	—	—	G. S.....
St. Clair Place.....	—	—	—	641	—	L. L. 20.....
Substation No. 11.....	—	—	—	—	—	AUdubon 3-4248, P. S., G. S., Sub.....
135th St. freight station.....	—	—	—	—	—	G. S., P., (L. L. 20 at crossover at 132d St.)....
137th St. in booth.....	—	—	—	—	702	Sub.....
143d St. in booth.....	—	—	—	—	—	Sub., Track No. 2.....
145th St. crew cabin.....	—	—	—	—	—	G. S.....
C. B. H. No. 57.....	—	—	—	—	—	Sub.....
148th St. switchmans cabin.....	—	—	—	—	—	G. S., P., L. L. 20.....
151st St. in booth.....	—	—	—	751	—	Sub.....
153d St.....	—	—	—	—	762	.....
.....	—	—	—	811	—	.....
.....	—	—	—	—	822	G. S., L. L. 20.....
166th St.....	—	—	—	—	—	Sub.....
C. B. H. No. 56.....	—	—	—	—	—
.....	—	—	—	871	—	Sub., L. L. 20, Track No. 1.....
East end Fort Washington cut (Booth).....	—	—	—	882	—	G. S., L. L. 20.....
West end Fort Washington cut.....	—	—	—	891	—	Sub.....
C. B. H. No. 55.....	—	—	—	—	—	Sub.....
186th St. in booth.....	—	—	—	—	—	G. S.....
Park No. 9 in booth east wall.....	—	—	—	—	—	L. L. 20.....
Park No. 9 iron box east wall.....	—	—	—	—	—
194th St. in booth.....	—	—	—	—	902	Sub.....

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

STATIONS Location	Office Calls	Miles from 30th St.	Miles between Stations	Signals		Telephone Lines
				Track No. 1	Track No. 2	
East of Dyckman St. in cabin.....	—	—	—	961	—	L. L. 20.....
.....	—	—	—	—	972	.....
Dyckman St.....	—	—	—	1031	—	L. L. 20.....
Park No. 10.....	—	—	—	—	1042	Sub., L. L. 20.....
.....	—	—	—	INT.	—	.....
C. B. H. No. 54.....	—	—	—	—	—	G. S., Sub.....
100 feet west C. B. H. 54.....	—	—	—	—	—	L. L. 25.....
Bridgetenders cabin.....	—	—	—	—	—	G. S., L. L. 24.....

Telephone locations are communicating stations.

Signal stations are open as follows:

Continuously.....	⊙	Week-days 7.00 A.M. to 11.00 P.M.}	⊕
Week-days 7.00 A.M. to 4.00 P.M.....	⊗	Sunday..... 8.00 A.M. to 12.00 MID.}	⊕
Week-days 6.00 A.M. to 10.00 P.M.....	⊗	Week-days 4.30 A.M. to 8.30 P.M.....	⊕
Week-days 5.00 P.M. to 1.00 A.M.....	⊕		

ABBREVIATIONS.

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

*NOTE—Telephones are located at home signals.

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

WHEN AT LOCATION

WHEN AT LOCATION	Chief Train Dispatcher			Power Supervisor
	2807	2808	2838	
G. C. T. to 110th St.....	2807	2808	2838	2222
111th St. to Scarsdale.....	42807	42808	42838	42222
Hartsdale to White Plains No. Sta.....	042807	042808	042838	042222
MO to Tarrytown.....	42807	42808	42838	42222
Ossining to Croton-on-Hudson.....	042807	042808	042838	042222
Sedgwick Ave. to Getty Square.....	42807	42808	42838	42222
West 29th St. to West 60th St. (calls will be obtained through manually operated switchboard at 33d St. freight office).....	2807	2808	2838	2222
West 60th St. to DV, including crew cabin—145th St. & freight agent 135th St. (calls will be obtained through manually operated switchboard at West 72d St.).....	2807	2808	2838	2222

SPEED TABLE

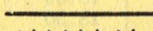

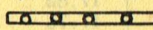


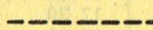
NOTE.— This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.90
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.80
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	14.70
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	4 " 4 "	14.60
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	4 " 5 "	14.50
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	4 " 6 "	14.40
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	4 " 7 "	14.30
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	4 " 8 "	14.20
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	4 " 9 "	14.10
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	4 " 10 "	14.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27	4 " 11 "	13.90

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

