

BREWSTER & N.Y.

CHATYNY

SOFTS OFFICE FILE COPY

The New York Central Railroad Company

HARLEM DIVISION

PUTNAM DIVISION

Time-Table No. 68A

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M., Eastern Standard Time

Sunday, Dec. 11, 1949

J. D. CARKHUFF,
Superintendent

THERE IS ALWAYS TIME FOR COURTESY

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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 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 5523.

N. Y. City: D. H. M. Gillespie, Office: Room 2634, GCT
Res.: 25 Prospect Place.

Phones—Office: MUrray Hill 9-8000, Ext. 2868.
Res.: MUrray Hill 4-4200.

N. Y. City: F. W. Goeller, 1749 Grand Concourse.
Phone—TRemont 8-2404.

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

N. Y. City: Ira Hinsdale, 135 East 65th St.
Phones—Office: RHineland 4-7210.

Res.: ATwater 9-5366.
(Ear, Nose and Throat.)

N. Y. City: John J. Kennedy, 57 West 71st St.
Phones—Office: SChuyler 4-1565.

Res.: TRafalgar 4-1433.

N. Y. City: W. P. MacLeod, Office: Room 2634, GCT.
Res.: 162 West 54th St.

Phones—Office: MUrray Hill 9-8000, Ext. 2868.
Res.: CIRCLE 7-5399.

N. Y. City: R. L. Maier, 121 East 60th St.
Phones—Office: REgent 4-1905.

Res.: MUrray Hill 6-6938.

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

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

Res.: SEdwick 3-6061.

N. Y. City: Wilbur J. Murphy, Office: 47 East 126th St.
Res.: 12 East 97th St.

Phones—Office: LEhigh 4-1010.
Res.: SAceramento 2-4833.

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

Ossining: H. W. Kipp, Office: Maple Place.
Res.: 49 Bellview Ave.

Phones—Office: Ossining 2244.
Res.: Ossining 2703.

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

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

Peekskill: W. S. Martens, 122 Nelson Ave.
Phones—Office and Res. Peekskill 110.

Pleasantville: Milton P. Hunter, 329 Bedford Ave.
Phones—Office and Res. Pleasantville 67.

Sharon, Conn.: G. S. Gudernatch, Sharon Hospital.
Phone—Sharon, Conn. 100, Ext. 28.

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

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

OCULISTS

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

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.: RAymond 9-1573.

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

Peekskill: Paul F. Barham, 205 Nelson Ave.
Phones—Office and Res. Peekskill 262.

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

MEDICAL DEPARTMENT

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

AMBULANCE

(Employee Cases)

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

HOSPITALS

Mount Kisco: Northern Westchester Hosp. Assn., East Main St.
Phone—Mt. Kisco 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—GRamercy 7-6040.

(Call Scully-Walton Ambulance, Phone ENdicott 2-4200.)

N. Y. City: St. Francis, 142d St. and Brook Ave.
Phone—MOtt Haven 9-2480.

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

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

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

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

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

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

Peekskill: Peekskill Memorial, 151 South St.
Phone—Peekskill 2400.

Sharon, Conn.: Sharon.
Phone—Sharon 100.

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

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

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

SPECIAL INSTRUCTIONS

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

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 20-F and 20-G, effective January 7, 1941, revised February, 1948, govern. Rules to be Followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

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

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

Orders of Commissions.

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

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

"ORDERED: 1. That for the purpose of insuring safety to 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. Employes 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.
Putnam Jct.....	{ Engine foremans office. Ticket office.
Pawling.....	{ Signal Station 65. Engine House.
Chatham.....	{ Engine foremans office. Ticket office.
Sedgwick Ave.....	{ Ticket office.
Yorktown Hts.....	{ Ticket office.
Lake Mahopac.....	{ Ticket office.

5. STATIONS—ADDITIONAL TO STATION COLUMN.

Shenorock 0.92 mile west of Lincolnale.

6. LETTERS AND SIGNS.

c Stop on signal to receive or discharge passengers for and from White Plains and east.
g Stop to receive passengers.
h Stop on signal to discharge passengers.
j Stop to receive 125th St. and G. C. T. passengers.
m Stop Monday to receive 125th St. and G.C.T. passengers.
⊕ Stop Saturday.
△ Stop to receive or discharge employes.
* Use Track No. 2.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
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. 5.
o — —	Shut power off Track No. 6
o — — o	Shut power off other than main tracks
— o o o o	Jumpers required

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 and milk 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.

On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night 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, except Nos. 183; 129 (Sun. only); 105 (Sat. only); 107 (Sat. only); and 137.
Lake Mahopac: Eastward trains.
Brewster: Westward Harlem Division trains except trains terminating at Putnam Jct. and Eastward Putnam Division trains.

S-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.... { Westward, second switch.
 Eastward, second switch.
Wassaic..... Westward, second switch.
Amenia..... Eastward, second switch.
Millerton..... Eastward, second switch.
Copake Falls.... { Westward, second switch.
 Eastward, second switch.
Dunwoodie..... { Westward, second switch.
 Eastward, first class, third switch.
Ardsley..... Eastward, second switch.
East View..... Westward, second switch.
Yorktown Hts. ... Westward, first class, fourth 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.
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.
Sharon Station... Crossing at station.
Millerton..... Main St.
Boston Corners... Boston Corners Road.
Copake Falls.... Crossing at station.
Copake Falls.... Snyder's Road.
Philmont..... Main St.
Nepera Park.... Barney St.
Nepera Park.... Tompkins Ave.
Millwood..... Merritt's Corners Road.
Croton Lake.... Crossing at station.
Yorktown Hts. ... Yorktown Road.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal or electrically operated short arm gates, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross, except as follows:
Kensico Cemetery, Lakeview Ave.
Highway flashing light signals and electrically operated short arm gates are in service at Lakeview Ave., Highway No. 132, Kensico Cemetery.
Box containing push buttons and instructions for operation, marked "Highway Signal Control" is located on northeast side of crossing.
When trains or cars are standing on approach circuits Track No. 1 or Track No. 2 causing highway signals to flash and gates to be down at Lakeview Avenue, and it

is safe to allow traffic to proceed across this highway, push buttons may be used as follows:
TRACK NO. 1—TRACK NO. 2.
To STOP highway signals from flashing and to raise electrically operated gates, push and hold button marked for track occupied.
To avoid delay to highway traffic when switching movements are being made or trains are standing on circuits operating flashers or gates, a member of the train crew must be stationed at the crossing to operate buttons to allow highway traffic to pass as safety permits.

Pawling, Main St.
Eastward trains or engines stopping on main track at Pawling must stop with head end of train west of "End of Circuit" sign located 210 feet east of manual block signal.
When agent or telegrapher-clerk is not on duty, after train or engine has been stopped 20 seconds, member of crew must operate cut out button located in box outside telegraph office to stop operation of flashing lights and raise crossing gates. When train or engine is ready to move east, reset button, located in same box, must be operated to restore operation of flashing lights and lower crossing gates.
Eastward trains or engines after stopping on main track or leaving from Tracks Nos. 1 or 2, at Pawling will not proceed over crossing until it is known that crossing gates are down.
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. Box must be kept locked when not in use. Instructions posted in box.

Millerton.
Trainmen must flag trains or engines over Main St. crossing when operating on siding when crossing watchman is not on duty.
Chatham.
Trains or engines using Track No. 5 will approach Hoffman St. Crossing prepared to stop.
Between the hours of 11.00 P.M. and 7.00 A.M. trains or engines will approach Hoffman St. and Church St. crossings prepared to stop.
Nepperhan.
Track No. 8:
Trains or engines must stop and flag over Roberts Ave. and Islen St.
Trainmen must flag trains or engines over the following crossings:

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.	
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 SS-B

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.	
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 SS-B

Putnam Jct. Harlem Main to New Haven Transfer Tracks... From SS-B
Putnam Main to siding east end... From SS-B
Harlem Main to siding west end... From SS-B
Dykeman's. Main track to Track No. 4..... Time lock
Kings Bridge. Track No. 7 to Main Track..... Time lock
Crossover Track No. 8 to Main Track..... Time lock
West of Kings Bridge. Track No. 32 to Main Track..... Time lock

104a. NORMAL POSITION OF SWITCHES.
Ghent: Track No. 4 to Track No. 4.
XC. Connecting Switch:
Lincolndale to Mahopac.
Baldwin Place to Yard Track No. 4, Lake Mahopac.

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

	Westward	Eastward	Westward and Eastward
Pleasantville.....	43
Mount Kisco, middle.....	38
Bedford Hills.....	..	28	..
Katonah.....	..	27	..
Golden's Bridge, north siding.....	7

Single Track:
Capacity based on 44-Foot cars.

Putnam Jct.....	140
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
Sharon Station.....	31
Millerton.....	62
Boston Corners.....	54
Copake Falls, north siding... ..	10
Hillsdale.....	58
Craryville.....	51
Philmont.....	27
Dunwoodie... { East of east crossover.	11
{ West of west crossover.	20
Bryn Mawr Park.....	7
Nepperhan.....	28
Gray Oaks to Farragut Road (2709 ft. west of Nepera Park).....	147
Mount Hope.....	29
Chauncey to Ardsley.....	92
Elmsford.....	22
East View.....	13
Briarcliff Manor.....	22
Millwood.....	21
Croton Lake.....	8
Yorktown Hts. { South siding	14
{ North siding	12
Mahopac.....	25
Carmel.....	7

107. STATION STOPS.
Mount Pleasant:
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..... { Engine foremans office.
 { Passenger station.
Yorktown Hts..... Rest room.

DESIGNATION AND USE OF MAIN TRACKS.
Single Track.
Between: Golden's Bridge and XC.
B and Chatham.
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 SK and BN.
Tracks are numbered from the south and will be used as follows:
No. 6, Eastward.
No. 5, Westward.

S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.
Harlem Division: Between SS B and Manual block signal located 9250 feet west of SS B.
Putnam Division: Between SS B and Manual block signal located 2550 feet east of SS B.

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.
Sedgwick Ave. and BN.
SPECIAL SIGNAL ASPECTS AND INDICATIONS.

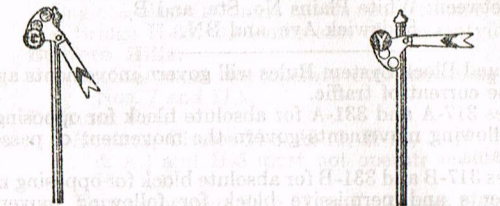


Fig. 49 Proceed.
Fig. 105 Proceed preparing to stop at switches or next signal. Train exceeding medium speed when indication is seen must at once reduce to that speed.

The following Automatic Signals have vertical lights:
Putnam Division—Signal No. 16.
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 SS B, via Lake Mahopac.
Manual block signal located 9250 feet west of SS B and automatic signal 1245.
Signal Station 65 and automatic signal 1245, eastward.
BN and XC.

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.
The last manual block signal indication received by a westward Putnam Div. train before arriving at XC is authority to use main track only to XC, at which point permission must be received by telephone from operator to proceed westward on main track.
Conductors of eastward Putnam Div. trains will report clear after using connecting switch and receive permission to proceed eastward.
Trains from Lake Mahopac to Lincolndale or beyond will report from XC when clear of Putnam Div. main track.
Extra trains from Lincolndale or beyond to Lake Mahopac must receive permission at XC by telephone to proceed westward.

Putnam Jet.
Putnam Div. conductors will report arrival and clearance and receive block indication by telephone from Brewster.

873. 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. Sedgwick Ave. 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.
In automatic block signal territory the normal position of interlocking signals for main track movement will be proceed, except at B and SK. Rule 611 modified accordingly.

515. WHEEL BASE.
Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car. Rule 515 modified accordingly.

606. INTERLOCKING SIGNALS.
Interlocking signals used as block signals will be indicated by the letters INT-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.
Cabooses must be handled on rear of trains except as otherwise provided.
Multiple Unit equipment must not be handled in freight trains.

705. LEAVING CARS ON SIDE TRACKS.
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 Railway Mail Service.
When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.
When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.
The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:
1 to 46 sacks—3' 231 to 276 sacks—18'
47 to 92 sacks—6' 277 to 322 sacks—21'
93 to 138 sacks—9' 323 to 368 sacks—24'
139 to 184 sacks—12' 369 to 414 sacks—27'
185 to 230 sacks—15' 415 to 460 sacks—30'
1/4 outside parcels equal one sack, except that one box of baby chicks equals one sack.
Utmost care must be used in handling fragile (red label) parcel post mail.
Mail pouches delivered unlocked must not be accepted, but returned to Post Office Department.
When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.
If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.
U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their 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:

Approaching	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.	Tilly Foster.

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 STOP.

Enginemen and firemen operating over automatic train stop territory, must be qualified on Rules for the Operation of Automatic Train Stop.
Test inductors are located at:
White Plains No. Sta.
Putnam Jet.
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.

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.

ENGINE AND CAR RESTRICTIONS.

Cranes must be operated with at least one light car between engine and crane.
Cranes X-13 and X-14 must not be operated in third rail territory.
Cranes X-21 and X-105 must not operate or perform work on main track or sidings without locomotive being attached to provide air brakes.
Rail motor cars in damaged condition, making them unfit to be operated at speeds specified in Special Instruction covering Speed Restrictions, must be hauled separately.
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

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

Harlem Division.
Engines heavier than Class H-5A to G, inc., with 15,000 gallon tanks must not be operated, except engines Class J (N. Y. C. and B. & A.), with 14,000 or less gallon tanks.
Freight cars over 210,000 pounds weight must not be operated.
CPR depressed center cars 309910 and 309911 must not be handled except as a special movement.

Pleasantville.
Engines, class H-7 must not be operated on side track over Bridge H-68, 0.44 mile east of Pleasantville.

Bedford Hills.
Engines must not operate over unloading pit, Tracks Nos. 7 and 11A.

Putnam Jet.
Engines, Classes K-3, K-11, K-14, J (N. Y. C. and B. & A.) and H-5 must not operate on ash pit, Track No. 52.
Engines heavier than Class F-12 must not be operated on Track No. 64.

Patterson.
Patterson Limestone Products Co., Inc., Track No. 5A. Engines must not be operated under crushed stone bin.

Wingdale.
American Limestone Quarry Corp., Track No. 3. Engines must not be operated beyond a point 600 ft. from main track switch.

Wassaic.
Criterion Paper Corp., Track No. 4. Engines heavier than Classes H, K & J (B & A) must not be operated over bridge.

Dover Plains.
P. J. Haight, Track No. 25. Engines must not operate on coal trestle.

Millerton.
J. B. Reed & Sons, Track No. 12. Engines must not be operated beyond derail.

Between Golden's Bridge and XC.
Engines heavier than Class F-12 must not be operated. NRC refrigerators, series 700 to 799, inc., must not be operated.
Freight cars over 210,000 pounds weight must not be operated.
Freight cars weighing 210,000 pounds loaded, must be separated from motive power of train and from any special equipment or car weighing loaded in excess of 64,000 pounds by at least one car weighing loaded not in excess of 64,000 pounds.
Cranes X-21 and X-24 to X-34, inc., must be separated from cars weighing loaded in excess of 64,000 pounds by at least one car weighing loaded not in excess of 64,000 pounds.

Putnam Division.
Engines heavier than Class F-12 must not be operated east of Vapre siding, Putnam Jet.
Engines heavier than Class K-11 must not be operated between Putnam Jet. and Vapre siding.
Engines, Classes L, J, K-14, U-1, must not be operated between Sedgwick Ave. and Van Cortlandt.
Engines must not be operated on Hubbard Floyd Co. Track No. 33, High Bridge.
Engines, Class F-12, with tender having water capacity greater than 5,500 gallons, must not be operated east of XC, except engines 1240 and 1246 having tender with water capacity not greater than 6,000 gallons.
Engines, Class U must not be operated west of Kitchawan. Freight cars over 210,000 pounds weight must not be operated.
Cranes X-21 and X-24 to X-34, inc., must be separated from cars weighing loaded in excess of 64,000 pounds by at least one car weighing loaded not in excess of 64,000 pounds.

N. Y. C. cement hopper cars series 880,500 to 881,199 inc. must be separated from motive power and from any other car weighing loaded in excess of 120,000 pounds by at least one car weighing loaded not in excess of 120,000 pounds. CPR depressed center cars 309910 and 309911 must not be handled except as a special movement.

Croton Lake.

Bridge P-43, Engines coupled must not be operated.

Nepperhan.

Westchester Lumber Co., Inc., Track No. 14. Engines must not be operated beyond clearance point.

East of Van Cortlandt:

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&N 8797.

GN 413.

SP horse cars 7229 to 7248, inc.

UP 2059.

East of Van Cortlandt:

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 6453 and 6497 to 6501.

High Bridge:

Trains and engines on Track No. 7 must not pass turntable while engines are being turned.

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.

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

When more than one private car, conductor will instruct rear brakeman where equipment will be carried. Grips or other personal effects not required in line of duty must not be carried at rear of train.

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

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

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
Engines light or with caboose.....	35
Engines running backward.....	30
Engines, Class F-12 running backward.....	20
Engines running backward by night over public crossings.....	15
Engines, Classes B and U, under steam or being towed.....	20
Engines, Classes G-6, H-5, and H-7, including B. & A. Class H.....	35
Engines, Classes DE-r and DE-s.....	40
Freight trains with engines, Class DF-A.....	45
Freight and work trains with steam engines.....	35
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.....	35
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:	
M-404.....	50
M-10 and M-201.....	55
All others.....	60
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
Wrecking cranes handled in wrecking service.....	35
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use: Over all hand operated switches.....	10

Cranes X-21 and X-24 to X-34, inc..... 35

Local.

(Unless otherwise restricted)

Valhalla, curve west of station, eastward.....	45
Hawthorne, Train No. 5, to discharge mail.....	35
Hawthorne, Train No. 15, to discharge mail.....	35
Thornwood curve.....	50
Bridge H-66, 0.14 mile west of Thornwood, Track No. 1, engines Classes K-11, K-14 and J (N. Y. C. and B. & A.).....	40
Class H-7.....	20
Bridge H-68, 0.44 mile east of Pleasantville, on side tracks, engines Classes K-11, K-14 and J (N. Y. C. and B. & A.).....	15
Pleasantville, curve between freight house and a point west of Mile Post 31.....	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
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.....	35
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 telltales.....	10
Dykeman's, cranes, snow plows and flangers passing telltales.....	10
Pawling, switch 700 feet east of station.....	30
Wassaic, Track No. 4, on bridge.....	10
Bridge H-129, 0.56 mile east of Millerton, Class H-7.....	20
Millerton, curve east of station.....	40
Bridge H-139, 0.10 mile east of Copake Falls, on siding.....	Engines, Classes J, H-7, K-11, K-14..... 20
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-153, Cranes X-21 and X-24 to X-34, inc.....	10
Engines light or with caboose.....	25
Engines running backward.....	20
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
Engines running backward.....	20
Engines running backward by night over public crossings.....	15
Engines, Classes B and U, under steam or being towed.....	20
Engines, Class DE-F.....	25

Engines, Class E-1 in passenger service.....	
Freight and work trains.....	45
Passenger, mail, express and milk trains.....	25
Passenger, mail, express and milk trains with freight equipped cars or Rutland milk cars series 387 to 399, inclusive.....	40
Rail detector car X-8015, under own power or on rear of passenger train.....	45
Rail motor cars operating under their own power or being towed.....	25
Snow plows and flangers.....	10
Switches and crossovers, other than interlocking, when diverging.....	25
Trains with steam cranes.....	25
Trains with scale test car or Jordan spreader.....	20
Trains with dead engines not having all side or main rods.....	

Local.

(Unless otherwise restricted)

SK, Rules 287 and 288, slow speed.....	10
Dunwoodie, switches 641 feet, 870 feet and 2,257 feet west of station.....	30
Bryn Mawr Park, switches 199 feet and 970 feet west of station.....	30
Between Bryn Mawr Park and Nepperhan, inc., curves..	30
Gray Oaks, switches 648 feet and 860 feet east of station.	30
Bridge P-16 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 11.07.....	15
Nepera Park, crossing west of station.....	6
Mount Hope, switches 726 feet and 2,655 feet east and 1,031 feet west of station.....	30
Chauncey, switch 83 feet west of station.....	30
Ardley, switch 449 feet west of station.....	30
Bridge P-25 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 17.04.....	15
Bridge P-26 at Mile Post 17.30, Cranes X-21 and X-24 to X-34, inc.....	15
Elmsford, switches 240 feet and 1,657 feet east of station.	30
Bridge P-28 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 18.53.....	15

Between Mile Post 19.50 and Mile Post 20.19, inc.....	30
Between Mile Post 21.82 and Mile Post 23.22, inc., curves.....	30
Between Briarcliff Manor and Putnam Jct., Engines, Classes F-12, FX.....	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 Croton Lake.....	15
Between Croton Lake and overhead bridge P-44 at Mile Post 34.94, inc.....	40
Croton Lake, switch 797 feet west of station.....	30
Yorktown Hts., crossing east of station.....	6
Yorktown Hts., switches 336 feet, 457 feet, 534 feet, 679 feet east and 636 feet west of station.....	30
Bridge P-49 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 37.18.....	15
Amawalk, crossing.....	10
Baldwin Place, crossing.....	10
Bridge P-53 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 42.04.....	15
XC.....	10
Between Mile Post 43.58 and Mile Post 44.83, inc., curves.....	30
Mahopac, crossing east of station, 8.00 P.M. to 6.00 A.M.	6
Bridge P-56 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 45.22.....	15
Between Mile Post 46.25 and Mile Post 53.25, inc., curves.....	30
Bridge P-65 at Mile (Cranes X-21 and X-24 to X-34, inc. Post 49.90.....	15

WATER STATIONS.

Golden's Bridge, Track No. 7.	Philmont.
Brewster, Track No. 1.	Chatham.
Pawling.	Mount Hope.
Dover Plains.	Yorktown Hts.
Millerton.	

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.
Mount Kisco.....		Overhead crane.....	Team track.
0.08 mile east of Bedford Hills.....		Overhead bridge.....	3, 7.
0.21 mile west of Brewster.....		Carmel Ave. overhead bridge.....	2, 1.
1.09 miles west of Brewster.....		Overhead bridge.....	18.
Putnam Jct. engine terminal.....		Coaling plant.....	48, 50, 54, 56.
0.12 mile east of Towner's.....		NYNH&H RR bridge.....	Main track, Siding.
0.58 mile west of Patterson.		Patterson Limestone Products Co.....	5A.
0.04 mile west of Pawling.....		Water station.....	29, 29A.
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.
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.
0.15 mile west of Sedgwick Ave.....		Inspection shed.....	17.
High Bridge station.....		Station and street bridge.....	6, 5, 9.
0.12 mile west of High Bridge.....		Claremont Cut Stone building.....	37.
0.26 mile west of High Bridge.....		171st St. highway bridge.....	6, 5, 10P.
0.31 mile west of High Bridge.....		Foot bridge.....	6, 5.
Morris Heights station.....		Station and street bridge.....	6, 5.
University Heights station.....		Station and street bridge.....	6, 5.
0.22 mile east of Kings Bridge.....		225th St. highway bridge.....	16, 14, 12, 10, 32, Main track.
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, Siding.
0.37 mile west of Kings Bridge.....		234th St. highway bridge.....	Main track, Siding.
0.39 mile east of Van Cortlandt.....		238th St. highway bridge.....	Main track, Siding.
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, A. Smith & Sons Carpet Works.....		Overhead pipe.....	4, 7.
Nepperhan, Track No. 8, Westchester Lumber Co.....		Trolley and electric wire (Lake Ave.).....	8.
Nepperhan, Track No. 8, 2500 feet east of main track switch.....		Building eaves.....	14
Gray Oaks.....		Overhead bridge.....	8.
0.04 mile east of Graham.....		Overhead bridge.....	Main track, Sidings.
0.06 mile east of Briarcliff Manor.....		Overhead bridge.....	Main track.
0.09 mile east of Kitchawan.....		Overhead bridge.....	Main track, Siding.
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.
0.71 mile east of Tilly Foster.....		Laight's overhead bridge.....	Main track.

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

Harlem Division.	Location	Description	Track Nos.
Mt. Kisco.....		Overhead wires.....	Side track 2.
Putnam Jct.....		Overhead wires.....	5, 7.
Pawling.....		Overhead wires.....	10, 22.
Wingdale.....		Overhead wires.....	3.
Wassaic, N. Y. State School.....		Overhead wires.....	6.
Wassaic.....		Overhead wires.....	Side track 4.
Millerton.....		Overhead wires.....	4, 5, 6, 10.

Putnam Division.	Location	Description	Track Nos.
High Bridge.....		Overhead cable.....	33, 35.
0.13 mile west of High Bridge.....		Overhead cable.....	9.
BN.....		Overhead cable.....	7.
Briarcliff Manor.....		Overhead wires.....	3.

J. D. CARKHUFF, Superintendent.

J. V. HUGHES, Asst. Superintendent.

R. L. SAHM	} Trainmasters.	A. F. DURKIN, Chief Train Dispatcher.	} Train Dispatchers.	
E. HOFF		} Asst. Chief Train Dispatchers.		
A. B. WINN				W. T. LITTLE
C. D. BUFORD				W. TUCKER
G. E. McHUGH	A. J. O'CONNOR			
		C. Y. REINHART		
		W. E. GILLCRIST		
		G. W. MCGARRY		
		T. M. MCGARRY		
		F. A. CORRIGAN		

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

MILES FROM GRAND CENTRAL TERMINAL	STATIONS	31	301	150	102	630	1	3	809	5	43
		Brewster	Brewster	Putnam Division	Putnam Division	Putnam Division	Dover Plains	Brewster	Brewster	North Adams	Chatham
		Daily except Monday	Daily	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only	Daily except Sunday
LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	Grand Cen. Term.....	11.52	1.11				5.46	8.03	8.41	8.48	9.21
23.90	White Plains No. Sta.	12.35	2.03				6.33	8.47	9.24	9.32	10.03
25.37	Valhalla.....	s12.38½	f 2.07				s 6.40	s 8.51	s 9.28		
26.32	Kensico Cemetery...	H12.41	2.09				f 6.43	f 8.54	f 9.31		
27.24	Mount Pleasant.....	H12.43½	H 2.10½				f 6.46	f 8.56	f 9.34		
28.28	Hawthorne.....	s12.47	s 2.15				s 6.53	s 8.59	s 9.39	9.38	10.09
29.33	Thornwood.....	s12.50	s 2.18				s 6.59	s 9.02	s 9.42	9.41	
30.50	Pleasantville.....	s12.53	s 2.21				s 7.07	s 9.05	s 9.45	s 9.43	
32.36	Chappaqua.....	s12.57	s 2.25				s 7.14	s 9.09	s 9.49	s 9.47	
36.60	Mount Kisco.....	s 1.03	s 2.31				s 7.26	s 9.16	s 9.56	s 9.54	10.19
39.12	Bedford Hills.....	s 1.08	f 2.36				s 7.33	s 9.21	s10.01	s 9.59	
41.07	Katonah.....	s 1.12	f 2.40				s 7.42	s 9.26	s10.06	s10.04	10.24
43.49	Golden's Bridge.....	s 1.17	s 2.46				s 7.50	s 9.31	s10.11	10.08	G10.27
46.12	Purdy's.....	s 1.22	s 2.51	A.M.	A.M.	A.M.	s 7.55	s 9.36	A.M.	10.13	s10.32
47.74	Croton Falls.....	s 1.26	s 2.55				s 8.00	s 9.40		10.13	s10.36
51.90	Brewster.....	s 1.33	s 3.02	L°4.20	L°5.45	L°6.51	s 8.15	s 9.50		s10.21 ¹⁴	s10.45
52.30	Putnam Jct.....	A 1.38	A 3.07	4.22	5.47	6.55 ⁸	Δ8.19	A 9.55		10.23	10.47
54.70	Dykeman's.....	A.M.	A.M.	A.M.	A.M.	A.M.	s 8.23	A.M.		10.26	s10.50
57.83	Towner's.....						s 8.29			f10.31	s10.55
60.18	Patterson.....						s 8.36			f10.36	s11.00
63.74	Pawling.....						s 8.47			s10.43	s11.07
69.10	State Hospital.....						f 8.54			f10.50	f11.14
69.73	Wingdale.....						s 9.00			s10.53	s11.17
72.40	Dover Furnace.....						f 9.05			10.57	f11.22
76.62	Dover Plains.....						s 9.18			s11.02	s11.29
78.90	State School.....						A.M.			f11.08	f11.35
81.33	Wassaic.....									s11.14	s11.40
84.59	Amenia.....									s11.20	s11.46
87.68	Sharon Station.....									s11.26	f11.51
92.67	Millerton.....									s11.38	s12.03
99.72	Boston Corners.....									11.48	f12.15
104.80	Copake Falls.....									s11.55	s12.21
108.84	Hillsdale.....									s12.02	s12.28
111.65	Craryville.....									s12.08	s12.33
118.82	Philmont.....									s12.20	s12.47
124.84	Ghent.....									s12.29	f12.56
127.48	Chatham.....									12.45	1.08
	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

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

No. 630 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950.

No. 809 runs via Lake Mahopac.

Nos. 31, 301, 150, 102, 630 and 809 will not carry baggage.

Time shown at Grand Central Terminal is for information only.

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

STATIONS	39	71	817	33	13	11	335	357	15	108	17
	Brewster	Dover Plains	Lake Mahopac	Tilly Foster	North Adams	Pawling	Brewster	Brewster	North Adams	Putnam Division	Brewster
	Sunday only	Daily except Sunday	Sunday only	Saturday only	Saturday only	Daily	Saturday only	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday
LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.....	10.21	11.01	11.57	12.51	1.36	2.01	2.58	3.21	4.03		4.21
White Plains No. Sta.	11.03	11.42	12.39	1.30	2.18	2.43	3.40	4.02	4.44		5.02
Valhalla.....	s11.07	s11.46	s12.43	s 1.34		s 2.47	s 3.44	s 4.06			s 5.06
Kensico Cemetery...	H11.10	f11.49	f12.46	f 1.37		f 2.50	f 3.47				f 5.08½
Mount Pleasant.....	H11.13	f11.52	f12.49	f 1.40		f 2.53	f 3.50	4.09			5.11
Hawthorne.....	s11.17	s11.56	s12.53	s 1.44	2.24	s 2.57	s 3.54	s 4.13	4.50		s 5.14
Thornwood.....	s11.20	s11.59	s12.56	s 1.47		s 3.00	s 3.57	s 4.16			s 5.17
Pleasantville.....	s11.24	s12.02	s 1.00	s 1.51		s 3.03	s 4.00	s 4.19			s 5.21
Chappaqua.....	s11.29	s12.07	s 1.07	s 1.56		s 3.07	s 4.04	s 4.23			s 5.26
Mount Kisco.....	s11.36	s12.14	s 1.14	s 2.03	2.34	s 3.15	s 4.11	s 4.29	5.00		s 5.33
Bedford Hills.....	s11.41	s12.20	s 1.19	s 2.08		s 3.20	s 4.16	s 4.34			s 5.38
Katonah.....	s11.46	s12.25	s 1.25	s 2.13		s 3.26	s 4.21	s 4.39			s 5.43
Golden's Bridge.....	s11.51	s12.30	s 1.30	s 2.18	2.42	s 3.31	s 4.26	s 4.44	5.08		s 5.48
Purdy's.....	s11.56	s12.35	P.M.	P.M.		s 3.36	s 4.31	s 4.49			s 5.53
Croton Falls.....	s12.00	s12.39			2.47	s 3.40	s 4.35	s 4.53	5.13	P.M.	s 5.57
Brewster.....	s12.09	s12.49			s 2.54	s 3.51 ⁷⁶	s 4.43	s 5.01	s 5.22	L°5.25	s 6.05
Putnam Jct.....	A12.15	Δ12.52			2.55	Δ3.54	A 4.50	A 5.09	5.24	5.28	A 6.10
Dykeman's.....	P.M.	f12.57			2.58	f 3.58	P.M.	P.M.		P.M.	P.M.
Towner's.....		s 1.02			3.02	f 4.02 ⁶⁰			5.31		
Patterson.....		s 1.07			3.05	s 4.08			s 5.35		
Pawling.....		s 1.14			s 3.10	A 4.20			s 5.40		
State Hospital.....		f 1.21			3.16	P.M.			5.46		
Wingdale.....		s 1.24			s 3.19 ⁷⁶				s 5.49		
Dover Furnace.....		f 1.29			3.23				5.53		
Dover Plains.....		A 1.38			s 3.28				s 5.58		
State School.....		P.M.							6.02		
Wassaic.....					3.37				s 6.07		
Amenia.....		s 3.42			3.47				s 6.13 ²²		
Sharon Station.....		s 3.59							6.19		
Millerton.....									s 6.34		
Boston Corners.....					4.12				6.45		
Copake Falls.....		s 4.18							s 6.52		
Hillsdale.....		s 4.25							s 7.02 ²⁵		
Craryville.....					s 4.30				c 7.10		
Philmont.....					4.41				s 7.21		
Ghent.....					4.50				7.30		
Chatham.....					5.05				7.39		
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 and 17 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950.

No. 33 runs via Lake Mahopac.

No. 11 take siding at Towner's for No. 60.

No. 11 will not carry baggage Sunday.

Nos. 39, 817, 33, 335 and 357 will not carry baggage.

Time shown at Grand Central Terminal is for information only.

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

Table with 12 columns for stations and 12 rows for departure times. Stations include Grand Cen. Term., White Plains No. Sta., Valhalla, Kensico Cemetery, Mount Pleasant, Hawthorne, Thornwood, Pleasantville, Chappaqua, Mount Kisco, Bedford Hills, Katonah, Golden's Bridge, Purdy's, Croton Falls, Brewster, Putnam Jct., Dykeman's, Towner's, Patterson, Pawling, State Hospital, Wingdale, Dover Furnace, Dover Plains, State School, Wassaic, Amenia, Sharon Station, Millerton, Boston Corners, Copake Falls, Hillsdale, Craryville, Philmont, Ghent, and Chatham.

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

Nos. 37, 21, 345, 347 and 349 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. No. 19 take siding at Pawling for No. 22 and Millerton for No. 26. No. 19 make stops of No. 17, Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. No. 37 runs via Lake Mahopac. Nos. 19, 37, 21, 23, 345, 347, 349, 25, 63 and 27 will not carry baggage. Time shown at Grand Central Terminal is for information only.

WHITE PLAINS NORTH STATION to CHATHAM

Westward—First Class

Table with 5 columns for stations and 5 rows for departure times. Stations include Grand Cen. Term., White Plains No. Sta., Valhalla, Kensico Cemetery, Mount Pleasant, Hawthorne, Thornwood, Pleasantville, Chappaqua, Mount Kisco, Bedford Hills, Katonah, Golden's Bridge, Purdy's, Croton Falls, Brewster, Putnam Jct., Dykeman's, Towner's, Patterson, Pawling, State Hospital, Wingdale, Dover Furnace, Dover Plains, State School, Wassaic, Amenia, Sharon Station, Millerton, Boston Corners, Copake Falls, Hillsdale, Craryville, Philmont, Ghent, and Chatham.

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

No. 59 take siding at Pawling for No. 72. Nos. 35, 29, and 51 will not carry baggage. Time shown at Grand Central Terminal is for information only.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

MILES FROM CHATHAM	STATIONS	137	304	2	4 See note	6	8	30 See note	44	10 See note	16
		Putnam Division	Brewster	Brewster	Brewster	Pawling	Brewster	Brewster	Brewster	Dover Plains	Brewster
		Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily except Saturday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
2.64	Chatham.....										
8.66	Ghent.....										
15.83	Philmont.....										
15.83	Craryville.....										
18.64	Hillsdale.....										
22.68	Copake Falls.....										
27.76	Boston Corners.....										
34.81	Millerton.....										
39.80	Sharon Station.....										
42.89	Amenia.....										
46.15	Wassaic.....										
48.58	State School.....								A.M.		
50.86	Dover Plains.....								L 7.10		
55.08	Dover Furnace.....								f 7.17		
57.75	Wingdale.....								s 7.22		
58.38	State Hospital.....					A.M.			s 7.25		
63.74	Pawling.....					L 6.00			s 7.34		
67.30	Patterson.....					s 6.09			s 7.40		
69.65	Towner's.....					s 6.13½			s 7.44½		
72.78	Dykeman's.....	A.M.	A.M.	A.M.	A.M.	s 6.18½	A.M.	A.M.	f 7.48½	A.M.	
75.18	Putnam Jct.....	°12.33	L 4.10	L 5.37	L 6.07	Δ 6.22	L 6.58 ⁵⁰	L 7.36	Δ 7.55	L 8.24	
75.58	Brewster.....	A12.40	s 4.14	s 5.40	s 6.10	s 6.28	s 7.02	s 7.39	s 7.58	s 8.28	
79.74	Croton Falls.....		s 4.21½	s 5.47½	s 6.17½	s 6.35	s 7.09½	s 7.45	s 8.05	s 8.34½	
81.36	Purdy's.....	A.M.	s 4.25	s 5.51	s 6.21	s 6.38½	s 7.13½	A.M.	s 7.49	s 8.08½	s 8.38
83.99	Golden's Bridge.....		s 4.30	s 5.56	s 6.26	s 6.44	s 7.19	s 7.46	s 7.54	8.12	s 8.43
86.41	Katonah.....		f 4.35	s 6.01	s 6.31	s 6.49	s 7.24	s 7.51	s 7.59	s 8.15	s 8.47½
88.36	Bedford Hills.....		f 4.39	s 6.06	s 6.36	s 6.54	s 7.30	s 7.55½	s 8.03	s 8.20	s 8.51½
90.88	Mount Kisco.....		s 4.43½	s 6.11	s 6.41	s 7.00	s 7.36	s 8.01	s 8.08	s 8.27	s 8.56
95.12	Chappaqua.....		s 4.49½	s 6.17	s 6.47	s 7.07	s 7.43	s 8.08	s 8.15		s 9.02
96.98	Pleasantville.....		s 4.53½	s 6.21	s 6.51	s 7.12	s 7.48	s 8.12	s 8.19		s 9.06
98.15	Thornwood.....		s 4.56½	s 6.24	s 6.54	s 7.15	s 7.52	⊕ 8.14½	s 8.22		s 9.10
99.20	Hawthorne.....		s 4.59	s 6.27	s 6.57	s 7.18½	s 7.56	⊕ 8.17½	s 8.25	8.38	s 9.14
100.24	Mount Pleasant.....			f 6.29½	s 6.59½						
101.16	Kensico Cemetery.....		5.02½	s 6.32	s 7.02	7.21½	7.59	8.21	8.29		9.18
102.11	Valhalla.....		s 5.04	s 6.35	s 7.05	s 7.23	s 8.01	⊕ 8.22½	s 8.32	8.42	s 9.21
103.58	White Plains No. Sta.		5.08	6.39	7.10	7.29	8.06	8.25	8.36	8.46	9.25
127.48	Grand Cen. Term.....		6.08	7.27	7.57	8.14	8.52	9.16	9.30	9.31	10.08
	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.

Nos. 4, 30 and 10 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950.
No. 30 runs via Lake Mahopac.
Nos. 137, 304, 2, 4, 6, 8, 30 and 10 will not carry baggage.
Time shown at Grand Central Terminal is for information only.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

MILES FROM CHATHAM	STATIONS	38	36	14	32	101	34	609	18	308	306	20
		Chatham	Brewster	North Adams	Brewster	Putnam Division	Brewster	Putnam Division	Pawling	Brewster	Brewster	Dover Plains
		Sunday only	Daily except Sat. and Sunday	Daily except Sunday	Saturday only	Daily except Sunday	Daily except Saturday	Sunday only	Daily except Sunday	Sunday 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.	P.M.	P.M.	P.M.
Chatham.....	7.35		8.00									
Ghent.....	7.42		s 8.07									
Philmont.....	s 7.49		s 8.16									
Craryville.....	s 7.59		s 8.28									
Hillsdale.....	s 8.04		s 8.34									
Copake Falls.....	s 8.10		s 8.41									
Boston Corners.....	8.16		8.47									
Millerton.....	s 8.32		s 9.03									
Sharon Station.....	8.38		9.10									
Amenia.....	s 8.44		s 9.16									
Wassaic.....	f 8.49		s 9.23									
State School.....	8.52		f 9.27									P.M.
Dover Plains.....	s 8.56		s 9.33									L 2.28
Dover Furnace.....	9.01		M 9.38									f 2.36
Wingdale.....	s 9.05		s 9.44									s 2.41
State Hospital.....	9.07		f 9.47						A.M.			f 2.43
Pawling.....	s 9.15		s 9.54						L 11.25			s 2.51
Patterson.....			s 10.00						s 11.32			s 2.57
Towner's.....			s 10.05						s 11.38			s 3.02
Dykeman's.....		A.M.			A.M.	A.M.	A.M.	A.M.	f 11.43	P.M.	P.M.	f 3.07
Putnam Jct.....	9.29	L 9.18	10.16	L 10.25	°10.32	L 10.49	°11.06	Δ 11.47	L 1.35	L 1.40	Δ 3.12	
Brewster.....	s 9.33	s 9.21	s 10.21 ⁵	s 10.28	A 10.40	s 10.52	A 11.10	s 11.52	s 1.38	s 1.43	s 3.17	
Croton Falls.....		s 9.28		s 10.35		s 10.58		s 12.00	s 1.44	s 1.49	s 3.26	
Purdy's.....		s 9.32		s 10.39	A.M.	s 11.02	A.M.	s 12.04	s 1.48	s 1.53	s 3.31	
Golden's Bridge.....	9.43	s 9.37	10.31	s 10.44		s 11.07		s 12.09	s 1.53	s 1.58	s 3.37	
Katonah.....		s 9.41		s 10.49		s 11.12		s 12.15	s 1.58	s 2.03	s 3.43	
Bedford Hills.....		s 9.45		s 10.53		s 11.16		s 12.20	s 2.02	s 2.07	s 3.47	
Mount Kisco.....	9.50	s 9.51	10.38	s 10.58		s 11.21		s 12.27	s 2.07	s 2.12	s 3.54	
Chappaqua.....		s 9.58		s 11.05		s 11.28		s 12.35	s 2.14	s 2.19	s 4.01	
Pleasantville.....		s 10.03		s 11.10		s 11.32		s 12.40	s 2.18	s 2.23	s 4.08	
Thornwood.....		s 10.06		s 11.13		s 11.35		s 12.43	s 2.21	s 2.26	s 4.11	
Hawthorne.....	10.00	s 10.09	10.49	s 11.16		s 11.38		s 12.46	s 2.24	s 2.29	s 4.14	
Mount Pleasant.....								f 12.48½	f 2.27	f 2.31½	f 4.17	
Kensico Cemetery.....		10.13		11.20		11.42		f 12.51	f 2.30	f 2.34	f 4.20	
Valhalla.....	10.04	s 10.16	10.53	s 11.23		s 11.45		s 12.55	s 2.33	s 2.37	s 4.24	
White Plains No. Sta.	10.08	10.20	10.56	11.27		11.49		1.00	2.37	2.41	4.28	
Grand Cen. Term.....	10.50	11.03	11.38	12.12		12.32		1.46	3.32	3.27	5.15	
	ARRIVE	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.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. 36, 32, 34, 609, 308 and 306 will not carry baggage.
Time shown at Grand Central Terminal is for information only.

CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

STATIONS	818	76	60	40	46	22	24	105	54	836	50
	Lake Mahopac	Chatham	See note Dover Plains	Chatham	Brewster	See note North Adams	Brewster	Putnam Division	North Adams	See note Brewster	Chatham
	Sunday only	Saturday only	Daily except Sat. and Sunday	Sunday only	Sunday only	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Sunday only	Sunday only
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Chatham.....		1.30		2.45		5.00			6.05		6.35
Ghent.....		s 1.37		2.52		f 5.07			6.12		s 6.42
Philmont.....		s 1.46		s 3.00		s 5.15			6.19		s 6.50
Craryville.....		s 1.59		f 3.12		s 5.27			6.29		s 7.00
Hillsdale.....		s 2.05		s 3.17		s 5.32			s 6.33		s 7.05
Copake Falls.....		s 2.11		s 3.23		s 5.38			s 6.39		s 7.11
Boston Corners.....		f 2.18		3.30		5.45			6.45		f 7.18
Millerton.....		s 2.32		s 3.48		s 6.00			s 7.00		s 7.35
Sharon Station.....		s 2.41		3.56		6.08			7.08		s 7.44
Amenia.....		s 2.47		s 4.01		s 6.13 ¹⁵			s 7.14		s 7.50
Wassaic.....		s 2.54		f 4.07		s 6.19			s 7.14		s 7.57
State School.....		f 2.59		P.M.		f 6.24			7.22		f 8.02
Dover Plains.....		s 3.03	L 3.28	s 4.18		s 6.30			s 7.25		s 8.06
Dover Furnace.....		f 3.09	f 3.35	4.23		6.35			f 8.12		f 8.12
Wingdale.....		s 3.19 ¹³	s 3.41	s 4.29		s 6.39			s 8.18		s 8.18
State Hospital.....		f 3.22	f 3.44	s 4.34		f 6.44			7.36		f 8.21
Pawling.....		s 3.28	s 3.50	s 4.40		s 6.51 ¹⁹			s 7.42		s 8.27
Patterson.....		s 3.33	s 3.55	s 4.45		J 6.56					s 8.30
Towner's.....		s 3.38	s 4.02 ¹¹	s 4.52		J 7.03					
Dykeman's.....		f 3.43	f 4.06			P.M.		P.M.			
Putnam Jct.....		Δ3.47	Δ4.10	5.01	L 5.18	7.12	L 7.21	° 7.46	7.57		8.40
Brewster.....		s 3.51 ¹¹	s 4.14	s 5.05	s 5.22	s 7.16 ⁴⁵	s 7.25	A 7.52	s 7.59		s 8.44
Croton Falls.....		s 4.02	s 4.21		s 5.29		s 7.33				
Purdy's.....		P.M.	s 4.07	s 4.25	s 5.33		f 7.37	P.M.		P.M.	
Golden's Bridge.....	s 3.52	s 4.13	s 4.30	5.16	s 5.38	7.26	s 7.42		8.08	s 8.30	8.55
Katonah.....	s 3.59	s 4.19	s 4.35		s 5.43		s 7.47			s 8.38	
Bedford Hills.....	s 4.05	s 4.23	s 4.39		s 5.47		s 7.51			s 8.42	
Mount Kisco.....	s 4.10	s 4.30	s 4.45	5.25	s 5.52	7.33	s 7.56		8.15	s 8.47	9.04
Chappaqua.....	s 4.17	s 4.37	s 4.52		s 5.59		s 8.03			s 8.54	
Pleasantville.....	s 4.22	s 4.44	s 4.57		s 6.04		s 8.07			s 8.59	
Thornwood.....	s 4.25	s 4.47	s 5.00		s 6.07		s 8.10			s 9.02	
Hawthorne.....	s 4.28	s 4.50	s 5.03	5.36	s 6.09 ¹	7.44	s 8.12 ¹		8.26	s 9.05	9.15
Mount Pleasant.....	f 4.31	f 4.53	f 5.06		f 6.12		8.14 ¹				
Kensico Cemetery.....	f 4.34	f 4.56	f 5.09		f 6.14 ¹		H 8.16 ¹			9.09	
Valhalla.....	s 4.37	s 5.00	s 5.12	5.40	s 6.17	7.48	s 8.19		8.30	s 9.12	9.20
White Plains No. Sta.	4.41	5.04	5.15	5.46	6.21	7.52	8.23		8.33	9.16	9.25
Grand Cen. Term.....	5.27	5.51	6.03	6.30	7.04	8.35	9.10		9.15	10.00	10.10
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.

- No. 11 take siding at Towner's for No. 60.
- No. 19 take siding at Pawling for No. 22.
- No. 836 runs via Lake Mahopac.
- Nos. 818, 40, 46, 54 and 836 will not carry baggage.
- Time shown at Grand Central Terminal is for information only.

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CHATHAM to WHITE PLAINS NORTH STATION

Eastward—First Class

STATIONS	26	64	72	28	66
	See note Chatham	Pawling	See note North Adams	Pawling	Brewster
	Daily except Sat. and Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.
Chatham.....	6.30		8.00		
Ghent.....	s 6.37		8.07		
Philmont.....	s 6.44		8.14		
Craryville.....	s 6.56		8.23		
Hillsdale.....	s 7.02 ¹⁶		s 8.28		
Copake Falls.....	s 7.10				
Boston Corners.....	f 7.19		8.39		
Millerton.....	s 7.43 ¹⁹		s 8.54		
Sharon Station.....	f 7.52				
Amenia.....	s 7.58				
Wassaic.....	s 8.04				
State School.....	f 8.08		9.11 ¹		
Dover Plains.....	s 8.12		s 9.14		
Dover Furnace.....	f 8.18				
Wingdale.....	s 8.24				
State Hospital.....	f 8.27	P.M.	9.23	P.M.	
Pawling.....	s 8.36 ⁶⁵	L 8.45	s 9.31 ⁵⁹	L10.10	
Patterson.....	s 8.43	s 8.51		s10.15 ¹	
Towner's.....	f 8.48	s 8.56		f10.20	
Dykeman's.....	f 8.54	s 9.02		f10.25 ¹	P.M.
Putnam Jct.....	Δ8.58	9.06	9.46	Δ10.29	L10.30
Brewster.....	s 9.02 ²⁷	s 9.09 ⁵⁹	9.48	s10.33	s10.34
Croton Falls.....	s 9.09	s 9.16		s10.40	s10.41
Purdy's.....	s 9.13	s 9.20		s10.44	s10.45
Golden's Bridge.....	s 9.18	s 9.25	9.58	s10.49 ¹	s10.50
Katonah.....	s 9.23	s 9.30		s10.54	s10.55
Bedford Hills.....	s 9.27	s 9.34		s10.58	s11.00
Mount Kisco.....	s 9.32	s 9.39	10.06	s11.03	s11.05
Chappaqua.....	s 9.40	s 9.45		s11.09	s11.12
Pleasantville.....	s 9.46	s 9.50		s11.14	s11.17
Thornwood.....	s 9.50	s 9.53		s11.17	s11.20
Hawthorne.....	s 9.54	s 9.56	10.16	s11.20	s11.23
Mount Pleasant.....					
Kensico Cemetery.....	9.58	9.59 ¹		11.23 ¹	11.26 ¹
Valhalla.....	s10.02	s10.02	10.20	s11.26	s11.29
White Plains No. Sta.	10.06	10.06	10.23	11.30	11.33
Grand Cen. Term.....	10.55	10.54	11.06	12.33	12.39
ARRIVE	P.M.	P.M.	P.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. 59 take siding at Pawling for No. 72.
- No. 19 take siding at Millerton for No. 26.
- No. 72 will not run Dec. 25, 1949, and Jan. 1, 1950.
- Nos. 64, 72, 28 and 66 will not carry baggage.
- Time shown at Grand Central Terminal is for information only.

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ELEC DIV
P964

GOLDEN'S BRIDGE to XC
Westward—First Class

Table with columns for Miles from Golden's Bridge, Stations, and train numbers 509, 517, 533, 537. Rows include Grand Cen. Term., Golden's Bridge, Lincolndale, XC, and Lake Mahopac.

XC to GOLDEN'S BRIDGE
Eastward—First Class

Table with columns for Miles from Lake Mahopac, Stations, and train numbers 530, 518, 536. Rows include Lake Mahopac, XC, Lincolndale, Golden's Bridge, and Grand Cen. Term.

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

Nos. 537 and 530 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950.
Nos. 509, 517, 533, 537, 530, 518 and 536 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

Large table with columns for Miles from Sedgwick Ave., Stations, and train numbers 101, 183, 609, 141, 517, 129, 151, 533, 119, 537. Rows include Sedgwick Ave., High Bridge, Morris Heights, University Heights, BN, Kings Bridge, Van Cortlandt, Lincoln, Dunwoodie, Bryn Mawr Park, Nepperhan, Gray Oaks, Nepera Park, Mount Hope, Chauncey, Ardsley, Woodlands, Worthington, Elmsford, Beaver Hill, East View, Graham, Briarcliff Manor, Millwood, Kitchawan, Croton Lake, Croton Hts., Yorktown Hts., Amawalk, Granite Springs, Baldwin Place, XC, Lake Mahopac, Mahopac, Crafts, Carmel, Tilly Foster, Putnam Jct., and Brewster.

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

Nos. 119 and 537 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950.
No. 101 use siding Chauncey to Ardsley.
No. 134 take siding at Dunwoodie for No. 119.
Nos. 183 and 119 use Yard Track No. 4, XC to Lake Mahopac.
No. 129 will not carry baggage Sunday.
Nos. 609, 517, 111, 533 and 537 will not carry baggage.
Time shown at Brewster is for information only.

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SEDGWICK AVE. to PUTNAM JCT.

Westward—First Class

Table with columns for stations (Sedgwick Ave., High Bridge, Morris Heights, University Heights, BN, Kings Bridge, Van Cortlandt, Lincoln, Dunwoodie, Bryn Mawr Park, Nepperhan, Gray Oaks, Nepera Park, Mount Hope, Chauncey, Ardsley, Woodlands, Worthington, Elmsford, Beaver Hill, East View, Graham, Briarcliff Manor, Millwood, Kitchawan, Croton Lake, Croton Hts., Yorktown Hts., Amawalk, Granite Springs, Baldwin Place, XC, Lake Mahopac, Mahopac, Crafts, Carmel, Tilly Foster, Putnam Jct., Brewster) and rows for train numbers (155, 105, 157, 159, 107, 135, 137) with departure times in P.M. and A.M.

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

Nos. 155, 157, 159, 107 and 135 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. No. 108 take siding at Briarcliff Manor for No. 105 and at Nepperhan for No. 107. No. 105 make all stops Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. Nos. 155, 105, 157, 159, 107, 135 and 137 will not carry baggage.

Time shown at Brewster is for information only.

PUTNAM JCT. to SEDGWICK AVE.

Eastward—First Class

Table with columns for stations (Brewster, Putnam Jct., Tilly Foster, Carmel, Crafts, Mahopac, Lake Mahopac, XC, Baldwin Place, Granite Springs, Amawalk, Yorktown Hts., Croton Hts., Croton Lake, Kitchawan, Millwood, Briarcliff Manor, Graham, East View, Beaver Hill, Elmsford, Worthington, Woodlands, Ardsley, Chauncey, Mount Hope, Nepera Park, Gray Oaks, Nepperhan, Bryn Mawr Park, Dunwoodie, Lincoln, Van Cortlandt, Kings Bridge, BN, University Heights, Morris Heights, High Bridge, Sedgwick Ave.) and rows for train numbers (150, 120, 102, 122, 630, 154, 104, 124, 128, 518, 134) with departure times in A.M., P.M., and Sunday only.

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

Nos. 150, 120, 122, 154, 104, 630 and 124 will not run Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. No. 134 take siding at Dunwoodie for No. 119. No. 124 use Yard Track No. 4, Lake Mahopac to XC. No. 102 make all stops Dec. 26, 1949, Jan. 2 and Feb. 22, 1950. Nos. 150, 120, 102, 122, 630, 154, 104, 124, 518 and 134 will not carry baggage.

Time shown at Brewster is for information only.

J B

Handwritten notes and arrows at the bottom of the page, including '104' and '216'.

PUTNAM JCT. to SEDGWICK AVE.

Eastward—First Class

STATIONS	108	636	196							
	See note		See note							
	Brewster	Brewster	Lake Mahopac							
	Daily except Sunday	Sunday only	Sunday only							
LEAVE	P.M.	P.M.	P.M.							
Brewster	5.25	7.35								
Putnam Jct.	5.29	7.39								
Tilly Foster	s 5.34	f 7.44								
Carmel	s 5.39	s 7.49								
Crafts	f 5.45	f 7.54								
Mahopac	s 5.49	f 7.58								
Lake Mahopac	s 5.51	s 8.00	L 8.06							
XC	5.57	8.02	8.11							
Baldwin Place	s 6.00		f 8.15							
Granite Springs	s 6.04	P.M.	s 8.20							
Amawalk	s 6.09		f 8.24							
Yorktown Hts.	s 6.13 ¹¹⁹		s 8.29							
Croton Hts.	f 6.17		f 8.34							
Croton Lake	f 6.20		f 8.37							
Kitchawan	s 6.22		f 8.39							
Millwood	s 6.27 ¹⁵⁵		s 8.44							
Briarcliff Manor	s 6.37 ¹⁰⁵		s 8.51							
Graham	6.41		f 8.55							
East View	s 6.48 ¹⁵⁷		s 9.02							
Beaver Hill	6.51		9.05							
Elmsford	s 6.55 ¹⁵⁹		s 9.07							
Worthington	f 6.57		f 9.10							
Woodlands	f 6.59		f 9.13							
Ardley	s 7.01		s 9.15							
Chauncey	s 7.03		f 9.18							
Mount Hope	f 7.05		s 9.20							
Nepera Park	f 7.07		s 9.23							
Gray Oaks	f 7.08		f 9.25							
Nepperhan	s 7.12 ¹⁰⁷		s 9.29							
Bryn Mawr Park	s 7.17		s 9.33							
Dunwoodie	f 7.20		s 9.36							
Lincoln	f 7.23		f 9.40							
Van Cortlandt	s 7.27		s 9.46							
Kings Bridge										
BN	7.29		9.48							
University Heights										
Morris Heights	7.31		9.51							
High Bridge	s 7.35		s 9.53							
Sedgwick Ave.	7.38		9.57							
ARRIVE	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.

No. 108 take siding at Briarcliff Manor for No. 105; Nepperhan for No. 107.

No. 196 use Yard Track No. 4, Lake Mahopac to XC.

No. 636 will not carry baggage.

Time shown at Brewster is for information only.

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STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
HARLEM DIVISION

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location				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	T. D.
Kensico Cemetery	CS		26.32	265	266	Crossover, west end	N	T. D.
Mount Pleasant	CS		27.24	273 283	274	On pole 710 ft. west of passenger station	N	T. D.
Hawthorne	CS	HW	28.28	291	286	On pole 1500 ft. east of passenger station	S	T. D.
Thornwood			29.33	299	298			
Pleasantville	CS	TV	30.50	309 317	310	Crossover, west end Passenger station	N N	T. D. Murray Hill 9-8000
Chappaqua	CS	QA	32.36	325	320	Crossover, west end	S	T. D.
				337 345 357 367	328 338 346 358			
Mount Kisco	CS	K	36.60	377 387	370 378 386	Passenger station Freight station	N S	*G. S. Murray Hill 9-8000
				377 387	370 378 386	Outside Freight Station Middle track, west end	S N	T. D. T. D.
Bedford Hills	CS	BS	39.12	395	396 402	West switch	N	T. D.
				405	402			
Katonah	CS	WV	41.07	411	412 420	Passenger station Crossover, west end	S N	*G. S. T. D.
				423	428			
Golden's Bridge	CS	GB	43.49	433	436	In cabin GN	N	T. D.
				443	436	Track No. 5, east end	N	T. D.
				453	446	Track No. 5, west end	N	T. D.
				453	456			
Purdy's	CS		46.12	465	468	On pole 366 ft. west of passenger station	N	T. D.
				475	468			
Croton Falls	CS	CF	47.74	485	478	Passenger station	S	*G. S.
				493	488	Crossover, west end	N	T. D.
				501	498			
				511	508			
Brewster	CS	B	51.90	INT.	INT.	Passenger station Freight station	N N	Murray Hill 9-8000, L. T. D. *G. S. L.
				Single Track				
				Westward	Eastward			
				INT. M. B.	INT.			
Putnam Jct.	CS		52.30			On post 551 ft. west of SS-B.	N	L.
						In cabin 1333 ft. west of SS-B.	S	L.
						Cabin XN	S	T. D., L.
						Engine house	S	G. S., L.
						Supervisor of Track	S	Murray Hill 9-8000
						On post at west switch	N	T. D.
						On post at M. B. Signal	N	L.
Dykeman's			54.70		548		N	T. D., L.

* Outbound calls only.

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

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location				Single Track		Location	Side of Track	Line
				Westward	Eastward			
Towner's. Open week-days except Saturday. 7.35 A. M. to 4.35 P. M.	CS NS	57.83	SW. M.B.	M.B. SW.	On post at east switch..... North side of station.....	N S	T. D. T. D.	
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	T. D. T. D. T. D.	
Pawling. Open week-days. 5.00 A. M. to 10.30 P. M. Open Sunday. 9.00 A. M. to 12.00 Noon. 2.00 P. M. to 10.00 P. M.	CS AW	63.74	SW. M.B.	M.B. SW.	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	T. D. T. D. T. D. T. D. 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. 8.00 A. M. to 8.30 P. M. Open Saturday. 8.30 A. M. to 11.30 A. M. 12.30 P. M. to 8.30 P. M. Open Sunday. 8.45 A. M. to 11.45 A. M. 12.30 P. M. to 8.30 P. M.	CS WD	69.73	SW. M.B.	M.B. SW.	West end of station.....	N	T. D.	
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	T. D., L. T. D. T. D.	
Dover Plains. Open week-days. 5.30 A. M. to 9.30 P. M. Open Sunday. 1.30 P. M. to 9.30 P. M.	CS DP	76.62	SW. M.B.	M.B. SW.				
State School.....	CS	78.90			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	SW. M.B.	M.B. SW.	South side of station..... On post at west switch.....	N N	T. D. T. D.	
Amenia..... Open week-days except Saturday. 9.00 A. M. to 8.00 P. M. Open Saturday. 9.00 A. M. to 6.00 P. M. Open Sunday. 6.00 P. M. to 8.00 P. M.	CS NQ	84.59	SW. M.B.	M.B. SW.	North side of station.....	S	T. D.	
Sharon Station. Open week-days except Saturday. 9.00 A. M. to 6.00 P. M.	CS SY	87.68	SW. M.B.	M.B. SW.	East end of station.....	N	T. D.	
Millerton. Open week-days, except Saturday. 7.00 A. M. to 11.00 P. M. Open Saturday. 7.00 A. M. to 5.00 P. M. Open Sunday. 7.00 A. M. to 11.00 P. M.	CS Z	92.67	921 M.B.	M.B. 940	West end of station.....	N	T. D.	
Boston Corners. Open week-days except Saturday. 8.35 A. M. to 5.35 P. M.	CS BN	99.72	SW. M.B.	M.B. SW.	On pole, east end of siding.....	N	T. D.	

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

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location				Single Track		Location	Side of Track	Line
				Westward	Eastward			
Copake Falls..... Open week-days except Saturday. 8.30 A. M. to 5.40 P. M.	CS CK	104.80	SW. M.B.	M.B. SW.	East end of station.....	S	T. D.	
Hillsdale. Open week-days except Saturday. 7.00 A. M. to 11.00 P. M. Open Saturday. 7.00 A. M. to 3.00 P. M. Open Sunday. 3.00 P. M. to 11.00 P. M.	CS H	108.84	1083 M.B.	M.B. 1100	{East end of station..... West end of siding.....}	N N	{T. D.) T. D.)}	
Craryville. Open week-days except Saturday. 8.20 A. M. to 5.30 P. M.	CS CV	111.65	SW. M.B.	M.B. SW.	South side of station.....	N	T. D.	
Philmont. Open week-days except Saturday. 7.30 A. M. to 4.30 P. M.	CS HN	118.82	SW. M.B.	M.B. SW.	East end of station.....	S	T. D.	
		121.5			In cabin BX.....	S	T. D.	
Ghent.....		124.84			On pole, east of Union Pike Highway crossing.....	S	L.	
Cabin BA.....	CS	125.11	1251 1261 1271		In cabin..... East end, Track No. 1..... West end, Track No. 1..... West end, Track No. 2..... Cabin, Hoffman St..... Green Shanty..... Engine house.....	S N N N S S S	T. D. L. L. T. D. L. T. D., L. T. D., L.	
SS 65 (B. & A.) Open continuously.	CS HK	127.48	INT.	INT.		N	T. D., L.	
Chatham.....	CS	127.48			Baggage room.....		L.	

GOLDEN'S BRIDGE TO XC

STATIONS		Office Calls	Miles from Grand Central Terminal	SIGNALS		TELEPHONES		
Location				Single Track		Location	Side of Track	Line
				Westward	Eastward			
Golden's Bridge. Open week-days except Saturday. 7.15 A. M. to 6.45 P. M. Open Saturday. 7.15 A. M. to 4.15 P. M. Open Sunday. 7.15 A. M. to 4.15 P. M. 7.30 P. M. to 8.30 P. M.	CS GB	43.49			In cabin GN..... Track No. 5, east end..... Track No. 5, west end.....	N N N	T. D. T. D. T. D.	
Lincolndale.....	SX	46.80						
XC.....	CS	50.31				S	T. D., L.	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES PUTNAM DIVISION

STATIONS Location	Office Calls	Miles from Sedgwick Ave.	Signals		Telephone Lines
			Track No. 5	Track No. 6	
Sedgwick Ave. station	SW	—	—	—	P., G. S., L. L. 21, Put. Div. T. D.
Signal Station	ΩSK	0.16	INT.	INT.	G. S., L. L. 21, Elec. and Put. Div. T. D.
Engine house	—	—	—	—	P., G. S.
On pole at section house	—	—	—	—	G. S., Track No. 5
High Bridge station	HG	0.72	—	—	P., G. S., M. C., W. S. D., Sub.
On pole, Track No. 5	—	—	—	—	Sub.
Cabin 332 feet west of High Bridge station	—	—	13	—	T. D.
Morris Heights station	—	1.69	17	16	P., G. S., Sub., W. S. D., Track No. 6, L. L. 22, M. C.
University Heights station	—	2.36	21	20	P., G. S., Sub., W. S. D., Track No. 6, M. C.
Signal Station	⊙BN	2.97	INT.-M.B.	INT.	Elec. and Put. Div. T. D., G. S., Sub., L. L. 21, L. L., M. C., W. S. D.
			Single Track		
			Westward	Eastward	Location
Cabin 150 feet west of 225th St. bridge	—	—	—	—	G. S.
230th St. car inspector	—	—	—	—	G. S.
Kings Bridge station	—	3.46	—	—	L.
Van Cortlandt station	VN	4.51	—	44	L.
Lincoln	—	6.20	—	—	On pole at crossover
Dunwoodie	CS DN	7.77	M.B.	M.B.	On pole 300 feet east of signal
Open week-days, except Saturday	—	—	—	—	North side of station
7.40 A. M. to 6.20 P. M.	—	—	—	—	On pole 1000 ft. west of passenger station
Open Saturday	—	—	—	—	Passenger station
7.40 A. M. to 9.40 A. M.	—	—	—	—	West end of station
Bryn Mawr Park	CS	9.15	—	—	North side of freight house
Nepperhan	CS NA	10.28	M.B.	M.B.	Passenger station
Open week-days except Saturday	—	—	—	—	Track No. 8 switch, carpet works, passenger station
6.50 A. M. to 7.50 P. M.	—	—	—	—	On post 50 ft. east of Mile Post 11
Open Saturday	—	—	—	—	On pole 150 ft. east of station
6.50 A. M. to 9.50 A. M.	—	—	—	—	On pole 2719 ft. west of station
11.50 A. M. to 7.50 P. M.	—	—	—	—	South side of station
Gray Oaks	CS	11.01	—	—	On pole 1150 ft. west of station
Nepera Park	CS F	11.69	—	—	East side of station
Mount Hope	CS HO	12.70	M.B.	M.B.	North side of station
Open week-days except Saturday	—	—	—	—	West switch
5.50 A. M. to 2.50 P. M.	—	—	—	—	North side of station
Chauncey	CS HU	13.54	—	—	T. D.
Ardsley	CS AD	14.40	M.B.	M.B.	T. D.
Open week-days, except Saturday	—	—	—	—	T. D.
7.35 A. M. to 7.15 P. M.	—	—	—	—	T. D.
Open Saturday	—	—	—	—	T. D.
7.35 A. M. to 9.35 P. M.	—	—	—	—	T. D.
Woodlands	—	15.29	—	—	T. D.
Worthington	—	16.28	—	158	T. D.
Elmsford	CS FO	17.82	M.B.	M.B.	T. D.
Open week-days, except Saturday	—	—	—	—	T. D.
6.30 A. M. to 7.00 P. M.	—	—	—	—	T. D.
Beaver Hill	—	18.66	—	—	T. D.

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	CS RN	20.07	M.B.	M.B.	West side of freight house	S	T. D.
Open week-days, except Saturday	—	—	—	—	—	—	—
7.45 A. M. to 8.00 P. M.	—	—	—	—	—	—	—
Graham	—	23.59	—	—	—	—	—
Briarcliff Manor	CS BO	25.30	M.B.	M.B.	East end of freight house	N	T. D.
Open week-days except Saturday	—	—	—	—	—	—	—
6.50 A. M. to 7.10 P. M.	—	—	—	—	—	—	—
Open Saturday	—	—	—	—	—	—	—
6.50 A. M. to 6.40 P. M.	—	—	—	—	—	—	—
Millwood	CS MR	28.69	M.B.	M.B.	On pole west end of siding	N	T. D.
Open week-days, except Saturday	—	—	—	—	—	—	—
9.00 A. M. to 8.20 P. M.	—	—	—	—	—	—	—
Kitchawan	CS KI	30.77	M.B.	M.B.	On pole west end of siding	N	T. D.
Open week-days, except Saturday	—	—	—	—	—	—	—
6.00 A. M. to 9.00 A. M.	—	—	—	—	—	—	—
1.00 P. M. to 3.00 P. M.	—	—	—	—	—	—	—
Croton Lake	CS	31.82	—	—	On pole east end of siding	N	T. D.
Croton Hts.	—	33.29	—	—	—	—	—
Yorktown Hts.	CS HY	35.01	M.B.	M.B.	West end of station	N	T. D.
Open week-days	—	—	—	—	West end of yard	S	T. D.
5.00 A. M. to 9.00 P. M.	—	—	—	—	East end of yard	N	T. D.
Open Sunday	—	—	—	—	—	—	—
2.15 P. M. to 4.15 P. M.	—	—	—	—	—	—	—
Amawalk	CS	36.19	—	—	North side of station	S	T. D.
Granite Springs	CS	38.21	—	—	South side of station	N	T. D.
Baldwin Place	CS BC	40.50	M.B.	M.B.	North side of station	S	T. D.
Open week-days except Saturday	—	—	—	—	—	—	—
9.00 A. M. to 6.00 P. M.	—	—	—	—	—	—	—
XC	CS	42.23	—	—	—	S	T. D., L.
Lake Mahopac	CS KD	42.63	M.B.	M.B.	North side of station	S	T. D., L.
Open week-days	—	—	—	—	—	—	—
5.40 A. M. to 8.45 P. M.	—	—	—	—	—	—	—
Open Sunday	—	—	—	—	—	—	—
9.45 A. M. to 8.45 P. M.	—	—	—	—	—	—	—
Mahopac	CS	43.38	—	—	North side of station	S	T. D.
Crafts	CS	45.45	—	—	On pole west of station	N	T. D.
Carmel	CS J	47.83	M.B.	M.B.	On pole west end of siding	S	T. D.
Open week-days, except Saturday	—	—	—	—	—	—	—
8.45 A. M. to 5.45 P. M.	—	—	—	—	—	—	—
Tilly Foster	CS	50.09	—	—	North side of station	S	T. D.
Putnam Jet	CS	52.07	—	M.B.	On pole at entrance to yard	N	T. D., L.
In cabin XN	—	—	—	—	—	S	T. D., L.
Brewster	CS B	—	INT.	INT.	—	N	T. D., L.
Open continuously	—	—	—	—	—	—	—

Telephone locations are communicating stations. Signal stations are open as follows:
 Continuously..... ⊙ Week-days except Saturday, 6.00 A.M. to 10.00 P.M.... Ω

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 Kings Bridge	42807	42808	42836	42838	42222	42231

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.		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
PUTNAM DIVISION

Line	Station	Location	Signal	Office Call	Telephone
1	T.D.	East side of station	31.33	CS	31.33
			31.33	CS	31.33
1	T.D.	On pole west end of siding	30.77	CS	30.77
			30.77	CS	30.77
1	T.D.	On pole east end of siding	31.33	CS	31.33
			31.33	CS	31.33
1	T.D.	West end of yard	35.01	CS	35.01
			35.01	CS	35.01
1	T.D.	East end of yard	35.01	CS	35.01
			35.01	CS	35.01
1	T.D.	North side of station	43.38	CS	43.38
			43.38	CS	43.38
1	T.D.	On pole west of station	49.31	CS	49.31
			49.31	CS	49.31
1	T.D.	On pole east end of siding	48.00	CS	48.00
			48.00	CS	48.00
1	T.D.	On pole west end of siding	47.87	CS	47.87
			47.87	CS	47.87
1	T.D.	North side of station	46.15	CS	46.15
			46.15	CS	46.15
1	T.D.	On pole east end of siding	45.57	CS	45.57
			45.57	CS	45.57
1	T.D.	On pole west of station	45.00	CS	45.00
			45.00	CS	45.00
1	T.D.	In car	44.44	CS	44.44
			44.44	CS	44.44
1	T.D.	On pole east end of siding	43.90	CS	43.90
			43.90	CS	43.90
1	T.D.	On pole west end of siding	43.37	CS	43.37
			43.37	CS	43.37
1	T.D.	On pole east end of siding	42.86	CS	42.86
			42.86	CS	42.86
1	T.D.	On pole west end of siding	42.35	CS	42.35
			42.35	CS	42.35
1	T.D.	On pole east end of siding	41.86	CS	41.86
			41.86	CS	41.86
1	T.D.	On pole west end of siding	41.38	CS	41.38
			41.38	CS	41.38
1	T.D.	On pole east end of siding	40.91	CS	40.91
			40.91	CS	40.91
1	T.D.	On pole west end of siding	40.45	CS	40.45
			40.45	CS	40.45

Abbreviations:
 LOCAL STATION
 GENERAL SERVICE
 PUBLIC
 BURSTON
 LOCAL LINE
 TRAIN ORDER
 MESSAGE CIRCUIT
 WAY SIDE DISPATCHING

Telephone locations are communicating stations.
 Signal stations are open as follows:
 Week-days except Saturdays, 8:00 A.M. to 10:00 P.M.
 To call Chief Train Dispatcher or Power Supervisor on General Service telephone, use numbers as shown below:
 Chief Train Dispatcher
 Power Supervisor





SPEED TABLE

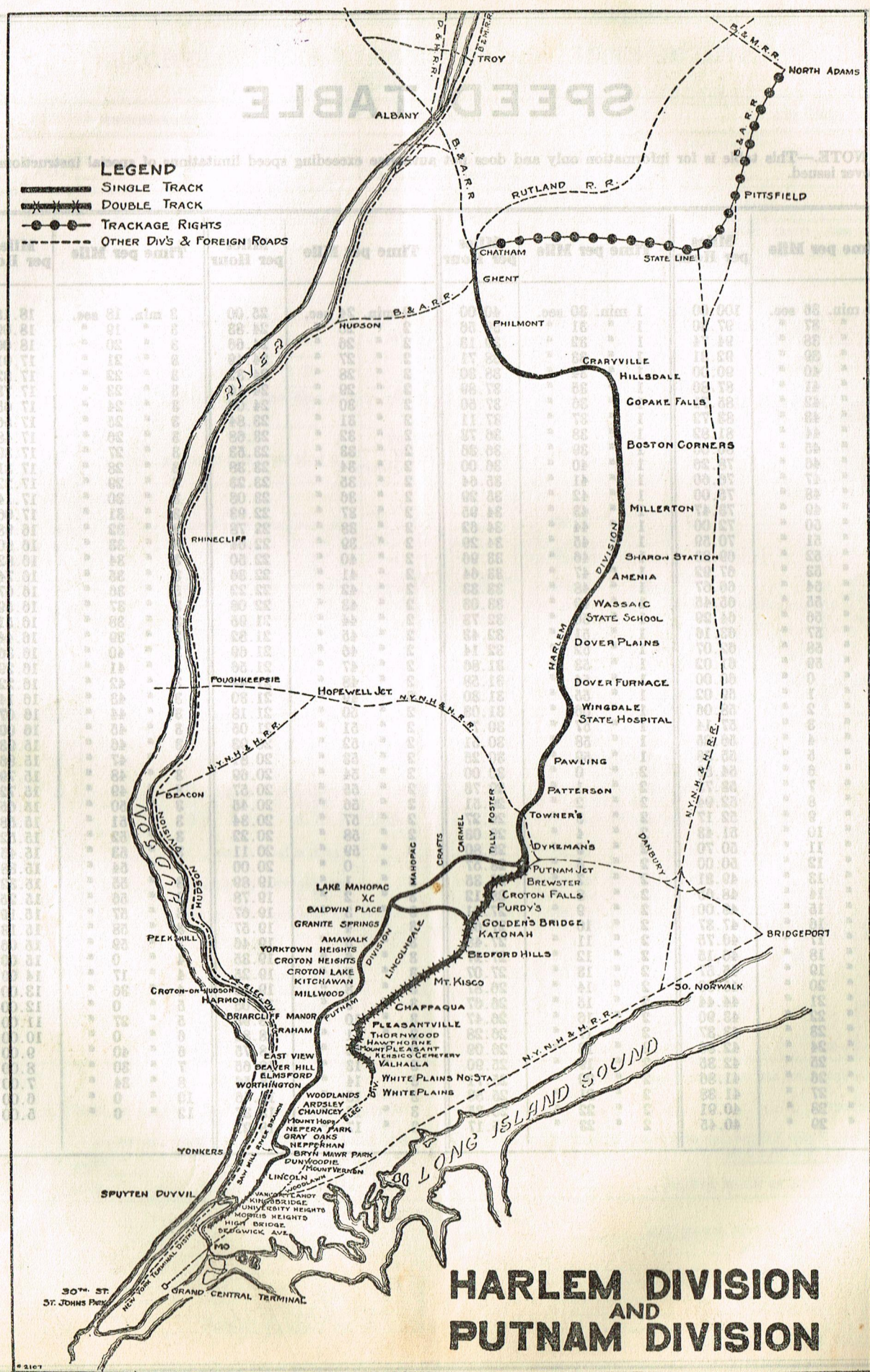
NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
0 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.08	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	4 " 4 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	4 " 5 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	4 " 6 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	4 " 7 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	4 " 8 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	4 " 9 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	4 " 10 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

PUTNAM DIVISION
 AND
 HARLEM DIVISION

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  TRACKAGE RIGHTS
-  OTHER DIVS & FOREIGN ROADS



**HARLEM DIVISION
AND
PUTNAM DIVISION**