

**THERE IS ALWAYS TIME
FOR COURTESY**

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**Make
SAFETY
Your
POLICY**

**The
New York Central
Railroad Company**

HARLEM DIVISION

PUTNAM DIVISION

Time-Table No. 78

FOR EMPLOYEES ONLY

Blumpton

EFFECTIVE

2:00 A. M., Eastern Standard Time

Sunday, Sept. 26, 1954

**R. L. SAHM,
Superintendent**

COMPANY SURGEONS

Bradley L. Coley, M. D., Chief Surgeon.
140 East 54th St., N. Y. City—PLaza 3-8858

Brewster: Alexander Vanderburgh, 85 Main St.
Phones—Office and Res. BRewster 9-2154.

Chatham: Oscar Wilcox, Jr., 24 Woodbridge Ave.
Phones—Office and Res. CHatham 66.

Millerton: Gilbert S. Taber, 11 Park Row.
Phones—Office and Res. MILLerton 3.

Mount Kisco: Le Roy S. Heck, 8 North Moger Ave.
Phones—Office and Res. Mt. Kisco 6-5523.

Mt. Vernon, N. Y.: Elias A. Rayman, 159 Cottage Ave.
Phone—MOUNT Vernon 8-7340.

N. Y. City: E. V. Bizzaro, Office: Room 2634, GCT
Res.: 2219-47th St., Astoria, L. I.
Phones—Office: MURray Hill 9-8000, Ext. 2868.
Res.: RAvenswood 8-5096.

N. Y. City: R. C. Blackwell, Office: Room 2634, GCT.
Res.: 29 E. 37th St.
Phones—Office: MURray Hill 9-8000, Ext. 2868.
Res.: MURray Hill 5-7776.

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

N. Y. City: N. L. Higginbotham, 140 East 54th St.
Phone—Office PLaza 3-0290.

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

N. Y. City: Nathan L. Levine, 27 East 124th St.
Phones—Office LEhigh 4-1136.
Res.: SAcramento 2-5642.

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

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

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

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

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

Pawling: M. B. Morrison, Smith St.
Phones—Office and Res. PAwling 2641.

Peekskill: W. S. Martens, 122 Nelson Ave.
Phones—Office and Res. PEEkskill 7-0110.

Peekskill: John A. McGurty, 136 Union Ave.
Phone—PEEkskill 7-2828.

Pleasantville: Milton P. Hunter, 329 Bedford Ave.
Phones—Office and Res. PLEasantville 2-0067.

Sharon, Conn.: G. S. Gudernatch, Sharon Hospital.
Phone—ENdicott 4-5200

Tarrytown, N. Y.: M. G. Marmon, 253 Broadway.
Phone—TARrytown 4-3933.
(Dermatologist).

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

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

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

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

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

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

OCULISTS

N. Y. City: Truman L. Boyes, Office: 654 Madison Ave.
Res.: 410 East 57th St.
Phone—Office: TEmpleton 8-9011.
Res.: PLaza 5-0057.

N. Y. City: John E. Conboy, Office: 2265 University Ave.
Res.: 2648 Morris Ave.
Phones—Office: FORDham 7-3691.
Res.: LORraine 8-6830.

N. Y. City: Brian J. Curtin, 1777 Grand Concourse.
Phone—Office: CYpress 4-4747.

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

Ossining: L. D. Redway, 82 South Highland Ave.
Phones—Office and Res. OSSining 2-1033.

Peekskill: Paul F. Barham, 205 Nelson Ave.
Phones—Office and Res. PEEkskill 7-0262.

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

MEDICAL DEPARTMENT

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

HOSPITALS

Mount Kisco: Northern Westchester Hosp. Assn., East Main St.
Phone—Mt. Kisco 6-4166.

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—GRamery 7-6040.
(Call Scully-Walton Ambulance, Phone ENdicott 2-4200.)

N. Y. City: St. Francis, 142d St. and Brook Ave.
Phone—CYpress 2-9000.
(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

N. Y. City: St. Elizabeths, Fort Washington Ave. and West 190th St.
Phone—WAShington Heights 7-3620.
(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

N. Y. City: Union, 260 East 188th St.
Phone—CYpress 5-1100.
(Call Scully-Walton Ambulance, Phone MELrose 5-4651.)

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

Peekskill: Peekskill Memorial, 151 South St.
Phone—PEEkskill 7-4200.

Sharon, Conn.: Sharon.
Phone—ENdicott 4-5511.

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

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

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

AMBULANCE

(Employee Cases)

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

SPECIAL INSTRUCTIONS

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

A1. OTHER RAILROADS.

West of Ghent: B. & A. trains or engines must receive permission from signalman at Signal Station 65 to enter N. Y. C. track and must report to signalman when clear of N. Y. C. main track.

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 govern.

20-F Yardmasters, Yard Crews and Yard Clerks.

20-G Trainmasters and Train and Engine Crews.

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

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

Orders of Commissions.

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

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

"ORDERED: 1. That for the purpose of insuring safety to 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 official or officials of said The New York Central Railroad Company, shall be kept posted in every caboose used in freight service and in every engine house used in freight or passenger service within said electric zone.

"ORDERED: 3. That this order shall take effect March 30, 1909, and remain in force until changed or superseded by the further order of the Commission."

Any rules or regulations of this Railroad inconsistent with the above order are hereby modified accordingly. Employees of this Railroad must see that this order of the Public Service Commission is enforced.

M1. THIRD RAIL.

Equipment that does not clear third rail telltales must not be run where there is a third rail.

Dykeman's.

When eastward trains foul third rail telltales at Dykeman's, signalman at Signal Station B will hold train at home signal, located just east of Cabin XN and member of train crew will call signalman at Signal Station B. If obstruction cannot be removed by train crew, car inspector must be called.

Putnam Jct., Cabin XN.

When eastward or westward Putnam Division trains or Harlem Division trains originating at Putnam Junction foul third rail telltales located just east of Cabin XN the signalman at Signal Station B will hold train and notify train crew. If obstruction cannot be removed by train crew, car inspector must be called.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

White Plains No. Sta.....	{ Engine dispatchers office. Yardmasters office.
Brewster.....	{ Ticket office.
Putnam Jct.....	{ Engine foremans office. Ticket office.
Pawling.....	{ Ticket office.
Chatham.....	{ Signal Station 65. Engine House.
Sedgwick Ave.....	{ Ticket office.
High Bridge.....	{ Engine foremans office.
Yorktown Hts.....	{ Ticket office.
Lake Mahopac.....	{ Ticket office.

5. STATIONS—ADDITIONAL TO STATION COLUMN.

Shenorock0.92 mile west of Lincolndale
Beaver Hill0.85 mile west of Elmsford.

6. LETTERS AND SIGNS.

⊙ Stop to receive passengers.
⊞ Stop on signal to discharge passengers.
⊕ Stop Saturday.
⊲ Stop to receive or discharge employes.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
— — o —	Whistle signals for crossings should be spaced so last blast of whistle will not be completed before reaching the crossing.
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.
o — —	Shut power off Track No. 6.
o — — o	Shut power off other than main tracks. Rule 14 (m) does not apply, except for the guidance of mail clerks on trains which collect U. S. mail from cranes. Rule 14 modified accordingly.

19. MARKERS.

On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps to indicate rear of train.
Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains except passenger extras, on single track.
The display of white signals will be omitted by extra trains on two or more tracks.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared by signal indication. Trains will not leave the following stations without Clearance Form A.
Sedgwick Ave.: First class trains.
Brewster: Westward Harlem Division trains except trains terminating at Putnam Jct.
Eastward Putnam Division trains.

8-90. SIDING SWITCHES.

Trains taking siding will take first switch, except:
Patterson..... Eastward, second switch.
Pawling..... Eastward: first class, fourth switch:
second class and extras, second switch.
Dover Plains..... Eastward, second switch.
Wassaic..... Westward, second switch.
Amenia..... Eastward, second switch.
Millerton..... Eastward, second switch.
Copake Falls..... Westward, second switch.
Dunwoodie..... Eastward, second switch.
East View..... Westward, second switch.
Yorktown..... Westward, first class, third switch.
Mahopac..... Eastward, second switch.
Carmel..... Westward, second switch.
Eastward, fourth switch.

93. YARD LIMITS.

Golden's Bridge. East of Kings Bridge.
Brewster—Putnam Jct. Nepperhan—Nepera Park.
Pawling. Yorktown Hts.
Dover Plains. XC—Mahopac
West of Signal 1245.

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.

103. PUBLIC CROSSINGS AT GRADE.

CROSSINGS PROTECTED BY AUTOMATIC FLASHING LIGHT SIGNALS, SHORT-ARM GATES OR BELLS.

GENERAL

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

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

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

LOCAL

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

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

Location	Tracks Nos.
Kensico Cemetery, Lakeview Ave.	1, 2
*Pawling, Main Street	Main
Ghent, School Street	Main

*When agent or telegrapher is not on duty, after 20 seconds a member of crew must operate push buttons in "Control" box outside of telegraph office in accord with instructions in box. Employee who operates cut-out button must also operate reset button or make positive arrangements with responsible employe to have this done at the proper time. Eastward trains or engines after stopping on main track or leaving from Siding No. 1 or 2, at Pawling will not proceed over crossing until it is known that the automatic crossing protection is operating.

At the following crossings "End of Highway Circuit" signs are installed, and trains or cars must not be left standing between signs and crossing.

Trains or engines stopping in rear of sign one (1) minute or longer, must not proceed over crossing until it is known that the automatic crossing protection is operating.

Location	Sign
Pawling, Main Street	Main Track-Eastward
Ghent, School Street	Main Track-Eastward and Westward
Chatham, Hoffman Street	Main Track-Eastward and Westward

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

Location	Crossing
Valhalla	Private crossing.
Kensico Cemetery	Commerce St.
Mount Pleasant	Clarks Road.
Pleasantville	Bedford Road.
Pleasantville	Manville Road.
Mount Kisco	South St.
Mount Kisco	Lexington Ave.
Mount Kisco	Main St.
Mount Kisco	Hubbels Road.
Katonah	Katonah St.
Golden's Bridge	Store Highway.
Brewster	Brewster Highway.

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

Towner's	Towner's Road.
Patterson	Main St.
Pawling	Main St.
Wingdale	Callahan Road.
Dover Plains	Crossing at station.
Wassaic	Crossing at station.
Amenia	Guernsey's crossing, east of station.
Amenia	Crossing at station.
Millerton	Main St.
Boston Corners	Boston Corners Road.
Copake Falls	Crossing at station.
Copake Falls	Snyder's Road.
Philmont	Main St.
Millwood	Merritt's Corners Road.
Croton Lake	Crossing at station.
Yorktown Hts.	Yorktown Road.

TRAIN OR ENGINE MOVEMENTS MUST NOT BE MADE OVER THE CROSSINGS SPECIFIED BELOW UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET.

Trainmen must flag trains or engines over the following crossings:

Location	Hours
Millerton, Main Street (When operating on siding)	When watchman is not on duty.
Nepperhan, Track No. 8 (When crossing Roberts Ave., Worth St. and Islen St.)	At all times.

Except Sunday.

Elmsford	12.00 Mid. until 6.30 A.M.
Mahopac	7.40 P.M. until 12.00 Mid. 6.00 A.M. until 9.00 P.M.

Sunday.

Elmsford	12.01 A.M. until 12.00 Mid.
Mahopac	6.00 A.M. until 9.00 P.M.

Trains or engines must approach the following crossings prepared to stop:

Location	Hours
Chatham, Hoffman St. (When operating on Track No. 5)	At all times.
Chatham, Church St.	11.00 P.M. until 7.00 A.M.

104. SWITCHES.

Electrically Locked Switches.

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

Switches electrically locked by time lock on hand throw switch machine must be operated as follows:

To unlock, remove padlock and wait 3 minutes. When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will timelock the switch. Switches electrically locked by bolt lock lever with push button control must be operated in accordance with posted instructions.

Location	Route	Control
Mount Kisco	Crossover Track No. 2 to Track No. 4	Time lock
	Crossover Track No. 1 to Track No. 4	Time lock
	Crossover Track No. 1 to Track No. 2	Time lock
	Track No. 1 end must be operated first.	

Location Route Control

Katonah	Westerly switch connecting Track No. 2 to Track No. 3	Time lock
Golden's Bridge, Cabin GN:	Crossover Track No. 1 to Track No. 2	Bolt lock lever with push button
	Crossover Track No. 2 to Track No. 7	Bolt lock lever with push button
Brewster	Track No. 2 to Track No. 96	From B
Putnam Jct.	Harlem Main to New Haven Transfer Tracks	From B
	Putnam Main to siding east end	From B
	Harlem Main to siding west end	From B
Dykeman's	Main track to Track No. 4	Time lock
Kings Bridge	Main Track to Crossover Track No. 8	Time lock
High Bridge	Track No. 6 to Track No. 10P	From SK
	Track No. 6 to Track No. 5	From SK

SPRING SWITCHES ARE LOCATED AS FOLLOWS:

Location	Normal Position
High Bridge	Track No. 6 to Track No. 5

If proper signal indication is not displayed after switch points are closed by hand stand or switch is spiked, movement must not be made without permission from the signalman. If it is impossible to close points by means of the hand stand, the switch must be spiked in proper position before passing over it. After train has completed movement over the switch, the spike must be removed to permit trains to trail through switch.

Trains or engines stopped while making a trailing movement over spring switch must not take slack or back up until switch is positioned by hand for movement.

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

105. SIDINGS.

Two or More Tracks:

capacity based on 44-Foot cars.

	Westward	Eastward	Eastward
Pleasantville	43	..	..
Mount Kisco, middle	..	..	38
Katonah	..	27	..
Golden's Bridge, north siding	7	..	..

Single Track:

Capacity based on 44-Foot cars.

Towner's	..	..	20
Patterson, north siding	..	..	53
Pawling (Siding No. 1)	..	..	22
(Siding No. 2)	..	..	43
Wingdale	..	..	51
Dover Plains, north siding	..	..	51
Wassaic	..	..	70
Amenia, north siding	..	..	43
Millerton	..	..	62
Copake Falls, north siding	..	..	10
Hillsdale	..	..	56
Craryville	..	..	51
Philmont	..	..	27
Dunwoodie	East of east crossover.	..	11
	West of west crossover.	..	5
Bryn Mawr Park	..	..	7
Nepperhan	..	..	28
Gray Oaks to Nepera Park	..	..	60
Mount Hope	..	..	29
Chauncey to Ardsley	..	..	92
Elmsford	..	..	22
East View	..	..	13
Briarcliff Manor	..	..	22
Millwood	..	..	21
Yorktown Hts.	South Siding	..	14
	North siding	..	12
Mahopac	..	..	25
Carmel	..	..	7

107. STATION STOPS.

Mount Pleasant:

Trains handle passengers from both sides of train.

Golden's Bridge:

Trains handle passengers from both sides of train.

High Bridge:

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

109. BULLETIN BOARDS AND BOOKS.

White Plains No. Sta.	Engine dispatchers office. Yardmasters office.
Lake Mahopac	Passenger station.
Putnam Jct.	Engine foremans office.
Pawling	Passenger station.
Chatham	Engine foremans office. Signal Station 65.
Sedgwick Ave.	Passenger station.
High Bridge	Engine foremans office.
Yorktown Hts.	Passenger station.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track.

Between: Golden's Bridge and XC. B and Chatham. SK and High Bridge. BN and Putnam Jct.

D-151.

Two Tracks.

Between White Plains No. Sta. and B. Tracks are numbered from the south and will be used as follows:
No. 2, Eastward.
No. 1, Westward.
Between High Bridge and BN. Tracks are numbered from the south and will be used as follows:
No. 3, Eastward.
No. 5, Westward.

S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Harlem Division: Between B and Manual block signal located 9250 feet west of B.
Putnam Division: Between B and Manual block signal located 2550 feet east of B. Between SK and High Bridge.

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

Between: White Plains No. Sta. and B. High Bridge and BN.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

The following Automatic Signal has vertical lights:
Harlem Division—Signal No. 436.
Rule 292 will govern.

293. SWITCH TARGETS.

Between White Plains No. Sta. and Brewster. Lights on main track switches are not in use.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:
Between: Golden's Bridge and Manual block signal located 2550 feet east of B, via Lake Mahopac.
Manual block signal located 9250 feet west of B and automatic signal 1245.
Signal Station 65 and automatic signal 1245, eastward.
BN and Manual block signal located 2550 feet east of B.

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. A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

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

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

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

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

XC. Trains from Lake Mahopac to Lincolndale or beyond will report from XC when clear of Putnam Div. main track.

Putnam Jct. Putnam Div. conductors will report arrival and clearance and receive block indication by telephone from B.

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two or More Tracks.

Between: White Plains No. Sta. and B. High Bridge and BN.

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.

515. WHEEL BASE.

Engines with less than 23 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car. Rule 515 modified accordingly.

600. INTERLOCKING SIGNALS.

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

667. INTERLOCKING RULES.

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

703. MAKE-UP OF FREIGHT TRAINS.

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

Scale test cars must be hauled only in slow or local freight trains and must be placed on rear of train ahead of caboose.

Loaded flat cars must be separated from occupied caboose by a solid end car.

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

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

705. LEAVING CARS ON SIDE TRACKS.

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

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

Crossing 200 feet west of Mile Post 126 must be kept open.

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 ft. or over in length are limited to 30 cars.

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

841. U. S. MAIL.

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

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

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

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

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station. Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service.

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

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried, Form AR 702.

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

1 to 47 sacks—3 feet	236 to 282 sacks—18 feet
48 to 94 sacks—6 feet	283 to 329 sacks—21 feet
95 to 141 sacks—9 feet	330 to 376 sacks—24 feet
142 to 188 sacks—12 feet	377 to 423 sacks—27 feet
189 to 235 sacks—15 feet	424 to 470 sacks—30 feet

1 outside parcel equals one sack, except that one box of baby chicks equals one sack and should be reported in the proper columns of train baggageman's report AR 702.

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

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

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

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

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

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

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

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

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

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

HEATING, LIGHTING AND VENTILATION OF CARS.

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

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

Approach-Ing	Direction	Open rear end train pipe valve	Engineman shut off steam at
White Plains No. Sta.	Eastward....	After passing Valhalla.	Signal 2472.
Sedgwick Ave.	Eastward....	After passing Lincoln.	Van Cortlandt
Yorktown Hts.	Westward...	After passing Croton Lake.	Croton Hts.
Brewster.	Westward...	After passing Carmel.	Mile Post 52.

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

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.

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.

East of Van Cortlandt:

Deck lights must be lighted at all times.

AIR BRAKES.

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

AUTOMATIC TRAIN CONTROL.

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

Test inductors are located at:

White Plains No. Sta.

Putnam Jct.

Inductor is located at automatic signal 1271.

DIESEL EQUIPMENT.

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

When starting to push or back up trains with road or road switch diesel locomotives, consisting of two or more units, throttle must never be advanced more than three or four notches. Otherwise, high drawbar push will develop and may result in jackknifing of units with possible derailment.

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

Rotair valve operating "A" unit set in "Pass" position.

Controlled Emergency Cock "B" unit set in "Pass" position.

Rotaire valve trailing "A" unit set in "Pass Lap" position.

EMERGENCY OPERATION AND EQUIPMENT.

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

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.

FATALITIES.

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

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

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

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

When a fatal accident occurs beyond New York City limits, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

HAND BRAKE TEST.

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

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

MOVEMENT OF DEAD ENGINES IN TRAINS.

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

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

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated, by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

Cooling Compound:

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

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red. Journals with broken brasses shall not be treated with cooling compound.

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

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

PASSENGER TRAINMEN.

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

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs.	Pullman ..	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to persons using vestibule.
Private	Pullman ..		
DeLuxe Obs.	Pullman ..		
Coach	Pullman ..		
Diner	Pullman ..		
	Coach	Rear of coach.	Rear of coach.
Pullman without observation end		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

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

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

Stepping boxes must be used where necessary.

Toilet doors must be kept locked between the following stations, to comply with regulations for protection of watershed territory:

- Chappaqua and Patterson.
- Hillsdale and Philmont.
- Golden's Bridge and Lake Mahopac.
- Elmsford and East View.
- Millwood and Putnam Jet.

RAIL MOTOR CARS.

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

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

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

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

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

Valves and Cocks Position

- Brake pipe cut-out cock under both brake valves... Closed.
- The 3 cut-out cocks in pipe to application valve which are connected by valves... Closed.
- Cut-out cock in supplementary reservoir branch pipe... Closed.
- Cock in brake cylinder pipe to safety valve... Open.
- Drain cock in auxiliary reservoir... Closed.
- All other reservoir drain cocks... Open.

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

When necessary to tow a car to or from a shop, it should be accompanied by a rider who is qualified on operation of car. When a car is being towed in a train and tanks have not been drained, gasoline tanks should be placarded as "Inflammable Material."

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

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

Fire extinguishers should be fully charged.

SNOW PLOW EQUIPMENT.

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

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

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

SPEED RESTRICTIONS.

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

Harlem Division. General.

(Unless otherwise restricted)

- Circus trains with freight equipped cars..... 30
 - Diesel engines, Nos. 1000 to 8357, light or with caboose..... 45
 - Diesel engines, Nos. 506 to 513 with traction motor pinion removed and Nos. 526 to 957, 8400 to 9820 in service or when hauled dead in train..... 45
 - Diesel engines Nos. 506 to 513 with traction motor pinion engaged, in service or when hauled dead in train..... 25
 - Diesel engines operating through water..... 3
- Note: Diesel engines must not be operated through water more than 3 inches over top of rail.

- Engines, including Nos. 506 to 513 with traction motor pinion removed, light or with caboose..... 35
- Engines, Nos. 506 to 513 with traction motor pinion engaged in service or when hauled dead in train.... 25

Freight and work trains:

- Between White Plains No. Sta. and Mt. Pleasant, 1800 tons or less..... 35
- Between Mt. Pleasant and Brewster, 1800 tons or less 45
- Between Brewster and Chatham, 3500 or less..... 45

- Freight trains with pushers..... 30
- Passenger, mail, express and milk trains:
 - 12 cars or less..... 60
 - 13 to 18 cars, inclusive..... 55
 - 19 to 25 cars, inclusive..... 50
 - 26 to 40 cars, inclusive..... 45

Passenger, mail, express and milk trains with freight equipped cars or Rutland milk cars series 387 to 399, inclusive..... 45

Rail detector car X-8015, under own power or on rear of passenger train..... 40

Revenue freight trains with cranes moving on own wheels..... 25

Snow plows and flangers..... 35

Switches and crossovers, other than interlocking, when diverging..... 10

Trains consisting of 50 per cent or more of 55 ton capacity or greater, coal cars, loaded..... 30

Trains with dead engines not having all side or main rods 20

Trains with steam cranes except as shown below... 35

Trains with scale test car or Jordan spreader..... 25

Work trains with cranes, moving on their own wheels 30

At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use..... 15

Cranes X-21 and X-23 to X-34, inc..... 35

Local.

(Unless otherwise restricted)

- Valhalla, curve west of station, eastward..... 45
- Hawthorne, Train No. 15, to discharge mail..... 35
- Thornwood curve..... 50
- Pleasantville, curve between Mile Post 30.37 and Mile Post 31.06..... 35
- Mount Kisco, between freight and passenger stations. 40
- Mount Kisco, Train No. 14, to discharge mail..... 35
- Bedford Hills, Train No. 15, to discharge mail..... 40

- Between Mile Post 38 and Signal 378, eastward freight and work trains..... 35
- Katonah, crossing located 3943 feet east of station, 7:00 A.M. to 5:00 P.M., daily except Sat. and Sun.... 30
- Katonah, crossing located 5070 feet west of station, 7:00 A.M. to 5:00 P.M., daily except Sat. and Sun.... 30
- Golden's Bridge, Rule 287, slow speed..... 10
- Golden's Bridge, cabin GN, switches and crossovers when diverging..... 10
- Purdy's, Train No. 15, to discharge mail..... 45
- Between Croton Falls and Brewster..... 50
- Brewster, Rule 287, slow speed..... 10
- Putnam Jct., cabin XN, when diverging..... 10
- Putnam Jct., cranes passing rake-off blocks..... 10
- Putnam Jct., cranes, snow plows and flangers passing third rail telltales..... 10
- Dykeman's, cranes, snow plows and flangers passing third rail telltales..... 10
- Pawling, switch 700 feet east of station..... 30
- Dover Plains, switches 419 feet east and 71 feet west of station..... 30
- Wassaic, Track No. 4, on bridge..... 10
- Millerton, curve east of station..... 40
- Hillsdale, curve at station..... 45
- Between Mile Post 114 and Ghent..... 50
- Ghent, Union Pike Highway crossing..... 30
- Ghent, School St. crossing..... 25
- Chatham, crossings between Hoffman St. and Bushnell Ave..... 15

Between Golden's Bridge and XC.

- Bridge L-158 at Mile Post 0.38..... 20
- Bridge L-158, Cranes X-21 and X-23 to X-34, inc... 10
- Engines light or with caboose..... 25
- Freight and work trains..... 25
- Passenger trains..... 35
- Snow plows and flangers..... 25
- Switches and crossovers, other than interlocking, when diverging..... 10
- Lincolndale, crossing..... 6
- Curve at Mile Post 6..... 20
- Agor's Crossing, east of XC..... 6
- XC..... 10

Putnam Division.

General.

(Unless otherwise restricted)

- Circus trains with freight equipped cars..... 25
- Engines light or with caboose..... 35
- Freight and work trains..... 25
- Passenger, mail, express and milk trains..... 45
- Passenger, mail, express and milk trains with freight equipped cars or Rutland milk cars series 387 to 399, inclusive..... 25
- Rail detector car X-8015, under own power or on rear of passenger train..... 40
- Rail motor cars operating under their own power or being towed..... 45
- Snow plows and flangers..... 25
- Switches and crossovers, other than interlocking, when diverging..... 10
- Trains with steam cranes..... 25
- Trains with scale test car or Jordan spreader..... 25
- Trains with dead engines not having all side or main rods..... 20

Local.

(Unless otherwise restricted)

- SK, Rules 287 and 288, slow speed..... 10
- SK to High Bridge, main track..... 15
- High Bridge, spring switch..... 10
- Dunwoodie, switches 641 feet and 870 feet west of station..... 30
- Bryn Mawr Park, switches 199 feet and 970 feet west of station..... 30
- Between Bryn Mawr Park and Nepperhan, curves..... 30
- Gray Oaks, switches 648 feet and 860 feet east of station. 30
- Bridge P-16 at Mile Post 11.07..... } Cranes X-21 and X-23 to X-34, inc. 15
- Nepera Park, crossing west of station..... 6
- Mount Hope, switches 726 feet east and 1,031 feet west of station..... 30
- Ardsley, switch 449 feet west of station..... 30
- Bridge P-25 at Mile Post 17.04..... } Cranes X-21 and X-23 to X-34, inc. 15

- Bridge P-26 at Mile Post 17.30, Cranes X-21 and X-23 to X-34, inc..... 15
- Elmsford, switch 240 feet east of station..... 30
- Bridge P-28 at Mile Post 18.53..... } Cranes X-21 and X-23 to X-34, inc. 15
- Between Mile Post 19.50 and Mile Post 20.19, inc.... 30
- Between Mile Post 21.82 and Mile Post 23.22, curves.. 30
- Between Briarcliff Manor and Putnam Jct..... 35
- Millwood, Merritt's Crossing, 0.06 mile west of station. 6
- Millwood, switch 302 feet west of station..... 30
- Bridge P-43, 0.25 mile east of Cranes X-21 and X-23 to X-34, inc. 15
- Engines..... 15
- Croton Lake..... } Freight cars having a total weight of 210,000 pounds..... 15
- Croton Lake, switch 797 feet west of station..... 30
- Yorktown Hts., crossing east of station..... 6
- Yorktown Hts., switches 336 feet, 457 feet, 679 feet east and 636 feet west of station..... 30
- Bridge P-49 at Mile Post 37.18..... } Cranes X-21 and X-23 to X-34, inc. 15
- Amawalk, crossing..... 10
- Baldwin Place, crossing..... 10
- Bridge P-53 at Mile Post 42.04..... } Cranes X-21 and X-23 to X-34, inc. 15
- XC..... 10
- Between Mile Post 43.58 and Mile Post 44.83, curves... 30
- Mahopac, crossing east of station, 9.00 P.M. to 6.00 A.M. 6
- Bridge P-56 at Mile Post 45.22..... } Cranes X-21 and X-23 to X-34, inc. 15
- Between Mile Post 46.25 and Mile Post 53.25, curves... 30
- Bridge P-65 at Mile Post 49.90..... } Cranes X-21 and X-23 to X-34, inc. 10
- Freight cars having a total weight of 210,000 pounds..... 15
- Putnam Jct., Between cabin XN and Sheppards Crossing..... 10

RAIL DETECTOR CARS.

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

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

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

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

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

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

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

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

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

ENGINE AND CAR RESTRICTIONS

Engines and Cars must not be operated as shown below: On sidings with sharp curvature and not shown below, care must be used in operating.

HARLEM DIVISION

Between North White Plains and Chatham, Cranes must have at least one light car between engine and crane. Cranes X-13 to X-16 in third rail territory.

Cranes X-21, X-23 and X-105 must not operate or perform work without engine coupled on to provide air brakes.

Cars weighing over 210,000 lbs. without permission from Superintendent.

Depressed platform cars of foreign roads in third rail territory without permission from Superintendent.

Bedford Hills

Over unloading pit, track No. 11A: All engines.

Patterson

Eastern Mineral Co., track No. 5A, under crushed stone bin: All engines.

Pawling

Russell snow plows and Jordan Spreaders must use track No. 2 in passing ice breakers at M.P. 64.

Dover Plains

P. J. Haight, coal trestle, track No. 25: All engines.

Millerton

J. B. Reed & Sons, track 12, beyond derail: All engines.

BETWEEN GOLDEN'S BRIDGE AND XC

Cranes must have at least one light car between engine and crane. Wrecking Cranes X-13 to X-16.

Cranes X-21, X-23 and X-105 must not operate or perform work without engine coupled on to provide air brakes.

Cars weighing over 210,000 without permission from Superintendent.

Cars weighing 210,000 lbs. gross must be separated from engine, special equipment or car by a car weighing not more than 64,000 lbs. gross.

PUTNAM DIVISION

Cranes must have at least one light car between engine and crane. Wrecking Cranes X-13 to X-16.

Cranes X-21, X-23 and X-105 must not perform work or operate without engine coupled on to provide air brakes. Cars weighing over 210,000 lbs. without permission from Superintendent.

Depressed platform cars of foreign roads in third rail territory without permission from Superintendent.

NYC cement hopper cars series 880,500 to 881,199 inc. must be separated from engine or any other car by a car weighing not more than 120,000 lbs. gross.

East of Kings Bridge

AT&SF baggage cars series 1585 to 1600, incl. GN flat cars, series 65,000 to 65,499, inc., 67,000 to 67,549, inc.

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

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

CB&Q 1310, 1395, 1443.

C&NW 8797.

GN 413.

SP horse cars 7229 to 7248, inc.

UP 2059.

East of Kings Bridge

Unless authorized by Superintendent.

C. R. I. & P. Ry. baggage cars 4000 to 4051, inc., 4077, 4080 to 4099, inc., 4106 to 4140, inc.

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

East of BN.

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

C. R. I. & P. Ry. baggage cars, series 4106 to 4120, inc.

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

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

WATER STATIONS.

Pawling.
Dover Plains.

Chatham.
Yorktown Hts.

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:

Harlem Division.	Location	Description	Track Nos.
0.43 mile west of Thornwood.		Overhead bridge.	2, 1.
0.07 mile west of Chappaqua.		Overhead bridge.	2, 1, Side Track 1.
0.21 mile west of Brewster.		Carmel Ave. overhead bridge.	2, 1.
1.09 miles west of Brewster.		Overhead bridge.	18.
0.12 mile east of Towner's.		NYNH&H RR bridge.	Main track, Siding.
0.58 mile west of Patterson.		Crushed Stone bin and buildings.	5A.
Eastern Mineral Co., Inc.			
0.06 mile west of Dover Furnace.		Overhead bridge.	Main track.
Dover Plains, P. J. Haight Siding.		Coal pocket door.	25.
2.74 miles east of Millerton.		Overhead bridge.	Main track.
Millerton, Green Bros. Siding.		Overhead wire.	2, 2A.
0.09 mile east of Hillsdale.		Overhead bridge.	Main track.
2.11 miles west of Craryville.		Overhead bridge.	Main track.

Between Golden's Bridge and XC.

0.66 mile west of Golden's Bridge.	Overhead bridge.	Main track.
1.43 miles west of Golden's Bridge.	Overhead bridge.	Main track.
1.53 miles west of Golden's Bridge.	Overhead bridge.	Main track.
Lincolndale, Lincoln Agricultural School.	Overhead electric wires.	4.
1.54 miles east of Lake Mahopac.	Overhead bridge.	Main track.

Putnam Division.	Location	Description	Track Nos.
High Bridge station.		Station and street bridge.	6, 5, 9.
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, 32, Main track.
0.24 mile east of Kings Bridge.		Seeman Bros. Building.	16
0.02 mile west of Kings Bridge.		230th St. highway bridge.	Main track, Siding.
0.16 mile west of Kings Bridge.		231st St. highway bridge.	Main track, Siding.
0.30 mile west of Kings Bridge.		233d St. highway bridge.	Main track.
0.37 mile west of Kings Bridge.		234th St. highway bridge.	Main track.
0.39 mile east of Van Cortlandt.		238th St. highway bridge.	Main track.
0.26 mile east of Van Cortlandt.		Van Cortlandt Park So. highway bridge.	Main track.
0.79 mile east of Lincoln.		Mosholu Parkway.	Main track.
0.37 mile east of Nepperhan.		Overhead bridge.	Main track.
0.04 mile east of Nepperhan.		Overhead bridge.	Main track.
Nepperhan, Track No. 8, Alexander Smith, Inc.		Overhead pipe.	4, 7.
Nepperhan, Track No. 8, Westchester Lumber Co.		Building eaves.	14.
Nepperhan, Track No. 8, 2500 feet east of main track switch.		Overhead bridge.	8.
Gray Oaks.		Overhead bridge.	Main track, Siding.
0.05 mile east of Ardsley.		Overhead bridge.	Main track, Siding.
0.04 mile east of Graham.		Overhead bridge.	Main track.
0.06 mile east of Briarcliff Manor.		Overhead bridge.	Main track, Siding.
0.09 mile east of Kitchawan.		Overhead bridge.	Main track.
0.24 mile east of Croton Lake.		Through railroad truss.	Main track.
1.37 miles west of Croton Lake.		Overhead bridge.	Main track.
0.15 mile west of Yorktown Hts.		Overhead bridge.	Main track.
Yorktown Hts., Horton Lumber Co.		Sheds.	2.
Baldwin Place.		Overhead wire.	4.
0.87 mile west of Mahopac.		Overhead bridge.	Main track.
0.96 mile west of Mahopac.		Overhead bridge.	Main track.
1.55 miles west of Carmel.		Laight's overhead bridge.	Main track.
Mile Post 52.		Benedict Dairy Farms Co. building.	2, 2A.

R. L. SAHM, Superintendent.

R. S. REUSS, Asst. Superintendent.

G. AUER, Division Engineer.

H. A. FREDRICKSON, Asst. Division Engineer.

W. TUCKER, Chief Train Dispatcher.

C. D. KONZ }
E. C. LIETZ } Asst. Chief Train Dispatchers.

E. HOFF }
G. E. McHUGH } Train Masters.
J. P. NITTI }
J. M. LOCONTO }

D. R. PATRIDGE, Chief Road Foreman
V. L. NELSON }
D. W. OGDEN } Road Foremen
W. F. MONTELEONE }
A. B. WINN }

W. E. GILLCRIST }
T. M. McGARRY } Train Dispatchers.
F. A. CORRIGAN }
P. H. SMITH }
H. H. HARDISTY }

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

MILES FROM GRAND CENTRAL TERMINAL	STATIONS	31	301	1	5	313	43	39	71	317	331	13
		See note	See note			See notes		See note		See note	See notes	
		Brew-ster	Brew-ster	Dover Plains	Chatham	Brew-ster	Chatham	Brew-ster	Dover Plains	Carmel	Carmel	Chatham
		Daily except Monday	Daily	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Sunday only	Daily except Sat. and Sunday	Sunday only	Satur-day only	Satur-day only
LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
	Grand Cen. Term.....	11.58	1.11	5.16	8.16	8.31	9.21	10.21	11.01	12.07	12.56	1.36
23.90	White Plains No. Sta.	12.40	2.03	6.03	8.58	9.14	10.03	11.03	11.42	12.49	1.36	2.18
25.37	Valhalla.....	s12.44	f 2.07	s 6.10	s 9.02	s 9.18		s11.07	s11.46	s12.53	s 1.40	
26.32	Kensico Cemetery...	h12.46	h 2.09	f 6.13		f 9.21		h11.09	f11.49	f12.56	f 1.43	
27.24	Mount Pleasant.....	h12.47½	h 2.10½	f 6.16	9.06	f 9.24		h11.11	f11.51	f12.59	f 1.45	
28.28	Hawthorne.....	s12.50	s 2.13	s 6.23	s 9.08	s 9.28	10.09	s11.14	s11.55	s 1.02	s 1.48	2.24
29.33	Thornwood.....	s12.53	s 2.16	s 6.27	s 9.11	s 9.31		s11.17	s11.58	s 1.05	s 1.51	
30.50	Pleasantville.....	s12.56	s 2.19	s 6.36	s 9.15	s 9.34		s11.20	s12.01	s 1.08	s 1.56	
32.36	Chappaqua.....	s 1.00	s 2.23	s 6.43	s 9.19	s 9.38		s11.24	s12.06	s 1.12	s 2.01	
36.60	Mount Kisco.....	s 1.06	s 2.27	s 6.49	s 9.25	s 9.44	10.19	s11.30	s12.12	s 1.19	s 2.09	2.34
39.12	Bedford Hills.....	s 1.10	f 2.31	s 7.08	s 9.30	s 9.49		s11.34	s12.17	s 1.24	s 2.14	
41.07	Katonah.....	s 1.14	f 2.35	s 7.20	s 9.35	s 9.54	10.24	s11.38	s12.22	s 1.30	s 2.19	
43.49	Golden's Bridge.....	s 1.19	s 2.40	s 7.30	s 9.40	s10.00	g10.27	s11.43	s12.27	s 1.36	s 2.24	2.42
46.12	Purdy's.....	s 1.24	s 2.45	s 7.36	f 9.45	A.M.	s10.32	s11.48	s12.32	P.M.	P.M.	
47.74	Croton Falls.....	s 1.28	s 2.49	s 7.41	s 9.49		s10.36	s11.52	s12.36			2.47
51.90	Brewster.....	s 1.35	s 2.57	s 7.51½	s10.00½		s10.45	s12.00	s12.45			s 2.53
52.30	Putnam Jct.....	A 1.39	A 3.05	Δ8.05	10.02		10.47	A12.05	Δ12.48			2.55
54.70	Dykeman's.....	A.M.	A.M.	s 8.10	10.04½		s10.50	P.M.	f12.52			
57.83	Towner's.....			s 8.16	f10.08		s10.55		s12.57			
60.18	Patterson.....			s 8.22	f10.13		s11.00		s 1.02			3.05
63.74	Pawling.....			s 8.38	s10.19		s11.07		s 1.10			s 3.10
69.10	State Hospital.....			f 8.47	f10.26		f11.14		f 1.17			3.16
69.73	Wingdale.....			s 8.55	s10.29		s11.17		s 1.20			s 3.19½
72.40	Dover Furnace.....			9.00	10.33		11.22		1.24			3.23
76.62	Dover Plains.....			A 9.15½	s10.39		s11.29		A 1.30			s 3.29
78.90	State School.....			A.M.	f10.43		f11.35		P.M.			
81.33	Wassaic.....				s10.48		s11.40					3.39
84.59	Amenia.....				s10.53		s11.46					s 3.46
92.67	Millerton.....				s11.05		s12.01					s 3.59
99.72	Boston Corners.....				11.15		12.11					4.12
104.80	Copake Falls.....				s11.21		s12.17					s 4.17
108.84	Hillsdale.....				s11.28		s12.24					s 4.24
111.65	Craryville.....				s11.33		s12.29					s 4.29
118.82	Philmont.....				s11.47		s12.40					4.38
124.84	Ghent.....				s11.57		f12.50					4.48
127.48	Chatham.....				12.20		1.01					5.05
	ARRIVE	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

Nos. 313, 317, 331 run via Lake Mahopac.
 Nos. 31, 301, 313, 39, 317 and 331 will not carry baggage.
 Time shown at Grand Central Terminal is for information only.

h—Stop on signal to discharge passengers.
 Δ—Stop to receive or discharge employes.
 g—Stop to receive passengers.

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

STATIONS	9	11	335	357	17	15	19	337	21	23	345
	See note		See note	See notes	See notes		See notes	See notes	See notes		See notes
	Pawling	Pawling	Brew-ster	Brew-ster	Brew-ster	Chatham	Pawling	Carmel	Brew-ster	Brew-ster	Brew-ster
	Satur-day and Sunday only	Daily except Sat. and Sunday	Satur-day only	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.....	2.11	2.11	2.58	3.23	4.03	4.33	4.51	4.54	5.04	5.20	5.40
White Plains No. Sta.	2.53	2.53	3.40	4.05	4.44	5.14	5.31	5.37	5.51	6.03	6.22
Valhalla.....	s 2.57	s 2.57	s 3.44	s 4.09	s 4.48				s 5.55	s 6.09	
Kensico Cemetery...	f 2.59	f 3.00	f 3.46		f 4.50½						
Mount Pleasant.....	f 3.01	f 3.03	f 3.48	4.12	4.53				5.58	6.12	
Hawthorne.....	s 3.04	s 3.06	s 3.51	s 4.16	s 4.55	5.21	5.38	5.44	s 6.01	s 6.15½	6.29
Thornwood.....	s 3.07	s 3.09	s 3.54	s 4.19	s 4.58			5.46	s 6.04	s 6.19	6.31
Pleasantville.....	s 3.10	s 3.12	s 3.57	s 4.22	s 5.02			s 5.49	s 6.08	s 6.24	s 6.35
Chappaqua.....	s 3.14	s 3.16	s 4.01	s 4.26	s 5.06		5.45½	s 5.54	s 6.12	s 6.29	s 6.41
Mount Kisco.....	s 3.20	s 3.23	s 4.07	s 4.32	s 5.13	5.31	s 5.51	s 5.59	s 6.18	s 6.36½	s 6.49
Bedford Hills.....	s 3.24	s 3.28	s 4.11	s 4.36	s 5.18		s 5.56		s 6.23	s 6.41	s 6.54
Katonah.....	s 3.28	s 3.33	s 4.15	s 4.40	s 5.22		s 6.01	6.05	s 6.27	s 6.45	s 6.59
Golden's Bridge.....	s 3.33	s 3.38	s 4.20	s 4.44	s 5.27	5.39	s 6.06	s 6.11	s 6.32	s 6.50	s 7.04
Purdy's.....	s 3.38	s 3.43	s 4.25	s 4.49	s 5.32		s 6.11	P.M.	s 6.37	s 6.55	s 7.09
Croton Falls.....	s 3.42	s 3.47	s 4.29	s 4.53	s 5.36	5.44	s 6.16		s 6.41	s 6.59	s 7.13
Brewster.....	s 3.51½	s 3.57	s 4.37	s 5.01	s 5.44	s 5.53	s 6.26		s 6.48	s 7.08	s 7.23½
Putnam Jct.....	Δ3.53	Δ4.00	A 4.42	A 5.07	A 5.50	5.56	6.29		A 6.54	A 7.13	A 7.28
Dykeman's.....	s 3.57	s 4.04	P.M.	P.M.	P.M.		s 6.33		P.M.	P.M.	P.M.
Towner's.....	s 4.02	s 4.09				6.02	s 6.38				
Patterson.....	s 4.07	s 4.15				s 6.06	s 6.42				
Pawling.....	A 4.15	A 4.25				s 6.13	A 6.50				
State Hospital.....	P.M.	P.M.				f 6.21	P.M.				
Wingdale.....						s 6.24					
Dover Furnace.....						6.28					
Dover Plains.....						s 6.37½					
State School.....						f 6.41					
Wassaic.....						s 6.46					
Amenia.....						s 6.53					
Millerton.....						s 7.05					
Boston Corners.....						7.14					
Copake Falls.....						s 7.20					
Hillsdale.....						s 7.26					
Craryville.....						f 7.31					
Philmont.....						s 7.41					
Ghent.....						7.48					
Chatham.....						7.55					
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

Nos. 357, 17, 337, 21 and 345 will not run Nov. 25, 1954 and Feb. 22, 1955.
 No. 19 make stops of No. 17 Nov. 25, 1954 and Feb. 22, 1955.
 No. 345 make stops of No. 347, Dec. 24 and Dec. 31, 1954.
 No. 337 runs via Lake Mahopac.
 No. 9 will not carry baggage Sunday.
 No. 17 will not carry baggage Saturday.
 Nos. 335, 357, 19, 337, 21, 23 and 345 will not carry baggage.
 Time shown at Grand Central Terminal is for information only.

Δ—Stop to receive or discharge employes.

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

STATIONS	347	349	351	63	25	27	59	35	29	51
	See notes	See notes	See note	See note	See note	See note	See notes	See note	See note	See note
	Golden's Bridge	Pawling	Brewster	Chatham	Brewster	Brewster	Chatham	Brewster	Brewster	Brewster
	Daily except Sat. and Sunday	Daily except Fri. and Sunday	Friday only	Friday only	Daily except Saturday	Daily except Sunday	Sunday only	Daily except Saturday	Daily except Sunday	Sunday only
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.....	5.42	6.01	6.01	6.23	6.28	7.21	7.51	8.36	9.52	11.04
White Plains No. Sta.	6.30	6.46	6.46	7.04	7.09	8.03	8.31	9.18	10.34	11.47
Valhalla.....	s 6.34	s 6.50	s 6.50		s 7.13	s 8.07		s 9.22	s 10.38	s 11.51
Kensico Cemetery...					7.15	8.09				
Mount Pleasant.....	6.37	6.53	6.53		H 7.17	H 8.11		9.25	10.41	11.54
Hawthorne.....	s 6.40	s 6.55	s 6.55	7.11	s 7.20	s 8.14	8.38	s 9.27	s 10.43	s 11.56
Thornwood.....	s 6.43	s 6.58	s 6.58		s 7.23	s 8.17		s 9.30	s 10.46	s 11.59
Pleasantville.....	s 6.47	s 7.02	s 7.02		s 7.26	s 8.20		s 9.33	s 10.49	s 12.02
Chappaqua.....	s 6.52	s 7.07	s 7.07		s 7.30	s 8.24		s 9.37	s 10.53	s 12.06
Mount Kisco.....	s 6.58	s 7.14	s 7.14	7.21	s 7.37	s 8.30	8.48	s 9.43	s 10.59	s 12.12
Bedford Hills.....	s 7.03	s 7.19	s 7.19		s 7.41	s 8.34		s 9.48	s 11.03	s 12.16
Katonah.....	s 7.08	s 7.23	s 7.23		s 7.45	s 8.38		s 9.52	s 11.07	s 12.20
Golden's Bridge.....	A 7.15	s 7.28	s 7.28	7.29	s 7.50	s 8.43	8.56	s 9.57	s 11.12	s 12.25
Purdy's.....	P.M.	s 7.33	s 7.33		s 7.55	s 8.48		s 10.02	s 11.17	s 12.30
Croton Falls.....		s 7.37	s 7.37	7.40	s 7.59	s 8.52	9.01	s 10.06	s 11.21	s 12.34
Brewster.....		s 7.44	s 7.44	s 7.46	s 8.06	s 9.00	s 9.12 ³⁴	s 10.14	s 11.29	s 12.41
Putnam Jct.....		Δ 7.46	A 7.46	7.48	A 8.10	A 9.04	9.13	A 10.19	A 11.34	A 12.45
Dykeman's.....		H 7.51	P.M.	H 7.53	P.M.	P.M.		P.M.	P.M.	A.M.
Towner's.....		f 7.56		f 7.57			9.20			
Patterson.....		s 8.01		H 8.02			f 9.27			
Pawling.....		A 8.08		s 8.07			s 9.31 ^{2h}			
State Hospital.....		P.M.		8.15			f 9.39			
Wingdale.....				s 8.18			s 9.42			
Dover Furnace.....				8.22			9.46			
Dover Plains.....				s 8.28			s 9.52			
State School.....							f 9.57			
Wassaic.....				8.38			f 10.02			
Amenia.....				s 8.45			s 10.09			
Millerton.....				s 9.00			s 10.21			
Boston Corners.....				9.08			10.32			
Copake Falls.....				H 9.15			s 10.38			
Hillsdale.....				H 9.22			s 10.45			
Craryville.....				H 9.28			f 10.51			
Philmont.....				H 9.39			f 11.02			
Ghent.....				9.48			11.10			
Chatham.....				9.55			11.20			
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

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

Nos. 347 and 349 will not run Nov. 25, 1954 and Feb. 22, 1955.
 No. 347 will not run Dec. 24 and Dec. 31, 1954.
 No. 59 take siding at Pawling for No. 72.
 Nos. 347, 349, 351, 63, 25, 27, 59, 35, 29 and 51 will not carry baggage.
 Time shown at Grand Central Terminal is for information only.

Δ—Stop to receive or discharge employes.
 H—Stop on signal to discharge passengers.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

MILES FROM CHATHAM	STATIONS	2	4	6	8	330	44	10	12	16	36
		See note	See notes	See note	See note	See notes	Brewster	See notes	See notes	Brewster	See note
		Brewster	Brewster	Pawling	Brewster	Brewster	Brewster	Dover Plains	Chatham	Brewster	Brewster
		Daily except Sunday	Daily except Saturday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sunday	Sunday only	Daily except Sat., Sun. and Mon.	Monday only	Daily except Sunday	Daily except Sat. and Sunday
LEAVE		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	Chatham.....									5.55	
2.64	Ghent.....									6.02	
8.66	Philmont.....									s 6.10	
15.83	Craryville.....									f 6.20	
	Hillsdale.....									s 6.25	
18.64	Copake Falls.....									s 6.32	
22.68	Boston Corners.....									6.38	
27.76	Millerton.....									s 6.47	
34.81	Amenia.....									s 6.57	
42.89	Wassaic.....									f 7.03	
46.15	State School.....							A.M.		7.07	
48.58	Dover Plains.....							L 7.10		s 7.12	
50.86	Dover Furnace.....							7.17		7.17	
55.08	Wingdale.....							s 7.21		s 7.21	
57.75	State Hospital.....			A.M.				s 7.24		s 7.24	
58.38	Pawling.....			L 6.00				s 7.34		s 7.34	
63.74	Patterson.....			s 6.09				s 7.40		s 7.40	
67.30	Towner's.....			s 6.13½				s 7.44½		s 7.44½	
69.65	Dykeman's.....	A.M.	A.M.	s 6.18½	A.M.		A.M.	f 7.48½	f 7.48½	A.M.	A.M.
72.78	Putnam Jct.....	L 5.39	L 6.05	Δ 6.22	L 6.59		L 7.27	Δ 7.55	Δ 7.55	L 8.26	L 9.27
75.18	Brewster.....	s 5.42 ¹²	s 6.08 ¹²	s 6.28 ¹²	s 7.03		s 7.30	s 7.58½	s 7.58½	s 8.29	s 9.30
75.58	Croton Falls.....	s 5.49½	s 6.17½	s 6.35	s 7.10		s 7.36	s 8.05	s 8.05	s 8.35½	s 9.37
79.74	Purdy's.....	s 5.53	s 6.21	s 6.38½	s 7.13	A.M.	s 7.40	s 8.08½	s 8.08½	s 8.39	s 9.41
81.36	Golden's Bridge.....	s 5.58	s 6.26	s 6.44	s 7.19	s 7.44	s 7.45	8.12	8.12	s 8.44	s 9.45
83.99	Katonah.....	s 6.03	s 6.31	s 6.49	s 7.24	s 7.51	s 7.50	s 8.15	s 8.15	s 8.48½	s 9.49
86.41	Bedford Hills.....	s 6.08	s 6.36	s 6.54	s 7.30	s 7.55½	s 7.54	s 8.20	s 8.20	s 8.52½	s 9.53
88.36	Mount Kisco.....	s 6.13	s 6.41	s 7.00	s 7.36	s 8.01	s 7.59	s 8.27	s 8.27	s 8.57	s 9.58
90.88	Chappaqua.....	s 6.19	s 6.47	s 7.07	s 7.43	s 8.08	s 8.06	s 8.33	s 8.33	s 9.03	s 10.05
95.12	Pleasantville.....	s 6.23	s 6.51	s 7.12	s 7.48	s 8.12	s 8.10			s 9.07	s 10.09
96.98	Thornwood.....	s 6.26	s 6.54	s 7.15	s 7.52	⊕ 8.14½	s 8.13			s 9.11	s 10.12
98.15	Hawthorne.....	s 6.29	s 6.57	s 7.18½	s 7.56	⊕ 8.17½	s 8.16	8.39	8.39	s 9.15	s 10.15
99.20	Mount Pleasant.....	f 6.31½	s 6.59½								
100.24	Kensico Cemetery...	s 6.34	s 7.02	7.21½	7.59	8.21	8.19			9.18	10.18
101.16	Valhalla.....	s 6.37	s 7.05	s 7.23	s 8.01	⊕ 8.22½	s 8.22	8.43	8.43	s 9.21	s 10.21
102.11	White Plains No. Sta.	6.41	7.10	7.29	8.06	8.25	8.26	8.46	8.46	9.25	10.25
103.58	Grand Cen. Term.....	7.27	7.55	8.12	8.52	9.16	9.25	9.31	9.31	10.08	11.08
127.48	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

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

No. 4 will not run Nov. 25, 1954 and Feb. 22, 1955.
 No. 330 will not run Nov. 25, Dec. 25, 1954, Jan. 1 and Feb. 22, 1955.
 No. 10 will not run Nov. 25, 1954, Feb. 22 and Feb. 23, 1955.
 No. 12 will run Feb. 23, 1955.
 No. 330 runs via Lake Mahopac.
 Nos. 2, 4, 6, 8, 330, 10, 12 and 36 will not carry baggage.
 Time shown at Grand Central Terminal is for information only.

⊕—Stop Saturday.
 Δ—Stop to receive or discharge employes.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

Table with 12 columns for stations (14, 32, 34, 18, 308, 306, 20, 318, 76, 60, 40) and rows for departure and arrival times. Includes notes like 'Daily except Sunday' and 'Sunday only'.

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

Nos. 32, 34, 308, 306, 318, 60 and 40 will not carry baggage. Time shown at Grand Central Terminal is for information only.

Δ—Stop to receive or discharge employes.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

Table with 12 columns for stations (46, 324, 74, 26, 54, 336, 64, 72, 28, 66) and rows for departure and arrival times. Includes notes like 'Daily except Sat. and Sunday' and 'Sunday only'.

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

No. 324 will not run Nov. 25, 1954 and Feb. 22, 1955. No. 59 take siding at Pawling for No. 72. No. 336 runs via Lake Mahopac. Nos. 46, 324, 336, 64, 72, 28 and 66 will not carry baggage. Time shown at Grand Central Terminal is for information only.

Δ—Stop to receive or discharge employes.

GOLDEN'S BRIDGE to XC
Westward—First Class

MILES FROM GOLDEN'S BRIDGE	STATIONS	313	317	331	337						
		See note	See note	See note	See notes						
		Brewster	Carmel	Carmel	Carmel						
		Sunday only	Sunday only	Saturday only	Daily except Sat. and Sunday						
	LEAVE	A.M.	P.M.	P.M.	P.M.						
	Grand Cen. Term.	8.31	12.07	12.56	4.54						
3.31	Golden's Bridge.	10.03	1.40	2.27	6.15						
6.82	Lincolndale.	s 10.13	s 1.52	f 2.37	s 6.24						
7.22	XC.	10.22	2.00	2.47	6.34						
	Lake Mahopac.	10.27	2.05	2.52	6.39						
	ARRIVE	A.M.	P.M.	P.M.	P.M.						

XC to GOLDEN'S BRIDGE
Eastward—First Class

MILES FROM LAKE MAHOPAC	STATIONS	330	318	336							
		See notes	See note	See note							
		Brewster	Lake Mahopac	Brewster							
		Daily except Sunday	Sunday only	Sunday only							
	LEAVE	A.M.	P.M.	P.M.							
	Lake Mahopac.	7.18	3.20	7.56							
3.40	XC.	7.25	3.28	8.03							
3.91	Lincolndale.	s 7.33	s 3.37	s 8.13							
7.22	Golden's Bridge.	7.43	3.46	8.24							
	Grand Cen. Term.	9.16	5.27	10.00							
	ARRIVE	A.M.	P.M.	P.M.							

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

No. 330 will not run Nov. 25, Dec. 25, 1954, Jan. 1 and Feb. 22, 1955.

Nos. 337 will not run Nov. 25, 1954 and Feb. 22, 1955.

Nos. 313, 317, 331, 337, 330, 318 and 336 will not carry baggage.

Time shown at Grand Central Terminal and Lake Mahopac is for information only.

SEDGWICK AVE. to PUTNAM JCT.
Westward—First Class

MILES FROM SEDGWICK AVE.	STATIONS	101	103	313	183	317	129	331	119	337	155
		See note	See notes	See note	See notes	See note	See notes	See note	See notes	See notes	See notes
		Brewster	Brewster	Brewster	Lake Mahopac	Carmel	Lake Mahopac	Carmel	Lake Mahopac	Carmel	Yorktown Hts.
		Daily except Sat. and Sunday	Saturday only	Sunday only	Sunday only	Sunday only	Saturday only	Saturday only	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	Sedgwick Ave.	7.38	8.01		11.50		1.15		4.47		5.16
.72	High Bridge.	s 7.44	s 8.06		s 11.56		s 1.21		s 4.52		s 5.21
1.69	Morris Heights.	s 7.46½	s 8.09						s 4.54½		s 5.23
2.36	University Heights								s 4.56		s 5.24
2.97	BN.	7.48 ¹⁰²	8.14 ¹²⁴		12.00		1.24		4.57		5.24
3.46	Kings Bridge.	7.49	8.15		12.01		1.25		s 4.58		s 5.25
4.51	Van Cortlandt.	s 7.51	s 8.16		s 12.03		s 1.27		s 5.00		s 5.27
6.20	Lincoln.	f 7.56½	f 8.20		f 12.07		f 1.31		s 5.05½		s 5.32½
7.77	Dunwoodie.	s 8.01 ¹²²	s 8.23		s 12.10		s 1.34		s 5.10 ¹⁰³		s 5.36½
9.15	Bryn Mawr Park.	s 8.05	s 8.26		s 12.13		s 1.37		s 5.13½		s 5.40½
10.28	Nepperhan.	s 8.09 ¹⁰⁴	s 8.29		s 12.16		s 1.40		s 5.16		s 5.45
11.01	Gray Oaks.	f 8.11	f 8.31		f 12.18		f 1.42		s 5.18		s 5.47
11.69	Nepera Park.	s 8.13	s 8.33		s 12.20		f 1.44		s 5.20		s 5.49
12.70	Mount Hope.	s 8.24 ¹⁰⁴	s 8.35		s 12.22		s 1.46		s 5.22		s 5.51
13.54	Chauncey.	s 8.28	s 8.37		s 12.24		f 1.48		5.24		5.53
14.40	Ardley.	s 8.32	s 8.39		s 12.26		s 1.50		s 5.27		s 5.56
15.29	Woodlands.	f 8.34	f 8.41		f 12.29		f 1.52				
16.28	Worthington.	f 8.36	f 8.43		f 12.31		f 1.54		5.31		5.59
17.82	Elmsford.	s 8.40	s 8.45		s 12.33		s 1.56		s 5.34		s 6.02
20.07	East View.	s 8.48	s 8.52		s 12.38		s 2.01				6.06
23.59	Graham.	f 8.55	f 8.59		f 12.45		f 2.08		5.44		f 6.11
25.30	Briarcliff Manor.	s 9.00	s 9.02		s 12.48		s 2.11		s 5.48		s 6.17
28.69	Millwood.	s 9.07	s 9.08		s 12.54		s 2.17		s 5.54		s 6.23
30.77	Kitchawan.	s 9.12	s 9.13		s 1.00		f 2.22		s 5.59		f 6.28
31.82	Croton Lake.	f 9.15	f 9.15		f 1.02		f 2.24		f 6.01		f 6.31
33.29	Croton Hts.	f 9.19	f 9.19		f 1.06		f 2.28		f 6.05		f 6.35
35.01	Yorktown Hts.	s 9.23 ¹²⁸	s 9.23 ¹²⁸		s 1.10		s 2.32		s 6.10		A 6.39
36.19	Arnauld.	s 9.26	f 9.27		f 1.14		f 2.35		f 6.15		P.M.
38.21	Granite Springs.	s 9.29	s 9.30		f 1.18		f 2.38		f 6.20		P.M.
40.50	Baldwin Place.	s 9.35	s 9.35	A.M.	f 1.23	P.M.	f 2.43	P.M.	s 6.25	P.M.	
42.23	XC.	9.39	9.39	10.22	1.28	2.00	2.47	2.44	6.30	6.34	
42.63	Lake Mahopac.	s 9.48	s 9.44	s 10.27	A 1.35	s 2.05	A 2.50	s 2.47	A 6.35	s 6.36	
43.38	Mahopac.	s 9.52	s 9.47	10.29	P.M.	f 2.07	P.M.	f 2.54	P.M.	s 6.45	
45.45	Crafts.	f 10.00	f 9.53	f 10.35		f 2.13		f 3.00		f 6.53	
47.83	Carmel.	s 10.12	s 9.59	s 10.41		H 2.19		H 3.06		H 6.59	
52.07	Putnam Jct.	10.40	10.10	10.55		A 2.35		A 3.20		A 7.10	
	Brewster.	10.44	10.13	11.00		P.M.		P.M.		P.M.	
	ARRIVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

Nos. 119, 337 and 155 will not run Nov. 25, 1954 and Feb. 22, 1955.

Nos. 183, 129 and 119 use Yard Track No. 4, XC to Lake Mahopac.

No. 103 take siding at Dunwoodie for No. 119.

Nos. 313, 183, 317, 129, 331, 337 and 155 will not carry baggage.

H—Stop on signal to discharge passengers.

SEDGWICK AVE. to PUTNAM JCT.

Westward—First Class

STATIONS	105	157	107	159	109								
	See notes	See notes	See note	See notes	See notes								
	Brewster	Yorktown Hts.	Brewster	Carmel	Carmel								
	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Saturday only	Daily except Sat. and Sunday	Daily except Sunday								
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.								
Sedgwick Ave.....	5.33	5.47	5.58	6.07	6.55								
High Bridge.....	s 5.38	s 5.53	s 6.03	s 6.12	s 6.59								
Morris Heights....	s 5.39		s 6.05										
University Heights	s 5.41		s 6.07	6.14									
BN.....	5.42	5.56	6.08	6.15	7.03								
Kings Bridge.....	5.43	s 5.58	6.09	s 6.17	7.04								
Van Cortlandt....	s 5.44	s 6.01	s 6.11	s 6.20	s 7.06								
Lincoln.....	s 5.50½	s 6.04	s 6.15	s 6.24	s 7.10								
Dunwoodie.....	s 5.54	s 6.08	s 6.19	s 6.28	s 7.14								
Bryn Mawr Park..	s 5.58	s 6.12	s 6.22	s 6.32	s 7.17								
Nepperhan.....	s 6.01	s 6.15	s 6.25	s 6.35	s 7.20								
Gray Oaks.....	s 6.03	s 6.17	s 6.27	s 6.37	s 7.23								
Nepera Park.....	s 6.05	s 6.19	s 6.29	s 6.39	f 7.25								
Mount Hope.....	s 6.08	s 6.22	s 6.31	s 6.42	f 7.27								
Chauncey.....	6.10	6.24	6.33	f 6.44	f 7.29								
Ardley.....	s 6.12	s 6.27	s 6.35	s 6.46	s 7.31								
Woodlands.....	f 6.14		f 6.37	f 6.48	f 7.33								
Worthington.....	f 6.16	6.31	f 6.39	f 6.50	f 7.35								
Elmsford.....	s 6.21	s 6.33	s 6.41	s 6.53	s 7.37								
East View.....	6.26	f 6.38		f 6.59	f 7.43								
Graham.....	6.32	6.45	6.52	7.06	7.50								
Briarcliff Manor..	s 6.35	s 6.48	s 6.55	s 7.09	s 7.53								
Millwood.....	s 6.42	f 6.58	f 6.59	f 7.16	f 8.00								
Kitchawan.....	6.46	f 7.03	f 7.04	f 7.21	f 8.04								
Croton Lake.....	f 6.48	f 7.05	f 7.06	f 7.23	f 8.06								
Croton Hts.....	f 6.53	f 7.08	f 7.10	f 7.26	f 8.09								
Yorktown Hts....	s 6.57	A 7.12	s 7.14	s 7.31	s 8.13								
Amawalk.....	f 7.04	P.M.	f 7.17	f 7.39	f 8.16								
Granite Springs...	f 7.09		f 7.22	f 7.44	f 8.21								
Baldwin Place....	f 7.13		f 7.26	f 7.48	f 8.25								
XC.....	7.17		7.30	7.52	8.29								
Lake Mahopac....	s 7.20		s 7.34	s 7.55	s 8.34								
Mahopac.....	7.22		7.36	f 7.57	8.36								
Crafts.....	f 7.26		f 7.40	f 8.01	f 8.40								
Carmel.....	f 7.31		f 7.45	H 8.06	H 8.45								
Putnam Jct.....	7.41		7.55	A 8.16	A 8.55								
Brewster.....	7.45		7.59	P.M.	P.M.								
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.								

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

Nos. 105, 159 and 109 will not run Nov. 25, 1954 and Feb. 22, 1955.
 No. 157 make all stops to Carmel, Nov. 25, 1954 and Feb. 22, 1955.
 Nos. 105, 157, 107, 159 and 109 will not carry baggage.

H—Stop on signal to discharge passengers.

PUTNAM JCT. to SEDGWICK AVE.

Eastward—First Class

MILES FROM PUTNAM JCT.	STATIONS	120	102	122	124	154	330	104	128	318	108	336	196	
		See notes	See notes	See notes	See note	See notes	See notes	See notes	See notes	See note	See note	See note	See note	See note
		Brewster	Brewster	Brewster	Brewster	Brewster	Brewster	Brewster	Yorktown Hts.	Lake Mahopac	Lake Mahopac	Brewster	Brewster	Lake Mahopac
	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Saturday only	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Sunday only	Sunday only	
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
	Brewster.....	5.14	5.45	6.10	6.30	6.31	6.46				3.21	7.25		
	Putnam Jct.....	5.17	5.48	6.13	6.32	6.35	6.50				3.24	7.29		
4.24	Carmel.....	f 5.25	s 5.56	f 6.21	f 6.41	f 6.43	s 7.00				s 3.32	s 7.39		
6.62	Crafts.....	f 5.30	f 6.01			f 6.47	7.05				f 3.38	s 7.45		
8.69	Mahopac.....	5.34	f 6.05	6.29	6.50	f 6.51	f 7.10		A.M.	P.M.	f 3.42	f 7.49	P.M.	
9.44	Lake Mahopac..	s 5.36	s 6.08	s 6.31	s 6.52	s 6.53	s 7.18		L 9.00	L 3.20	s 3.44	s 7.56	L 8.01	
9.84	XC.....	5.40	6.13	6.36	6.54	6.58	7.25		9.05	3.28	3.48	8.03	8.06	
11.57	Baldwin Place..	f 5.44	s 6.17	f 6.40	f 6.58	f 7.02			s 9.10		s 3.52		f 8.10	
13.86	Granite Springs	f 5.49	f 6.22	f 6.45	f 7.03	f 7.07		A.M.	f 9.15	P.M.	s 3.57		s 8.15	
15.88	Amawalk.....	f 5.54	f 6.27	f 6.50	f 7.07	f 7.12		A.M.	f 9.20		s 4.02		f 8.19	
17.06	Yorktown Hts..	s 5.57	s 6.30	s 6.53	s 7.09	s 7.15		L 7.37	s 9.23 ¹⁰⁰		s 4.05		s 8.22	
18.78	Croton Hts.....	f 6.01½	6.34	f 6.57	f 7.12	f 7.19		f 7.41	f 9.26		f 4.08		f 8.26	
20.25	Croton Lake....	f 6.04	f 6.37	7.00	7.15	f 7.22		f 7.44	f 9.29		f 4.11		f 8.29	
21.30	Kitchawan.....	f 6.06½	f 6.40	f 7.03	f 7.18	f 7.25		f 7.46	f 9.31		s 4.14		f 8.32	
23.38	Millwood.....	s 6.10½	s 6.45	f 7.08	f 7.22	f 7.30		s 7.50	s 9.35		s 4.18		s 8.37	
26.77	Briarcliff Manor	s 6.17	s 6.52	s 7.14	s 7.28	s 7.36		s 7.55	s 9.42		s 4.24		s 8.43	
28.48	Graham.....	f 6.21				f 7.39			f 9.46		f 4.28		f 8.46	
32.00	East View.....	f 6.28	7.02	7.25	7.37	7.46		8.05	s 9.53		s 4.35		s 8.53	
34.25	Elmsford.....	s 6.33	s 7.07	s 7.30	s 7.41	s 7.51		s 8.10	s 9.57½		s 4.40		s 8.58	
35.79	Worthington....	f 6.36		7.34	f 7.44			f 8.13	f 10.00		f 4.43		f 9.01	
36.78	Woodlands.....	6.38	7.12	f 7.36	f 7.46	7.56		f 8.16	f 10.02		f 4.45		f 9.04	
37.67	Ardley.....	s 6.40	s 7.14	s 7.39	s 7.48	s 7.58		s 8.19	s 10.04		s 4.48		s 9.07	
38.53	Chauncey.....	f 6.42	7.16	f 7.41	f 7.50	8.00		8.22	s 10.06		s 4.51		f 9.10	
39.37	Mount Hope....	s 6.44	s 7.18	s 7.44	s 7.52	s 8.02		s 8.24 ¹⁰⁰	s 10.08		f 4.53		s 9.12	
40.38	Nepera Park....	s 6.47	s 7.22	s 7.47	s 7.55	s 8.05		s 8.27	s 10.11		f 4.56		s 9.15	
41.06	Gray Oaks.....	s 6.49	s 7.25	s 7.50	s 7.57	s 8.07		s 8.29	f 10.13		f 4.58		f 9.17	
41.79	Nepperhan.....	s 6.51	s 7.28	s 7.52	s 7.59	8.09 ¹⁰⁰		s 8.31	s 10.15		s 5.00		s 9.19	
42.92	Bryn Mawr Park	s 6.54	s 7.32	s 7.57	s 8.03	s 8.11		s 8.34	s 10.17		s 5.03		s 9.22	
44.30	Dunwoodie.....	s 6.58	s 7.35	s 8.01 ¹⁰⁰	s 8.06	8.14		s 8.37½	s 10.20		s 5.10 ¹⁰⁰		s 9.25	
45.87	Lincoln.....	s 7.01	s 7.39	s 8.05	s 8.09	s 8.17		s 8.41	s 10.23		f 5.13		f 9.28	
47.56	Van Cortlandt..	s 7.05	s 7.43	s 8.09	s 8.12	s 8.20		s 8.45	s 10.27		s 5.18		s 9.32	
48.61	Kings Bridge....					s 8.22								
49.10	BN.....	7.08	7.47 ¹⁰⁰	8.12	8.14 ¹⁰⁰	8.26		8.47	10.29		5.20		9.34	
49.71	University H'ths	s 7.09	s 7.48	s 8.13	s 8.16	s 8.28		s 8.48	s 10.30				s 9.35	
50.38	Morris Heights..	7.10	7.49	8.14	8.17			8.50	10.32		s 5.22		9.36	
51.35	High Bridge....	s 7.12	s 7.51	s 8.16	s 8.19	8.32		s 8.52	s 10.34		s 5.24		s 9.38	
52.07	Sedgwick Ave...	7.17	7.55	8.20	8.23	8.35		8.55	10.37		5.28		9.45	
	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	

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

Nos. 120, 122, 154 and 104 will not run Nov. 25, 1954 and Feb. 22, 1955.
 No. 330 will not run Nov. 25, Dec. 25, 1954, Jan. 1 and Feb. 22, 1955.
 No. 102 make all stops Nov. 25, 1954 and Feb. 22, 1955.
 No. 108 take siding at Dunwoodie for No. 119.
 Nos. 128 and 196 use Yard Track No. 4, Lake Mahopac to XC.
 Nos. 120, 102, 122, 124, 154, 330, 104, 128, 318 and 336 will not carry baggage.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
HARLEM DIVISION**

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location	Code			Track No. 1	Track No. 2	Location	Side of Track	Line
Valhalla.....	CS	KN	25.37	251 257	2472 258	On pole 2400 ft. west of passenger station.....	N	L.
Kensico Cemetery.....	CS		26.32	265	260	Crossover, west end.....	N	L.
Mount Pleasant.....	CS		27.24	274	286	On pole 710 ft. west of passenger station.....	N	L.
Hawthorne.....	CS	HW	28.28	277 289	286	On pole 1500 ft. east of passenger station.....	S	L.
Thornwood.....			29.33	299	298			
Pleasantville.....	CS	TV	30.50	309 317	310	Crossover, west end..... Passenger station.....	N N	L. Murray Hill 9-8000
Chappaqua.....	CS	QA	32.36	325	320	Crossover, west end.....	S	L.
				335 345 357	328 338 346 358			
Mount Kisco.....	CS	K	36.60	367	370 377 387	Passenger station..... Freight station..... Outside Freight Station Middle track, west end.....	N S S N	L. Murray Hill 9-8000 L. L.
Bedford Hills.....	CS	BS	39.12	395 405	396 402	West switch.....	N	L.
Katonah.....	CS	WV	41.07	411 423	412 420 428	Passenger station..... Crossover, west end.....	S N	L.
Golden's Bridge.....	CS	GB	43.49	433 443 453	436 446 456	In cabin GN..... Track No. 5, east end..... Track No. 5, west end.....	N N N	L. L. L.
Purdy's.....	CS		46.12	465 475	468	On pole 366 ft. west of passenger station.....	N	L.
Croton Falls.....	CS	CF	47.74	485 493 501	478 488 498 508	Passenger station..... Crossover, west end.....	S N	L.
Brewster.....	CS	⊙ B	51.90	INT. 511	INT. 508	Passenger station..... Freight station.....	N N	L. Murray Hill 9-8000, L. T. D., G. S. L.
				Single Track				
				Westward	Eastward			
				M. B.	INT.			
Putnam Jct.....	CS		52.30			On post 551 ft. west of B..... In cabin 1333 ft. west of B..... Cabin XN..... Engine house..... Supervisor of Track.....	N S S S S	L. L. L. G. S., L. Murray Hill 9-8000
						On post at west switch..... On post at M. B. Signal.....	N N	L. L.
Dykeman's.....			54.70		548		N	L.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
HARLEM DIVISION**

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location	Code			Single Track		Location	Side of Track	Line
				Westward	Eastward			
Towner's..... Open week-days except Saturday. 7.15 A. M. to 4.15 P. M.	CS	NS	57.83	M.B.	M.B.	On post at east switch..... North side of station.....	N S	L. L.
Patterson..... Open week-days except Saturday. 7.30 A. M. to 4.30 P. M.	CS	SA	60.18	M.B.	M.B.	On pole 1320 ft. east of station..... East end of station..... On pole 4300 ft. west of station.....	N S N	L. L. L.
Pawling..... Open week-days. 5.00 A. M. to 10.00 P. M. Open Sunday. 9.00 A. M. to 11.59 A. M. 1.30 P. M. to 10.00 P. M.	CS	AW	63.74	M.B.	M.B.	East switch, siding No. 1..... West switch, siding No. 2..... East switch, Track No. 17..... West switch..... Freight and passenger station.....	N N S N	L. L. L. L. L.
State Hospital.....	CS		69.10			Hospital east switch..... On pole 50 ft. west of east end of siding.....	N N	L. L.
Wingdale..... Open week-days except Saturday. 8.35 A. M. to 7.00 P. M. Open Saturday. 8.35 A. M. to 4.35 P. M. Open Sunday. 8.35 A. M. to 4.35 P. M. 6.30 P. M. to 8.30 P. M.	CS	WD	69.73	MB.	M.B.	West end of station.....	N	L.
Dover Furnace.....			72.40			In cabin 100 ft. east of switch, Track No. 7..... North side section house..... North side of station.....	N S S	L. L. L.
Dover Plains..... Open week-days. 5.30 A. M. to 9.30 P. M. Open Saturday. 8.35 A. M. to 11.35 A. M. 1.30 P. M. to 3.30 P. M. Open Sunday. 8.00 A. M. to 11.00 A. M. 4.00 P. M. to 7.30 P. M.	CS	DP	76.62	M.B.	M.B.			
State School.....	CS		78.90		802	State School track, in cabin.....	N	L.
Wassaic..... Open week-days except Saturday. 7.30 A. M. to 4.30 P. M.	CS	WF	81.33	M.B.	M.B.	South side of station..... On post at west switch.....	N N	L. L.
Amenia..... Open week-days except Saturday. 8.45 A. M. to 7.00 P. M. Open Saturday. 8.45 A. M. to 5.45 P. M. Open Sunday. 8.45 A. M. to 7.00 P. M.	CS	NQ	84.59	M.B.	M.B.	North side of station.....	S	L.
Millerton..... Open week-days except Saturday. 6.30 A. M. to 9.30 P. M. Open Saturday. 6.30 A. M. to 4.30 P. M. Open Sunday. 11.00 A. M. to 9.30 P. M.	CS	Z	92.67	921 M.B.	M.B. 940	West end of station.....	N	L.
Boston Corners.....			99.72			North side of station.....	N	L.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES PUTNAM DIVISION

STATIONS Location		Office Calls	Miles from Sedgwick Ave.	SIGNALS		TELEPHONES		
				Single Track		Location	Side of Track	Line
				Westward	Eastward			
East View Open week-days except Saturday. 8.40 A. M. to 7.25 P. M.	CS	RN	20.07	M.B.	M.B.	West side of freight house.....	S	L.
Graham.....			23.59					
Briarcliff Manor Open week-days except Saturday. 6.10 A. M. to 3.10 P. M.	CS	BO	25.30	M.B.	M.B.	East end of freight house.....	N	L.
Millwood Open week-days except Saturday. 7.00 A. M. to 4.00 P. M. 5.45 P. M. to 7.45 P. M.	CS	MR	28.69	M.B.	M.B.	On pole west end of siding.....	N	L.
Kitchawan.....			30.77					
Croton Lake.....	CS		31.82			On pole east end of siding.....	N	L.
Croton Hts.....			33.29					
Yorktown Hts. Open week-days except Saturday. 5.00 A. M. to 9.00 P. M. Open Saturday. 8.30 A. M. to 10.30 A. M.	CS	HY	35.01	M.B.	M.B.	West end of station..... West end of yard..... East end of yard.....	N S N	L. L. L.
Amawalk.....	CS		36.19			North side of station.....	S	L.
Granite Springs.....	CS		38.21			South side of station.....	N	L.
Baldwin Place Open week-days except Saturday. 6.00 A. M. to 3.00 P. M.	CS	BC	40.50	M.B.	M.B.	North side of station.....	S	L.
XC.....	CS		42.23	M.B.			S	L.
Lake Mahopac Open week-days. 5.30 A. M. to 9.20 P. M. Open Sunday. 10.00 A. M. to 12.59 P. M. 1.20 P. M. to 9.20 P. M.	CS	KD	42.63	M.B.	M.B.	North side of station.....	S	L.
Mahopac.....	CS		43.38			North side of station.....	S	L.
Crafts.....	CS		45.45			On pole west of station.....	N	L.
Carmel Open week-days except Saturday. 5.15 A. M. to 4.15 P. M.	CS	J	47.83	M.B.	M.B.	On pole west end of siding.....	S	L.
Putnam Jct.....	CS		52.07	INT.		On pole at entrance to yard..... In cabin XN.....	N S	L. L.
Brewster.....	CS	⊙ B		INT.	INT.		N	L.

Telephone locations are communicating stations.

Signal stations are open as follows:

Continuously..... ⊙

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

WHEN AT LOCATION

	Chief Train Dispatcher				Power Supervisor	
Sedgwick Ave. to Nepperhan.....	12807	12808	12836	12838	12222	12231
Putnam Jct. and Brewster.....	012807	012808	012836	012838	012222	012231

ABBREVIATIONS

COMMUNICATING STATION.....CS	LOCAL.....L.
SIGNAL STATION.....SS	GENERAL SERVICE.....G.S.
AUTOMATIC.....NUMBER	PUBLIC.....P.
MANUAL BLOCK.....M.B.	SUBSTATION.....Sub.
TRAIN ORDER.....T.O.	LOCAL LINE.....L. L.
INTERLOCKING.....INT.	MESSAGE CIRCUIT.....M. C.
SWITCH.....SW.	WAY SIDE DISPATCHING.....W. S. D.
TRAIN DISPATCHING.....T.D.	

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

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

NOTE:

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

SPEED TABLE

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

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



- LEGEND**
- SINGLE TRACK
 - +—+— DOUBLE TRACK
 - TRackage RIGHTS
 - - - - - OTHER DIV'S & FOREIGN ROADS

**HARLEM DIVISION
AND
PUTNAM DIVISION**