BREWSTERYN

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

PAGES

The New York Central Railroad Company

FFICE FILE CO

HARLEM DIVISION

PUTNAM DIVISION

Time-Table No. 68A

FOR EMPLOYES ONLY

EFFECTIVE

12:01 A. M., Eastern Standard Time

Sunday, Dec. 11, 1949

J. D. CARKHUFF, Superintendent

COMPANY SURGEONS

Bradley L. Coley M. D., Chief Surgeon.

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

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

LA HULLLU GL

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: RHinelander 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. 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: 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.

MEDICAL DEPARTMENT

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

N. Y. City: A. E. Munson, 2387 Davidson Ave. Phones-Office: SEdgwick 3-6060. Res.: SEdgwick 3-6061. N. Y. City: Wilbur J. Murphy, Office: 47 East 126th St. Res.: 12 East 97th St. Phones-Office: LEhigh 4-1010. Res.: SAcramento 2-4833. Ossining: Chas. L. Brieant, 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

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.

AMBULANCE

(Employe 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. | N. Y. City: Union, 260 East 188th St Phone-Mt. Kisco 4166.

N. Y. City: Hospital for Special Surgery, 321 East 42d St. Phone—MUrray Hill 4-3100.

(Call Scully-Walter 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-Walter Ambulance, Phone ENdicott 2-4200.) N. Y. City: St. Francis, 142d St. and Brook Ave. Phone-MOtt Haven 9-2480.

(Call Scully-Walter Ambulance, Phone MElrose 5-4651.)

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

I	N. I. City: Union, 200 East 188th St.
	Phone—FOrdham 7-1700.
I	(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 employes of this Railroad is called to the following order of the Public Service Commission, Second District, State of New York: (As amended by Order dated July 10, 1917). "ORDERED: 1. That for the purpose of insuring safety

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

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

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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 super-seded 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 Dyke-man'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.
Putnam Jct Pawling	. Engine foremans office.
1 awing	(Signal Station 65
Chatham	Engine House.
Sedgwick Ave	Engine foremans office. Ticket office.
Yorktown Hts	. Ticket office.
Lake Mahopac	. Ticket office.

5. STATIONS-ADDITIONAL TO STATION COLUMN.

Shenorock 0.92 mile west of Lincolndale.

6. LETTERS AND SIGNS.

c Stop on signal to receive or discharge passengers for and from White Plains and east.

- a 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.
- $\stackrel{\scriptstyle }{\bigtriangleup}$ Stop to receive or discharge employes. Use Track No. 2.

14. ENGINE WHISTLE SIGNALS.

Sound

Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accord-0 --- 00 ance with Rule 615.

Shut power off Track No. 5.

0 -----Shut power off Track No. 6

Shut power off other than main tracks 0--0

- 0000 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.

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.

	ivision trains.
SII	ING SWITCHES.
Tra	ns taking siding will take first switch, except:
	Patterson
	PawlingEastward: first class, fourth switch: second class and extras, second switch.
baa	Dover Plains {Westward, second switch. Eastward, second switch.
	Wassaic
	AmeniaEastward, second switch. MillertonEastward second switch.
	Copake Falls {Westward, second switch. Eastward, second switch.
	Dunwoodie {Westward, second switch. Eastward, first class, third switch.
	Ardsley
	East View Westward, second switch.
	Yorktown Hts Westward, first class, fourth switch. Mahopac
	Carmel

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.	A THE REPORT OF A DECEMBER OF A

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 Superin-tendent. 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 follow-
ing stations will approach crossing shown below
prepared to stop.
Towner's
Patterson Main St.
Pawling
WingdaleCallahan Road.
Dover PlainsCrossing at station.
WassaicCrossing at station.
Amenia
AmeniaCrossing at station.
Sharon Station Crossing at station.
Millerton Main St.
Boston CornersBoston Corners Road.
Copake FallsCrossing at station.
Copake Falls Snyder's Road.
Philmont
Nepera ParkBarney St.
Nepera ParkTompkins 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

104.

When switching or when trains or cars are left standing 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.

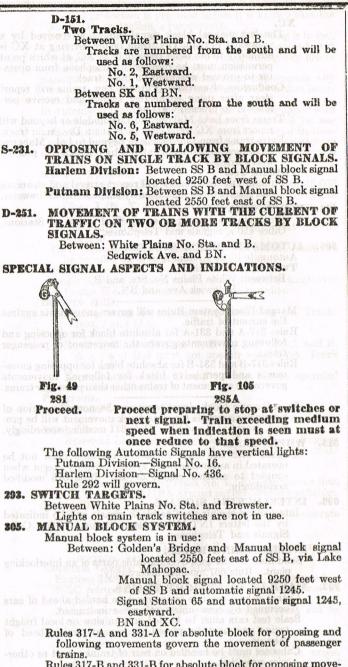
- Highway flashing light signals and electrically operated short arm gates are in service at Lakeview Ave., High-
- way No. 132, Kensico Cemetery. Box containing push buttons and instructions for oper-ation, marked "Highway Signal Control" is located on northeast side of crossing.

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

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. Employe 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: Except Sunday. {12.00 Mid. until 7.10 A.M. 7.10 P.M. until 12.00 Mid. Ardsley..... 12.00 Mid. until 5.30 A.M. Mahopac...... 6.00 A.M. until 8.00 P.M. Sunday. Ardsley..... 12.01 A.M. until 12.00 Mid. Elmsford..... 12.01 A.M. until 12.00 Mid. 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 Crossover Track No. 1 to first. Golden's Bridge, Cabin GN: Crossover Track No. 1 to Bolt lock lever Track No.2..... with push button Crossover Track No. 2 to Bolt lock lever Track No.7..... with push button Brewster..... Track No. 2 to Track No. 96..... From SS-B

is safe to allow traffic to proceed across this highway,

ayolqı	Putnam Jct. Harlem Main to New Haven Trans Butnam Main to aid	fer Track	sFr	om SS-B
	Harlem Main to sidi	ng west e	ndFr	om SS-B
	Dykeman's Main track to Track Kings Bridge. Track No. 7 to Ma Crossover Track No. Main Track	in Track. o. 8 to	г	Time lock
	West of Kings Bridge. Track No. 32 to M.			and an oceans
l04a.	NORMAL POSITION OF SWI Ghent: Track No. 4 to Track No XC. Connecting Switch: Lincolndale to Mahopac.	TCHES. b. 4.		8
105.	Baldwin Place to Yard Track N SIDINGS.	NO. 4, Lai	ce Mano	West-
baarbed s vid o	Two or More Tracks: Capacity based on 44-Foot ca			and 1
	M.H. I. Transition Manual and a M.H. I. Transition of the Holding of the	West-	East- ward	East- ward
	Pleasantville Mount Kisco, middle	43	na sson	38
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	Katonah Golden's Bridge, north siding.	7		and the second
	Single Track: Capacity based on 44-Foot c	ars.		1297 ж.Г.Р.9-1) 1
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	Patterson, north siding	Cl. Controls	taon od	53
	Pawling {Siding No. 1 Siding No. 2	••	follows	22 43
	Wingdale	salarini (dar. Inden in (DA	- 03• 1/ 1-04• • • 1	51
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	Amenia, north siding	a down of the	003*463 063*6880	43
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	Boston Corners	ROWIN THE	owan jaw	54
	Copake Falls, north siding Hillsdale	liam teon	legian	10 56
	Craryville	nose mun	hog hat	51
	Philmont		tra usily	27 11
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	Croton Lake	adi aniv	ran tot	8
	Yorktown Hts {South siding	•••	parpose	14 12
	Manopac	en transa	ani a	25 7
107.	STATION STOPS. Mount Pleasant:	she. One ent, revi-		plantante en la
	Golden's Bridge: Trains handle passengers from High Bridge: Track No. 6 Eastward trains	both side	es of tra	in.
	car at west end of platform.			town weather
109.	BULLETIN BOARDS AND BO		dienateh	ers office.
	White Plains No. Sta	Yardma	sters off	ice.
	Lake Mahopac Putnam Jot Pawling	. Engine	foremani er statio	n.
	Chatham	Signal S	tation 6	5.
	Sedgwick Ave	{Engine Passeng	er statio	s office.
DESI	Yorktown Hts IGNATION AND USE OF MAIN Single Track	. Rest roo N TRAC		H. Onio
	Single Track. Between: Golden's Bridge a B and Chatham. BN and Putnam			Based with a



- 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.

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two or More Tracks. Between: White Plains No. Sta. and B. 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 BULES.

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'
13/ outside parcels equal	one sack except that one by

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:

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

covering Speed Restrictions, must be hauled separately.

heading or running light. In case of emergency, instruc-

Steam engines must not be coupled head on when double

Rail Detector Cars must not be handled in freight trains and,

Following will govern when Rail Detector Cars are moving

In Automatic or Manual Block System territory Train

Cars approaching highway crossings which are provided with

signal stations for movements following such cars.

Dispatcher will arrange for Absolute Block between open

automatic protection, must not pass over crossings until

except NYC car X-8015, must not be handled in passenger

tions should be obtained from Superintendent.

Rail motor cars in damaged condition, making them unfit to be operated at speeds specified in Special Instruction

under their own power:

BAIL DETECTOR CARS.

trains.

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 au-thorized 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, O.44 mile east of Pleasantville. Bedford Hills.

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

Putnam Jct. 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 Vapyre siding, Putnam Jct. Engines heavier than Class K-11 must not be operated

between Putnam Jct. and Vapyre 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 nounds.

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&NW 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.
- Sur. Fac. baggage cars 6018, 6025, 6027, 6029, 6030, 6031, 6032, 6034, 6037, 6042, 6043, 6047, 6048, 6052, 6054, 6179, 6185, 6192, 6203, 6204, 6205, 6206, 6207 6215, 6219, 6228, 6229, 6230, 6232, 6234, 6235, 6236, 6414, 6416, 6420, 6427, 6431.
- Sou. Pac. baggage cars series 6454 to 6458 and 6497 to

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 nlace

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		thing lanterns r catch of door next Rear vestibule of or next to rear out passageway and placed as to avoid inconvenience to pu- sons using vestibu- restibule of
	next ahead is	Storm clothing	
Pullman Obs Private DeLuxe Obs.	Pullman Pullman	On door catch of aisle door next to rear car if	Rear vestibule of car next to rear out of
coach Diner	Pullman Pullman	drawing room is next to rear car. If not, place in rear vestibule of	placed as to avoid inconvenience to per- sons using vestibule.
ed avatemous	Coach	car next to rear. Rear of coach.	Rear of coach.
Pullman without observation end		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vesti- bule.

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: Chappagua and Patterson.

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

BAIL 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

Cock in brake cylinder pipe to safety valve Open. Drain cock in auxiliary reservoir..... Closed.

- 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,

General.	
(Unless otherwise restricted)	116
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	20
towed Engines, Classes G-6, H-5, and H-7, including B. & A.	35
Class H. Engines, Classes DE-F and DE-s.	40
Freight trains with engines, Class DF-A	45
Freight and work trains with steam engines	35
Freight and work dams with steam engines	30
Freight trains with pushers	90
Passenger, mail, express and milk trains:	60
Passenger, mail, express and milk trains: 12 cars or less.	55
10 to 10 cars, inclusive	
19 to 25 cars, inclusive	50
26 to 40 cars, inclusive Passenger, mail, express and milk trains with freight equipped cars or Rutland milk cars series 387 to	45
	35
399, inclusive. 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	80
	Trains with dead engines not having all side or main rods	20
	Trains with steam oranes except as shown below Trains with scale test car or Jordan spreader	85 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 terri-	
	tory, where switch lamps are not in use:	10
	Over all hand operated switches	10
	Cranes X-21 and X-24 to X-34, inc.	85
	Local.	
	(Unless otherwise restricted)	
	Valhalla, curve west of station, eastward	45
	Hawthorne, Train No. 5, to discharge mail Hawthorne, Train No. 15, to discharge mail	35
	Thornwood curve	35 50
	Thornwood curve. Bridge H-66, 0.14 mile west of Thornwood, Track	00
	No. 1, engines Classes K-11, K-14 and J (N. Y. C.	
	and B. & A.)	40
	Class H-7. Bridge H-68, 0.44 mile east of Pleasantville, on side tracks, engines Classes K-11, K-14 and J (N. Y. C.	20
	Bridge H-68, 0.44 mile east of Pleasantville, on side	
	and B & A)	15
	and B. & A.). Pleasantville, curve between freight house and a point	10
	west of Mile Post 31	35
	Mount Kisco, between freight and passenger stations.	40
	Mount Kisco, Train No. 14, to discharge mail	85
	Bedford Hills, Train No. 15, to discharge mail	40
	Golden's Bridge, Rule 287, slow speed Golden's Bridge, cabin GN, switches and crossovers	10
	when diverging	10
	when diverging. Purdy's, Train No. 15, to discharge mail	35
	Between Croton Falls and Brewster	50
	Brewster, Rule 287, slow speed	10
	Putnam Jet., cabin X.N., when diverging	10
	Putnam Jct., cranes passing rake-off blocks Putnam Jct., cranes, snow plows and flangers passing	10
	telltales	10
	telltales. Dykeman's, cranes, snow plows and flangers passing	
	telitales. Pawling, switch 700 feet east of station	10
	Fawing, switch 700 feet east of station.	30
	Wassaic, Track No. 4, on bridge Bridge H-129, 0.56 mile east of Millerton, Class H-7.	10 20
	Millonton summe cost of station	
	Bridge H-139, 0.10 mile) Engines Classes I H 7	
	east of Copake Falls, K-11, K-14	20
	Bridge H-139, 0.10 mile east of Copake Falls, on siding. Hillsdale, curve at station.	45
	Hillsdale, curve at station Between Mile Post 114 and Ghent	40 50
	Ghent, Union Pike Highway crossing	30
	Ghent, School St. crossing	25
	Chatham, crossings between Hoffman St. and Bush-	-
	nell Ave	15
ł	etween Golden's Bridge and XC.	1
	Bridge L-158 at Mile Post 0.38 Bridge L-158, Cranes X-21 and X-24 to X-34, inc	20
	Bridge L-158, Cranes X-21 and X-24 to X-34, inc	10
	Engines light or with caboose	25
	Engines running backward	20 25
	Freight and work trains	35
	Snow plows and flangers	25
	Switches and crossovers, other than interlocking,	
	when diverging	10
	Lincolndale, crossing	6 20
	Curve at Mile Post 6 Agor's Crossing, east of XC	6
	XC.	10
F	utnam Division.	
	General.	
	(Unless otherwise restricted)	Bei
(Sircus trains with freight equipped cars	
F	Engines light or with caboose	35
ł	Engines running backward	20
ł	Engines running backward by night over public	15
F	crossings. Ingines, Classes B and U, under steam or being towed	20
I	Engines, Class DE-F.	25
		and the second se

Engines, Class E-1 in passenger service
Freight and work trains
Passenger, mail, express and milk trains 4
Passenger, mail, express and milk trains with freight equipped cars or Rutland milk cars series 387 to
399. inclusive
Rail detector car X-8015, under own power or on
Rail motor cars operating under their own power or being towed
Snow plows and flangers
Switches and crossovers, other than interlocking, when diverging
Trains with steam cranes
Trains with scale test car or Jordan spreader
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	20
west of station	30
Bryn Mawr Park, switches 199 feet and 970 feet west of	20
station	30 30
Between Bryn Mawr Park and Nepperhan, inc., curves.	30
Gray Oaks, switches 648 feet and 860 feet east of station.	
Bridge P-16 at Mile (Cranes X-21 and X-24 to X-34, inc.	15
Post 11.07 (Engines, Classes F-12, FX	20 6
Nepera Park, crossing west of station	0
Mount Hope, switches 726 feet and 2,655 feet east and	30
1,031 feet west of station	30
Chauncey, switch 83 feet west of station	30
Ardsley, switch 449 feet west of station	15
Bridge P-25 at Mile (Cranes X-21 and X-24 to X-34, inc.	25
Post 17.04 Engines, Classes F-12, FX	20
Bridge P-26 at Mile Post 17.30, Cranes X-21 and	15
X-24 to X-34, inc.	30
Elmsford, switches 240 feet and 1,657 feet east of station.	15
Bridge P-28 at Mile Cranes X-21 and X-24 to X-34, inc. Post 18.53 Engines, Classes F-12, FX	20
Post 18.00, Engines, Classes r-14, r A	20

OVERHEAD CLEARANCES.

Employes 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	Thorpwood	Overhead bridge	2, 1.
0.07 mile west of	Chappaqua	Overhead bridge	2, 1, Side Track 1.
Mount Kisco	onoppaquation	Overhead crane	Team track.
0.08 mile east of 1	Bedford Hills	Overhead bridge	3, 7.
0.21 mile west of	Brewster	Carmel Ave. overhead bridge	2, 1.
1.00 miles west of	Brewster	Overhead bridge	18.
Dutnam Lat angi	e terminal	Coaling plant	48, 50, 54, 56.
0.12 mile east of '	Fowner's	NYNH&H RR bridge	Main track, Siding.
0.58 mile west of Patterson Lime	Patterson. stone Products Co	Crushed Stone bin and buildings	5A.
0.04 mile west of	Pawling	Water station	Main track
0.06 mile west of	Dover Furnace	Overhead bridge	
Dover Plains, P.	J. Haight Siding	Coal pocket door	Main track
2.74 miles east of	Millerton	Overhead bridge	2 24
Millerton, Green	Bros. Siding	Overhead wire	
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 1.43 miles west of Golden's Bridge	Overhead bridge	Main track. Main track.
Lincolndale Lincoln Agricultural School	Overhead electric wires	Ang OL-M
1.54 miles east of Lake Mahopac	Overhead bridge	Main track.

			-
Between M	ile Post 19.50 and Mile lile Post 21.82 and Mi	Post 20.19, inc 3	0
curves.			0
	riarcliff Manor and Pu		35
Classes F	-12, FX Merritt's Crossing, 0.06		6
Millwood, J	Merritt's Crossing, 0.00	totion 3	80
Millwood, s	witch 302 feet west of s	DES E 19 FY 1	15
Bridge P-4	13. 0.25 Engines, Class	V 94 to V 24 inc 1	15
mile e Croton I	13, 0.25 Engines, Class a st of Freight cars h	aving a total weight	
LI . LI LAS LU MARANA CONTRACTO	01 210,000 p	ounds	15
	roton Lake and overh t 34.94, inc		10
Croton Lal	e, switch 797 feet west	of station a	30
	Hts., crossing east of sta		6
Vorktown	Hts., switches 336 feet, 4	57 feet, 534 feet, 679	
feet east	and 636 feet west of sta	tion	30
Bridge P_4	at Mile (Cranes X-21 a)		18
Post 37	18 Engines, Class	es F-12, FX	25
Amourolly	crossing	the manalood of and the set	10
	ace, crossing		10
Daluwin I	3 at Mile (Cranes X-21 a		1
Post 42.0	04 (Engines, Class	ses F-12, FA	2(
XC			10
CUTVAS	Aile Post 43.58 and M		3(
Mahopac.	crossing east of station, 8	.00 P.M. to 6.00 A.M.	6
n over identition	(Cranes X-21 a	and X-24 to X-34, inc.	1
	6 at Mile Engines, Class	ses F-12, FX	2
Bridge P-5	6 at Mile Engines, Clas	s F-12 with tender	
Post 45.	having wat	er capacity for 7,000	
			1
Between M	Mile Post 46.25 and M	file Post 53.25, inc.,	
curves.		hipogia has to	3
041705	(Cranes X-21 a	and X-24 to X-34, inc.	1
Bridge P.A	5 at Mile) Engines, Class	ses F-12, FX	1
Post 49.	90 Freight cars h	naving a total weight	-
	(of 210,000 p	pounds	1
VATER STATIC	DNS.	NIG BRAILER, BLERK, C. PR. 27	
Golden'	Bridge, Track No. 7.	Philmont.	
Brewste	r, Track No. 1.	Chatham.	
Pawling		Mount Hope.	
		Tranka The	
Dover H	lains.	Yorktown Hts.	

Pu	tnam Division. Location	Descriptio
	0.15 mile west of Sedgwick Ave	Inspection sh
	High Bridge station	Station and s
	0.12 mile west of High Bridge	Claremont C
	0.26 mile west of High Bridge	171st St. high
	0.31 mile west of High Bridge	Foot bridge.
	Morris Heights station	Station and s
	University Heights station	Station and s
	0.22 mile east of Kings Bridge	225th St. high
		Property of the
	0.02 mile west of Kings Bridge	230th St. high
	0.16 mile west of Kings Bridge	231st St. high
	0.30 mile west of Kings Bridge	233d St. high
	0.37 mile west of Kings Bridge	234th St. high
	0.39 mile east of Van Cortlandt	238th St. high
	0.26 mile east of Van Cortlandt	Van Cortland
	0.79 mile east of Lincoln	Mosholu Parl
	0.37 mile east of Nepperhan	Overhead brid
	0.04 mile east of Nepperhan	Overhead brid
	Nepperhan, Track No. 8, A. Smith & Sons Carpet Works.	Overhead pip Trolley and e
	Nepperhan, Track No. 8, Westchester Lumber Co	Building eave
	Nepperhan, Track No. 8, 2500 feet east of main track	1.88
	switch	Overhead brid
	Gray Oaks.	Overhead brid
	0.04 mile east of Graham	Overhead brid
	0.06 mile east of Briarchiff Manor	Overhead brid
	0.09 mile east of Kitchawan	Overhead brid
	0.24 mile east of Croton Lake	Through railr
	1.37 miles west of Croton Lake	Overhead brid
	0.15 mile west of Yorktown Hts	Overhead brid
	Yorktown Hts., Horton Lumber Co	Sheds
	Baldwin Place	Overhead wir
	0.87 mile west of Mahopac	Overhead brid
	0.96 mile west of Mahopac	Overhead brid
	0.71 mile east of Tilly Foster	Laight's over
-	and all otal and a line of the second	

on Track Nos. hed..... 17. street bridge..... 6, 5, 9. Cut Stone building...... 37. ghway bridge..... 6, 5, 10P. 6, 5. street bridge...... 6, 5. street bridge..... 6, 5. zhway bridge..... 16, 14, 12, 10, 32, Main track. ghway bridge...... Main track, Siding. shway bridge...... Main track, Siding. hway bridge..... Main track, Siding. shway bridge...... Main track, Siding. shway bridge...... Main track, Siding. dt Park So. highway bridge Main track. rkway..... Main track. idge..... Main track. idge...... Main track. dge..... 8. idge..... Main track, Sidings. idge..... Main track. idge..... Main track, Siding. idge..... Main track. road truss...... Main track. idge..... Main track. idge..... Main track. re..... 4. idge..... Main track. idge..... Main track. rhead bridge...... Main track. faces of track rails at the following locations is less than 27 feet. Employes must not ride on top of freight cars at these locations: Track Nos. es..... Side track 2. es..... 5, 7. es..... 10, 22.

Harlem Division.	Location	Description
Mt. Kisco Putnam Jet Pawling Wingdale Wassaic, N. Y. State Sch	ool	Overhead wire Overhead wire Overhead wire Overhead wire Overhead wire

Putnam Division.

-		
	High Bridge	Overhead cabl
	0.13 mile west of High Bridge	
	BN	
	Briarcliff Manor	Overhead wire

	J. D. CARKHUFF, Superi
	J. V. HUGHES, Asst. Suj
R. L. SAHM E. HOFF A. B. WINN C. D. BUFORD G. E. McHUGH	A. F. DURKIN, Chief Train Dis W. T. LITTLE W. TUCKER Asst. Chief Train

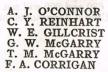
ев...... 3. es..... 6. es Side track 4. ев...... 4, 5, 6, 10.

es..... 3.

rintendent. uperintendent.

ispatcher.

in Dispatchers.



Train Dispatchers.

	WH	ITE PI	LAINS	NORT	H STA	TION	to CHA	THAM	1	in in indi	
	Andreas and an and a second	al milia tre	X	Vestwar	d—First	Class	Λ	Are. Are.	lativaties)	A	at,0 ^{BC}
AL	nering start after the line of the second start of the second star	31	301	150	102	630 See note	1	3	809 See note	5	43
IILES FROM AND CENTRAL TERMINAL	STATIONS	Brew- ster	Brew- ster	Putnam Division	Putnam Division	Putnam Division	Dover Plains	Brew- ster	Brew- ster	North Adams	Chathan
MILES GRAND C TERM	there was ball and a second and a second and a second at the second at t	Daily except Monday	Daily	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily except Sunday	Sunday only
.BU	LEAVE	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	А.М.
a.g.a.	Grand Cen. Term	11.52	1.11	nno yanos Ini yawan	na na osca 1 na dates	A CONTRACTOR	5.46	8.03	8.41	8.48	9.21
23.90	White Plains No. Sta.	12.35	2.03	nd yawila	a .38 d 18 5	. The part of the	6.33	8.47	9.24	9.32	10.03
$\begin{array}{r} 25.37 \\ 26.32 \\ 27.24 \\ 28.28 \end{array}$	Kensico Cemetery Mount Pleasant	$\begin{array}{c} s{12.38}\frac{1}{2}\\ {}_{\rm H12.41}\\ {}_{\rm H12.43}\frac{1}{2}\\ {}_{\rm S12.47}\end{array}$	$ \begin{array}{c} 1 & 2.07 \\ & 2.09 \\ & 10^{\frac{1}{2}} \\ & 5 & 2.15 \end{array} $	i arafi jon yewiti oplin oplin oplin	n (ora) (a 7 plodaolá 1 bradnoví 1 bradnoví 1 bradnoví	n standard Geologia Geologia Geologia Contanto Geologia	s 6.40 f 6.43 f 6.46 s 6.53	s 8.51 f 8.54 f 8.56 s 8.59	s 9.28 f 9.31 f 9.34 s 9.39	9.38	10.09
$\begin{array}{r} 29.33 \\ 30.50 \\ 32.36 \\ 36.60 \end{array}$	Chappaqua	s12.50 s12.53 s12.57 s 1.03	s 2.18 s 2.21 s 2.25 s 2.31	v alestela vez vez siden siden siden	rolley an Building of Dverheid i	Co	s 6.59 s 7.07 s 7.14 s 7.26	s 9.02 s 9.05 s 9.09 s 9.16	s 9.42 s 9.45 s 9.49 s 9.56	9.41 s 9.43 s 9.47 s 9.54	10.19
$39.12 \\ 41.07 \\ 43.49$	Katonah	s 1.08 s 1.12 s 1.17	f 2.36 f 2.40 s 2.46	ridge tani	Verbeda Verbed Verbed	· Certra del	s 7.33 s 7.42 s 7.50	s 9.21 s 9.26 s 9.31	s10.01 s10.06 s10.11	s 9.59 s10.04 10.08	10.24 G10.27
$\begin{array}{r} 46.12 \\ 47.74 \\ 51.90 \\ 52.30 \end{array}$	Croton Falls Brewster	s 1.22 s 1.26 s 1.33 A 1.38	s 2.51 s 2.55 s 3.02 A 3.07	A.M. L°4.20 4.22	<u>л.м.</u> L°5.45 5.47	A.M. L°6.51 6.55 ⁸	s 7.55 s 8.00 s 8.15 \triangle 8.19	s 9.36 s 9.40 s 9.50 A 9.55	A.M.	10.13 s10.21 ¹⁴ 10.23	
54.70 57.83 60.18 63.74	Towner's Patterson	A.M.	A.M.	A.M.	A.M.	A.M.	s 8.23 s 8.29 s 8.36 s 8.47	A.M.	Mabopa Mabopa Tiliy Pos	10.26 f10.31 f10.36 s10.43	\$10.50 \$10.55 \$11.00 \$11.07
$\begin{array}{r} 69.10 \\ 69.73 \\ 72.40 \\ 76.62 \end{array}$		the fellow	elim sise of clearat made had	t lo esselt to seed to seed to seed	and the si	conductor se lotizelor se lotizelor	f 8.54 s 9.00 f 9.05 s 9.18	the lowes of freight Location	niewied o goo balvebi	f 10.50 s10.53 10.57 s11.02	f11.14 s11.17 f11.22 s11.29
81.33 84.59 87.68	State School			irea irea frea irea frea	verhead v verhead v verhead v verhead v		A.M.		alse set	111.08 s11.14 s11.20 s11.26 s11.38	f 11.35 s11.40 s11.55 s12.03
	Boston Corners Copake Falls Hillsdale				f besdravt					11.48 s11.55 s12.02	f12.13 s12.23 s12.28
118.82	Craryville Philmont Ghent Chatham	1948 (2000) 1949 - 1949 - 1949 1949 - 1949 - 1949 1949 - 1949 - 1949 - 1949		isio Bio Idio	n hed Stor of beathers of beathers of beathers	bir and i lega			5 2 1:8 dgtH	\$12.08 \$12.20 \$12.29 12.45	s12.3 s12.4 f12.5 1.0
2.	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

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

No. 809 runs via Lake Manopac. Nos. 31, 301, 150, 102, 630 and 809 will not carry baggage. Time shown at *Grand Central Terminal* is for information only.

W. T. LITTLE, A. J. Chief Ireln Dispetchers. C. W. MIGARLY W. TUCKER, A. J. Chief Ireln Dispetchers. T. M. WoGARLY

No. 809 runs via Lake Mahopac.

Westward-Fi 39 71 817 33 1: See note Brew-Dover Plains Lake Mahopac STATIONS Tilly Foster Nori ster Daily Satu Satur-Sunday Sunday except Sunday day only day only only LEAVE A.M. A.M. A.M. P.M. P.M Grand Cen. Term..... 10.21 11.01 11.57 12.51 1. White Plains No. Sta. 11.03 11.42 12.39 1.30 2. Valhalla..... \$11.07 s11.46 s12.43 s 1.34 Kensico Cemetery... H11.10 f11.49 f12.46 f 1.37 Mount Pleasant.... H11.13 f11.52 f12.49 f 1.40 Hawthorne..... s11.17 s11.56 s12.53 2. s 1.44 Thornwood...... s11.20 s11.59 s12.56 s 1.47 Pleasantville...... s11.24 s12.02 s 1.00 s 1.51 Chappaqua...... s11.29 s12.07 s 1.07 s 1.56 Mount Kisco..... s11.36 s12.14 s 1.14 2. s 2.03 Bedford Hills..... s11.41 s12.20 \$ 1.19 2.08 Katonah...... s11.46 s12.25 s 2.13 s 1.25 Golden's Bridge.... s11.51 s12.30 2.4 s 1.30 2.18 Purdy's..... s11.56 s12.35 P.M. P.M. Croton Falls..... s12.00 s12.39 2. Brewster..... s12.09 s12.49 2.4 Putnam Jct..... A12.15 A12.52 2. Dykeman's..... f12.57 2. P.M. Towner's..... s 1.02 3.0 Patterson..... s 1.07 3.0 Pawling..... s 1.14 3. State Hospital..... f 1.21 3. Wingdale..... s 1.24 3.1 Dover Furnace..... f 1.29 3.2 Dover Plains..... A 1.38 3.2 State School..... P.M. Wassaic.... 3.3 Amenia..... 3.4 Sharon Station..... 3.4 Millerton..... 3.5 Boston Corners..... 4.1 Copake Falls..... s 4.1 Hillsdale..... 4.2 Craryville..... 4.3 Philmont..... 4.4 Ghent..... 4.5 Chatham..... 5.0 ARRIVE 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. Magazine in an executive and a second company with a second se No. 33 runs via Lake Mahopac.

A

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.

	er en antista antista de la compañía de la compañía La compañía de la comp	V	Vestwar	d—First	Class			A	1	
39	71	817	33 See note	13	11 See note	335	357 See note	15	108	17 See note
Brew- ster	Dover Plains	Lake Mahopac	Tilly Foster	North Adams	Pawling	Brew- ster	Brew- ster	North	Putnam Division	Brew- ster
Sunday only	Daily except Sunday	Sunday	Satur- day only	Satur- day only	70th Daily	Satur- day only	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday
A.M.	A.M.	A.M.	Р.М.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
10.21	11.01	11.57	12.51	1.36	2.01	2.58	3.21	4.03	Were'V and	4.21
11.03	11.42	12.39	1.30	2.18	2.43	3.40	4.02	4.44	ov bale	5.02
$11.07 \\ 11.10 \\ 11.13 \\ 11.17 $	s11.46 f11.49 f11.52 s11.56	s12.43 f12.46 f12.49 s12.53	s 1.34 f 1.37 f 1.40 s 1.44	2.24	s 2.47 f 2.50 f 2.53 s 2.57	s 3.44 f 3.47 f 3.50 s 3.54	s 4.06 4.09 s 4.13	4.50	Cenates Jeasant	s 5.06 f 5.08 5.11 s 5.14
1.20 1.24 1.29 1.36		s12.56 s 1.00 s 1.07 s 1.14	s 1.47 s 1.51 s 1.56 s 2.03	2.34	s 3.00 s 3.03 s 3.07 s 3.15	s 3.57 s 4.00 s 4.04 s 4.11	s 4.16 s 4.19 s 4.23 s 4.29	5.00	bo Bline Bline Bline Bline	
1.41 1.46 1.51	$s12.20 \\ s12.25 \\ s12.30$	s 1.19 s 1.25 s 1.30	s 2.08 s 2.13 s 2.18	2.42	s 3.20 s 3.26 s 3.31	s 4.16 s 4.21 s 4.26	s 4.34 s 4.39 s 4.44	5.08	anhir6	s 5.38 s 5.43 s 5.48
$ \begin{array}{r} 1.56 \\ 2.00 \\ 2.09 \\ 12.15 \end{array} $	$s12.35 \\ s12.39 \\ s12.49 \\ riangle 12.52$	Р.М.	P.M.	2.47 s 2.54 2.55	s 3.36 s 3.40 s 3.51 ⁷⁶ ∆3.54	s 4.31 s 4.35 s 4.43 A 4.50	s 4.49 s 4.53 s 5.01 A 5.09	5.13 s 5.22 5.24	Р.М. L°5.25 5.28	s 5.53 s 5.57 s 6.05 A 6.10
Р.М.	f 12.57 s 1.02 s 1.07 s 1.14		27 a 32 37 45	2.58 3.02 3.05 s 3.10	f 3.58 f 4.02 ⁶⁰ s 4.08 A 4.20	Р.М.	P.M.	5.31 s 5.35 s 5.40	Р.М. Р.Ж	P.M.
	f 1.21 s 1.24 f 1.29 A 1.38		The second s	3.16 s 3.19 ⁷⁶ 3.23 s 3.28	Р.М.	ana	. 58 ,02 ,07 13	5.46 s 5.49 5.53 s 5.58	TRING .	tate in the state of the state
9 80 9 01 9 06 6 11	P . M.			3.37 s 3.42 3.47 s 3.59	ana dana - Sana ana an	a North Call of States and States	19 24 30 36	$\begin{array}{r} 6.02\\ s \ 6.07\\ s \ 6.13^{22}\\ 6.19\\ s \ 6.34\end{array}$	Ploo	tato Sri Vassic. Vassic. Sacon baron S
	in Alexandra - provinsi manana	There are a second s	all and a second se	4.12 s 4.18 s 4.25	a Manodro - El a a Este a com		.56 04 1	6.45 s 6.52 s 7.02 ²⁶	. Etairro ella	ioston (cpale
				s 4.30 4.41 4.50 5.05	angration di interation p	ala antara (ala) da an	16 20 37	c 7.10 s 7.21 7.30 7.39		haryvill bilmon hent
Р.М.	P.M.	P.M.	P.M.	P.M.	Р.М.	Р.М.	P.M.	P.M,	P.M.	P.M.

			W	estward	-First	Class					
15 1.08 17 See hote	19 See note	37 See note	21 See note	23	345 See note	347 See note	636	349 See note	25	63	27
STATIONS	Chatham	Tilly Foster	Brew- ster	Brew- ster	Pawling	Mount Kisco	Putnam Division	Brew- ster	Brew- ster	Chatham	Pawling
atiy sept Dally Dally and excepts actay Bureky damady	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Sunday only	Daily except Sat. and Sunday	Daily	Friday only	Daily except Sunday
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	Р.М.	P.M.	P.M.	P.M.
Grand Cen. Term	4.51	4.54	5.04	5.20	5.40	5.42	<u>1.1.1.1.</u>	5.58	6.23	6.53	7.21
White Plains No. Sta.	5.31	5.37	5.51	6.04	6.24	6.30	<u>1 p SR.</u>	6.46	7.06	7.35	8.03
Valhalla Kensico Cemetery Mount Pleasant Hawthorne	5.38	5.44	s 5.55 5.58 s 6.00	s 6.09 6.12 s $6.15\frac{1}{2}$	6.31	s 6.34 6.37 s 6.40		s 6.50 6.53 s 6.55	в 7.11 7.13 ¹ / ₂ н 7.15 в 7.18	7.42	s 8.07 8.09 H 8.11 s 8.13
Thornwood Pleasantville Chappaqua Mount Kisco	$5.45\frac{1}{2}$ s 5.50	5.46 s 5.49 s 5.54 5.59	s 6.03 s 6.06 s 6.10 s 6.16	s 6.19 s 6.23 s 6.28 s 6.35	6 33 s 6.36 s 6.42 s 6.49	s 6.43 s 6 47 s 6 52 A 7.00	09 181 80. 09 181 1 1.81 10. 1.81 18.	s 6.58 s 7.02 s 7.06 s 7.13	$\begin{array}{c} s & 7.21 \\ s & 7.25 \\ s & 7.29 \\ s & 7.36 \end{array}$	7.52	s 8.17 s 8.21 s 8.25 s 8.32
Bedford Hills Katonah Golden's Bridge	s 5.55 s 6.00 6.05	6.05 s 6.10	s 6.21 s 6.26 s 6.32	s 6.40 s 6.45 ⊕ 6.49	s 6.54 s 6.59 s 7.04	P.M.	1, 21, 0 1, 21, 32, 1, 21, 08,	s 7.19 s 7.23 s 7.29	s 7.41 s 7.45 s 7.50	8.00	s 8.37 s 8.41 s 8.46
Purdy's Croton Falls Brewster Putnam Jct	$\begin{array}{c} { m s} \ 6.09 \\ { m s} \ 6.13 \\ { m s} \ 6.21 \\ \hline 6.33 \end{array}$	P.M.	s 6.37 s 6.41 s 6.48 A 6.54	s 6.53 s 6.57 s 7.05 A 7.10	s 7.09 s 7.13 s 7.20 ²² △7.23	4 .16	р.м. L°7 35 7.38	s 7.34 s 7.38 s 7.45 A 7.50	s 7.55 s 7.59 s 8.07 A 8.13	8.05 s 8.16 8.18	s 8.52 s 8.56 s 9.04 ² △9.07
Dykeman's Towner's Patterson Pawling	6.36 f 6.41 s 6.46 s 6.51 ²²		P.M. 80 02	P.M.	н 7.27 f 7.32 s 7.37 д 7.45	2	Р.М.	Р.М.	Р.М.	8.25 н 8.30 s 8.36 ²⁶	1 9.11 1 9.16 s 9.21 A 9 30
State Hospital Wingdale Dover Furnace Dover Plains	f 6.58 s 7.02 c 7.07 s 7.13		M.,	10 P 19# 28 26 26	P.M.					8.43 s 8.47 8.51 s 8.56	P.M.
State School Wassaic Amenia Sharon Station Millerton	f 7.19 s 7.24 s 7.30 f 7.36 s 7.43 ²⁶	6		57 57 57 58 58 58			. In	4		9.01 c 9.06 s 9.11 9.16 s 9.26	Assaic Acenia barro fr fillerton
Boston Corners Copake Falls Hillsdale	f 7.56 s 8.04 s 8.11			12 25 25	4 8					9.38 s 9.44 s 9.53	opake illedale
Craryville Philmont Ghent Chatham	f 8.16 s 8.29 f 8.37 8.55	an definition of the source of the		08 14 03 05 05	A 44 47 5					s10.02 s10.17 10.28 10 40	hilmon hilmon hepter hathen
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. 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 59 35 29 51 See note North Adams Brew-ster STATIONS Brew-Brewster ster Daily Sunday Sunday Daily except Sunday only LEAVE P.M. P.M. P.M. P.M. Grand Cen. Term 7.51 8.36 9.52 11.04 White Plains No. Sta 8.31 9.18 10.34 11.47 Valhalla..... 9.22 s10.38 s11.51 Kensico Cemetery.. Mount Pleasant.... 9.25 10.41 11.54 Hawthorne..... 8.38 8 9.27 s10.43 s11.56 Thornwood..... 9.30 s10.46 s11.59 Pleasantville..... 9.33 s10.50 s12.02 Chappaqua..... 9.37 s10.54 s12.06 Mount Kisco.... 8.48 s 9.44 s11.01 s12.12 Bedford Hills s 9.49 s12.17 s11.06 Katonah..... s 9.53 s11.10 s12.21 Golden's Bridge..... 8.56 s 9.58 s11.14¹/₂ s12.26 Purdy's..... s10.04 s11.20 s12.32 Croton Falls..... 9.01 s10.08 s11.24 s12.36 Brewster..... s 9.12⁶⁴ s10.16 s11.31 s12.43 Putnam Jct..... 9.13 A10.20 A11.35 A12.50 Dykeman's..... P.M. P.M. A.M. Towner's.... 9.20 Patterson..... f 9.27 Pawling..... s 9.3172 State Hospital..... f 9.38 Wingdale..... s 9.42 Dover Furnace..... 9.46 Dover Plains..... s 9.51 State School..... c 9.56 Wassaic.... f10.01 Sharon Station..... 10.11 Millerton..... s10.21 Boston Corners..... 10.32 Copake Falls.... s10.38Hillsdale..... \$10.46 Craryville..... c10.51 Philmont..... f11.03 Ghent..... 11.10 Chatham..... 11.25 ARRIVE P.M. P.M. P.M. A.M.

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

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.

12

]	Eastward	i—First	Class	nya kangapatan san dari sa kangapatan K		andere a national comme a de ser	terre en anne propiliere	×
W		137	304	2	4. See note	6	8	30 See note	44	10 See note	16
MILES FROM CHATHAM	STATIONS	Putnam Division	Brew- ster	Brew- ster	Brew-	Pawling	Brew- ster	Brew-	Brew- ster	Dover Plains	Brew-
MILE CH/	a management of the second sec	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily except Satur- day	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 8.66 15.83	Chatham Ghent Philmont Craryville	and Alexandrian Alexandrian Bernardian Alexandri Alexandrian Alexandrian Alexandrian Alexandrian Alexa				11 /83, 110 /883, 4 8 / 88	.86 9 18 10		and and a second s	ni Term aisa No.	Franci C Visito P
$18.64 \\ 22.68 \\ 27.76$	Hillsdale Copake Falls Boston Corners	5 I.S.		5 12 5 5 151	14	$\begin{array}{c c} 1 & 1 \\ 1 & 1 \\ 1 & 6 \end{array}$	25 10 27 810	9 d 53 9 s 86.		Cemeter Jeasant pe	sensiao lonn l lawtho
	Millerton Sharon Station Amenia Wassaic State School					46 £11 56 812 54 \$12 91 \$12 91	130 910 132 910 137 910 14 911			A.M.	warod maaad aqqad aqqad backwa
50.86 55.08 57.75 58.38	Dover Plains Dover Furnace Wingdale State Hospital	to (2000) 21 Co Alexandrian Presson 21 Co			20 7 7 26 7 8 7 1 8 7 1 8 7 1 8 7	A.M.	11 a 53 1a 36 1a 10 1a 10	8 8 - 36 8 8 - 36 01 - 36	7 (19) 8 (50) 7 (55)	L 7.10 f 7.17 s 7.22 s 7.25	ligiote) Puebio elybro goten
67.30 69.65	Pawling Patterson Towner's Dykeman's	А.М.	A.M.	A.M.	A.M.	L 6.00 s 6.09 s $6.13\frac{1}{2}$ s $6.18\frac{1}{2}$	A.M.	01 - 1981 - 01	A.M.	s 7.34 s 7.40 s 7.44 f 7.48 f	A.M.
75.58 79.74	Putnam Jct Brewster Croton Falls Purdy's	°12.33 A12.40 А.М.	L 4.10 s 4.14 s 4.21 ¹ / ₂ s 4.25	L 5.37 s 5.40 s 5.47 $\frac{1}{2}$ s 5.51	L 6.07 s 6.10 s 6.17 $\frac{1}{2}$ s 6.21	$\triangle 6.22$ s 6.28 s 6.35 s 6.38 ¹ / ₂	L 6.58^{630} s 7.02 s 7.09 ¹ / ₂ s 7.13 ¹ / ₂	A.M.	L 7.36 s 7.39 s 7.45 s 7.49	s 7.58	s 8.34
83.99 86.41 88.36	Golden's Bridge Katonah Bedford Hills	and an	s 4.30 f 4.35 f 4.39	s 5.56 s 6.01 s 6.06	s 6.26 s 6.31 s 6.36	s 6.49	s 7.19 s 7.24 s 7.30	s 7.51	s 7.54 s 7.59 s 8.03	8.12 s 8.15 s 8.20	s 8.43 s 8.47 s 8.51
$95.12 \\ 96.98$	Mount Kisco Chappaqua Pleasantville Thornwood		s 4.43 ¹ / ₂ s 4.49 ¹ / ₂ s 4.53 ¹ / ₂ s 4.56 ¹ / ₂	s 6.17 s 6.21	s 6.41 s 6.47 s 6.51 s 6.54	s 7.00 s 7.07 s 7.12 s 7.15	s 7.36 s 7.43 s 7.48 s 7.52	s 8.08	s 8.08 s 8.15 s 8.19 s 8.22	s 8.27	s 8.56 s 9.02 s 9.06 s 9.10
01.16	Hawthorne Mount Pleasant Kensico Cemetery Valhalla	and and some a structure of the state of the	s 4.59 5.02 ¹ / ₂ s 5.04	s 6.27 f 6.29 ¹ / ₂ s 6.32 s 6.35	s 6.57 s 6.59 ¹ / ₂ s 7.02 s 7.05	s $7.18\frac{1}{2}$ $7.21\frac{1}{2}$ s 7.23	s 7.56 7.59 s 8.01		s 8.25 8.29 s 8.32	8.38 8.42	s 9.14 9.18 s 9.21
03.58	White Plains No. Sta.		5.08	6.39	7.10	7.29	8.06	8.25	8.36	8.46	9.25
27.48	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.

	ана противля на противля н		<u>N</u>		<u>J</u>	an a		B	SECOND MODEL AND A STREET	NACIA COMPLEXIBLE AND S	THE REAL PROPERTY AND ADDRESS OF
	CHA	THAM	to W	HITE	PLAIN	S NOR	TH ST	ATION	Į		
	1 March	N.	E	astward	-First	Class		-			
4 836 50	38	36	14	32	101	34	609	18	308	306	20
STATIONS	Chatham	Brew- ster	North	Brew- ster	Putnam Division	Brew-	Putnam Division	Pawling	Brew- ster	Brew- ster	Dover Plains
eiar Sanday Sunday ily only only	Sunday only	Daily except Sat. and Sunday	Daily except Sunday	Satur- day only	Daily except Sunday	Daily except Satur- day	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 Ghent Philmont Craryville	7.35 7.42 s 7.49 s 7.59		8.00 s 8.07 s 8.16 s 8.28		45 52 00	10 ga	30 37 46 59	8 8 8			bathar ihent Philmon Traty vi
Hillsdale Copake Falls Boston Corners	8 8.04 s 8.10 8.16		s 8.34 s 8.41 8.47	B 1 - 2	17 23 30	8	.05 11 18	1 8 8 1 8 9		ealla	liaballil Sopalce Soatou I
Millerton Sharon Station Amenia Wassaic State School	s 8.32 8.38 s 8.44 f 8.49 8.52		s 9.03 9.10 s 9.16 s 9.23 f 9.27		.48 166 101 107 107	8 8 1 1 	1,32 41 47 54 59	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	· · · · · ·	tation	oðrolli þ Luoradi sinon/ olssav SP.M.
Dover Plains Dover Furnace Wingdale State Hospital	s 8.56 9.01 s 9.05 9.07		s 9.33 m 9.38 s 9.44 f 9.47		18 23 20 34	, 28 s 35 s 41 s	03 L 09 L 19 L	A.M.	· · · · · · · · · · · · · · · · · · ·	laina ennace e eiteital	L 2.28 f 2.36 s 2.41 f 2.43
Pawling Patterson Towner's Dykeman's	s 9.15	A.M.	s 9.54 s10.00 s10.05	A.M.	40 45 62 . M.A	50 s 55 s 02ⁿ s	.28 s .88 s .88 s	L11.25 s11.32 s11.38 f11.43	P.M.	Р.М.	s 2.51 s 2.57 s 3.02 f 3.07
Putnam Jct Brewster Croton Falls Purdy's	9.29 s 9.33	L 9.18 s 9.21 s 9.28 s 9.32	10.16 s10.21 ⁵	L10.25 s10.28 s10.35 s10.39	°10.32 A10.40 A.M.	L10.49 s10.52 s10.58 s11.02	°11.06 A11.10 A.M.	$\triangle 11.47$ s11.52 s12.00 s12.04	L 1.35 s 1.38 s 1.44 s 1.48	L 1.40 s 1.43 s 1.49 s 1.53	$\triangle 3.12$ s 3.17 s 3.26 s 3.31
Golden's Bridge Katonah Bedford Hills	9.43	s 9.37 s 9.41 s 9.45	10.31	s10.44 s10.49 s10.53		s11.07 s11.12 s11.16	13 B 19 B 19 B	s12.09 s12.15 s12.20	s 1.53 s 1.58 s 2.02	s 1.58 s 2.03 s 2.07	s 3.37 s 3.43 s 3.47
Mount Kisco Chappaqua Pleasantville Thornwood	9.50		10.38	\$10.58 \$11.05 \$11.10 \$11.13		$\begin{array}{c} s11.21 \\ s11.28 \\ s11.32 \\ s11.35 \end{array}$.130 s .37 s .44 s .47 s	s12.27 s12.35 s12.40 s12.43		s 2.12 s 2.19 s 2 23 s 2.26	s 3.54 s 4.01 s 4.08 s 4.11
Hawthorne Mount Pleasant Kenisco Cemetery Valhalla	10.00 10.04	s10.09 10.13 s10.16	10.49 10.53	s11.16 11.20 s11.23	(4 100) (1 (1) (1) (1) (1) (1) (1)	s11.38 11.42 s11.45	50 8 1 53 1 56 1 56 1 56	$ \frac{12.46}{12.481} $	s 2.24	s 2.29 f 2.31 f 2.34 s 2.37	s 4.14
White Plains No. Sta.	10.08	10.20	10.56	11.27	011 336 1	11.49		1.00	2.37	0/2.41	4.28
Grand Cen. Term	10.50	11.03	11.38	12.12	1.300 1300 1	12.32	151	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.	Р.М.	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 No. 11 take siding at Towner's for No. 60.
No. 19 take siding at Pawling for No. 22.
No. 236 runs yia Loice Mahogae.
Nos. 818, 40, 46, 54 and 836 will not carry bageage.
Time shown at Grand Central Terreval is for information only.

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	CH	ATHAN	f to W	HITE	PLAIN	S NOR	RTH ST	ΓΑΤΙΟΙ	N		V
		A	F	lastward	l—First	Class					X
306 (20	818	76	60 See note	40	46	22 See note	24	105	54	836 See note	50
STATIONS	Lake Mahopac	Chatham	Dover Plains	Chatham	Brew- ster	North Adams	Brew- ster	Putnam Division	North Adams	Brew- ster	Chatham
ar liaity Carcest except sat and funday sat and funday funday	Sunday only	Satur- day 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.	Р.М.	P.M.	P.M.	P.M.	P.M.	P.M.
Chatham Ghent. Philmont Craryville		$ \begin{array}{r} 1.30\\ s \ 1.37\\ s \ 1.46\\ s \ 1.59 \end{array} $		2.45 2.52 s 3.00 f 3.12		5.00 f 5.07 s 5.15 s 5.27		35 42 49 59 -	$\begin{array}{r} 6.05 \\ 6.12 \\ 6.19 \\ 6.29 \end{array}$	· · · · · · · · · · · · · · · · · · ·	6.35 s 6.42 s 6.50 s 7.00
Hillsdale Copake Falls Boston Corners		s 2.05 s 2.11 f 2.18		s 3.17 s 3.23 3.30		s 5.32 s 5.38 5.45	8 8 8 8 8	04 10 16	s 6.33 s 6.39 6.45		s 7.05 s 7.11 f 7.18
Millerton Sharon Station Amenia Wassaic State School	•	s 2.32 s 2.41 s 2.47 s 2.54 f 2.59	Р.М.	s 3.48 3.56 s 4.01 f 4.07 s 4.12		s 6.00 6.08 s 6.13 ¹⁵ s 6.19 f 6.24		82 .38 .44 .49 .52	s 7.00 7.08 s 7.14 7.22	tation.	s 7.35 s 7.44 s 7.50 s 7.57 f 8.02
Dover Plains Dover Furnace Wingdale State Hospital	•	s 3.03 f 3.09 s 3.19 ¹³ f 3.22	L 3.28 f 3.35 s 3.41 f 3.44	s 4.18 4.23 s 4.29 s 4.34		s 6.30 6.35 s 6.39 f 6.44		, 58 , 01 , 05 , 05 , 07	s 7.25 7.36	Solaria Solaria Latike	s 8.06 f 8.12 s 8.18 f 8.21
Pawling Patterson Fowner's Dykeman's	. 32 . 88	s 3.28 s 3.33 s 3.38 f 3.43	s 3.50 s 3.55 s 4.02 ¹¹ f 4.06	s 4.40 s 4.45 s 4.52	P.M.	s 6.51 ¹⁹ J 6.56 J 7.03	P.M.	Р.М.	s 7.42		s 8.27 s 8.30
Putnam Jct Brewster Croton Falls Purdy's	: a 28.		$\triangle 4.10$ s 4.14 s 4.21 s 4.25	5.01 s 5.05	L 5.18 s 5.22 s 5.29 s 5.33	7.12 s 7.16 ³⁴⁵	L 7.21 s 7.25 s 7.33 f 7.37	° 7.46 A 7.52 P.M.	7.57 s 7.59	P.M.	8.40 s 8.44
Golden's Bridge Katonah Bedford Hills	. s 3.59	$ s 4.13 \\ s 4.19 \\ s 4.23 $	s 4.30 s 4.35 s 4.39	5.16	s 5.38 s 5.43 s 5.47	7.26	s 7.42 s 7.47 s 7.51	n a 182. 5 a 51 5 a 551	8.08	s 8.30 s 8.38 s 8.42	8.55
Mount Kisco Chappaqua Pleasantville Chornwood	s 4.17 s 4.22	s 4.30 s 4.37 s 4.44 s 4.47	s 4.45 s 4.52 s 4.57 s 5.00	5.25	s 5.52 s 5.59 s 6.04 s 6.07	7.33	s 7.56 s 8.03 s 8.07 s 8.10	9 a 00. 9 a 00 01a 11a	8.15	s 8.47 s 8.54 s 8.59 s 9.02	9.04
Hawthorne Mount Pleasant Kensico Cemetery Valhalla	f 4.31 f 4.34	s 4.50 f 4.53 f 4.56 s 5.00	s 5.03 f 5.06 f 5.09 s 5.12	5.36	$\begin{array}{c} s & 6.09\frac{1}{2} \\ \mathbf{f} & 6.12 \\ \mathbf{f} & 6.14\frac{1}{2} \\ s & 6.17 \end{array}$	7.44	$\begin{array}{r} $$$ $$ $$ $.12\frac{1}{2}$ \\ $$ $$ $$ $.14\frac{1}{2}$ \\ $$ $$ $$ $$ $.16\frac{1}{2}$ \\ $$ $$ $$ $$ $.19$ \\ \end{array}$	01a - 004 01 - 1.23 01a4 - 2 05	8.26	s 9.05 9.09 s 9.12	9.15 9.20
White Plains No. Sta	4.41	5.04	5.15	5.46	6.21	7.52	8.23	I 80.	8.33	9.16	9.25
Grand Cen. Term	5.27	5.51	6.03	6.30	7.04	8.35	9.10	.1 08.	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.

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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.

	CHA	THAM	to W	HITE I	PLAINS	S NOI	RTH ST	ATION	J	a si	
	N	X	E	astward-	-First (llass					
	26 See note	64	72 See note	28	66			0.000	i Strijkog i Senske se se se se	L. J. H. Pariphonia Antonia and	La Caras Secono Secono
STATIONS	Chatham	Pawling	North Adams	Pawling	Brew- ster	netian o Innennetian Atalit	à alta à la company de la compan	nthe letter on	8401	AST'8' 1	NUDCI SUDCI
	Daily except Sat. and Sunday	Sunday only	Sunday only	Daily except Sunday	Sunday only		LENCO M. A.	ано _{со} м. А ¹³	Belor Silva) (6.17) 11.17 11.17	
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	S. L. L. L.	V		SW 732	randsCar	A Low State
Chatham Ghent Philmont Craryville	6.30 s 6.37 s 6.44 s 6.56	1,48 5 7,465	8.00 8.07 8.14 8.23	13 44 0 0	1	8 2. 2		1.015 1.1 2.01 1.1 1.01 1.1	sridge. e. spac	olden'a I inaoinda IC: ake Mai	1 18. 82 2 1 28
Hillsdale Copake Falls Boston Corners	s 7.02 ¹⁵ s 7.10 f 7.19	7.53	s 8.28 8.39		en	NC.9)		M. K.	ALLE.	я к. 3. 69. 01.	
Millerton Sharon Station Amenia	s 7.43 ¹⁹ f 7.52 s 7.58	(_0.) 8. (*)	s 8.54	trat Clas	F			a 1.84) a 2.015		5 14	
Wassaic State School	s 8.04 f 8.08		$9.11\frac{1}{2}$	an a		60		NEA mase			0570
Dover Plains Dover Furnace Wingdale State Hospital	s 8.12 f 8.18 s 8.24 f 8.27	Р.М.	s 9.14 9.23	P.M.	1000 		as one.la ta bawa (ato	hata ha ha ha ha ha ha ha ha ha ha ha ha ha	SNOL	Åта ²³⁸	LAKE MAH
Pawling Patterson Towner's Dykeman's	s 8.36 ⁶³ s 8.43 f 8.48 f 8.54	L 8.45 s 8.51 s 8.56 s 9.02	s 9.31 ⁵⁹	$\begin{array}{c} \textbf{L10.10} \\ \textbf{s10.15} \\ \textbf{10.20} \\ \textbf{f10.25} \\ \textbf{f10.25} \\ \textbf{1} \end{array}$	P.M.	4.9 1,8 1,8	10131 8140-51-86 5140-31-18	M.A. 3. Y	1713 1966	a.t Ao.M. 930 5.,30 ebriloarii	
Putnam Jct Brewster Croton Falls Purdy's	s 9.09	9.06 s 9.09 ⁵³ s 9.16 s 9.20	9.46 9.48	$\triangle 10.29$ s10.33 s10.40 s10.44	$\begin{array}{c} \textbf{L10.30}\\ \textbf{s10.34}\\ \textbf{s10.41}\\ \textbf{s10.45} \end{array}$	8.: 10.1 2.8	3 1 3.46 3 0 0 0 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		ridge <i>Term</i> uvn	alden's L rand-Cer An	22 C
Golden's Bridge Katonah Bedford Hills	s 9.18 s 9.23 s 9.27	s 9.25 s 9.30 s 9.34	9.58		s10.50 s10.55 s11.00	trains and Fab agg bagg	Stat State	Dec. 26, 15 and 55	estward i ill not nu 637, 530, 5	ond have a strength of the second sec	1
Mount Kisco Chappaqua Pleasantville Thornwood	s 9.32 s 9.40 s 9.46 s 9.50	s 9.39 s 9.45 s 9.50 s 9.53	10.06	$\begin{array}{c} s11.03\\ s11.09\\ s11.14\\ s11.17\end{array}$	$\begin{array}{c} s11.05\\ s11.12\\ s11.17\\ s11.20\\ \end{array}$	thopaa le M. S. Fall	nd Leke Ma	fartaut Par	hd Central M.S.	54 2) (12.22) 1. 6.22) 3. 6(.27) 6.31	dă ortif <u>Par</u>
Hawthorne Mount Pleasant Kensico Cemetery Valhalla	s 9.54 9.58 s10.02	$\begin{array}{c} s & 9.56 \\ 9.59\frac{1}{2} \\ s10.02 \end{array}$	10.16 10.20	$ \begin{array}{r} s11.20 \\ 11.23\frac{1}{2} \\ s11.26 \\ \end{array} $		4 . 188 1		() - Contraction (and proved	15 - 13 - 140 1 - 12 - 141 1 - 12 - 141 1 - 12 - 141 2 - 12 - 141 1 - 12 - 140 1 - 140	a O Si Rabba	2 6 2 6 2 6
White Plains No. Sta.	10.06	10.06	10.23	11.30	11.33		1		8.3.46		13.7
Grand Cen. Term	10.55	10.54	11.06	12.33	12.39	to the second second second second	a de la contra de la	and the second addition	and a second		E
ARRIVE	P.M.	P.M.	Р.М.	A.M.	A.M.	and a second second second	a complete product	ables and the same strong sounds	A ability		

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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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				Westwa	rd—Fir	st Clas	38					
	I de la site	509	517	533	537 See note	85	a la	th day	dis pla	J.	6280	1 1.0
EN'S	STATIONS	Brew- ster	Lake Mahopac	Tilly Foster	Tilly Foster		Cest port		See aute			-
GOLDEN'S BRIDGE	SIMILOUS	Sunday only	Sunday only	Satur- day only	Daily except Sat. and Sunday	A WEND	Etarenb.A.		the state		- 657.04	
	LEAVE	A.M.	A.M.	P.M.	P.M.	7 00.80 5 (10 0.0 3 1 1 1	and and	10 V 84	hna nam	11	61.18	-
	Grand Cen. Term	8.41	11.57	12.51	4.54	1 9 0 1	19 4 1	all search		1	There a	51/ T
3.31 6.82 7. <i>22</i>	Golden's Bridge Lincolndale XC Lake Mahopac	$10.15 \\ s10.25 \\ 10.34 \\ 10.39$	1.38 s 1.48 1.57 2.03	2.21 s 2.31 2.40 2.45	6.15 s 6.24 6.34 6.40		8.00 8.07 8.14 8.14	[30] P. andres . and Management and Management.	10 6 30 8 6 37 4 6 44 8 6 50			. nadsel
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HOPAC			Lake Mahopac	Brew-		- <u>H</u> <u>G</u> [8 8 04 1 8 0 8		;	
MILES FROM	STATIONS	Daily except Sunday	Sunday only	Sunday only	-	-			8 8.42 1 8.43 8 8.24 8 9.57		103 09 CO	n Actevie n Actevie alatique
H	LEAVE	A.M.	P.M.	P.M.	0	H O Ka	11 12 0	1 5 d.5 1 5	1445 8 8		, ieno	
.40 .91 .22	Lake Mahopac XC Lincolndale Golden's Bridge	7.22 7.25 s 7.34 7.43	3.26 3.28 s 3.37 3.46	8.00 8.02 8 8.12 8.22		1.018 5.011 5.011 5.011	5 D	8 8 51 8 8 56 9 9 62 8 06	8 5 43 1 8 48 1 8 54 9 4 8 54 9		· · · · · · · · · · · · · · · · · · ·	1003035 1'1511W4 1 BILIBHY
ter an of the	Grand Cen. Term	9.16	5.27	10.00	01312	N UTaj	11. 480	1944 C 8	PLU PA	1981	*****	EOTAWS.
t-dig is	ARRIVE	A.M.	P.M.	P.M.	Oralis	4.01a		uns alla	8 9 33 1		9797 Bili	at a color
Nos. 5 Time s	37 and 530 will not run De 09, 517, 533, 537, 530, 518 shown at <i>Grand Central Ter</i>	and 536 w	vill not car	ry baggage.	informati				a 9.23 s 9.27 s 9.27 a 9.32 s 9.40 s 9.40			
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	24. 7 1879. (J. 1 - 8. 87											
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	aby i or hyperito anolicis can to les skiling at Towner's far take skiling at Pawling for			iz al usfa				70, 72, No. 26,	wing for I llerton for	al in		

		S	EDGW	ICK AV	VE. to	PUTNA	м јст		and the second	KV	
		Λ		Westwa	rd-Firs	t Class	X	and the second		X	
4		101 See note	183 See note	609	141	517	129	151	533	119 See note	537 See note
MILES FROM SEDGWICK AVE.	STATIONS	Brew- ster	Lake Mahopac	Brew- ster	Yorktown Hts.	Lake Mahopac	Yorktown Hts.	Yorktown Hts.	Tilly Foster	Lake Mahopac	Tilly Foster
MILE SED	STATIONS	Daily except Sunday	Sunday only	Sunday only	Satur- day only	Sunday only	Daily except Satur- day	Satur- day only	Satur- day only	Daily except Sat. and Sunday	Daily except Sat. and Sunday
	LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	Р.М.	Р.М.	P.M.	P.M.	P.M.
$1.69 \\ 2.36 \\ 2.97$	Morris Heights University Heights	7.39 s 7.44 s 7.46 ¹ / ₂ 7.50 ¹⁰² 7.51 s 7.53	8.55 8 8.58 9.03 9.04 8 9.06	7 23 9 7 32 7 32 7 33 9 7 38	12.49 s12.54 12.59 1.00 s 1.02	20.8 21.8 e 21.8 e 25.8 35.8 35.8 26.8 8 8,8 8	1.16 s 1.21 1.25 1.26 s 1.28	1.38 s 1.42 1.46 1.47 s 1.49	5 19 6 5 23 6 5 23 8 5 23 8 5 27 5 5 28	4.49 s 4.53 4.55 s 4.57 4 58 s 4.59 s 5.01	edgylei igl sing arversi N 1022 P 2012
7.77 9.15	Lincoln Dunwoodie Bryn Mawr Park Nepperhan	$\begin{array}{c} {\bf f} \ 7.58\frac{1}{2}\\ {\bf s} \ 8.03^{122}\\ {\bf s} \ 8.06\frac{1}{2}\\ {\bf s} \ 8.10^{154} \end{array}$	f 9.11 s 9.14 s 9.17 s 9.20	а 7,4 3 а 7,4 5 а 7,6 2 а 7,5 6	s 1.07 s 1.10 s 1.13 s 1.16) = 6,23 = 6,26 = 6,20 = 6,20	s 1.37	s 1.54 s $1.58\frac{1}{2}$ s $2.01\frac{1}{2}$ s 2.04	s 5 84 s 5 38 s 5 42 s 5 42	$\begin{array}{c} {s} 5.06rac{1}{2} \\ {s} 5.10^{134} \\ {s} 5.13rac{1}{2} \\ {s} 5.16 \end{array}$	incola, uawora rya Ma epperta
$11.01 \\ 11.69 \\ 12.70 \\ 13.54 \\ 14.40$	Nepera Park Mount Hope Chauncey	f 8.13 s 8.15 s 8.21 ¹⁰⁴ s 8.26 ¹²⁴ s 8.34 ¹²⁴	f 9.22 s 9.24 s 9.27 s 9.29 s 9.31	a 7,58 a 8,00 a 8,03 f 8,09 a 8,08	s 1.18 s 1.20 s 1.23 f 1.25 s 1.27	8 0.35 8 6.37 9 8 6.40 9 4 6 43 8 6 43	f 1.45 f 1.47 s 1.50 ¹ / ₂ s 1.53 s 1.55	s 2.06 s 2.08 s 2.11 $\frac{1}{2}$ f 2.14 s 2.16	84.0 a 84.0 a 86.5 a 86.5 a 8.6 a 8.		ray Oa epera I fount f haunce adsley f
17.82	Worthington	f 8.37 f 8.39 s 8.42 8.44	f 9.33 f 9.36 s 9.39 ¹ / ₂ 9.42	101,821 10,821 10,821 10,821 10,821 10,821 10,821 10,821 10,821 10,821 10,8210	1 1.30 1 1.33 s 1.36 1.39	1 6.47 1 6.50 1 5.55 1 5.55	f 1.57 f 2.00 s 2.03 2.06	$\begin{array}{c} {\bf f} \ 2.18 \\ {\bf f} \ 2.21 \\ {\bf s} \ 2.24 \frac{1}{2} \\ 2.27 \end{array}$	10 0 10 0 a 10 0	5.32 s 5.35 5.37	aninoo midhoo mohani Frayae
	East View Graham	s 8.47 f 8.54	s 9.46 f 9.53	18,21	s 1.43 f 1.50	60 Y 1	s 2.10 f 2.17	s 2.31 f 2.38		s 5.40 5.47	erV tae nied si
28.69 30.77 31.82	Briarcliff Manor Millwood Kitchawan Croton Lake Croton Hts Yorktown Hts	s 8.58 s 9.04 s 9.09 f 9.12 f 9.16 s 9.21	s 9.56 s10.02 s10.07 f10.09 f10.13 s10.17		s 1.53 s 1.59 s 2.04 f 2.06 f 2.10 A 2.15	10 10 10 10 10 10 10 10 10 10 10 10 10 1	8 2.20 ¹ / ₂ 8 2.27 ¹ / ₂ 8 2.32 ¹ / ₂ f 2.35 ¹ / ₂ f 2.39 A 2.43	s $2.41\frac{1}{2}$ s $2.48\frac{1}{2}$ f $2.53\frac{1}{2}$ f $2.56\frac{1}{2}$ f 3.00 A 3.05		s 5.51 s 5.58 s 6.03 f 6.06 f 6.09 s 6.13 ¹⁰³	fillman boowliti Vactor Lactor Lactor votico
$38.21 \\ 40.50 \\ 42.23$	Amawalk Granite Springs Baldwin Place XC Lake Mahopac Mahopac	s 9.24 s 9.28 s 9.33 9.37 s 9.48 s 9.52	f10.21 f10.25 f10.30 10.34 A10.37 A.M.	<u>А.М.</u> 10.34 s10.39 f10.41	P.M.	<u>Р.М.</u> 1.57 <u>А 2.03</u> <u>Р.М.</u>	P.M.	P.M .	<u>Р.М.</u> 2.40 в 2.45 f 2.47	f 6.18 f 6.22 s 6.27 6.31 <u>A 6.33</u> P.M.	<u>Р.М.</u> 6.34 в 6.45 в 6.47
47.83	Crafts Carmel Tilly Foster Putnam Jct	f 10.00 s10.12 s10.19 10.30	112.14 122.19 122.24 12.24	f 10.47 s10.53 f 10.59 11.06					s 2.53 s 2.59 h 3.05 A 3.12	. 193 	f 6.53 s 6.59 н 7.05 д 7.12
50.00	Brewster	10.40	12.50	11.10			4.0 		P.M.		P.M.
51.3	ARRIVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Р.М.	P.M.	P.M.

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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IN SO CONTRACTOR

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NY:		SE	DGWI	CK AV	E. to	PUTNA	M JCT	and the second		
and the second sec			mal .	Westwa	rd—Firs	t Class		K		
119 537 Bee Bote Bee Boge	155 See note	105 See note	157 See note	159 See note	107 See note	135 See note	137	101	a ana ana amin'ny faritr'o amin'ny faritr'o amin'ny faritr'o amin'ny faritr'o amin'ny faritr'o amin'ny faritr'o	
STATIONS	Yorktown Hts.	Brew- ster	Yorktown Hts.	Yorktown Hts.	Yorktown Hts.	Yorktown Hts.	Brew- ster	-world		E.
Daffy Baffy Bat, and Bat, and Sunday Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Faily orespt Bunday		SEDC
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	76. 1	LIN VIE	
Sedgwick Ave High Bridge Morris Heights University Heights	5.19 s 5.23 5.25	5.34 s 5.38 5.39 s 5.41	5.50 s 5.55	6.07 s 6.12 6.14	6.44 s 6.48	7.28 s 7.32	10.23 s10.27 s10.29	27.39 87.44 87.46	edgwick Ave ligh Bridge Jorris Heights Jaiversity Heights	.72 1.69 2.36
BN Kings Bridge Van Cortlandt	5.26 s 5.27 s 5.29	$5.42 \\ 5.43 \\ 8 5.44$	5.58 s 5.59 s 6.02	6.15 s 6.16 s 6.18	6.52 6.53 s 6.55	7.36 7.37 s 7.39	$ \begin{array}{c c} 10.31 \\ 10.32 \\ s10.34 \end{array} $	7.50 [°]	IN Linge Bridge	2.07 I 8.46 I 4.51 7
Lincoln Dunwoodie Bryn Mawr Park Nepperhan	$\begin{array}{c} {\rm s} \ \ 5.34\frac{1}{2} \\ {\rm s} \ \ 5.38\frac{1}{2} \\ {\rm s} \ \ 5.42 \\ {\rm s} \ \ 5.45 \end{array}$	$\begin{array}{c} s & 5.50\frac{1}{2} \\ s & 5.54 \\ s & 5.57\frac{1}{2} \\ s & 6.00\frac{1}{2} \end{array}$	$s 6.06\frac{1}{2}$ s 6.11 s 6.15 s 6.18	$\begin{array}{c} s & 6.23rac{1}{2} \\ s & 6.26rac{1}{2} \\ s & 6.30 \\ s & 6.33 \end{array}$	s 7.00 ¹ / ₂ s 7.05 s 7.08 ¹ / ₃ s 7.12 ¹⁰³	s 7.43 ¹ / ₂ s 7.48 s 7.52 s 7.56		17.58 98.03 8.06 98.10	incoln. Junwoodie. Fryn Mayr Park. Jennerhau	6.20] 7.77] 9.15] 0.28]
Chauncey	s 5.48 s 5.50 $s 5.53\frac{1}{2}$ 5.56 s 5.58	$\begin{array}{c} s & 6.02\frac{1}{2} \\ s & 6.04\frac{1}{2} \\ s & 6.08 \\ & 6.10\frac{1}{2} \\ s & 6.12\frac{1}{2} \end{array}$	$\begin{array}{r} s \ 6.20 \\ s \ 6.22\frac{1}{2} \\ s \ 6.26 \\ \mathbf{f} \ 6.28\frac{1}{2} \\ s \ 6.31 \end{array}$	s 6.35 s 6.37 s $6.40\frac{1}{2}$ f 6.43 s 6.45		s 7.58 s 8.00 s 8.03 ¹ / ₂ f 8.06 s 8.08	s10.51 s10.53 $s10.56\frac{1}{2}$ f10.59 s11.01	1 8.13 8.15 8.21 8.26 8.26	iray Gak i Tepera Firk Lount Hope hauncey rokley	1.01 (1.69 1 2.70 1 3.54 1 4.40 7
Woodlands Worthington Elmsford Beaver Hill	6.01 s 6.04 6.06	$\begin{array}{c} \mathbf{f} \ \ 6.14\frac{1}{2} \\ \mathbf{f} \ \ 6.17\frac{1}{2} \\ \mathbf{s} \ \ 6.21 \\ \hline 6.23 \end{array}$		f 6.47 f 6.50 s 6.55 ¹⁰⁸ 6.59	7.28 f 7.31 s 7.35 7.37	1 8.10 1 8.13 s 8.16 ¹ / ₂ 8.18 ¹ / ₂	f 11.03 f 11.06 s11.09 <u>1</u> 1.12	78.87 18.89 18.88 19.88 19.48 19.44	Voodlands Vorthingron Ilmsford eaver H II.	5.29 6.28 7.82 8.66
East View	f 6.09 f 6.16	f 6.26 f 6.33	f 6.48 ¹⁰⁸ 6.57	7.03 f 7.11	17.41 7.48	1 8.21 ¹ / ₂ 8.28 ¹ / ₂	f11.15 f11.22	8 8.47 1 8.54	ast View	1 70.0 0a.8
Briarcliff Manor Millwood Kitchawan Croton Lake Croton Hts Yorktown Hts	s 6.19 s 6.26 ¹⁰⁸ f 6.32 f 6.35 f 6.38 A 6.42	s 6.37 ¹⁰⁸ f 6.44 f 6.49 f 6.52 f 6.55 s 6.59	f 7.01 f 7.08 f 7.13 f 7.16 f 7.19 A 7.23	s 7.16 f 7.25 f 7.29 f 7.31 f 7.34 A 7.39	s 7.51 ¹ / ₂ f 7.57 ¹ / ₂ f 8.02 f 8.04 f 8.07 A 8.11	s 8.32 ¹ / ₂ f 8.39 ¹ / ₂ f 8.44 f 8.46 f 8.49 A 8.53	f 11.25 ¹ / ₂ f 11.31 ¹ / ₂ f 11.36 f 11.38 f 11.41 s11.45	a 8.58 a 9.04 a 9.12 a 9.12 a 9.21 a 9.21	dardiff Manor fiilwood iteliawa roton Lake roton Ha.	15 . 30 8 . 69 11 . 82 3 . 29 5 . 01
Amawalk Granite Springs Baldwin Place XC Lake Mahopac Mahopac	P.M. 9.40 2.40 8 2.45	f 7.02 f 7.07 f 7.12 7.16 s 7.22 f 7.24	P.M.	P.M. 1.1.57 1.57 2.03	P.M.	.M.4 A.M. 10.34 10.39 110.41	f 11.48 f 11.53 f 11.58 12.02 s12.08 f 12.10	a 9.24 3 9.25 a 9.33 9.37 a 9.37 a 9.48	mawalk iranite Springs Jaldwin Flace CO ake Mai opac	(6.19 18.21 10.50 12.23 12.63 13.88
Crafts Carmel Tilly Foster Putnam Jct	в 2.53 в 2.59 в 3.05 в 3.05 в 3.12	f 7.28 s 7.33 f 7.38 7.45				10.47 10.53 10.59 11.06	f 12.14 f 12.19 f 12.24 12.31	\$10.00 \$10.12 \$10.12 \$10.30	rafés Samel illy Foster	15.45 7.83 10:09
Brewster	P.M.	7.52				11.10	12.40	10.10	repster.	-
ARRIVE On single track, eas	Ma	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	AM.A	EVIERA	

41.79 Nepperhan..... s 6.04 s 6.53 s $7.29\frac{1}{2}$ s 7.54 42.92 Bryn Mawr Park. s 6.07 s 6.56 s $7.33\frac{1}{2}$ s 7.59 s 7.361 s 8.03101 44.30 Dunwoodie.....s 6.10 s 7.00 45.87 Lincoln...... s 6.14 s 7.03 s 7.39 $\frac{1}{2}$ s 8.07 47.56 Van Cortlandt....s 6.18 s 7.07 s 7.45 s 8.12 48.61 Kings Bridge..... 49.10 BN..... 6.21 7.47101 7.09 49.71 University Heights 6.22 s 7.10
 50.38
 Morris Heights...
 s
 6.23
 7.11
 7.49
 8.16

 51.35
 High Bridge.....
 s
 6.25
 s
 7.13
 s
 7.51
 s
 8.19
 On single track, eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified. 52.07 Sedgwick Ave..... 6.28 7.16 7.55 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. ARRIVE A.M. A.M. A.M.

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.

Nos. 130, 120, 122, 134, 104, 030 and 124 will not run Dec. 26, 1949, Jan. 2 and 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.

STATIONS

LEAVE

Brewster

Putnam Jct. 1.98 Tilly Foster..... f 4.28

4.24 Carmel..... **f** 4.33

6.62 Crafts..... f 4.38 8.69 Mahopac.... f 4.42

9.44 Lake Mahopac.... s 4.44

9.84 XC..... **f** 4.48

11.57 Baldwin Place..... f 4.52

13.86 Granite Springs... f 4.57 15.88 Amawalk..... f 5.02

MILES FROM PUTNAM JCT.

150

See note

Brew-

ster

Daily

except Sat. and Sunday

A.M.

4.20

4.23

17.06Yorktown Hts.....s5.05L5.57s6.30L6.5518.78Croton Hts......f5.09f $6.01\frac{1}{2}$ f6.34f6.5920.25 Croton Lake..... f 5.12 f 6.04 f 6.37 f 7.02 **21.30** Kitchawan...... f 5.15 f $6.06\frac{1}{2}$ f $6.40\frac{1}{2}$ f 7.05 **23.38** Millwood..... s 5.20 s $6.10\frac{1}{2}$ s $6.45\frac{1}{2}$ f 7.10 26.77 Briarcliff Manor ... s 5.27 s 6.17 s 6.521 s 7.17 28.48 Graham 1 5.30 1 6.21 1 6.56 1 7.20 32.00 East View.....s 5.37 f 6.281 f 7.03 f 7.27

33.41 Beaver Hill...... **5.41** $6.31\frac{1}{2}$ 7.06

35.79 Worthington..... $f 5.46 ext{ s } 6.36\frac{1}{2}$

36.78 Woodlands..... 1 5.481 6.39

34.25 Elmsford...... s 5.43 s $6.33\frac{1}{2}$ s $7.08\frac{1}{2}$ s $7.32\frac{1}{2}$ 35.79 Worthington..... f 5.46 s $6.36\frac{1}{2}$ f 7.36

37.67Ardsleys5.51s6.41s $7.14\frac{1}{2}$ s $7.41\frac{1}{2}$ 38.53Chaunceyf5.54f6.447.18f $7.43\frac{1}{2}$

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Time shown at Brewster is for information only.

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.

29	PUTN	AM JC	T. to	SEDG	WICK	AVE.	<u>.16) (16)</u>	NÉG		*
		East	ward—I	First Cl	188	X	the constraint of second	X	anatopop data ana ana ana ana ana	aranaria tang tang tang tang tang tang tang tan
e	120 See note	102 See note	122 See note	630 See note	154 See note	104 See note	124 See note	128	518	134 See note
-	Yorktown Hts.	Brew- ster	Yorktown Hts.	Brew- ster	Yorktown Hts.	Yorktown Hts.	Lake Mahopac	Yorktown Hts.	Lake Mahopac	Yorktown Hts.
d	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Sunday only	Daily
	A.M.	A.M.	A.M.	A.M.	A.M.	А.М.	<u>A.M.</u>	A.M.	Р.М.	P.M.
)		5.45		6.51	5%0,752.57		85 27.	1.	B	Breikten
3 3 3 3 2		5.48 f 5.53 s 5.58 f 6.03 f 6.07		6.55 f 7.00 s 7.05 7.10 f 7.15	Orcheste Poopes (1 Orchester	100 100 100 100 100 100 100 100 100 100	A.M.		Р.М.	Tilly, Fo Cernel, Graffs (Mahopa
4		s 6.09 6.13 s 6.17	3.32	s 7.22 7.25	100	8 80	L 7.27 7.31 s 7.35	.00.00.00 .00.00 .1.18.00	L 3.26 3.28	XC. Saldwin
272	A.M.	s 6.17 f 6.22 f 6.27	A.M.	А.М.	A.M.	A.M.		A.M.	P.M.	P.M.
592507			f 7.05 f 7.10	200	L 7.15 f 7.19 f 7.22 f 7.25 f 7.30 s 7.37	L 7.30 f 7.34 7.37 f 7.39 f 7.43 s $7.49\frac{1}{2}$	f 7.52 f 7.56 f 7.58 s 8.02	L 9.34 f 9.38 f 9.41 f 9.43 $\frac{1}{2}$ s 9.47 $\frac{1}{2}$ s 9.54		L 4.05 f 4.09 f 4.11 f 4.14 s 4.18 s 4.18 s 4.25
07	f 6.21 f 6.28 ¹ / ₂	f 6.56 f 7.03	f 7.20 f 7.27		f 7.40 7.47	f 7.54 s 8.01	f 8.12 ¹ / ₂ s 8.19 ¹ / ₂		N W	4.28 s 4.36
$ \begin{array}{c} 1 \\ 3 \\ 6 \\ 8 \\ 2 \end{array} $	s 6.361	s $7.08\frac{1}{2}$	7.30 s $7.32\frac{1}{2}$ f 7.36 f 7.38 $\frac{1}{2}$	1.	$\begin{array}{c} 7.50 \\ s \ 7.52 \\ 7.57\frac{1}{2} \end{array}$	8.04 s 8.06 f 8.09 f 8.11	8.22 s 8.24 f 8.28 f 8.31	$10.08 \\ s10.10 \\ f10.13 \\ f10.15\frac{1}{2}$	gton. dai	4.39 s 4.41 f 4.43 f 4.45
1 4 6 9 1	s 6.41 f 6.44 s 6.46 s 6.49 s 6.51	7.18 s 7.20 s 7.24 $\frac{1}{2}$	s 7.41 $\frac{1}{2}$ f 7.43 $\frac{1}{2}$ s 7.45 $\frac{1}{2}$ s 7.45 $\frac{1}{2}$ s 7.49 s 7.51 $\frac{1}{2}$	6. 1418 - 1	s 8.00 8.02 s 8.04 8.07 s 8.09	s 8.14 f 8.17 s 8.21 ¹⁰¹ s 8.24 s 8.26	s 8.34 ¹⁰¹ f 8.37 ¹⁰¹ s 8.39 s 8.41 s 8.43		V lope ark v ks	s 4.48 s 4.51 s 4.53 f 4.56 f 4.58
4704	s 6.53 s 6.56 s 7.00 s 7.03		s 7.59 s 8.03 ¹⁰¹		8.11 ¹⁰¹ 8.16 s 8.19	s 8.28 s 8.31 s 8.34 s 8.37	s 8.45 s 8.48 s 8.51 s 8.54	s10.30 s10.33 s10.37 s10.40	wr Par	s 5.00 s 5.03 s 5.10 ¹ f 5.14
8	s 7.07	s 7.45	s 8.12		s 8.22 s 8.24	s 8.41	s 8.58	s10.44	- oppi	s 5.18
1 2 3 5 8	7.09 s 7.10 7.11 s 7.13 7.16	7.47 ¹⁰¹ 7.49 s 7 51 7.55	8.14 8.16 s 8.19 8.22	IN L.	8.26 8.28 8.28 8.30 8.32 8.35	8.43 8.45 \$ 8.47 8.50	9.00 9.01 9.02 9.04 9.07	10.46 10.48 s10.51 10.56	sy Heig (eighta dge Ave.	
• • • •	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

		P	UTNAM	I JCT	. to	SEI	DGWI	CE	K AV	E.						
	Λ		<u>/</u>	Eastwa	ard-	-First	Class			eyboer die krise vielen						ernesser nikker e
3 518 134	108 See note	636	196 See note	1 01	0	s nota S.S. I	1.25	1	021		1.6				ana anta anta anta anta anta anta anta	
STATIONS	Brew- ster	Brew- ster	Lake Mahopac	10 2 - W	91版	1/23/2 - 22 VO OCTONELLO - 25 VO OCTONELLO - 25 VOIT	Y		nevosita Vojski	·¥	10-28 10-28		8	TOTTA	ra	No. M.A.
Sundar Januar	Daily except Sunday	Sunday only	Sunday only			D ally mosp¢	a bug -	1 2 2 2	Viladi Viladi Marapi	1 24	Haft port a tos				a hang ang kang di sera s	TUT
LEAVE	P.M.	P.M.	P.M.	A M			100 V260				till v d'a	and Andrews	1.100.000	HITAN.T		12.355.0
Brewster	5.25	7.35		and the second		a and a firm of				1					Barrens	
Putnam Jct Filly Foster Carmel Crafts Mahopac		7.39 f 7.44 s 7.49 s 7.54 f 7.58	P.M.	55 00 05 10	10 17 10 10 10 10 10 10 10 10 10 10 10 10 10	11.752 21.553 21.555 21.009	81 81 83 83 83 83 83	town 30 west of	$ \begin{array}{c} 10 & 31 \\ 10 & 22 \\ 10 & 34 \\ $	2 20 20 00 U	4.4	Stand Tank Ta		m .let. Poster l	Putna Tilly Carme Crafte	. 98 . 24 . 62
Lake Mahopac XC Baldwin Place Granite Springs Amawalk	5.57 s 6.00	s 8.00 8.02 P.M.	L 8.06 8.11 1 8.15 s 8.20 1 8.24	10 22 5 5			100 100 118 118 122 22		10 4 10 4 10 4 10 5	4 8 2 7 0		To part level part of	0 2 1 1	Mahopa In Piao e Sprin	XC Baldw	44. 48. 57. 58.
Yorktown Hts Croton Hts Croton Lake Kitchawan Millwood Briarcliff Manor	f 6.17 f 6.20 s 6.22 ¹ / ₂ s 6.27 ¹⁵⁵		s 8.29 f 8.34 f 8.37 f 8.39 s 8.44 s 8.51			655 655 65 60 10 10 10		nd 1 33 gam gave perce 133	5 57 6 01 <u>8</u> 6 04 6 04 6 10	16 mm mm m m m m m m m m m m m m m m m m	5.(5.1 5.1	B and referred to		H awc 	Croto Croto Kitch	.00 .78 .28 .30
Graham East View	6.41 s 6.48 ¹⁵⁷	54 14 S.	f 8.55 s 9.02	F 27.0		702.7				1 0	5.6				Graba	34.
Beaver Hill Elmsford Worthington Woodlands	6.51 8 6.55 ¹⁵⁹ 1 6.57 1 6.59	.名册[30	9.05 s 9.07 f 9.10 f 9.13	r r		7 08 1 7 08 1 4 82 1 8 82 1	1 60 00 1 60 2 60 1 60		6:3314 418:0 188:0 188:0	1 8 8 8 8	5.55 5.4	81		r Hill.	Beave Elman Worth	14. 32. 37.
Ardsley Chauncey Mount Hope Nepera Park Gray Oaks	1 7.07		s 9.15 f 9.18 s 9.20 s 9.23 f 9.25				143 s 143 s 20 s 20 s	a a a a	4 4 4 4 4 5 6 4 6 6 4 6		5.6	1 300 2 3 3	• • •	y cey Hope a Park	Ardsh Chau Moun Nepen	. 67 . 57 . 37 . 37
Nepperhan Bryn Mawr Park Dunwoodie Lincoln	f 7.20	8 4 85 8 4 18 8 4 18	s 9.29 s 9.33 s 9.36 f 9.40	.8		7.54 7.59 7.99 7.03	2918 2318 3318 3018		88 8 0 55 7 60		0.0 0.0 1.0		i'i s	rhein. Mawr F Jodie.	Bryn	. 78
Van Cortlandt Kings Bridge BN University Height Morris Heights High Bridge Sedgwick Ave	7.29 7.31 7.35		s 9.46 9.48 9.51 s 9.53 9.57			5.12 5.14 8.16 8.19 8.19	45 a 47 a 47 a 47 a 47 a 51 a	8 19	7, 67 7, 67 7, 10 7, 10 7, 15	1 2 2		8	ingia tra	ortland Bridge sity H Heigh	Kinga BN	156 .01 .71 .71 .85 .85

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES HARLEM DIVISION

STATIONS COLOR		0.77	Miles	SIG	NALS	TELEPHONES		
Location	Boil	Office Calls	Grand Central Terminal	Track No. 1	Track No. 2	Internation de Location noir	Side of Track	Line
Valhalla	CS	KN	25.37	251 	2472 258	On pole 2400 ft. west of passenger station	N	T. D.
Kensico Cemetery	CS		26.32	8W.		Crossover, west end	N	T. D.
Mount Pleasant	CS	o di tata la	27.24	265	266	On pole 710 ft. west of passenger station.	N	T. D.
Hawthorne	CS	HW	28.28	273 283	274 286	On pole 1500 ft. east of passenger station	8	T. D.
Thornwood	1.0M	ah, siding	29.33	291				1.
Pleasantville	CS	TV	80.50	299 309 317	298 810	Crossover, west end Passenger station	N N	T. D. Murray Hill 9-8000
Chappaqua		QA	32.36	325	820	Crossover, west end	8	T . D.
PLANING N N 10 DAY	nt of	diwa daa w .d Oo 	alog aC	337	828 338	Bast and of station	13	idsorr seec
Mount Kisco		1.1.1	36.60	345 357 367	846 858 	Passenger station Freight station	N S	*G. S. Murray Hill 9-800
				377 387	378 386	Outside Freight Station Middle track, west end	8	T. D. T. D.
Bedford Hills	CS	BS	39.12	395	396 402	West switch	N	T. D.
ALCOT N L.			N.O.Y.	405				Star Free
Katonah	CS	wv	41.07	411 423	412 420 428	Passenger station Crossover, west end	N 1968 (5) (6) (5)	*G. S. T. D.
Golden's Bridge	CS dao ni	GB	43.49	433 443	436	In cabin GN. Track No. 5, east end Track No. 5, west end	NN	T. D. T. D. T. D
			hie dopoł n zwog aC		446	CS WF 81.33	0,778 27,08	Ц 81 Уаквије, Ореа week- 2.30 А. М
Purdy's			46.12	465 	468	On pole 366 ft. west of passenger station	N	T. D.
Croton Falls	CS	CF	47.74		478	Passenger station	S	*G. S.
S T.D.		of state	doin di rto ₽	485 493 501	. 488 . 498	Crossover, west end	Nerse Nerse	T. D.
T. D. T. D.	99	roiteta la	GCH) Militano	511	508	5.54 27.55 27.55 27.55 27.55 27.55	00.8 of	Murray H 9-8000, L
Brewster Open continuously.	CS	В	51.90	INT. Single Westward	INT.	Passenger station Freight station	NN	T. D., *G. L.
.C. I. N	08	nbliais ic GD	bne ta s ¥ 03.50	INT. M. B.	INT.	CS Z 92.67 P. M. Baturday	systems to \$1.00	fillerton Open week- 7.00-A. M
Putnam Jct	CS		52.30			On post 551 ft. west of SS-B In cabin 1333 ft. west of SS-B Cabin XN Engine house	NSSS	L. L. T. D., L. G. S., L.
	orbra 1	o has the	n jole, n			Supervisor of Track	S	Murray Hill 9-800
NTE	1758	SA	45.80	SW.	- Contractor	On post at west switch		T. D. L.
Dykeman's			54.70	A company of the second	. 548	a second a second s	N	T. D., L.

m

Time shown at Brewster is for information only.

No. 108 take siding at Briarchiff 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.

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STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES HARLEM DIVISION

wp d	63.74 69.10 69.73	M.B. SW. M.B. SW. M.B. SW. M.B.	Eastward M.B. SW. M.B. SW. M.B. SW. M.B. SW.	Image: Constant station On post at east switch. North side of station. On pole 1320 ft. east of station. East end of station. On pole 1320 ft. east of station. East end of station. On pole 4300 ft. west of station. East switch, siding No. 1. West switch, siding No. 2. East switch, Track No. 17. West switch. Freight and passenger station. On pole 50 ft. west of east end of siding. West end of station Worth side section house. North side of station.	S NSN NNSN N N N	Line T. D. T. D.
NS SA AW WD	Terminal 57.83 60.18 63.74 69.10 69.73 72.40 76.62	SW. M.B. SW. M.B. SW. M.B. SW. M.B.	M.B. SW. M.B. SW. M.B. SW. M.B. SW.	On post at east switch	NS NSN NNSN N N NS	T. D. T. D.
NS SA AW WD	57.83 60.18 63.74 69.10 69.73 72.40 76.62	M.B. M.B. SW. M.B. SW. M.B.	M.B. SW. M.B. SW. M.B. SW.	North side of station On pole 1320 ft. east of station East end of station On pole 4300 ft. west of station East switch, siding No. 1 West switch, siding No. 2 East switch, rack No. 17 West switch Freight and passenger station Hospital east switch On pole 50 ft. west of east end of siding West end of station West end of station North side section house	S NSN NNSN NN NSN NS	T. D. T. D. T. D. T. D. T. D. T. D. T. D. L. L. T. D. T. D.
AW AW WD	63.74 69.10 69.73 72.40 76.62	M.B. SW. M.B. SW. M.B. SW. M.B.	M.B. SW. M.B. SW. M.B. SW.	East end of station On pole 4300 ft. west of station East switch, siding No. 1 West switch, siding No. 2 East switch, Track No. 17 West switch Freight and passenger station On pole 50 ft. west of east end of siding West end of station West end of station In cabin 100 ft. east of switch, Track No. 7 North side section house	SN NNSN NN NSN NS	T. D. T. D. T. D. T. D. T. D. L. L. T. D. T. D.
AW WD	63.74 69.10 69.73 72.40 76.62	SW. M.B. SW. M.B. SW. M.B.	M.B. SW. M.B. SW.	West switch, siding No. 2 East switch, Track No. 17 West switch Freight and passenger station Hospital east switch On pole 50 ft. west of east end of siding West end of station West end of station North side section house	N N N N N N N S	T. D. T. D. L. L. T. D. T. D. T. D.
WD 12 adai 12 adai	69.10 69.73 72.40 76.62	SW. M.B. SW. M.B.	M.B. SW. M.B. SW.	Hospital east switch On pole 50 ft. west of east end of siding West end of station Un cabin 100 ft. east of switch, Track No. 7 North side section house	N N N S	L. L. T. D. T. D. T. D.
të thi të thi tern (d	72.40 76.62	M.B. 	M.B. SW.	In cabin 100 ft. east of switch, Track No. 7	NB	H boli T. D., T. D
 DP	72.40 76.62	SW. M.B.	728 208 	In cabin 100 ft. east of switch, Track No. 7 North side section house	N B	T. D., T. D
DP	76.62	SW. M.B.	M.B. SW.	No. 7 North side section house	N B	T.D
		P	SW.	North side of station	8	
I Hile	0.05.15	428	6330	B 24 GB BD		nEl a'cesta
than a	78.90		80 2	State School track, in cabin		L.
WF	81.33	M.B.	M.B. SW.	South side of station On post at west switch	. N	T. D T. D
			480 476			
NQ	84.59	SW. M.B.	M.B. SW.	North side of station	. 8	T. D
SY	87.68	SW. M.B.	M.B. SW.	East end of station	. N	T. D
Z	92.67	921 M.B.	M.B. 940	West end of station	. N	T. E
BN	99.72	SW. M.B.	M.B. SW	On pole, east end of siding	. N	T. I
	NQ SY Z BN	NQ 84.59 SY 87.68 Z 92.67 BN 99.72	NQ 84.59 SW. SY 87.68 SW. Z 92.67 921 M.B. SW. BN 99.72 SW.	NQ 84.59 SW. M.B. M.B. SY 87.68 SW. M.B. M.B. Z 92.67 921 M.B. M.B. BN 99.72 SW. M.B. M.B. SW. M.B. SW. M.B.	NQ 84.59 SW. M.B. M.B. SW. On post at west switch SY 87.68 SW. M.B. SW. North side of station Z 92.67 921 M.B. SW. M.B. SW. East end of station BN 99.72 SW. M.B. SW. M.B. SW. On pole, east end of siding	NQ 84.59 SW. On post at west switch N NQ 84.59 SW. M.B. North side of station S SY 87.68 SW. M.B. SW. North side of station S Z 92.67 921 M.B. West end of station N BN 99.72 SW. M.B. M.B. N.B. SW. On pole, east end of siding N

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES HARLEM DIVISION

STATIONS			Miles			TELEPHONES OTTATE				
phone Lines	0201	Office Calls	from Grand Central	Single Track		- Badarahall	Caba	Side of	Line	
Location			Terminal	Westward	Eastward	10-19-89.	Location	Track		
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 o	f station	ection	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.	CS	H.	108.84	1083 M.B.	M.B. 1100		f station	N N	T. D. T. D.}	
Open Sunday. 3.00 P. M. to 11.00 P. M. Craryville. Open week-days except Saturday. S.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	CS	HN	118.82	SW. M.B.	M.B.	East end o	f station	18. 8 7 38	T. D.	
Open week-days except Saturday. 7.30 A. M. to 4.30 P. M.	a to da	of delity	121.5	1245	SW	In cabin B	201	8	T. D.	
Hent	Call	000 ft. station. d statio	124.84				st of Union Pike Highway	S S S	Open wan div 7.40 A. M Open Satur 7,1 A. Mawr Fyn Mawr	
Cabin BA	CS	inita Boliotra Inte 8 Inte 8 Inte 18 Inte 18 Inte 18 Inte 18	125.11 10000000 01 3000 03 3000 00 11 0100 00 12 0100 00	1251 1261 1271		West end, West end, Cabin, Hof Green Shar	Frack No. 1 Track No. 1 Track No. 2 fman St nty se.	S NNNSSS	T. D. L. T. D. L. T. D., L T. D., L T. D., L	
SS 65 (B. & A.)	CS	нк	127.48	INT.	INT.	12,70	Saturdas P. M. P. M.	N	T. D., L	
Chatham	CS	60 ft i statio of stati	127.48		al ad da'	Baggage ro	omEO UH EO CIA J RO		L. yeonuad	

GOLDEN'S BRIDGE TO XC

STATIONS		STATIONS		SIGNALS			TELEPHONES		
Location		Office Calls	from Grand Central	Single Track				Side of	
			Terminal	Westward	Eastward	, 00.81	Location	Track	Line
Golden's Bridge Open week-days except Saturday. 7.15 A. M. to 6.45 P. M.	CS	GB	43.49		Cho-	In cabin GN Track No. 5, east end Track No. 5, west end		. NNN	T. D. T. D. T. D.
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.	rr Leta	7N		ADBREV CO 	ATIONS LOCAL GRNLR	Hatk No.	o, west end		1. D.
Lincolndale		SX	46.80	DATE FOR		TION			
xc	CS		50.31		LOCAL			. 8	T. D., L

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STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES PUTNAM DIVISION

Lossin Call Sederick Tree is	STATIONS	Office	Miles	Signals			1015			
Signal Station Signal	Location	Calls	Sedgwick				Telephone Lines	Loca		
Signe house. HG 0.72 HG P. G. S. S. M. C. W. S. D., Sub. Signe house. HG 0.72 HG F. G. S. S. M. C. W. S. D., Sub. Station Gaz for weat of High Bridge station. 12 12 D F. G. S. S. Sub., W. S. D., Sub. Signal Station. 2.267 12 D F. G. S. Sub., W. S. D., Track No. 6, I. L. 22, M. C. Signal Station. 0.182 2.07 INT-M.B. INT. Eds. ond Put. Div. T. D., G. S., Sub., U. S. D., Sub., L. L. 21, J. Marine Hights station. 0.182 2.07 INT-M.B. INT. Eds. ond Put. Div. T. D., G. S., Sub., L. L. 21, J. Marine Hights station. 0.182 2.07 INT. M. C. W. S. D., Track No. 6, M. C. Station for the context of 220th St. 0.182 On pole at crossover. G. J. Marine Hights station. V. N. 4, 51 44 On pole at crossover. L. L. Marine Context or station. V. N. 4, 51 M. B. M. B. M. C. W. S. D., Function. S. T. J. Marine Marine Context or station. V. N. 4, 51 M. B. M. B. M. C. S. T. J. Marine Conthand Station. V. N. 4, 52 M. B. <td>edgwick Ave. station</td> <td></td> <td>0.16</td> <td>INT</td> <td>INT</td> <td>G. S., L. L. 21, I</td> <td>Elec. and Put. Div. T</td> <td>. D</td> <td></td>	edgwick Ave. station		0.16	INT	INT	G. S., L. L. 21, I	Elec. and Put. Div. T	. D		
High Bridge station HG 0.72	Ingine house					P., G. S			laaw mach	
n pole, Truck No. 5. Studential 322 feet west of High Bridge station Studential 32 feet west of High Bridge station	in pole at section house	HG	0.72			P., G. S., M. C.,	W. S. D., Sub			
station 137 16 17 16 forris Heights station 1.60 21 20 2. 20 grail Station 2.30 2. 20 2. 20 grail Station 2.30 2. 20 2. 20 grail Station 0 2. 00 2. 00 grail Station 0 2. 07 INT-MLB INT main 0 0 N 1. 2. 00 station 0 2. 07 INT-MLB INT Elect and Put. Div. T. D., G. S., Sub., L. L. 21, J. M. C., W. S. D., Track No. 6, M. C. min Dio fact west of 226th St. 1. 0 1.66 44 0 nole 300 feet cast of signal. N I. min Dio fact west of 226th St. 1. 0. N I. 1. </td <td>n pole, Track No. 5</td> <td></td> <td>and the</td> <td>No.</td> <td>Bont</td> <td>Sub</td> <td></td> <td>· · · · · · · · ·</td> <td>••••••</td>	n pole, Track No. 5		and the	No.	Bont	Sub		· · · · · · · · ·	••••••	
iorris Heights station	station	nolista artista	b hits Jend	13		T. D			. Mahali	
microsity Hights station 0 2.30 21 20 P., G. S., Sub., W. S. D., Track No. 6, M. C. gaal Station 0				1701	16	P. G. S. Sub. W	V.S. D., Track No. 6. 1	L. L. 22. I	й. С	
grain Station OBM 2.67 INTM.B. NT. Elec. and Put. Div. T. D., G. S., Sub., L. L. 21, J. M. C., W. S. D. Bill of the west of 220th St. Max. Single Track Westward Location Single of Track Max. OBM 2.67 INTM.B. Single Track Location Single of Track Max. On pole at crossover. On pole at crossover. G. G. I. Int. 21, J. M. C., W. S. D. Int. C. M. C., W. S. D. Max. On pole at crossover. G. G. I. Max. M.B. M.B. M.B. North side of station. State of Track Int. Max. On pole at crossover. G. G. I. M.B. M.B. M.B. North side of station. St. T. I. Wastened base area Statundy. OS NA 10.28 M.B. M.B. M.B. Nerth side of freight house. St. T. I. Tack N. S. 260 A. M. O. 29 A. M. to 20 P. M. On pole 1000 ft. west of station. St. T. I. M.T. T. M.B. M.B. M.B. M.B. M.B. M.B. M.B. M.B. M.S. M.T. T. Type A. M. to 20 P. M. G. S. N. T.				21	20	the proof of the proof of the second		0000.01.110	ALGON	
grant Station GBN 2.97 INTM.B. INT. Elec. and Put. Dy. T. D., G. S., Sub., L. L. 21, J. M. C., W. S. D. Bind Station Single Track Westward Basward M. C., W. S. D. M. C. W. S. D. Bind Station Single Track Westward Basward Location Single Track Bind Station Westward Basward M. C., W. S. D. M. C., W. S. D. M. C. W. S. D. Bind Station Westward Basward M. C., W. S. D. G. S. Sub, L. L. 42, J. M. C., W. S. D. Bind Station Westward Basward M. S. D. G. S. Sub, L. L. 42, J. M. C., W. S. D. Bind Station Westward Basward G. S. Sub, L. L. 42, J. M. C., W. S. D. M. S. D. Bind Station Westward Basward G. S. Sub, L. L. 42, J. M. C., W. S. D. M. S. D. Bind Station Westward Basward G. S. Sub, M. L. 42, J. J. G. S. Sub, L. L. 42, J. J. G. S. Sub, L. L. 42, J. J. G. S. Sub, L. L. 42, J. J. G. S. Sub, J. L. 42, J. J. G. Sub, J. J. 42, J. J. J. J. 44, J.	niversity Heights station	1. 127	2.36		28					
Sign of the second state of the sec			2.97	INTM.B.						
Bandard Weetword Bantword Bantword Jbin 150 feet west of 225th St. Dridgo Bantword Bantword Gridgo Jbin 150 feet west of 225th St. Dridgo Bantword Gridgo Gridgo Gridgo Jbin 150 feet west of 225th St. Dridgo Bantword Gridgo Gridgo Gridgo Gridgo John 201 feet west of 225th St. Dridgo Dridgo Gridgo	The state of the second	-		Single	Track	Lo	ocation		Line	
abin 150 feet west of 226 h St. bridge 30 h St. car inspector an Cortlandt station arrow methods, are negatively as a set of station ryn Mawr Park. 10 opte station 10 pole station 10 pole station 10 pole station 11 pole station 11 pole station 11 pole station 12 pole station 12 pole station 12 pole station 12 pole station 12 pole station 13 pole station 14 pole station 14 pole station 15 po			63.10	Westward	Eastward	linepitei cest evi		Track		
Oth St. car isspector		station	last and of	STAT.	SW			.N	G. S.	
ings Bridge station VN 4.51 — 44 On pole at crossover				THE WYS			ot saturday.		G. S.	
neola 0.20 M.B. M.B. M.B. North side of station S T.1. Open week-days, except Saturdy, GS 0.9.15 North side of station S T.1. Passenger station S T.1. Passenger station S T.1. Passenger station S S T.1. Passenger station S S T.1. Passenger station S S T.1. Passenger station S S T.1. Point week-days except Saturdy, B.0. A. CS NA 10.28 M.B. M.B. North side of station S T.1. Passenger station S C.1. Track No. 8 switch, carpet works, passenger station S C.1. Point Hope. CS F H.0. North side of station N T. Point Hope. CS F H.0. N.B. M.B. N.B. North side of station N T. Point Hope. CS H.0 13.54 M.B. M.B. N N T. N T. Point week-daya except Saturday. <td>ings Bridge station</td> <td>VN</td> <td>4.51</td> <td></td> <td>44</td> <td>On pole at crosse On pole 300 feet</td> <td>over east of signal</td> <td></td> <td>L. L.</td>	ings Bridge station	VN	4.51		44	On pole at crosse On pole 300 feet	over east of signal		L. L.	
Dam West days, except Saturday. CS Lin The second se	ncoln		6.20	M.B.		6.121			T. D	
7.40 A. M. to C30 P. M. 740 A. M. to C30 P. M. C8 9.15 Passenger station	Open week-days, except Satur-					On pole 1000 f	t. west of passenger	8	T. D	
ryn Mawr Park. CS	740 A M to 620 P M	in 17 to st				Passenger station	n		G. S.	
Open weed-days except Saturday. S G. J. Obsolved Action Stunday. G.S. A. M. to 7.50 P. M. Track No. 8 switch, carpet works, passenger station	7.40 A. M. to 9.40 A. M. ryn Mawr Park CS					West end of stat	tion	8	T. D	
Open Saturday. 6.50 A. M. to 7.50 P. M. CS II.00 Track No. 8 switch, carpet works, passenger station. S L ray Oaks. CS F II.00 On post 50 ft. east of station. N T. opens Park. CS F II.00 On post 50 ft. east of station. N T. opens Park. CS F II.00 On post 50 ft. east of station. N T. Count Hope. CS HO I2.70 M.B. M.B. On pole 210 ft. west of station. N T. South side of station. N T. South side of station. N T. Abauncey. CS HU I3.54 M.B. M.B. NB. N. Abauncey. CS HU II.628 N. N T. East side of station. N T. Open week-days, except Saturday. CS FO II.628 N N T. Open set to 7.10 F. M. II.6.28 II.6.28 II.80 II.80 II.80 II.80 II.80 II.80 II.80 II.80 II.80 II.8	Open week-days except Saturday.	1.19	1.0497.03271	M.B.	1201 12			88	T. D G. S	
ray Oaks. CS I11.01 On post 50 ft. east of Mile Post 11 N T. General Park. CS F I11.01 On pole 150 ft. east of station N T. Gond pole 100 ft. east of Mile Post 11 N N T. On pole 100 ft. east of Mile Post 11 N T. Gond pole 110 ft. west of station N T. South side of station N T. Gond week-days except Saturday. CS HU 13.54 M.B. M.B. On pole 1150 ft. west of station N T. Gond week-days except Saturday. CS AD 14.40 M.B. M.B. West switch. N T. Open week-days, except Saturday. CS FO 17.82 M.B. West switch. N T. Open week-days, except Saturday. CS FO 17.82 M.B. M.B. M.B. N T. Open week-days, except Saturday. CS FO 17.82 M.B. M.B. M.B. N T. Open week-days, except Saturday. CS FO 17.82 M.B. M.B. <td>Open Saturday. 6.50 A. M. to 9.50 A. M.</td> <td>rack 160</td> <td>The state of the s</td> <td></td> <td>1271</td> <td></td> <td></td> <td>a</td> <td></td>	Open Saturday. 6.50 A. M. to 9.50 A. M.	rack 160	The state of the s		1271			a		
epera Park. CS F 11.09	I S I S					On post 50 ft. eas	st of Mile Post 11	N	T. D	
Count Hope	ray Oaks CS								T. D T. D	
hanneey. CS HU 13.54 M.B. On pole 1150 ft. west of station. N T. Open week-days, except Saturday.	CS Open week-days except Saturday.			M.B.	M.B.				T. D	
Channeey CS HU 13.54 M.B. M.B. M.B. North side of station S T. Open week-days, except Saturday. Open saturday. 7.35 A. M. to 7.15 P. M. M.B. M.B. M.B. North side of station S T. Open week-days, except Saturday. Open week-days, except Saturday. N T. Open week-days, except Saturday. IIII. IIII. IIII. IIII. IIII. IIII	0.00 A. M. 00 2.00 T. M.			1	EW.			N	тр	
Open week-days, except Saturday. N T. 7.35 A. M. to 7.15 P. M. N T. Open Saturday. N 15.29 7.35 A. M. to 9.35 P. M. N 15.29 Vorthington N 16.28 Worthington N T. South side of station N T. Beaver Hill N 18.66	hauncey CS	HU				East side of stat	tion	S	T.D	
7.35 A. M. to 7.15 P. M. Open Saturday. 15.29 7.35 A. M. to 9.35 P. M. IS.29 IS.8 Voodlands. IS.28 IS.8 Vorthington IS.28 IS.8 Immsford. IS.8 IS.8 Open week-days, except Saturday. CS FO I7.82 M.B. M.B. M.B. South side of station. N Seaver Hill. IS.66 IS.64 IS.64 IS.64		AD	14.40	M.B.	M.B.				T. D T. D	
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Imsford CS FO 17.82 M.B. M.B. South side of station N T. 0pen week-days, except Saturday, 6.30 A. M. to 7.00 P. M. 18.66 South side of station N T. eaver Hill 18.66 A. M. to 7.00 P. M. N T.	orthington		. 16.28			GOLD				
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Locales Law State of the state	Open week-days, except Saturday.	SY	here and			East Hi of stat		STATE		
eaver Hill Inc. Long and a set of the	5.30 A. Malte 609 P. 4			13	ar sights	basef) (Frand		and the second		
an's Braire	eaver Hill	Localion	. 18.66		to swite ?			Local		
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n Butandas. In M. C. S. West and S. M. S. W. S. M. S. M. S. W. S. M. S.	The second second second									
						. 03.8) X				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES PUTNAM DIVISION

STATIONS		Miles SIGI			TALS	TELEPHONES				
		Calls Sedgwick Single		Track						
Location	an tar	an consperie	Ave.	Westward	Bastward	Location	Side of Track	Line		
East View Open week-days, except Satur-	CS	RN	20.07	М.В.	M.B.	West side of freight house	S	T. D.		
days. 7.45 A. M. to 8.00 P. M.		. Witten	per Milli	laden Pro-1744		in Alle (1911) Prove per 191	n junit	lahna Kangg		
			23.59			[1] A. M. Martin and M. Martin Antonin and M. Martin an		na se na dy (d ne)) a		
Briarcliff Manor 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.	CS	во	25.30	M.B.	M.B. 278	East end of freight house	Ń	T. D.		
Millwood Open week-days, except Saturday. 9.00 A. M. to 8.20 P. M.	CS	MR	28.69	М.В.	М.В.	On pole west end of siding	N	T. D.		
Kitchawan Open week-days, except Saturday. 6.00 A. M. to 9.00 A. M. 1.00 P. M. to 3.00 P. M.	CS	KI	30.77	М.В.	М.В.	On pole west end of siding	N	T. D.		
Croton Lake	CS		31.82			On pole east end of siding	N	T. D.		
Croton Hts			33.29	2. 1 St. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.				1 (14) 1 (14)		
Yorktown Hts Open week-days. 5.00 A. M. to 9.00 P. M.	CS	ну	35.01		М.В.	West end of station	NS	T. D. T. D.		
Open Sunday. 2.15 P. M. to 4.15 P. M.		1				East end of yard	N	T. D.		
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 Open week-days except Saturday. 9.00 A. M. to 6.00 P. M.	CS	BC	40.50	М.В.	М.В.	North side of station	S	T. D.		
xc	CS		42.23				S	T. D., L.		
Lake Mahopac Open week-days. 5.40 A. M. to 8.45 P. M. Open Sunday.	CS	KD	42.63	М.В.	М.В.	North side of station	S	T. D., L.		
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 Open week-days, except Saturday. 8.45 A. M. to 5.45 P. M.	CS	J	47.83	м.в.	М.В.	On pole west end of siding	S	T. D.		
Tilly Foster	CS		50.09		М.В.	North side of station On pole at entrance to yard	S N	T. D. T. D., L.		
Putnam Jct	CS		52.07			In cabin XN	S	T. D., L.		
Brewster Open continuously	CS	B		INT.	INT.		N	T. D., L.		
Telephone locations are com	munica	ting sta	tions.	20.00	0 7			5.00 7.00		
Continuously			Signal	stations are o	open as follo Week	ws: -days except Saturday, 6.00 л.м. to 10.0	00 р.м			
To call Chief Train Dispatel	her or]	Power Su	ipervisor	on General S		none, use numbers as shown below:				
WHEN AT LOCATION					a her for the start of the second starts		er Supe	ervisor		
Sedgwick Ave. to Kings	Bridg	e	•••••	· · · · · · · · · · · · · · · ·	42807	42808 42836 42838 42	222	42231		
COMMUNICATING SIGNAL STATION AUTOMATIC MANUAL BLOCK TRAIN ORDER INTERLOCKING SWITCH TRAIN DISPATCHI	·····			CS SS NUMBER M.B. T.O. INT. SW.	PUBLI SUBST LOCAL MESSA	RAL SERVICE C. ATION LINE GE CIRCUIT. IDE DISPATCHING	C	X.S. .P. ub. .L. C.		

	Researcher and				
		Trach Ran sheet			
iel (ch. 200 1996) (ch. 200 1997) (ch. 200)					
T. D.					
	,	Elingio ini Hali Sustante de			
					8.00 A. M. Ie 8.00 g. M. 1.00 P. M. to 8.00 F. M.
		M.B. M.B.			
Warlerr.					
					Coathnously
					To tall Ohiel Thein Disposal WHEN AT LOCATION
		LOCAL			

SPEED TABLE

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

l'ime per Mile	Miles per Hour	Time per Milo	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hou
0 min. 36 sec. 0 a 38 a 0 a 38 a 0 a 40 a 0 a 41 a 0 a 42 a 0 a 42 a 0 a 42 a 0 a 45 a 0 a 46 a 0 a 46 a 0 a 47 a 0 a 50 a 0 a 52 a 0 a 53 a 0 a 54 a 0 a 55 a 0 a 59 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a	$\begin{array}{c} 100.00\\ 97.30\\ 94.74\\ 92.31\\ 90.00\\ 87.80\\ 85.71\\ 83.72\\ 81.82\\ 80.00\\ 78.26\\ 76.60\\ 75.00\\ 78.26\\ 76.60\\ 75.00\\ 73.47\\ 72.00\\ 70.59\\ 69.23\\ 67.92\\ 66.67\\ 65.45\\ 64.29\\ 65.45\\ 64.29\\ 65.45\\ 64.29\\ 65.45\\ 64.29\\ 65.45\\ 65.45\\ 64.29\\ 65.45\\ 65.45\\ 64.29\\ 65.45\\ 65.37\\ 61.02\\ 60.00\\ 59.02\\ 58.06\\ 67.14\\ 52.17\\ 61.5\\ 55.38\\ 55.38\\ 55.38\\ 55.38\\ 55.38\\ 55.57\\ 45.00\\ 49.31\\ 48.65\\ 48.00\\ 47.37\\ 46.75\\ 46.15\\ 45.57\\ 45.00\\ 44.44\\ 43.90\\ 43.37\\ 42.86\\ 42.35\\ 41.86\\ 41.38\\ 40.91\\ 40.45\\ \end{array}$	1 min. 30 900. $1 a 31 a$ $1 a 32 a$ $1 a 33 a$ $1 a 34 a$ $1 a 33 a$ $1 a 34 a$ $1 a 35 a$ $1 a 37 a$ $1 a 37 a$ $1 a 39 a$ $1 a 41 a$ $1 a 42 a$ $1 a 43 a$ $1 a 44 a$ $1 a 44 a$ $1 a 44 a$ $1 a 44 a$ $1 a 45 a$ $1 a 46 a$ $1 a 47 a$ $1 a 48 a$ $1 a 40 a$ $1 a 47 a$ $1 a 48 a$ $1 a 50 a$ $1 a 551 a$ $1 a 556 a$ $1 a 556 a$ $1 a 558 a$ $1 a 58 a$ $2 a 2 a$ $2 a 3 a$ $2 a 4 a$ $2 a 3 a$ $2 a 1 a$ $2 a 2 a$ $3 a$	$\begin{array}{c} 40 & 00\\ 39 & 56\\ 39 & 13\\ 38 & 71\\ 38 & 30\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 37 & 50\\ 36 & 29\\ 36 & 29\\ 34 & 95\\ 34 & 62\\ 33 & 64\\ 33 & 33\\ 32 & 73\\ 32 & 73\\ 32 & 73\\ 32 & 42\\ 33 & 64\\ 33 & 33\\ 33 & 03\\ 32 & 73\\ 32 & 73\\ 32 & 42\\ 33 & 64\\ 33 & 33\\ 33 & 03\\ 32 & 73\\ 32 & 42\\ 33 & 64\\ 33 & 33\\ 33 & 03\\ 32 & 73\\ 32 & 42\\ 33 & 64\\ 33 & 33\\ 33 & 03\\ 32 & 73\\ 32 & 42\\ 33 & 64\\ 33 & 33\\ 30 & 32\\ 73\\ 30 & 51\\ 30 & 25\\ 30 & 00\\ 29 & 75\\ 29 & 51\\ 29 & 27\\ 29 & 03\\ 28 & 80\\ 28 & 57\\ 29 & 51\\ 29 & 27\\ 29 & 03\\ 28 & 80\\ 28 & 57\\ 29 & 51\\ 29 & 27\\ 29 & 03\\ 28 & 80\\ 28 & 57\\ 29 & 51\\ 29 & 27\\ 29 & 68\\ 27 & 77\\ 26 & 87\\ 26 & 67\\ 26 & 67\\ 26 & 47\\ 26 & 28\\ 26 & 09\\ 25 & 30\\ 25 & 35\\ 25 & 35\\ 25 & 17\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 25.00\\ 24.83\\ 24.66\\ 24.49\\ 24.32\\ 24.16\\ 24.00\\ 23.84\\ 23.68\\ 23.53\\ 23.38\\ 23.23\\ 23.08\\ 23.23\\ 23.08\\ 22.93\\ 22.78\\ 22.64\\ 22.64\\ 22.64\\ 22.22\\ 22.08\\ 21.95\\ 21.82\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 21.69\\ 21.56\\ 21.43\\ 22.22\\ 20.11\\ 20.09\\ 20.57\\ 20.45\\ 20.34\\ 20.21\\ 11.8\\ 21.05\\ 20.93\\ 20.57\\ 20.45\\ 20.34\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.57\\ 20.57\\ 20.57\\ 20.45\\ 20.57\\ 20.$	3 min. 18 sec. 3 f 19 f 3 f 20 f 3 f 21 f 3 f 22 f 3 f 24 f 3 f 26 f 3 f 26 f 3 f 28 f 3 f 30 f 3 f 40 f 3 f 40 f 3 f 40 f 3 f 40 f 3 f 51 f 3 f 51 f <th>$\begin{array}{c} 18 & 18 \\ 18 & 09 \\ 18 & 00 \\ 17 & 91 \\ 17 & 82 \\ 17 & 73 \\ 17 & 65 \\ 17 & 56 \\ 17 & 56 \\ 17 & 56 \\ 17 & 39 \\ 17 & 31 \\ 17 & 22 \\ 17 & 14 \\ 17 & 06 \\ 16 & 98 \\ 16 & 90 \\ 16 & 82 \\ 16 & 67 \\ 16 & 59 \\ 16 & 51 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 15 & 59 \\ 15 & 58 \\ 15 & 52 \\ 15 & 51 \\ 15 & 58 \\ 15 & 52 \\ 15 & 51 \\ 15 & 58 \\ 15 & 52 \\ 15 & 13 \\ 15 & 00 \\ 14 & 00 \\ 12 & 00 \\ 11 & 00 \\ 12 & 00 \\ 11 & 00 \\ 10 & 00 \\ 8 & 00 \\ 7 & 00 \\ 6 & 00 \\ 5 & 00 \\ \end{array}$</th>	$\begin{array}{c} 18 & 18 \\ 18 & 09 \\ 18 & 00 \\ 17 & 91 \\ 17 & 82 \\ 17 & 73 \\ 17 & 65 \\ 17 & 56 \\ 17 & 56 \\ 17 & 56 \\ 17 & 39 \\ 17 & 31 \\ 17 & 22 \\ 17 & 14 \\ 17 & 06 \\ 16 & 98 \\ 16 & 90 \\ 16 & 82 \\ 16 & 67 \\ 16 & 59 \\ 16 & 51 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 16 & 59 \\ 16 & 51 \\ 15 & 59 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 58 \\ 15 & 52 \\ 15 & 51 \\ 15 & 58 \\ 15 & 52 \\ 15 & 51 \\ 15 & 58 \\ 15 & 52 \\ 15 & 13 \\ 15 & 00 \\ 14 & 00 \\ 12 & 00 \\ 11 & 00 \\ 12 & 00 \\ 11 & 00 \\ 10 & 00 \\ 8 & 00 \\ 7 & 00 \\ 6 & 00 \\ 5 & 00 \\ \end{array}$

