

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	PAGES
Surgeons, Oculists and Hospitals.....	Inside Front Cover
Attention Train and Engine Crews.....	1
Special Instructions.....	2 to 29
Grand Central Terminal to White Plains No. Sta. and Croton-on-Hudson.....	30 to 51
Croton-on-Hudson to Int. Sta. 98.....	52 to 55
White Plains No. Sta. to Ghent.....	56 to 58
Croton-on-Hudson and White Plains No. Sta. to Grand Central Terminal.....	59 to 80
Int. Sta. 98 to Croton-on-Hudson.....	81 to 83
Ghent to White Plains No. Sta.....	84 to 86
Int. Sta. BN. to Putnam Jct.....	87
Putnam Jct. to Int. Sta. BN.....	87
Grand Central Terminal to Mott Haven Jct., Storage Trains.....	88
Mott Haven Jct. to Grand Central Terminal, Storage Trains.....	88
Hudson and Claverack.....	89
Claverack and Hudson.....	89
30th St. to Spuyten Duyvil.....	89
Spuyten Duyvil to 30th St.....	89
Stations, Office Calls, and Office Hours....	90 to 94
Speed Table.....	94

**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

AND

Grand Central Terminal

HUDSON DIVISION

NEW YORK TERMINAL
DIVISION

Time-Table No. 7

FOR EMPLOYEES ONLY

EFFECTIVE

2:00 A.M., Eastern Standard Time

Sunday, April 24, 1960

F. E. WEAVER,
Transportation
Superintendent
N. Y. Term. Div.

J. H. PALMER,
Transportation
Superintendent
G. C. T. and
Hudson Div.

COMPANY SURGEONS

N. L. Higinbotham, Chief Surgeon.
140 East 54th St., N. Y. City. PLaza 3-4470.

Albany: A. M. Dickinson, 302 State St.
Phone—Office and Res.: 3-8422.
Dr. Nicholas P. Teresi, 4 Ten Eyck Ave.
Phone—Office and Res.: 3-3978.
J. H. Heim, 9 Northern Blvd.
Phone—Office and Res.: 5-9966.
T. I. Tyrell, 375 State St.
Phone—Office: 3-1832.
Rudolph L. Del Giacco, 4 Ten Eyck Ave.
Phone—Office: 3-3978; Res.: 62-1698, 19 Hampton St.
Beacon: L. K. Supple, 50 Fishkill Ave.
Phone—Office and Res.: 470.
M. J. Frank, 16 North Elm St.
Phone—Office and Res.: 435.
Brewster: Robert C. Eliot, 18 North Main St.
Phones—Office: BRewster 9-3411.
Res.: BRewster 9-3169.
Chatham: Oscar Wilcox, Jr., 24 Woodbridge Ave.
Phones—Office and Res.: CHatham 2-4411.
Crestwood: Richard H. Stevens, 124 Scarsdale Road.
Phones—Office and Res.: SPencer 9-4827.
Croton-on-Hudson: Nathaniel P. Brooks, 71 Grand St.
Phones—Office and Res.: CRoton 1-3267.
Croton-on-Hudson: A. C. Semisa, 87 Maple St.
Phones—Office and Res.: CRoton 1-3583.
Croton-on-Hudson: George Vogel, 87 Grand St.
Phones—Office: CRoton 1-4845.
Res.: CRoton 1-4873.
Hudson: J. L. Edwards, 555 Union St.
Phone—Office: 8-7631; Res.: 8-1423, 21 Prospect Ave.
R. F. Spencer.
Phone—Office: 8-7631; Res.: CLaverack 3401.
Mount Kisco: Le Roy S. Heck, 8 North Moger Ave.
Phones—Office: Mt. Kisco 6-5523.
Res.: Mt. Kisco 6-7877.
N. Y. City: John M. Forney, 446 West 34th St.
Phones—Office and Res.: LOngacre 3-0413.
N. Y. City: E. V. Bizzaro, Office: Room 2634, GCT.
Res.: 2219-47th St., Astoria, L. I.
Phones—Office: MUrray Hill 9-3000, Ext. 2868.
Res.: RAvenswood 3-5096.
N. Y. City: Vansel S. Johnson, 140 East 54th St.
Phone—PLaza 3-2717.
N. Y. City: R. C. Blackwell, Office: Room 2634, GCT.
Res.: 29 E. 37th St.
Phone—Office: MUrray Hill 9-3000, Ext. 2868.
Res.: MUrray Hill 5-7776.

N. Y. City: R. L. Maier, 121 East 60th St.
Phones—Office: TEmple 2-8022.
Res.: ENright 9-1145.
N. Y. City: Nathan L. Levine, Office: 27 East 124th St.
Phones—Office: LEhigh 4-1136.
Res.: SAcramento 2-5642.
N. Y. City: Darrell G. Voorhees, 29A East 63rd St.
Phone—Office: TEmple 8-1737.
(Ear, Nose and Throat).
Ossining: R. R. Bloom, 7 Ellis Pl.
Phones—Office and Res.: WIlson 1-0315.
Ossining: H. W. Kipp, Office: 48 So. Highland Ave.
Res.: BRowning Drive.
Phones—Office: WIlson 1-2244.
Res.: WIlson 1-2703.
Ossining: C. C. Sweet, 13 Maple Place.
Phones—Office and Res.: WIlson 1-0386.
Ossining: Martin G. Marmon, 14 Church St.
Phone—WIlson 1-4559.
(Dermatologist).
Pawling: M. B. Morrison, Smith St.
Phones—Office and Res.: PAwling 2641.
Peekskill: W. S. Martens, 122 Nelson Ave.
Phones—Office and Res.: PEekskill 7-0110.
Peekskill: John A. McGurty, 136 Union Ave.
Phone—PEekskill 7-2828.
Pleasantville: Milton P. Hunter, 329 Bedford Road.
Phones—Office and Res.: ROgers 9-0067.
Poughkeepsie: L. Stoller, 115 Academy St., Phone—GLobe 4-0610.
Poughkeepsie: E. Stoller, 90 Academy St., Phone—GLobe 2-8850.
Rensselaer: Burton W. Wilcke, 212 Washington Ave.
Phone—Office 3-7271; Res.: 3-0412, 203 Washington Ave.
Scarsdale: Harry E. Voss, 5 Oakwood Place.
Phone—SCarsdale 3-0657.
Sharon, Conn.: G. S. Gudernatch, Sharon Hospital.
Phone—ENdicott 4-5200.
Tarrytown: B. L. Sweet, Jr., 19 South Broadway.
Phones—Office: MEdford 1-2726. Res.: MEdford 1-3183.
Tarrytown: Martin G. Marmon, 253 South Broadway.
Phone—MEdford 1-4666 (Dermatologist).
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: R. Roberto, 25 Buckingham Road.
Phones—Office and Res.: YOnkers 5-0420.
Yonkers: Albert E. Roberto, 25 Buckingham Road.
Phones—Office: YOnkers 5-0420.
Res.: 32 Fowler Ave., GReenleaf 6-0216.

OCULISTS

Albany: R. C. Kemp, 343 State St.
Phone—Office and Res.: 5-2146.
Beacon: J. W. Overton, 229 Liberty St., Newburgh.
Phone—Office and Res.: NEwburgh 3260.
N. Y. City: John E. Conboy, Office: 2265 University Ave.
Res.: 2648 Morris Ave.
Phones—Office: FOrdham 7-3691. Res.: LOrraine 8-6830.
N. Y. City: Paul T. Connolly, 140 East 54th St.
Phone—REgent 4-2525.
N. Y. City: Brian J. Curtin, 2488 Grand Concourse.
Phone—Office: FOrdham 7-0026.
N. Y. City: Gerald B. Kara, Office: 654 Madison Ave.
Phones—Office: TEmpleton 8-9011.
N. Y. City: Hunter H. Romaine, Office: 111 East 65th St.
Phone—Office: RHineland 4-1726.

Ossining: L. D. Redway, 84 So. Highland Ave.
Phones—Office and Res.: WIlson 1-1033.
Ossining: Francis A. Williams, 48 So. Highland Ave.
Phones—Office: WIlson 1-0228.
Res.: MEdford 1-4488.
Peekskill: Paul F. Barham, 205 Nelson Ave.
Phones—Office: PEekskill 7-0262.
Res.: PEekskill 7-1063.
Poughkeepsie: J. E. McCambridge, 77 S. Hamilton St.
Phone—Office and Res.: GLobe 2-0713.
White Plains: Albert H. Cochran, 90 Greenridge Ave.
Phone—Office: WHite Plains 9-2404.
Res.: WHite Plains 8-0732.

AMBULANCE

(Employee Cases)

Manhattan: Call Scully-Walton Ambulance, Phone—TRafalgar 6-6100.
Bronx: Call Scully-Walton Ambulance, Phone—MEIrose 5-4651.

HOSPITALS

Albany: Memorial, 161 N. Pearl St.
Phone—4-9141.
St. Peter's, New Scotland Ave.
Phone—8-7811.
Beacon: Highland, 42 Jones St.
Phone—108.
Bronxville: Lawrence, Pondfield Road West.
Phone—DEerfield 7-7300.
Cold Spring: Julia Butterfield Memorial, Paulding Ave.
Phone—5-3642.
Dobbs Ferry: Dobbs Ferry, 128 Ashford Ave.
Phone—OWens 3-0700.
Hudson: Columbia Memorial, 71 Prospect Ave.
Phone—8-1544.
Mount Kisco: Northern Westchester Hosp. Assn., East Main St.
Phone—MT. Kisco 6-4163.
Mount Vernon: Mount Vernon, No. 7th Ave. and Valentine St.
Phone—MOunt Vernon 4-8000.
N. Y. City: Grand Central Hospital, 321 East 42nd St.
Phone—OXford 7-9200.
(Call Scully-Walton Ambulance, Phone—TRafalgar 6-6100.)
N. Y. City: Knickerbocker, 70 Convent Ave.
Phone—AUdubon 1-4100.
N. Y. City: New York Eye and Ear Infirmary, 218 Second Ave.
Phone—GRamercy 7-6040.
(Call Scully-Walton Ambulance, Phone—TRafalgar 6-6100.)

N. Y. City: St. Clare's, 415 West 51st St.
Phone—JUdson 6-1500.
N. Y. City: St. Elizabeths, Fort Washington and West 190th St.
Phone—SWinburn 5-3900.
(Call Scully-Walton Ambulance, Phone—MEIrose 5-4651.)
N. Y. City: St. Francis, 142d St. and Brook Ave.
Phone—CYpress 2-9000.
(Call Scully-Walton Ambulance, Phone—MEIrose 5-4651.)
N. Y. City: St. Vincent's, 11th St. and 7th Ave.
Phone—OREgon 5-0500.
N. Y. City: Union, 260 East 188th St.
Phone—CYpress 5-1100.
(Call Scully-Walton Ambulance, Phone—MEIrose 5-4651.)
Peekskill: Peekskill Memorial, 151 South St.
Phone—PEekskill 7-4200.
Poughkeepsie: St. Francis, North Road.
Phone—GLobe 1-2000.
Vassar Bros. Lincoln Ave.
Phone—GLobe 2-3000.
Sharon, Conn.: Sharon.
Phone—ENdicott 4-5511.
Tarrytown: The Phelps Memorial.
Phone—MEdford 1-5100.
White Plains: White Plains, 41 East Post Road.
Phone—WHite Plains, 9-4500.
Yonkers: St. John's Riverside, Ashburton and Palisade Aves.
Phone—GReenleaf 6-2600.

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passengers traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping car, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers, mail, express and freight at destination is what customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

SPECIAL INSTRUCTIONS

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

A. The title Transportation Superintendent will be used instead of Superintendent.

B2. 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.

Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets govern.

20-F Yardmasters, Yard Crews and Yard Clerks.
20-G Trainmasters and Train and Engine Crews.

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

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

Orders of Commissions.

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

The attention of officers and 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 every caboose used in freight service and in every engine house used in freight or passenger service within said electric zone.

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

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

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

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

East of Morrisania:

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

K-1. FIGHTING.

Fighting while on duty or on company property is prohibited.

L-2. MIS-USE OF COMPANY PROPERTY.

Abuse, misuse, defacing of, deliberate damage to, or destruction of, Company property, tools or equipment, is forbidden.

M. SAFETY.

Employes must provide themselves with the Book of Safety Rules and be governed by the rules contained therein.

M1. THIRD RAIL.

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

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

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

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

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

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

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

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

Alarm boxes for each track are located at:

61st St. 71st St. 81st St. 91st St.
63d St. 73d St. 83d St. 93d St.
66th St. 75th St. 85th St. 95th St.
68th St. 78th St. 88th St. 97th St. (Tr. 3 & 4)

When cord is pulled, or when trains are stopped in tunnel because of loss of power, telephone report must be made at once to chief train dispatcher. Train employes, and others who work in the tunnel must familiarize themselves with location of cords and alarm boxes. Cords and appliances belonging to this system must not be tampered with. When emergency requires that power be shut off between 110th St. and 151st St., Park Ave., third rail switch at NK will be closed and held closed 3 seconds. The closing of one of these switches shuts power off Tracks No. 4, No. 2, No. 1 and No. 3 between 110th St. and 151st St. Employes shutting power off must at once notify power supervisor that third rail switch has been closed, and the same employe must also notify power supervisor promptly when it is proper to have power restored.

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

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

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

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

Telltale:

West 72d St.:

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

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

Bronx Terminal Market:

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

Dykeman's.

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

Hudson Division.

Eastward trains, other than freight, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Int. Station 37, Peekskill. Such trains must stop before reaching third rail at Croton-on-Hudson which begins west of station, where car inspector will meet train.

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

0. READING ON DUTY.

While on duty, books, magazines, or papers other than Company instructions, must not be read.

REPEATING INSTRUCTIONS.

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employe receiving them.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Conductors room.
Stationmasters office.
Train dispatchers office.
Yard building, enginemens room.
Yard building, yardmasters office.

G. C. T.....

N. Y. Term. Divn. { West 34th St. yardmasters office.
 { West 72d St. enginemens crew room.
 { West 72d St. general yardmasters office.
Mott Haven Yard.. Trainmasters office.
White Plains No. { Engine foremans office.
Sta..... { Yardmasters office.
BN..... Int. Sta.
Harmon..... { Engine dispatchers office.
 { Yardmasters office.
Croton-on-Hudson. Passenger station.
Peekskill..... Passenger station.
Poughkeepsie..... Passenger station.
Selkirk Yard..... { Diesel Fuel Station.
 { East bound classification yard office.
 { General yard office.
 { West bound advance yard office.
Rensselaer..... { Diesel Fuel Station.
 { Yard office.
Albany..... Station masters office.
Brewster..... Ticket office.
Putnam Jct..... Engine foremans office.
Chatham..... { Interlocking Station 65.
 { Engine House.

Rule 3b. COMPARING WATCHES.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employes must compare watches with the conductor or engineman as soon as practicable.

6. LETTERS AND SIGNS.

- o Use Track No. 3 westward or Track No. 4 eastward.
- + Use Track No. 4 westward U to MO, except Sunday.
- ★ Use Track No. 3 eastward MO to U, except Sunday.
- † Stop to receive passengers.
- ‡ Stop to discharge passengers.
- ⊕ Stop Saturday.
- Stop Sunday.
- △ Stop to receive or discharge employees.
- ⊙ Stop Friday to discharge revenue passengers.
- @ Stop on signal to receive and discharge passengers between June 19 and Sept. 3, 1960.
- ¶ Stop to discharge passengers, and receive revenue passengers.
- ↓ Stop to receive or discharge mail.
- c Stop on signal to receive revenue passengers for Detroit and beyond.
- D Stop on signal to receive revenue passengers.
- E Will make regular stop at platform adjacent to Track No. 5 east of dwarf signal No. 12, in addition to stop at White Plains No. Sta.
- G Stop on signal to receive revenue passengers for points beyond Albany.
- H Stop on signal to discharge passengers.
- J Stop to discharge and receive revenue passengers Saturday and Sunday.
- K Stop on signal to receive or discharge passengers for and from Albany and beyond.
- N Stop on signal to discharge revenue passengers.
- Q Stop to discharge passengers Saturday only.
- U Stop daily except Saturday and Sunday.
- V Stop except Saturday.
- w Stop on signal to receive or discharge passengers for and from Buffalo and beyond.
- x Will make regular stop at platform adjacent to Track No. 5, east of dwarf signal No. 12.
- z Stop Saturday and Sunday only.
- EE Stop on signal to discharge revenue passengers from Albany and beyond.
- B Will not carry baggage.
- B-2 Will not carry baggage Saturday.
- B-3 Will carry baggage Sunday only.
- B-4 Will not carry baggage Sunday.
- B-5 Will carry baggage on May 30, July 4 and Sept. 5, 1960.
- B-6 Will carry baggage Saturday only.
- P Will not carry revenue passengers.
- P-2 Will not carry passengers to or from White Plains No. Sta.
- P-3 Will not carry passengers to or from Crestwood.
- R Will not run May 30, July 4 and Sept. 5, 1960.
- R-1 Will not run Fridays, May 27 to Sept. 2, 1960.
- R-2 Will not run Saturdays, May 28 to Sept. 3, 1960.
- R-3 Will not run May 29, July 3 and Sept. 4, 1960.

Trains or engines must stop at the following crossings and a member of crew flag movement over crossing:

Claverack and Hudson

Hudson.....So. Front St.

Trains or engines must stop and a member of crew flag movement over the crossing and a lighted fusee shall be placed on the side of the track opposite such crew member for all rail movements taking place during the hours of darkness.

Claverack and Hudson

Hudson.....Union Turnpike

Trains or engines must stop before proceeding over the following crossings:

Lake Mahopac.....Mount Hope Road

Automatic Flashing Light Signals with or without Gates.

At all crossings where signs are provided on other than main track to indicate "End of Circuit," trains or engines operating on such tracks must proceed slowing past sign located adjacent to track and not cross the highway until gates are in horizontal position.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), trains or engines must proceed slowly past sign and not cross highway until gates are in horizontal position.

Where highway control boxes are provided, push buttons must be operated in accordance with instructions posted in the control box.

Trains or engines meeting, passing or using sidetrack at the following locations will approach the following crossings prepared to stop:

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

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

Location Hours

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

Trains or engines operating on or across 12th Avenue between West 26th and West 33rd Streets in the City of New York will not exceed 3 miles per hour and all such trains or engines must come to a complete stop and a member of the train crew must stop motor vehicle traffic crossing the track before operating across or on 12th Avenue.

Sidetracks at the following crossings are provided with track circuits to cause operation of the crossing protection, but trains or engines must not proceed over crossing on sidetrack until gates are in horizontal position.

Location Crossing

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

103d. SWITCHING PASSENGER EQUIPMENT.

Cars being placed on a station track by an engine must be brought to a stop not less than 10 feet from bumping block, or from cars standing on that track. If necessary, after stopping, to place cars closer to bumping block or other cars, hand or lamp signals must be used in directing the movement.

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

104. SWITCHES.

Electrically Locked Switches:

Switches electrically locked by time lock on hand thrown switch machine must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch.

Table with 3 columns: Location, Route, Control. Rows include Tarrytown, Chevrolet Yard, Roa Hook, Mount Vernon, West 33rd St., Brewster, Putnam Jet, Transfer Tracks, Putnam Main to siding east end, Harlem Main to siding west end.

105. SIDINGS AND YARD TRACKS.

SIDING SWITCHES.

Trains taking siding will take first switch, except:
Patterson.....Eastward, second switch.
Pawling.....Eastward, first class, fourth switch; second class and extras, second switch.
Wassaic.....Westward, second switch.
Amenia.....Eastward, second switch.
Millerton.....Eastward, second switch.
BN.....Eastward, second switch.

Peekskill:

Eastward movement must not be made by any engine or train on the westward station siding, until permission has been received from signalman at Int. Station 37. Signalman must not permit another movement to be made on this track until it is known to be clear.

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

Table with 4 columns: Location, Westward, Eastward, Eastward. Rows include Mount Vernon, Substation No. 9, DV to point 1065 feet east of Riverdale, GD to DV, HS to Greystone, OW, PF to Ossining, PF to CR, CR to PF, CR to HM, HM to CD, CD to HM.

Two or more Tracks: Capacity based on 44-foot cars.

Table with 4 columns: Location, Westward, Eastward, Eastward. Rows include Oscawana, Poughkeepsie, Hudson, Pleasantville, Mount Kisco, Katonah, Golden's Bridge.

Single Track:

Table with 4 columns: Location, Westward, Eastward, Eastward. Rows include BN, Kings Bridge, Patterson, Pawling, Wingdale, Dover Plains, Wassaic, Amenia, Millerton, Hillsdale, Philmont, Dunwoodie, Gray Oaks to Nepera Park, Chauncey to Ardsley, Elmsford, East View, Briarcliff Manor, Yorktown Hts., Carmel.

G. C. T.:

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

107. STATION STOPS.

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

G. C. T.:

Train crews and Pullman Co. employes must not permit passengers to entrain or detrain except on level station platform at Grand Central Terminal.
Crews of inbound trains will stand on station platform opposite open car doors until all passengers have left cars other than sleeping cars.
Crews of outbound trains will stand on station platform opposite open car doors after concourse doors have been opened, with brakeman at foot of ramp when necessary. Members of train crew must not congregate on platform.

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

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

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

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

Track capacities with rear end of train clearing circuits:

Table with 3 columns: Track, High Platform Cars, High and Low Platform Cars. Rows include Tracks 38, 39, 40, 41, 42.

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

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

Location of indicators are as follows:

Table with 3 columns: Track No., First Indicator, Second Indicator. Rows include Tracks 38, 39, 40, 41, 42 with specific signal locations.

These indicators do not supersede signal indications.

125th St.:

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

Yonkers:

Tracks No. 1 and No. 3. Local trains stop with rear car just west of baggage elevator. When on Track No. 3, handle passengers on island platform.
Track No. 2. Stop with rear end of first occupied car just west of baggage elevator.
Track No. 4. Stop with rear end of first occupied car just west of east end of canopy.

Glenwood:

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

Harmon:

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

Croton-on-Hudson:

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

Tivoli:

Eastward station approach signal will be located below the number plate on automatic signal No. 9902 and will display a lunar white indication when lighted.

Eastward trains or engines on track 2 making station stop at Tivoli will not proceed to station platform until station approach signal is lighted.

Westward trains or engines on track No. 1 passing signal No. 9871 displaying rule 285 will proceed to station expecting to find train on track No. 2 performing station work.

Hudson:

Eastward passenger, mail and express trains making station stop will not proceed to station platform until proceed indication is given by automatic signal 11502 or permission is received by telephone from signalman at Int. Station 82.

Eastward passenger, mail and express trains making other than a schedule stop or an extra passenger train stopping to receive or discharge passengers, Conductors will notify Enginemen by signal 16-(d) and Engineman will stop at Automatic Signal 11502 and receive permission by telephone from Signalman at Int. Station 82 to proceed and make station stop.

Mount Vernon:

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

Mount Pleasant:

Trains handle passengers from both sides of train.

High Bridge:

Eastward trains stop with rear end of rear car at west end of platform.

109. BULLETIN BOARDS AND BOOKS.

- G. C. T. Brakemens room. Conductors room. Yard bldg., enginemens room. Yard bldg., yardmasters office. West 33d St. yardmasters office. West 34th St. yardmasters office. West 60th St. milk yard. West 72d St. enginemens crew room. West 72d St. general yardmasters office. Mott Haven Yard. Trainmens room. Westchester Ave. Yard office. White Plains No. Sta. Engine foremans office. Yardmasters office. BN. Int. Station. FH. Yard office. Yonkers. Yard office. Glenwood. Passenger station. Enginemens rooms. Inspection shed. Yardmasters office. Harmon. Rest room. Croton-on-Hudson. Passenger station. Peekskill. Passenger station. Poughkeepsie. Engine house; passenger station. Hudson. Passenger Station. Foreman's office. Selkirk. Diesel Fuel Station; eastbound classification yard office; general yard masters office; westbound advance yard office. Rensselaer. Diesel Fuel Station; yard masters office. Albany. Station masters office. Putnam Jct. Engine foremans office. Pawling. Passenger station. Dover Plains. Passenger station. Chatham. Engine foremans office. Int. Station 65. Notices over 12 months old will be removed and re-issued if still in effect.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track.

Between: Brewster and Chatham. BN and Putnam Jct.

D-151. Two Tracks:

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

Between: Mount Vernon and Brewster. FH and DV. 37 and 43. 60 and 98.

Between: 90 and SM: No. 4, Eastward. No. 3, Westward. West 105th St. and DV: No. 2, Eastward. No. 1, Westward (and eastward between 37 and 43).

Three Tracks:

Between 149th St., Park Ave., and Grand Concourse. No. 8, Eastward—Passenger. No. 6, Eastward—Passenger. No. 5, Westward—Passenger.

Four Tracks:

Between: U and 140th St., Park Ave. 149th St., Park Ave. and Mount Vernon. No. 4, Eastward—Passenger. No. 2, Eastward—Passenger. No. 1, Westward—Passenger. No. 3, Westward—Passenger.

Between Grand Concourse and Exterior St. No. 8, Eastward—Passenger. No. 6, Eastward—Passenger. No. 5, Westward—Passenger. No. 7, Westward—Passenger.

Between: Exterior St. and FH. DV and 37, 43 and 60.

No. 4, Eastward—Passenger. No. 2, Eastward—Passenger. No. 1, Westward—Passenger (and eastward between Croton-on-Hudson and 37). No. 3, Westward—Passenger.

Seven Tracks:

Between 140th St. and 149th St., Park Ave. Tracks are numbered from the south and will be used as follows: No. 8, Eastward—Passenger. No. 6, Eastward—Passenger. No. 5, Westward—Passenger. (Yard lead tracks intervene) No. 4, Eastward—Passenger. No. 2, Eastward—Passenger. No. 1, Westward—Passenger. No. 3, Westward—Passenger.

206a. MOVEMENT BY TRAIN ORDERS.

When an engine consists of more than one unit the number of the leading unit or the numbers of both the leading and rear units may be used to identify the train.

221. TRAIN ORDER SIGNALS.

Rule 221a, 221b, and 221c will apply at offices as listed under "Stations, Office Calls and Office Hours."

223. ABBREVIATIONS.

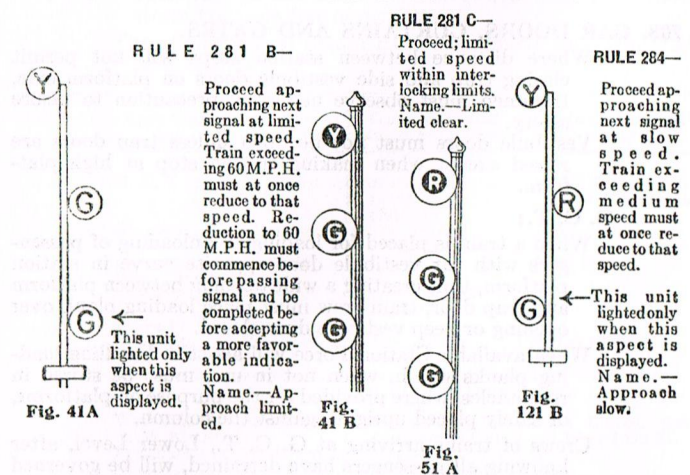
Automatic Block Signal System..... ABS Manual Block Signal System..... MBS Traffic Control System..... TCS

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Table with columns: Track, Between, Assigned Direction, Operation Rule Nos. Includes entries for tracks 1, 2, 3, 4 between various stations like U and MO, MO and Brewster, etc.

- 4 SK and MO..... None..... 550-562, incl. 4 Mount Vernon and MO..... Eastward..... 251-254, incl. 4 MO and U..... None..... 550-562, incl. Middle Siding Rhinecliff and Barrytown..... None..... 550-562, incl. Single BN and Manual block signal located 2550 feet east of Brewster..... None..... 300-373, incl. Single Manual block signal located 2550 feet east of Brewster and Int. Sta. B..... None..... 550-562, incl. Single Brewster and manual block signal located 9250 feet west of Int. Sta. B..... None..... 550-562, incl. Single Manual block signal located 9250 feet west of Int. Sta. B and 65..... None..... 300-373, incl.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



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

294. SWITCH TARGETS.

Lights on main track switches are not in use in two or more track territory.

SIDING AND YARD SWITCH TARGETS.

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

Table mapping signal indications to switch types: Two white - Lined for Straight route; Two yellow - Ladder; One White - Diverging route; One yellow - Diverging route.

STOP SIGNS.

At signs reading 'STOP' trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or Instructions posted at the location.

300. MANUAL BLOCK SIGNAL SYSTEM.

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 in use in Manual Block Signal System territory 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.

Putnam Jct.

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

305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.

Interlocking signals which serve also as Manual Block signals will display Manual Block indications on the top arm or light. When other than top indication is used to display a 'proceed' indication, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided Manual Block Signal System Rules will govern movements against the current of traffic.

Spuytten Duyvil Rock Cut:

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

Fort Washington Cut:

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

Between Automatic Signals 4311 and 4522.

If track is not in condition for movement of trains at normal speed, knife switches in white boxes must be opened promptly to cause automatic signals to indicate "Stop, then proceed at restricted speed."

Slide Detector Fences are located as follows:

Table with columns: LOCATION, SIGNALS AFFECTED. Lists locations like West of Germantown, West of Hudson, East of Schodack Landing with corresponding signal numbers.

When slide or rock comes in contact with fence, signals referred to above will indicate "stop, then proceed at restricted speed."

Enginemen finding any of the above signals displaying such indication will be governed by the rule, and in addition, will look for obstruction on their track as well as for obstruction on opposite track, reporting from nearest communicating station, conditions noted.

512. TRAINS DELAYED IN BLOCK.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

513. ENTERING OR CROSSING MAIN TRACK.

At bolt locked switches after operating the bolt-lock, trainmen must wait three minutes before operating the switches. At non-bolt locked switches trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be affected.

514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

605. INTERLOCKING LIMITS.

Interlocking limits extend as follows:

	Location	Tracks
Between CR and HM.....		1, 2, 3 and 4.
HM and CD.....		1, 2, 3 and 4.

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

605. INTERLOCKING RULES.

OW

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

CD

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

606. INTERLOCKING SIGNALS.

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

611. NORMAL POSITION OF INTERLOCKING SIGNALS.

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

MO	PF
JO	CR
Mount Vernon	HM
NW	CD
FH	37
DV	98

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Control Station	Tracks
East of Philipse Manor Station	OW	No. 4 to No. 2.
Oscawana	CD	4 and Siding.
East of Garrison	43	2 and 4.
8,000 ft. east of 58 Rhinecliff	58	1, 2, 3 and 4.
Barrytown	60	1, 2 and Middle Siding.
East of Hudson Pass Station	82	1, 2 and Middle Siding.
East End Hudson Siding	82	1, 2, Eastward and Westward Sidings.

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the location and in the controlling Int. Station.

668. DETENTION AT INTERLOCKING STATION.

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

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes must give "Proceed" Signal.

703. MAKE-UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment, limited to 50 cars. Multiple Unit equipment must not be handled in through freight trains, without permission from Transportation Superintendent. Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to train being made up in the yard. Snow Loader and Melter units must be coupled and moved at rear of train with Loader unit trailing.

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed. Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

G. C. T.:

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

Westchester Ave.:

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

Yonkers.

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

Irvington:

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

Chatham.

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

708. CAR DOORS, CURTAINS AND GATES.

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

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

G. C. T.:

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

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

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

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

Ossining:

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

MU Equipment:

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

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

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

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

709. TRAIN ANNOUNCEMENTS.

G. C. T.:

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

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

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

125th St.:

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

The Bronx (138th St.):

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

715. GAMBLING.

Gambling on company property by employes is forbidden.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT 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.

878. TRAINS STARTING.

G. C. T.:

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

HEATING, LIGHTING AND VENTILATION OF CARS.

Trainmen must, when outside temperature is less than 20 degrees above zero, regularly at 30 minute intervals, open rear steam heat end valve wide and fully blow steam trainline free of condensate.

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

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
G. C. T.....	Eastward...	After passing High Bridge or 183d St. platform.	Bronx Term. Market or Morrisania
Harmon.....	Westward..	After passing Ossining.	C R
Harmon.....	Eastward...	At C D.....	Loop Bridge
White Plains No. Sta....	Westward..	After passing White Plains.	Signal 2291.
White Plains No. Sta....	Eastward...	After passing Valhalla.	Signal 2472.
W. 152d St...	Eastward...	After passing Spuytvan Duyvil Draw-Bridge.	Fort Washington Cut.
West 79th St. to W. 33d St.	Eastward...	After passing Fort Washington Cut.	Yard Limits, east of West 153d St.
Poughkeepsie Albany.....	Westward..	Camelot.....	58.
	Westward..	Teller's Crossing...	98.

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

G. C. T.:

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

Between Harmon and G. C. T.:

Steam heat to provide hot water will be furnished as follows:
Eastward—Morning sleeping car trains, Nos. 2 and 50.
Westward—Nos. 51 and 25.

Harmon:

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

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

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

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

East of Botanical Garden, and Marble Hill:

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

G. C. T.:

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

Terminals Other Than G. C. T.:

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

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

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

Proper illumination must be furnished as conditions warrant.

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

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

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.

HAND BRAKE TEST.

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

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

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

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

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through route has been completed.

AIR BRAKES.

Passenger Equipment cars handled in Passenger, Mail, Baggage, Express, and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, all such cars shall be handled at the head end of the train with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed: (a) 150 cars when handling one (1) to four (4) Passenger Equipment Cars; or (b) 100 cars when handling more than four (4) Passenger Equipment Cars.

NOTE: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

DIESEL.**A. LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING).**

- (1) Apply Independent Brake Full On.
- (2) Place Automatic Brake in Running Position.
- (3) Place Throttle in Idle, Selector Handles in "OFF" and Remove Reversor Handle. (At Westchester Avenue, FH Yard, Yonkers Yard, W. 33rd St., leave handle in Yard Office. BN-BO Traveling Switcher leave handle in Int. Sta. BN. At W. 72nd St. leave handle in Terminal Foreman's Office.
- (4) Pull Out Generator Field Switch or, if equipped, place Generator Field Circuit Breaker in "OFF". (Leave all other switches and circuit breaker in running position if desired.)
- (5) Apply Hand Brakes.
- (6) If on Grade, Chain or Block Wheels.
- (7) All Electric Control Jumpers must remain connected between Units.

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

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

C. Passing Over Railroad Crossings at Grade:

When crossing a railroad crossing at grade throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

D. Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fuse or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System 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 employees 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 Transportation 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.

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.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power.

Cars must be brought to full stop before movement is made on to turntables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory. Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.

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

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote Interlocking, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train.

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

AUTOMATIC TRAIN STOP

Enginemen and firemen must be qualified on rules for the operation of automatic train stop.

Engines operated between Croton-on-Hudson and 98 must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as a pusher or second engine.
- b. In emergency and by specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.
- d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

POUGHKEEPSIE, HUDSON AND BETWEEN BARRYTOWN AND RENSSELAER

- e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within the territories specified above at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

BETWEEN HUDSON AND STUYVESANT BETWEEN POUGHKEEPSIE AND CROTON-ON-HUDSON

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Transportation Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Transportation Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Transportation Superintendent on Form SC-1.

N. Y. C. Electric and Diesel Locomotives:

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

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

N. Y. C. MU Equipment:

When preparing a train for service, engineman must pass through train from front to rear, close all compressor

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

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

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

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

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

G. C. T.:

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

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

Mott Haven Yard:

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

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

Harmon and White Plains No. Sta.:

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

MU Equipment.**G. C. T.:**

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

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

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

PERSONS RIDING ON ENGINES OR HEAD END OF MU TRAINS.

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

ELECTRIC AND DIESEL EQUIPMENT.

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

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

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

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

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

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

Park Ave. Liftbridge:
If adjacent track is occupied by equipment other than MU:
Two or more units of NYNH&H series 300 to 366 and series 370 to 379, coupled.

Mott Haven—North and South Wye Tracks:
Engines Nos. 5600 to 6236, 7000 to 7012, 7300 to 8357.

Morris Heights:
Central Structural Steel Co., on westerly 200 ft. from end of Track No. 14:
All engines.
Consolidated Ship Building Co., on easterly 186 feet of Track 8A:
All engines.

Spuyten Duyvil—South Wye:
Engines Nos. 5600 to 6236, 7000 to 7312, 7300 to 8357.

Hastings:
Anaconda Wire & Cable Co., Tracks 32 and 34: All engines except Diesels.

Tarrytown:
Chevrolet Motors Co., 300 ft. of easterly end of Track 28:
All engines.

Botanical Garden:
Track 6B, Trestle, westerly 50 feet: All engines.

Woodlawn:
Bertani Coal Co., trestle, westerly 75 feet: All engines.

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

Westchester Ave.:
Tracks No. 34 and 36: Engines Nos. 302 to 343.

Port Morris:
Tracks No. 38, 40 & 42: Engines Nos. 100 to 145, 223 to 343.
Track No. 32: Engines Nos. 302 to 343.
Tracks No. 76, 77 & 78: Engines Nos. 100 to 343.

Between DV and West 79th St.
All Electric Engines unless 3rd rail shoes are removed.
Engines Nos. 506 to 957, 5600 to 6236, 7000 to 7012, 7300 to 9820, unless endplates are cut back and foot board is removed or reduced to 6 ft. 9 inches, 3500 to 3603, 7100 to 7118.

Between DV and Parcel Post Bldg. at 30th St., Main Tracks only:
Engines Nos. 1000 to 3372, 3700 to 5104, 6600 to 6903, can operate if South Bound track only is used on ramp east of West 36th St. 5600 to 6236, 7000 to 7012, 7300 to 8357 unless end plates and outer end of footboard is beveled and width of footboard does not exceed 7'10 1/2".

Turntable Lead: Engines Nos. 5600 to 6236, 7000 to 7012, 7300 to 8357.

Roundhouse platform track: Engines Nos. 100 to 145, 247 to 343. Nos. 5600 to 6236, 7000 to 7012, 7300 to 8411.

West 60th St.:
Milk Yard: Engines Nos. 5600 to 6236, 7000 to 7012, 7300 to 8411.

Terminal Warehouse Bldg., between 27th and 28th Sts., entering building:
(Note: Engines permitted in this territory may enter using extreme care on account of close clearance at doorway column.)
The end 30 feet of Tracks 241 and 243: All engines.

Croton West Yard:
All except engines Nos. 506 to 957, 5600 to 5737, 5900 to 6236, 7000 to 7012, 7300 to 8342, 8400 to 9820 Tracks Nos. 14, 16, 24, 26, 28, 30, 32, 34, 36, 38.

Montrose:
Montrose Clay Products Co., over pit 487 feet west of switch on siding adjacent to Track No. 4: All engines.

Peekskill:
Over switch leading to easterly freight yard: Cars 65 feet long or over.
Yard tracks at freight house: Engines Nos. 1044 to 1087, 1108 to 1123, 3323 to 3332, 3500 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5827, 5900 to 5998, 6220 to 6903, 7100 to 7299, 9104, 9105, 9111 to 9120.

Beacon:
N. Y. N. H. & H. R. R. tracks, except N. Y. N. H. & H. R. R. main leading to station: Engines Nos. 1000 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5818 to 5827, 5900 to 5998, 6220 to 6903, 7100 to 7299, 9104, 9105, 9111 to 9120.

Poughkeepsie:
Tracks east of house track at freight house: Engines Nos. 1000 to 5104, 5818 to 5827, 6600 to 6903, 7100 to 7118.
Over most easterly switch leading to freight yard at Pine St.: Cars 65 feet long or over.
J. D. Johnson Co. Inc. track, beyond a point 160 ft. from frog: Engines Nos. 1044 to 1087, 3500 to 5104, 5818 to 5827, 5900 to 5998, 6600 to 6903, 7100 to 7299, 9104, 9105, 9111 to 9120.
Under Bridge 201 on Track No. 4: Crane X-59.

Hudson and Claverack
Hudson Upper:
Lone Star Cement Corp. Track No. 14, trestle: All engines.

CAR RESTRICTIONS:

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

Location	Type
G. C. T., Lower Level.....	AT&SF baggage cars, 1710 to 1853, inc., 1890 to 1899, inc., 1920 to 1959, inc., 1990 to 1999, inc.
Between 56th St. and 97th St., Park Ave., unless vents are lowered to 13 ft. 10 in. from top of rail at 7 ft. 6 in. wide and smoke jacks are lowered to 13 ft. 6 in. from top of rail at 8 ft. wide.	CRI&P Ry. baggage cars, series 4106 to 4140, inc.
East of 97th St., Park Ave....	AT&SF series 257 to 319, inc., 340 to 352, inc., 372 to 381, inc., 383 to 399, inc., 1585 to 1709, inc., 1900 to 1919, inc., 1960 to 1989, inc., 2000 to 2060, inc., 2074 to 2087, inc., 2100 to 2125, inc., 3403 to 3408, inc., 3430 to 3452, inc., 3600 to 3603, inc.
	CN express refrigerators series 10315 to 10363, inc.
	GN baggage cars series 330 to 349, inc.
	MOpac baggage car 4179.
	NYC slide door milk cars, series 5700 to 5799, inc. 6431 to 6470, inc.
	REX series 6900 to 7399 must have hatches closed and markers removed.
	Sou. Pac. dining cars 10016, 10017, 10026, 10027, 10038, 10092, 10093, 10095, 10098 and 10100.
	Sou. Pac. baggage cars 6018, 6025, 6027, 6029, 6030, 6031, 6032, 6034, 6037, 6042, 6043, 6047, 6048, 6052, 6054, 6179, 6185, 6192, 6203, 6204, 6205, 6206, 6207, 6215, 6219, 6228, 6229, 6230, 6232, 6234, 6235, 6236, 6414, 6416, 6420, 6427 and 6431.
	Sou. Pac. baggage cars series 6454 to 6458 and 6497 to 6501, inc.
	Spokane, Portland and Seattle, baggage cars 50 and 51.
	PRR baggage cars series 5800 to 5899, 6004, 6026, 9200 to 9399, 9401 and 9402. These cars have a gold star on the side.

Unless authorized by Transportation Superintendent.

East of 140th St., Park Ave... 210,000 lbs. or heavier. BREX refrigerators, series 300 to 329, inc. NRC refrigerators, series 700 to 799, inc. NYC automobile cars, series 60,000 to 60,999, inc. NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

East of MO..... PRR sleeping car series S200 to S239, inc., PRR kitchen car series K-500 to K-503, inc.

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

Wye tracks, when adjacent track is occupied.

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

Westchester Ave..... Well, transformer, self-clearing hopper. Higher than 13 feet, 6 inches at eaves.

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

Port Morris Branch..... REX 6900 to 7399 must have hatches closed and markers removed.

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

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

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

Tracks Nos. 30, 32, 38, 40. Cars 65 ft. and over in length.

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

Melrose..... FOBX refrigerators.

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

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

Track No. 15.

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

Supply Co., Track No. 12.

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

Track No. 16.

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

Track No. 6A.

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

Track No. 12.

East of Mt. Vernon..... N&W 240 to 264, incl.

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

East of White Plains No. Sta. C&O Business Cars Nos. 2, 3, 4, 13, 15, 16, 17, 21, 23, 25, 28 and 29 must have mirrors closed, and must have car steps maintained in a closed position.

C. R. I. & P. 4000 to 4098 inc., 4106 to 4196, inc.

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

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

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

GN baggage cars series 310 to 349, inc.

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

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

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

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

CB&Q 1310, 1395, 1443.

CB&Q Dynamometer car D-30.

GN 413.

C&NW 8797. UP 2059.

GPEX 970.

NKP Business Car No. 2.

C. M. St. P. & P. 845, 849, 854, 1073 and 1074.

D. L. & W. 10040 to 10089, inc.

East of White Plains No. Sta. Unless authorized by Transportation 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..... D. L. & W. 10040 to 10089, inc.

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

Track No. 3.

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

Track No. 3.

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

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

GN baggage cars series 330 to 349, inc.

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

On New York Terminal Division. Unless authorized by Transportation Superintendent. C. M. St. P. & P. 100 to 108, 151, 152, 201 to 205, 400 to 436, 800, 802, 804, 810, 812, 816, 819, 825, 826, 830, 842, 843, 925 to 949, 1004, 1022, 1026, 1027, 1056 to 1072, 1075, 1076, 1100 to 1123, 1200 to 1205, 1300 to 1304, 1337 to 1339, 1700 to 1710, 1907, 1909, 1910, 1915 to 1923, 1950 to 1961, 2000, 2050 and 2100 series.

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

East of Spuyten Duyvil.... N&W 240 to 264, incl.

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

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

Yonkers. Sugar Refinery... Higher than 15 feet, 4 inches. Cars 65 ft. and over in length.

Yonkers. Otis Elevator.... Higher than 15 feet, 4 inches. Cars 65 ft. and over in length.

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

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

East of Harmon..... C&O Business Cars Nos. 2, 3, 4, 13, 15, 16, 17, 21, 23, 25, 28 and 29 must have mirrors closed, and must have car steps maintained in a closed position. Gas lighted cars, or cars equipped with gas tanks for other use, unless all gas is drained from the tanks, and the system tested by opening and lighting one of the gas fixtures to make sure that no gas under pressure is contained therein. Cars with gas drained out should have a suitable tag to so indicate placed on the outlet from tank.

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

East of Croton-on-Hudson.. Sou. Pac. horse cars, series 7229 to 7248, inc. C. R. I. & P. 4000 to 4098, inc., 4106 to 4196, inc. CN baggage cars series 8981 to 9080 and 9085 to 9172, inc. GN flat cars, series 65,000 to 65,499, inc., 67,000 to 67,549, inc. PRR flat cars, 435,491 and 435,492. CN flat cars, series 661,000 to 661,999, inc. CP depressed center cars 309,910, and 309,911 must not be hauled except as a special movement. They must not be operated where there is a third rail. CB&Q 1310, 1395, 1443. GN 413. CB&Q Dynamometer car D-30. C&NW 8797. UP 2059. GPEX 970. NKP Business car No. 2. C. M. St. P. & P. 845, 849, 854, 1073 and 1074.

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

Between Croton-on-Hudson and 98: Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

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

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

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

Between West 30th St. and West 31st St., West of 11th Ave., Tracks Nos. 49, 51, 53, 55, 57, 59, 61, 63, and Lead Track No. 47 from switch point at West 31st St. to point connecting with Track No. 157. Cars exceeding 52 ft. in length.

Between West 30th St. and West 32nd St., east of 11th Ave., Tracks Nos. 3, 5, 7, 9, 11, 13 and 15. Cars 60 ft. or over in length.

Between West 31st St. and West 32d St., west of 11th Ave., Tracks Nos. 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 139. Cars exceeding 52 ft. in length.

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

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

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

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

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

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

Between West 35th St. and West 37th St., Tracks Nos. 12, 14, 16, 18, 20, 22, 218, 228, 230, 232, 234, 236, 238, 240, 242, 244. New light weight sleeping, NYC dining or mail-baggage cars.

Between West 36th St. and West 37th St., east side of Williams Building, Track No. 244. NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

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

West 60th St. station..... NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc. Dock E, Track No. 111.

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

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

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

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

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

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

West 70th St..... New Light weight sleeping, NYC dining or mail-baggage cars. Pier I.

West 72d St..... Well, transformer. Crossover Track No. 10 Track No. 12.

BETWEEN WHITE PLAINS NORTH STATION AND CHATHAM

Between North White Plains and Chatham, Cranes must have at least one light car between engine and crane. Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

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

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

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

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

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

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

BETWEEN BN AND PUTNAM JUNCTION

Cranes must have at least one light car between engine and crane.

Wrecking Cranes X-13 to X-16.

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

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

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

East of Kings Bridge
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.

East of Kings Bridge
C&NW 8797. GN 413. SP horse cars 7229 to 7248, inc UP 2059. Unless authorized by Transportation Superintendent. C. R. I. & P. Ry. baggage cars 4000 to 4051, inc., 4077, 4080 to 4099, inc., 4106 to 4140, inc. C. R. I. & P. Ry. mail cars 5004 to 5027, inc.

East of BN.
NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE box cars, series 35,900 to 35,999, inc. C. R. I. & P. Ry. baggage cars, series 4106 to 4120, inc. Sou Pac. baggage cars 6018, 6025, 6027, 6029, 6030, 6031, 6032, 6034, 6037, 6042, 6043, 6047, 6048, 6052, 6054, 6179, 6185, 6192, 6203, 6204, 6205, 6206, 6207, 6215, 6219, 6228, 6229, 6230, 6232, 6234, 6235, 6236, 6414, 6416, 6420, 6427, 6431. Sou Pac. baggage cars series 6454 to 6458 and 6497 to 6501.

PASSENGER TRAINMEN.

Stepping boxes must be used where necessary. Toilet doors must be kept locked between the following stations, to comply with regulations for protection of watershed territory:
G.C.T. and Mott Haven Jet.
Chappaqua and Patterson.
Hillsdale and Philmont.
East of 97th St., Park Ave.:
Forward brakemen of MU trains must place white lantern ready for use in vestibule with engineman.

G. C. T.:

Brakemen of eastward trains must see that stepping boxes are locked in toilet.

FREIGHT TRAIN AND YARD CREWS.

Conductors will report by wire to Transportation Superintendent loaded cars with seals broken or missing. When cars are left for delivery on public or private track where it is not practicable for station or yard employees to take seal record, conductor will make record and send it to agent in charge of this track. At Outlying Points where cars are handled, conductors will send a memorandum to the agent who has charge of the billing or delivery of such cars, giving the numbers and initials of cars, train, conductor's name, time and date of placing or of picking up, and the destination.

STATION EMPLOYEES.

Trucks left on platform must be locked or otherwise secured with proper safety clearance from nearest track rail. All trucks on platforms, whether Railroad or those handled by the Express Agency, as well as others, must be properly equipped with chains (and locks where necessary) and kept secure when not in actual use.

SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train, and in case of emergency, assist in operating snow plow or flanger. Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed by trains on adjacent tracks where snow is being thrown.

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

SPECIAL USE OF TRACKS.

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

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

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

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

GRADE OPERATION.

Between Hudson and Claverack
Trains making a back-up movement down hill, must always have hand brakes applied to the rear portion. All pushers must have the air brake coupled and train will stop to detach pusher. Engineman will be careful to keep pusher up against train until stop is made. Engineman on pusher engine where air is coupled, must cut in automatic brake valve immediately after engine is detached from train. When air is not coupled pusher must come to a stop as soon as possible after being detached from the rear of the train and not be allowed to drift along after having finished pushing the train. A member of the train crew will be on the rear of the train ready to assist in cutting off pusher. **Hudson Upper to Hudson.** Eastward freight trains must have all pressure retaining valves turned up. Trains limited to 20 cars. All brakemen must ride on top of their train.

Track Cars

Form M is in effect on the following territories:

GCT and CD BN and Brewster
CD and 98 NW and Ghent St. Clair Place and DV, Track 2 only.

SPEED RESTRICTIONS.

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

GENERAL

(Unless otherwise restricted)

Table listing engine specifications and speed restrictions for various engine numbers (Nos. 509 to 9820).

Table listing operational rules for trains and engines, such as reverse movements, diesel engines, and freight trains.

DIVISION

(Unless otherwise restricted)

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

Table listing rules for electric engines, freight and work trains, and passenger/mail/express/deadhead equipment trains.

LOCAL

Table listing rules for local areas including curves, multiple unit cars, and specific stations like Mott Haven yard.

Table listing rules for various locations including MO, NW, BN, FH, DV, Spuyten Duyvil Drawbridge, Ludlow, Harmon Station, and HM.

Between Croton-on-Hudson and 98

Division

(Unless otherwise restricted) Tracks No. 1|No. 2|No. 3|No. 4

Table listing rules for engines, freight trains, and passenger/mail/express/deadhead equipment trains between Croton-on-Hudson and 98.

Local

Table listing rules for local areas including Peekskill, Garrison, Cold Spring, Beacon, New Hamburg, Camelot, Poughkeepsie, Through Station, Staatsburg, Hudson, Rensselaer, and Hudson and Claverack.

Int. Station 90 To Int. Station SK

Between M.P. 124.5 and M.P. 124 Track No. 3, Eastward movements... 35
Int. Station 90 and Int. Station SM. Tracks Nos. 3 and No. 4... 40

Between White Plains North Station and Ghent.

Division (Unless otherwise restricted)

Engines, including Nos. 509 to 510 with traction motor pinion removed, light or with caboose... 35
Engines Nos. 509 to 510 with traction motor pinion engaged in service or when hauled dead in train... 25
Freight and work trains... 45
Freight trains with pushers... 30
Passenger, mail, express or Dead Head Equipment trains... 60
Passenger, mail, express or Dead Head Equipment trains with freight equipped cars or Rutland milk cars series 387 to 399, inclusive... 45
Trains consisting of 50 per cent or more of 55 ton capacity or greater, coal cars, loaded... 30
Cranes X-21 and X-23 to X-34, inc., X-59... 35

Local

Between Mile Posts 25 and 28, Track No. 2 freight and work trains... 40
Valhalla, curve west of station, eastward... 45
Hawthorne, Trains No. 911 and 913 to discharge mail... 35
Thornwood curve... 50
Pleasantville, curve between Mile Post 30.37 and Mile Post 31.06... 35
Between Mile Posts 39 and 44, Track No. 2, freight and work trains... 40
Mount Kisco, Trains 911 and 913 to discharge mail... 40
Mount Kisco, Train No. 902, to discharge mail... 35
Bedford Hills, Trains No. 911 and 913 to discharge mail... 40
Golden's Bridge, Rule 287, slow speed... 10
Golden's Bridge, cabin GN, switches and crossovers when diverging... 10
Purdy's Trains No. 911 and 913 to discharge mail... 45
Between Croton Falls and Brewster... 50
Between Mile Posts 48 and 50, Track No. 1, freight and work trains... 40
Brewster, Rule 287, slow speed... 10
Putnam Jct., cabin XN, when diverging... 10
Putnam Jct., cranes passing rake-off blocks... 10
Putnam Jct., cranes, snow plows and flangers passing third rail telltales... 10
Dykeman's, cranes, snow plows and flangers passing third rail telltales... 10
Pawling, switch 700 feet east of station... 30
Wassaic, Track No. 4, on bridge... 10
Millerton, curve east of station... 40
Hillsdale, curve at station... 45
Between Mile Post 114 and Ghent... 50
Between Mile Posts 124 and 127, freight and work trains... 35
Ghent, Union Pike Highway crossing... 30
Ghent, School St. crossing... 25
Chatham, crossing between Hoffman St. and Bushnell Ave... 15

Between BN and Putnam Junction.

Division (Unless otherwise restricted)

Circus trains with freight equipped cars... 25
Engines light or with caboose... 35
Freight and work trains... 25
Passenger, mail, express or Dead Head Equipment trains... 45
Passenger, mail, express or Dead Head Equipment trains with freight equipped cars or Rutland milk cars series 387 to 399, inclusive... 25
Rail motor cars operating under their own power or being towed... 45
Snow plows and flangers... 25
Trains with steam cranes... 25

Local

Dunwoodie, switches 641 feet and 870 feet west of station... 30
Between Bryn Mawr Park and Nepperhan, curves... 30
Gray Oaks, switches 648 feet and 860 feet east of station... 30
Bridge P-16 at Mile Post 11.07... 15
Nepera Park, crossing west of station... 6
Ardsley, switch 449 feet west of station... 30
Bridge P-25 at Mile Post 17.04... 15
Bridge P-26 at Mile Post 17.30, Cranes X-21 and X-23 to X-34, inc., X-59... 15
Elmsford, switch 240 feet east of station... 30
Bridge P-28 at Mile Post 18.53... 15
Between Mile Post 19.00 and Mile Post 20.20, inc... 30
Between Mile Post 20.20 and Mile Post 20.50, inc... 10
Between Mile Post 20.50 and Mile Post 21.19, inc... 30
Between Mile Post 21.82 and Mile Post 23.22, curves... 30
Between Briarcliff Manor and Putnam Jct... 35
Millwood, Merritt's Crossing, 0.06 mile west of station... 6
Bridge P-43, 0.25 mile east of Croton Lake... 15
Yorktown Hts., crossing east of station... 6
Yorktown Hts., switches 336 feet, 457 feet, 679 feet east and 636 feet west of station... 30
Bridge P-49 at Mile Post 37.18... 15
Amawalk, crossing... 10
Baldwin Place, crossing... 10
Bridge P-53 at Mile Post 42.04... 15
XC... 10
Between Mile Post 43.58 and Mile Post 44.83, curves... 30
Mahopac, crossing east of station, 8:00 P.M. to 5:00 A.M... 6
Bridge P-56 at Mile Post 45.22... 15
Between Mile Post 46.25 and Mile Post 53.25, curves... 30
Bridge P-65 at Mile Post 49.90... 15
Putnam Jct., Between cabin XN and Sheppards Crossing... 10

Between West 37th St. and St. Johns Park, on viaduct... 10
Between St. Clair Place and West 137th St... 30
Between West 137th St. and east end Spuyten Duyvil Drawbridge... 45

East of 59th St., G. C. T... 6
Between 59th St. and 97th St., Park Ave... 25
Between 97th St. and 110th St., Park Ave... 25
Between 110th St. and 140th St., Park Ave... 10

WATER STATIONS. Mott Haven, Crane Track Spuyten Duyvil, between wye tracks
Rensselaer Pawling Chatham Dover Plains Yorktown Hts.
ENGINE CREWS. Wind shield wings must be folded in at Morrisania on Track No. 3

OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Table with 4 columns: Location, Description, Track Nos., and a numerical value. Lists various locations like East of 97th St., Park Ave. and descriptions like G. C. Terminal yard and Park Ave. tunnel.

Location	Description	Track Nos.
Garrison	Overhead highway bridge	4, 2, 1, 3.
Garrison	Garrison Tunnel	4, 2.
Cold Spring	Private overhead bridge	1.
Cold Spring	Breakneck Tunnel	4, 2, 1, 3.
Dutchess	N. Y., N. H. & H. R. R.	4, 2, 1, 3, 4, lead.
Dutchess	Overhead highway bridge	4, 2, 1, 3.
Beacon	Durisol Company	Brickshed track.
Chelsea	Brockway's overhead bridge	1
Chelsea	Station foot bridge	2, 1.
New Hamburg	Draw bridge	1, 3.
New Hamburg	Overhead highway bridge	4, 2, 1, 3.
Camelot	Signal bridge	1.
Camelot	N. Y. Trap Rock Corp. shed	1-D.
Camelot	N. Y. Trap Rock Corp. conveyor bridge	Trailing switch No. 4. 1 inside fence.
Camelot	N. Y. Trap Rock Corp. rock crusher overhead bridge	2.
Camelot	Signal Bridge	4, 2.
Camelot	I.B.M. Co. (overhead bridge)	4, 2, 1, 3.
Camelot	I.B.M. Co. (bridge crane and conveyor)	I.B.M. siding No. 2-A.
Poughkeepsie	Union St. overhead bridge	4, 2, 1, 3, 5.
Poughkeepsie	Main St. overhead bridge	4, 2, 1, 3, 5.
Poughkeepsie	Hoffman St. overhead bridge	2, 1, 3 siding.
Poughkeepsie	Signal bridge	2.
Poughkeepsie	Marist Bros. overhead foot bridge	2 E. B. siding.
Poughkeepsie	Signal bridge	2.
Poughkeepsie	A. C. Dutton Lumber Co. shed	2nd track east of river dock.
Hyde Park	Bowman's overhead bridge	2.
Hyde Park	Roger's overhead bridge	2, 1.
Hyde Park	Signal bridge	2.
Hyde Park	Sexton's overhead bridge	4, 2, 1.
Staatsburg	Signal bridge	4, 2, 1.
Staatsburg	Hoyt's overhead farm bridge	4, 2, 1 siding.
Staatsburg	O. Mills overhead bridge	4, 2, 1.
Staatsburg	Dinsmore's overhead bridge	4, 2, 1.
Staatsburg	Dinsmore's overhead bridge	4, 2, 1.
Staatsburg	Dinsmore's overhead bridge	4, 2, 1.
Staatsburg	Overhead private bridge	4, 2, 1.
Staatsburg	Miss Parker's overhead bridge	4, 2, 1.
Rhinecliff	Signal bridge 249-S	4, 2, 1.
Rhinecliff	Public footbridge	4, 2, 1.
Rhinecliff	Highway bridge	4.
Rhinecliff	Baggage crossing	2, 1.
Rhinecliff	D. Merritt overhead bridge	4, 2, 1.
Rhinecliff	Delano's footbridge	2, 1.
Barrytown	Private overhead bridge	4, 2, 1.
Barrytown	Overhead highway bridge	2, 1.
Barrytown	Hunt's overhead bridge	2.
Tivoli	Clarkson's overhead bridge	2, 1.
Tivoli	Universal Atlas Cement Co. overhead bridge	2, 1 E. W. Siding 1 West.
Hudson	Ferry St. overhead bridge	Yard, W. W. siding, upper 2, 3. 2, 1 siding.
Newton Hook	Newton Hook Brick Co. overhead bridge	2, 1.
Stuyvesant	Station overhead footbridge	1, 3.
Hudson and Claverack:		
0.19 mile north of Claverack	Overhead bridge H12.79	Main
1.20 miles south of Claverack	Overhead bridge H14.18	Main
Claverack, V. & O. Press Co. Siding	Building	15
0.64 mile north of Hudson Upper	Overhead bridge H15.35	Main
Hudson, Gifford Wood Co. Siding	Crane	3
Hudson, Gifford Wood Co. Siding	Overhead wires	3, 5
The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.		
Main Line:		
Beacon	Int. Station 50, 925 feet east	National Biscuit Co. switch.
Chelsea	Harts switch, 2,000 feet east	Power house siding.
Stockport	West of station	Team track.
New York Terminal Division.		
Clarkson St.	St. Johns Park freight building	1, 2, 15, 16, 17, 18, 19, 20.
Washington St.	Bell Laboratories building	1, 2.
Washington St.	Manhattan Refrigerating Co. building	1, 2, 24.
Washington St. between 10th St. and Charles St.	Whitehead Metal Products Co. canopy eaves	22.
13th St. to 14th St.	Cudahy building	1, 2, 24, 25.
10th Ave. between 15th St. and 16th St.	Armour & Co. canopy eaves	24.
10th Ave. between 16th and 17th St.	National Biscuit Co. building	1, 2, 27, 30, 117.
12th Ave. between 27th and 30th St.	Merchants Refrigerating Co. building	32, 24.
10th Ave. and 30th St.	Terminal Warehouse building and Express Highway viaduct.	55.
11th to 12th Aves. between 27th and 28th Sts.	Post Office building	191, 192, 193, 194, 195, 196.
	Terminal Warehouse Steam Pipe	241.

Location	Description	Track Nos.
11th to 12th Aves., between 30th St. and 32d St.	Loop track viaduct	{47, 53, 55, 57, 61, 65, 71, 73, 79, 81, 83, 85, 87, 157.
11th Ave. and 32d St.	Canopy eaves	157.
11th Ave. and 32d St.	Overhead highway bridge	19, 35.
30th St. to 37th St.	Canopy eaves freight house platform	147, 149.
11th Ave., between 31st St. and 34th St.	Overhead highway bridges	All tracks.
11th Ave., between 31st St. and 34th St.	11th Ave. highway viaduct	{3, 11, 13, 15, 55, 65, 73, 89, 91, 93, 95, 215, 217, 219, 231, 233, 235.
11th to 12th Aves., between 32d St. and 33d St.	Lift Bridge between freight house and platform	149, 151, 153, 155.
11th Ave. and 33d St.	Canopy eaves	155.
11th Ave. and 35th St.	Railway Express building	37, 39, 41, 43, 45.
11th Ave. and 35th St.	Macy building	1, 2, 131, 135.
11th Ave. and 36th St.	Canopy eaves	218, 238, 242, 244.
37th St. to 41st St.	Overhead highway bridges	All tracks.
39th St., South Side	Building support	2, 218.
41st St. (stockyard tracks)	Overhead highway bridge and building	214, 216.
42d St. to 60th St.	Overhead highway bridges	All tracks.
	Canopy eaves	170, 172, 235, 238, 241, 250.
	Chrysler Warehouse building	254, 255.
	67th St. foot bridge	3.
	N. Y. City Transit System building and gate	168.
	Express highway viaduct	168.
	West of Express highway (Telephone cable)	161.
	Cement Unloading Shed	161.
	Float bridge No. 1	155A, 155B.
	Pier "B"	154, 155.
60th St. yard	Pier "D"	140, 141.
	Pier "E"	104.
	Pier "F"	86.
	Pier "G"	63.
	Cable	46.
	Float bridge No. 2	49, 50.
	Express highway viaduct	28, 29, 30, 31, 34, 36, 36A, 37, 38.
	Turntable	Turntable track.
	Round house	4 Round house tracks.
	Wheel crane	157.
60th St. to 64th St.	Canopy eaves	235.
65th St. Yard	Times Building	11, 13.
78th St. to 124th St.	Express highway viaduct	All tracks.
Manhattanville yard, West 130th St.	135th St. freight house	20.
	Canopy eaves	8A, 28, 30.
148th St.	Overhead foot bridge	1, 2.
0.34 mile west of 152d St.	Express highway viaduct	1, 2, 6, 7, 36.
0.22 mile east of Inwood	Express highway viaduct	1, 2.
Mott Haven Yard.		
153d St.	Highway bridge	{West main, east main, east lead, 127, 126, 125, 124, 123, 122, 121, 120, lead W, 47, 46, 45, 44, 42, lead B, lead J, 146, 145, north wye, south wye, YB1.
Yard "F"	Steam lines	East lead, 126, 125, 124, lead W, 78.
	Power cable	123, 124, 125.
	Telephone wires	120, 130.
Yard "W"	Steam lines	{109, 108, west lead, 103, 104, 102, 101, 100, 99, 98, 97, east lead.
Yard "M"	O. H. Tramway, ash dump	55.
	Car repair shop	73, 74.
Yard "B"	Telephone and light wires	13.
	Melrose Central building	20.
Yard "J"	Steam lines	40, 41, 42, 43, 45, 46.
Melrose Division:		
0.14 mile east of Melrose	Melrose Ave. highway bridge	5, 6, 15, 17, 21, 23, 25, 27, 29.
0.19 mile east of Melrose	The F. R. Corp. building	33.
0.23 mile east of Melrose	163d St. highway bridge	5, 6.
0.28 mile east of Melrose	161st. and 162d St. highway bridge	5, 6.
0.43 mile east of Melrose	3d Ave. highway bridge	5, 6.
0.53 mile east of Melrose	Brook Ave. highway bridge	5, 6.
0.61 mile east of Melrose	156th St. highway bridge	5, 6.
0.86 mile east of Melrose	Westchester Ave. highway bridge	5, 6.
0.88 mile east of Melrose	Bronx Refrigerating Co. building	34, 36.
0.97 mile east of Melrose	150th St. and St. Anns Ave. highway bridge	5, 6.
0.99 mile east of Melrose	149th St. highway and St. Marys tunnel	5, 6.
1.47 miles east of Melrose	Wales Ave. highway bridge	5, 6, 89.
1.50 miles east of Melrose	Ward Baking Co. building	89.
1.53 miles east of Melrose	Southern Boulevard highway bridge	5, 6, 77.
1.58 miles east of Melrose	Buckner Blvd. highway bridge	5, 6, 40.
1.61 miles east of Melrose	Sachs Furniture Co. Building	42.
1.61 miles east of Melrose	Atlantic Warehouse Co. building	40, 38.
1.70 miles east of Melrose	N. Y., N. H. & H. R. R. bridge	36, 6, 59, 81.
1.73 miles east of Melrose	Griffen Well Point Corp. & Rees-Volckman Co. bldg	32

Location	Description	Track Nos.
0.43 mile west of Thornwood.....	Overhead bridge.....	2, 1.
0.07 mile west of Chappaqua.....	Overhead bridge.....	2, 1, Side Track 1.
0.21 mile west of Brewster.....	Carmel Ave. overhead bridge.....	2, 1.
1.09 miles west of Brewster.....	Overhead bridge.....	18.
0.12 mile east of Towner's.....	NYNH&H RR bridge.....	Main track, Siding.
0.58 mile west of Patterson. Eastern Mineral Co., Inc.....	Crushed Stone bin and buildings.....	5A.
0.06 mile west of Dover Furnace.....	Overhead bridge.....	Main track.
Dover Plains, P. J. Haight Siding.....	Coal pocket door.....	25.
2.74 miles east of Millerton.....	Overhead bridge.....	Main track.
Millerton, Green Bros. Siding.....	Overhead wire.....	2, 2A.
0.09 mile east of Hillsdale.....	Overhead bridge.....	Main track.
2.11 miles west of Craryville.....	Overhead bridge.....	Main track.
0.22 mile east of Kings Bridge.....	225th St. highway bridge.....	16, 14, 12, 10, 32, Main track.
0.24 mile east of Kings Bridge.....	Seeman Bros. Building.....	16.
0.02 mile west of Kings Bridge.....	230th St. highway bridge.....	Main track, Siding.
0.16 mile west of Kings Bridge.....	231st St. highway bridge.....	Main track, Siding.
0.30 mile west of Kings Bridge.....	233d St. highway bridge.....	Main track.
0.37 mile west of Kings Bridge.....	234th St. highway bridge.....	Main track.
0.39 mile east of Van Cortlandt.....	238th St. highway bridge.....	Main track.
0.26 mile east of Van Cortlandt.....	Van Cortlandt Park So. highway bridge.....	Main track.
0.79 mile east of Lincoln.....	Mosholu Parkway.....	Main track.
0.37 mile east of Nepperhan.....	Overhead bridge.....	Main track.
0.04 mile east of Nepperhan.....	Overhead bridge.....	Main track.
Nepperhan, Track No. 8, former Alexander Smith bldg.....	Overhead pipe.....	4, 7.
Nepperhan, Track No. 8, Westchester Lumber Co.....	Building eaves.....	14.
Nepperhan, Track No. 8, 2500 feet east of main track switch.....	Overhead bridge.....	8.
Gray Oaks.....	Overhead bridge.....	Main track, Siding.
0.05 mile east of Ardsley.....	Overhead bridge.....	Main track, Siding.
0.54 miles West of Elmsford.....	A&P Company (Perishable Building).....	Track 7A
1.05 miles West of Elmsford.....	A&P Company (Meat Building).....	Track 6A
0.04 mile east of Graham.....	Overhead bridge.....	Main track.
0.06 mile east of Briarelliff Manor.....	Overhead bridge.....	Main track, Siding.
0.09 mile east of Kitchawan.....	Overhead bridge.....	Main track.
0.24 mile east of Croton Lake.....	Through railroad truss.....	Main track.
1.37 miles west of Croton Lake.....	Overhead bridge.....	Main track.
0.15 mile west of Yorktown Hts.....	Overhead bridge.....	Main track.
Yorktown Hts., Horton Lumber Co.....	Sheds.....	2.
Baldwin Place.....	Overhead wire.....	4.
0.87 mile west of Mahopac.....	Overhead bridge.....	Main track.
0.96 mile west of Mahopac.....	Overhead bridge.....	Main track.
1.55 miles west of Carmel.....	Laight's overhead bridge.....	Main track.
Mile Post 52.....	Benedict Dairy Farms Co building.....	2, 2A.

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

Between Grand Central Terminal and White Plains North Station and Croton-on-Hudson.

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

GRAND CENTRAL TERMINAL and HUDSON DIVISION

R. L. SAHM, Division Superintendent.

TRANSPORTATION

J. H. PALMER, Transportation Superintendent.

A. W. GOETCHIUS, Acting Asst. Transportation Superintendent.

R. A. CARPENTER, Division Road Foreman. L. L. JENNINGS, Chief Train Dispatcher.

J. P. NITTI	} Train Masters.	W. F. MONTELEONE	} Road Foremen.	E. C. LIETZ	} Asst. Chief Train Dispatchers.
J. L. BELL		V. L. NELSON		J. J. LETSON	
W. B. ROGERS		D. W. OGDEN		Train Dispatchers.	
G. P. BUTLER		J. H. McDONALD		V. R. DORAN	W. L. PARISH
F. M. WARD, JR., Train Master-General Yard Master.		C. D. KONZ	R. W. PIKE		
J. E. TIMMONS, Asst. Train Master.		A. S. HALE	J. J. DURICK		
		L. K. FINDLEY	A. C. MEAD		
		S. W. BURNHAM	J. B. LOMBARDY		
		R. ASHTON	T. M. McGARRY		
		D. P. ALLAN	F. A. CORRIGAN		
		F. N. MILLS	H. H. HARDISTY		

Maintenance of Way

W. LEDYARD, Division Engineer.
J. EGAN, Jr., Asst. Division Engineer.

Motive Power and Rolling Stock

P. R. OLIVER, Master Mechanic.
H. R. McILVEEN, Asst. Master Mechanic

NEW YORK TERMINAL DIVISION

J. M. LOCONTO, Division Superintendent. Maintenance of Way Motive Power and Rolling Stock
F. E. WEAVER, Transportation Superintendent. J. E. SPANGLER, Division Engineer. R. J. PARSONS, Master Mechanic.
C. A. HOLMES, JR., Trainmaster.

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

Table with 14 columns for stations (801-803, 641, Y200, Y300, 3, Y362, Y302, 501, Y202, 701, 643, Y204) and 14 rows for departure times (4.20-23.90, 7.09-9.64, 10.41-14.50, 15.58-18.74, 19.99-21.97, 24.51-28.72, 30.17-33.86) and arrival information.

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

Table with 14 columns for stations (Y52, Y354, 705, 503, 805, Y206, 703, 707, Y208, 807, 507, 509, Y64) and 14 rows for departure times (G.C.T., Upper Level... to 33.86) and arrival information.

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

Table with 14 columns for stations (95, 709, Y292, 511, Y6, Y210, 513, 711, 515, Y212, Y8, Y10, 517, Y140) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

Table with 15 columns for stations (901, 903, 713, Y214, Y304, Y138, Y216, 647, 715, 809, Y364, Y218, 51, 905) and rows for departure times and arrival times. Includes special instructions at the bottom.

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

Table with 15 columns for stations (519, Y220, Y66, 827, 831, 727, 717, 521, Y222, Y12, 649, Y224, 719, 523) and rows for departure times and arrival times for various stations like G.C.T., 125th St., The Bronx, etc.

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

Table with 15 columns for stations (721, Y104, 651, Y226, 525, 725, 723, 653, 729, 531, Y306, Y228, Y50, 39) and rows for departure times and arrival times for various stations like G.C.T., 125th St., The Bronx, etc.

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

Table with 14 columns for stations (811, 813, 535, 833, 537, 655, Y22, 731, Y142, 539, 541, Y230, 907, 657) and rows for track numbers, departure times, and arrival times. Includes 'See Special Instruction No. 6' at the bottom.

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

Table with 15 columns for stations (Y232, Y76, Y78, 659, 547, 549, 733, 815, Y234, 663, Y236, 551, Y20, 15) and rows for track numbers, departure times, and arrival times. Includes 'See Special Instruction No. 6' at the bottom.

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

Table with 14 columns for stations (735, 661, 553, Y238, Y398, 835, 555, 837, 737, 817, Y240, 739, Y58, 559) and rows for departure times and arrival times. Includes 'See Special Instruction No. 61' at the bottom.

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

Table with 16 columns for stations (665, Y348, 759, 561, Y308, Y242, 563, 741, 911, 913, 565, Y372, 65, Y24) and rows for departure times and arrival times. Includes 'See Special Instruction No. 61' at the bottom.

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

Table with 14 columns for stations (Y108 to Y80) and 14 rows for departure times. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 14 columns for stations (571 to 675) and 14 rows for departure times. Includes stations like G.C.T., Upper Level, G.C.T., Lower Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 15 columns for stations (749, 575, 843, Y252, 577, Y312, Y376, 579, Y144, 581, Y254, 753, Y358, Y256) and rows for departure times, arrival times, and special instructions.

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

Table with 15 columns for stations (751, Y334, Y258, 755, Y40, 845, 677, 583, 585, 757, 679, 587, 589, 591) and rows for departure times, arrival times, and special instructions.

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

Table with 14 columns for stations (Y260 to 765) and rows for departure times, arrival times, and special instructions. Includes stations like G.C.T., Upper Level, G.C.T., Lower Level, The Bronx (138th St.), Mott Haven Jct. (MO), Melrose (162d St.), Morrisania (168th St.), etc.

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

Table with 14 columns for stations (Y264 to 771) and rows for departure times, arrival times, and special instructions. Includes stations like G.C.T., Upper Level, G.C.T., Lower Level, 125th St., The Bronx (138th St.), Mott Haven Jct. (MO), Melrose (162d St.), Morrisania (168th St.), etc.

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

Table with 15 columns for stations (S19 to Y90) and 15 rows for departure times and arrival times. Includes stations like G.C.T., Upper Level, Melrose, and Woodlawn.

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

Table with 15 columns for stations (687 to Y378) and 15 rows for departure times and arrival times. Includes stations like G.C.T., Upper Level, Melrose, and Woodlawn.

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

Table with 15 columns for stations (Y392 to 779) and rows for departure times and arrival instructions. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 15 columns for stations (623 to 629) and rows for departure times and arrival instructions. Includes stations like G.C.T., Upper Level, 125th St., The Bronx, Mott Haven Jct., Melrose, Morrisania, etc.

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

Table with 14 columns for stations (783, Y286, Y394, 695, 59, Y288, 631, Y390, Y320, 61, 13, 633, Y290, 697) and rows for departure times, arrival times, and special instructions.

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

Table with 11 columns for stations (Y56, 43, 699, 787, Y318, 635, 789, Y2, Y60, Y4) and rows for departure times, arrival times, and special instructions.

CROTON-ON-HUDSON TO INT. STA. 98—ABS

WESTWARD—First Class

MILES FROM NEW YORK	STATIONS	43	801	803	3	79	805	807	95	809	51	827	831
		South Shore	Pough-keepsie Bee-Liner	Peeks-kill Bee-Liner	Mail	Albany Bee-Liner	Peeks-kill Bee-Liner	Pough-keepsie Bee-Liner	DeWitt Clinton	Peeks-kill Bee-Liner	Empire State Express	Pough-keepsie	Pough-keepsie
		Daily	Daily except Sunday	Sunday only	Daily except Sun. and Monday	Daily except Sat. and Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Sunday only	Daily except Sunday
	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	<i>Grand Cen. Term.</i>	11.01	.....	.....	.....	.....	.....	.....	6.06	.....	8.01	8.31	8.31
	<i>Harmon</i>	12.09	12.26	12.26	2.58	.....	6.27	6.52	7.06	8.45	8.53	9.25	9.25
33.86	Croton-on-Hudson....	12.15	s ^o 12.29	s ^o 12.29	3.03	.....	s ^o 6.30	° 6.55	7.11	s ^o 8.48	8.58	9.30	9.30
36.41	Oscawana.....	.....	f 12.32	f 12.32	.....	.....	s 6.33	6.58	.....	s 8.51	.....	.....	.....
37.39	Crugers.....	.....	s 12.34	s 12.34	.....	.....	s 6.35	s 7.00	.....	s 8.53	.....	.....	.....
38.84	Montrose.....	.....	s 12.37	s 12.37	.....	.....	s 6.38	s 7.03	.....	s 8.56	.....	.....	.....
41.29	Peekskill.....	s 12.31	s 12.42	A 12.42	3.11	.....	A 6.44	s 7.11	7.19	A 9.02	9.06	s 9.40	s 9.52
46.10	Manitou.....	.....	.....	A.M.	.....	.....	A.M.	.....	.....	A.M.	.....	.....	.....
48.28	Int. Station 43.....	12.47	° 12.51	.....	3.19	.....	.....	° 7.20	7.28	.....	9.14	° 9.49	° 10.01
49.87	Garrison.....	.....	s 12.54	.....	.....	.....	s 7.23	.....	.....	.....	.....	s 9.52	s 10.04
52.57	Cold Spring.....	□ 12.52	s 12.58	.....	.....	.....	s 7.27	.....	.....	.....	.....	s 9.57	s 10.09
59.00	Beacon.....	s 1.09	s 1.07	.....	3.29	.....	s 7.36	s 7.40	.....	.....	9.24	s 10.08	s 10.26
62.53	Chelsea.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.12	New Hamburg.....	.....	.....	.....	.....	A.M.	.....	s 7.42	.....	.....	.....	.....	.....
73.56	Poughkeepsie.....	s 1.30 1.50	A 1.29	.....	3.42	L 5.40	.....	A 7.53	s 7.55	.....	9.37	A 10.28	A 10.45
79.27	Hyde Park.....	.....	A.M.	.....	.....	.....	.....	A.M.	.....	.....	.....	A.M.	A.M.
89.16	Rhinecliff.....	.....	.....	.....	.....	.....	.....	s 8.13	.....	.....	.....	.....	.....
94.71	Barrytown.....	2.10	.....	.....	4.00	6.04	.....	s 8.22	.....	.....	9.55	.....	.....
99.00	Tivoli.....	.....	.....	.....	.....	s 6.10	.....	.....	.....	.....	.....	.....	.....
104.39	Germantown.....	.....	.....	.....	.....	s 6.17	.....	.....	.....	.....	.....	.....	.....
114.48	Hudson.....	s 2.35	.....	.....	4.17	s 6.28	.....	s 8.42	.....	.....	10.13	.....	.....
121.91	Newton Hook.....	.....	.....	.....	.....	s 6.37	.....	.....	.....	.....	.....	.....	.....
124.29	Stuyvesant.....	2.45	.....	.....	4.26	s 6.42	.....	.....	8.54	.....	10.22	.....	.....
130.39	Schodack Landing....	.....	.....	.....	.....	s 6.50	.....	.....	.....	.....	.....	.....	.....
134.30	Castleton-on-Hudson..	.....	.....	.....	.....	s 6.56	.....	.....	.....	.....	.....	.....	.....
141.72	Int. Station 98.....	3.14	.....	.....	4.44	7.06	.....	.....	9.14	.....	10.37	.....	.....
142.94	Albany.....	3.20	.....	.....	4.50	A 7.12	.....	.....	9.20	.....	10.43	.....	.....
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	See Special Instruction No. 61	T-16	B	B	B P R-4	R B	B	B	B	B	B	B	B

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CROTON-ON-HUDSON TO INT. STA. 98—ABS

WESTWARD—First Class

STATIONS	39	811	813	833	815	15	835	837	817	65	839	841	829
	North Shore Limited	Pough-keepsie Bee-Liner	Peeks-kill Bee-Liner	Pough-keepsie	Peeks-kill Bee-Liner	Ohio State Limited	Pough-keepsie	Pough-keepsie	Pough-keepsie Bee-Liner	Hendrick Hudson	Pough-keepsie	Pough-keepsie	Pough-keepsie
	Daily	Daily except Sat. and Sunday	Sunday only	Saturday only	Daily except Sunday	Daily	Daily except Sat. and Sunday	Sunday only	Saturday only	Daily	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Saturday only
	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	<i>Grand Cen. Term.</i>	11.46	.....	.....	11.51	.....	2.01	2.41	2.50	.....	3.41	3.56	4.07
	<i>Harmon</i>	12.41	12.45	12.45	12.47	2.45	2.55	3.47	3.47	4.07	4.36	4.47	5.01
	Croton-on-Hudson....	12.46	s ^o 12.48	s ^o 12.48	° 12.52	s ^o 2.48	3.00	s ^o 3.52	s ^o 3.53	s ^o 4.10	4.41	° 4.53	s ^o 5.07
	Oscawana.....	.....	s 12.51	s 12.51	s 12.56	s 2.51	.....	s 3.56	s 3.57	s 4.13	.....	.....	.....
	Crugers.....	.....	s 12.53	s 12.53	s 12.59	s 2.53	.....	s 3.59	s 4.00	s 4.15	.....	.....	.....
	Montrose.....	.....	s 12.56	s 12.56	s 1.03	s 2.56	.....	s 4.03	s 4.04	s 4.18	.....	s 5.00	.....
	Peekskill.....	12.54	s 1.02	A 1.02	s 1.08	A 3.02	3.08	s 4.19	s 4.12	s 4.26	4.49	s 5.06	s 5.17
	Manitou.....	.....	.....	P.M.	s 1.16	P.M.	.....	s 4.26	N 4.18	N 4.33	.....	.....	s 5.24
	Int. Station 43.....	1.02	° 1.11	.....	° 1.20	.....	3.16	° 4.30	° 4.22	° 4.36	4.57	° 5.14	° 5.28
	Garrison.....	.....	s 1.14	.....	s 1.23	.....	.....	s 4.33	s 4.25	s 4.40	.....	s 5.17	s 5.31
	Cold Spring.....	.....	s 1.18	.....	s 1.28	.....	.....	s 4.39	s 4.29	s 4.44	.....	s 5.22	s 5.36
	Beacon.....	s 1.17	s 1.28	.....	s 1.38	.....	3.26	s 4.50	s 4.39	s 4.53	s 5.10	s 5.33	s 5.45
	Chelsea.....	.....	.....	.....	.....	.....	.....	s 4.55	.....	.....	.....	.....	.....
	New Hamburg.....	.....	.....	.....	s 1.48	.....	.....	s 4.59	s 4.48	s 5.02	.....	s 5.43	s 5.54
	Poughkeepsie.....	s 1.39	A 1.48	.....	A 2.00	.....	D 3.41	A 5.10	A 5.00	A 5.12	s 5.25	A 5.55	A 6.04
	Hyde Park.....	.....	P.M.	.....	P.M.	.....	.....	P.M.	P.M.	P.M.	.....	P.M.	P.M.
	Rhinecliff.....	s 1.57	.....	.....	.....	.....	.....	.....	.....	.....	s 5.43	.....	.....
	Barrytown.....	2.04	.....	.....	.....	.....	3.59	.....	.....	.....	5.50	.....	.....
	Tivoli.....	° 2.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Germantown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	° 5.58	.....	.....
	Hudson.....	s 2.30	.....	.....	.....	.....	4.18	.....	.....	.....	s 6.10	.....	.....
	Newton Hook.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Stuyvesant.....	2.40	.....	.....	.....	.....	.....	4.28	.....	.....	6.20	.....	.....
	Schodack Landing....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Castleton-on-Hudson..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Int. Station 98.....	2.59	.....	.....	.....	.....	.....	4.49	.....	.....	6.44	.....	.....
	Albany.....	3.05	4.55	A 6.50
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	See Special Instruction No. 61	B	B	B	B	B	B	R B	R B

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CROTON-ON-HUDSON TO INT. STA. 98—ABS
WESTWARD—First Class

STATIONS	843	845	25	19	17	847	819	57	55	21	849	33	821
	Pough-keepsie	Pough-keepsie	Century Com-modore	The Wolver-ine	The Wolver-ine	Pough-keepsie	Peeka-kill Bee-Liner	The Cleve-land Limited	The Cleve-land Limited	The North Star	Pough-keepsie	Albany	Peeka-kill Bee-Liner
	Daily except Sat. and Sunday	Daily except Sat. and Sunday	Daily	Satur-day only	Daily except Satur-day	Daily except Sunday	Sunday only	Daily except Sat. and Sunday	Sunday only	Satur-day only	Daily except Satur-day	Satur-day only	Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.....	4.23	4.39	5.01	5.16	5.36	5.41	.....	6.21	7.01	7.31	7.31	7.51	.....
Harmon.....	5.14	5.34	5.50	6.10	6.30	6.39	7.00	7.16	7.56	8.26	8.26	8.49	10.30
Croton-on-Hudson....	5.19	° 5.39	5.55	6.15	6.35	° 6.44	s° 7.03	7.21	8.01	8.31	° 8.31	° 8.54	s° 10.33
Oscawana.....	.....	N 5.42	.....	.....	.....	s 6.48	s 7.06	.....	.....	.....	N 8.35	N 8.59	f 10.36
Crugers.....	.....	N 5.44	.....	.....	.....	s 6.51	s 7.08	.....	.....	.....	N 8.37	N 9.02	s 10.38
Montrose.....	.....	N 5.47	.....	.....	.....	s 6.55	s 7.11	.....	.....	.....	s 8.40	s 9.05	s 10.41
Peekskill.....	s 5.28	s 5.54	6.03	6.24	6.44	s 7.02	A 7.17	7.29	8.10	8.39	s 8.48	s 9.10	A 10.48
Manitou.....	.....	s 6.01	.....	.....	.....	s 7.09	P.M.	.....	.....	.....	.....	.....	P.M.
Int. Station 43.....	° 5.37	° 6.04	6.11	6.32	6.52	° 7.13	.....	7.37	8.18	8.47	° 8.57	° 9.20	.....
Garrison.....	s 5.40	s 6.07	.....	.....	.....	s 7.16	.....	.....	.....	.....	s 9.01	s 9.23	.....
Cold Spring.....	s 5.45	s 6.12	.....	.....	.....	s 7.21	.....	.....	.....	.....	s 9.07	s 9.29	.....
Beacon.....	s 5.56	s 6.21	6.21	s 6.46	g 7.06	s 7.30	.....	7.47	8.28	8.57	s 9.24	s 9.41	.....
Chelsea.....	.....	.....	.....	.....	.....	s 7.36	.....	.....	.....	.....	.....	.....	.....
New Hamburg.....	.....	s 6.32	.....	.....	.....	s 7.41	.....	.....	.....	.....	† 9.33	s 9.50	.....
Poughkeepsie.....	A 6.15	A 6.42	6.34	s 7.05	g 7.25	A 7.51	.....	s 8.08	s 8.46	s 9.11	A 9.45	s 10.05	10.15
Hyde Park.....	P.M.	P.M.	.....	.....	.....	P.M.	.....	.....	.....	.....	P.M.	.....	.....
Rhinecliff.....	.....	.....	.....	s 7.22	s 7.42	.....	.....	.....	.....	.....	.....	.....	.....
Barrytown.....	.....	.....	6.52	7.28	7.48	.....	.....	8.28	9.06	9.31	.....	10.35	.....
Tivoli.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germantown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson.....	.....	.....	7.10	s 7.50	s 8.10	.....	.....	s 8.51	9.26	9.49	.....	s 11.05	.....
Newton Hook.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stuyvesant.....	.....	.....	7.19	8.02	8.22	.....	.....	9.00	9.36	9.58	.....	11.19	.....
Schodack Landing....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Castleton-on-Hudson..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Int. Station 98.....	.....	.....	7.34	8.19	8.39	.....	.....	9.20	9.54	10.21	.....	11.49	.....
Albany.....	7.40	8.25	8.45	9.26	10.00	10.27	A 11.55
See Special Instruction No. 6	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	R B		B			B	B	B	B		B		B

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CROTON-ON-HUDSON TO INT. STA. 98—ABS
WESTWARD—First Class

STATIONS	35	59	61	13									
	The Iroquois	The Chica-goan	Montreal Limited	Railway Express									
	Daily	Daily	Daily	Daily except Sunday									
P.M.	P.M.	P.M.	P.M.										
Grand Cen. Term.....	9.36	10.16	10.46	.....								
Harmon.....	10.31	11.11	11.41	11.52									
Croton-on-Hudson....	10.36	11.16	11.46	11.57									
Oscawana.....	.....	.....	.....	.....					
Crugers.....	.....	.....	.....	.....					
Montrose.....	.....	.....	.....	.....					
Peekskill.....	10.44	11.23	11.54	12.07									
Manitou.....	.....	.....	.....	.....					
Int. Station 43.....	10.52	11.32	12.02	12.16									
Garrison.....	.....	.....	.....	.....					
Cold Spring.....	.....	.....	.....	.....					
Beacon.....	N 11.02	11.42	12.12	12.28									
Chelsea.....	.....	.....	.....	.....					
New Hamburg.....	.....	.....	.....	.....					
Poughkeepsie.....	s 11.20	11.55	s 12.26	12.43									
Hyde Park.....	.....	.....	.....	.....					
Rhinecliff.....	.....	.....	.....	.....					
Barrytown.....	11.40	12.13	12.46	1.03									
Tivoli.....	.....	.....	.....	.....					
Germantown.....	.....	.....	.....	.....					
Hudson.....	s 12.01	12.31	1.03	1.25									
Newton Hook.....	.....	.....	.....	.....					
Stuyvesant.....	12.12	12.40	1.12	1.35									
Schodack Landing....	.....	.....	.....	.....					
Castleton-on-Hudson..	.....	.....	.....	.....					
Int. Station 98.....	12.35	12.55	1.30	1.54									
Albany.....	12.41	1.01	A 1.36	2.00									
See Special Instruction No. 6	A.M.	A.M.	A.M.	A.M.									
		B		R P									

Time shown at Grand Central Terminal, Harmon and Albany is for information only.

WHITE PLAINS NORTH STATION to GHENT
WESTWARD—First Class

Table with columns for Miles from Grand Central Terminal, Stations, and train numbers 641, 643, 901, 903, 647, 905, 649, 651, 653, 655. Includes departure and arrival times for various stations like White Plains No. Sta., Valhalla, Kensico Cemetery, etc.

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

Time shown at Grand Central Terminal and Chatham is for information only.
No. 643 take siding at Pawling for No. 902.

WHITE PLAINS NORTH STATION to GHENT
WESTWARD—First Class

Table with columns for Stations and train numbers 907, 657, 659, 663, 661, 665, 911, 913, 667, 669, 673, 675. Includes departure and arrival times for various stations like White Plains No. Sta., Valhalla, Kensico Cemetery, etc.

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

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

m. Mail received from mail cranes.

WHITE PLAINS NORTH STATION to GHENT
WESTWARD—First Class

Table with columns for STATIONS, 677, 679, 681, 683, 915, 685, 687, 917, 689, 693, 695, 697. Includes rows for LEAVE, Grand Cen. Term., White Plains No. Sta., and various intermediate stations like Valhalla, Kensico Cemetery, Mount Pleasant, Hawthorne, Thornwood, Pleasantville, Chappaqua, Mount Kisco, Bedford Hills, Katonah, Golden's Bridge, Purdy's, Croton Falls, Brewster, Putnam Jct., Dykeman's, Towner's, Patterson, Pawling, State Hospital, Wingdale, Dover Furnace, Dover Plains, State School, Wassaic, Amenia, Millerton, Copake Falls, Hillsdale, Craryville, Philmont, Ghent, Chatham, and ARRIVE. Includes a 'See Special Instruction No. 6' row.

ABS

MBS

On single track, westward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
Time shown at Grand Central Terminal and Chatham is for information only.

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

Table with columns for MILES BETWEEN STATIONS, STATIONS, Y97, Y325, 700, Y287, 14, Y101, Y103, 500, Y201, Y3, Y99, 504. Includes rows for Croton-on-Hudson, Harmon, Ossining, Scarborough, Philipse Manor, Tarrytown, Irvington, Ardsley-on-Hudson, Dobbs Ferry, Hastings-on-Hudson, Greystone, Glenwood, Yonkers, Ludlow, Mount St. Vincent, Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, High Bridge, White Plains No. Sta., White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, Mount Vernon, Wakefield (241st St.), Woodlawn (233d St.), Williams Bridge (210th St.), Botanical Garden (200th St.), Fordham (190th St.), 183d St., Tremont (177th St.), Claremont Park (171st St.), Morrisania (168th St.), Melrose (162d St.), Mott Haven Jet. (MO), The Bronx (138th St.), 125th St., G.C.T., Lower Level, G.C.T., Upper Level, and ARRIVE. Includes a 'See Special Instruction No. 6' row.

See Special Instruction No. 6

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

Table with 14 columns for stations (702, 44, Y203, 642, Y301, 704, 830, 506, Y205, 800, 802, Y125, 62) and rows for departure times and arrival times. Includes stations like Croton-on-Hudson, Harmon, Scarborough, etc.

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

Table with 14 columns for stations (508, 692, 644, Y361, 6, 706, 708, Y207, 510, 694, 512, Y363, 804) and rows for departure times and arrival times. Includes stations like Croton-on-Hudson, Harmon, Scarborough, etc.

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

Table with 15 columns for stations (646, 710, Y211, Y209, Y303, Y391, 516, 832, 518, 712, 714, 834, Y213, Y217) and rows for departure times and arrival times. Includes 'See Special Instruction No. 6' at the bottom.

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

Table with 15 columns for stations (806, 836, 520, Y225, 522, 524, 534, Y215, 526, Y219, 716, Y349, 530, 718) and rows for departure times and arrival times. Includes 'See Special Instruction No. 6' at the bottom.

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

Table with 15 columns for stations (Y365, 532, 720, 722, Y221, Y393, Y367, 16, 536, Y305, Y223, 538, Y331, 540) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Ossining, Scarborough, Philipse Manor, Tarrytown, Irvington, Ardsley-on-Hudson, Dobbs Ferry, Hastings-on-Hudson, Greystone, Glenwood, Yonkers, Ludlow, Mount St. Vincent, Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, High Bridge, White Plains No. Sta., White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, Mount Vernon, Wakefield (241st St.), Woodlawn (233d St.), Williams Bridge, Botanical Garden, Fordham (190th St.), 183d St., Tremont (177th St.), Claremont Park, Morrisania, Melrose (162d St.), Mott Haven Jct. (MO), The Bronx (138th St.), 125th St., G.C.T., Lower Level, G.C.T., Upper Level.

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

Table with 15 columns for stations (Y233, 648, Y229, 724, Y353, 726, Y227, Y231, 8, 542, 544, Y235, 546, Y333) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Ossining, Scarborough, Philipse Manor, Tarrytown, Irvington, Ardsley-on-Hudson, Dobbs Ferry, Hastings-on-Hudson, Greystone, Glenwood, Yonkers, Ludlow, Mount St. Vincent, Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, High Bridge, White Plains No. Sta., White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, Mount Vernon, Wakefield (241st St.), Woodlawn (233d St.), Williams Bridge, Botanical Garden, Fordham (190th St.), 183d St., Tremont (177th St.), Claremont Park, Morrisania, Melrose (162d St.), Mott Haven Jct. (MO), The Bronx (138th St.), 125th St., G.C.T., Lower Level, G.C.T., Upper Level.

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

Table with 14 columns for stations (650, 696, Y369, 838, 548, Y237, Y307, 728, 652, Y239, 730, 732, Y67, 552) and rows for departure times and arrival instructions.

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

Table with 16 columns for stations (26, 654, 900, Y241, 554, Y351, 734, 556, 558, 840, Y41, 560, Y371, 656) and rows for departure times and arrival instructions.

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

Table with 14 columns (STATIONS, Y243, Y309, Y373, Y69, Y377, 562, Y375, 736, 564, 566, Y65, Y61, Y245) and 30 rows of station names and arrival times.

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

Table with 14 columns (STATIONS, 568, 658, Y247, Y311, Y381, 902, Y141, 660, Y249, 740, Y139, 570, 808) and 30 rows of station names and arrival times.

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

Table with 15 columns for stations (54, Y91, 742, Y251, Y313, 572, 574, Y9, Y19, 682, 662, Y315, Y253, 578) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Ossining, Scarborough, Philipse Manor, Tarrytown, Irvington, Ardsley-on-Hudson, Dobbs Ferry, Hastings-on-Hudson, Greystone, Glenwood, Yonkers, Ludlow, Mount St. Vincent, Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, High Bridge, White Plains No. Sta., White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, Mount Vernon, Wakefield (241st St.), Woodlawn (233d St.), Williams Bridge, Botanical Garden, Fordham, 183d St., Tremont, Claremont Park, Morrisania, Melrose, Mott Haven Jct., The Bronx, 125th St., G.C.T., Lower Level, G.C.T., Upper Level.

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

Table with 15 columns for stations (Y255, 744, Y75, 2, 580, Y257, 746, 748, 582, Y71, 664, 752, Y11, Y259) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Scarborough, Philipse Manor, Tarrytown, Irvington, Ardsley-on-Hudson, Dobbs Ferry, Hastings-on-Hudson, Greystone, Glenwood, Yonkers, Ludlow, Mount St. Vincent, Riverdale, Spuyten Duyvil, Marble Hill, University Heights, Morris Heights, High Bridge, White Plains No. Sta., White Plains, Hartsdale, Scarsdale, Crestwood, Tuckahoe, Bronxville, Fleetwood, Mount Vernon, Wakefield (241st St.), Woodlawn (233d St.), Williams Bridge, Botanical Garden, Fordham, 183d St., Tremont, Claremont Park, Morrisania, Melrose, Mott Haven Jct., The Bronx, 125th St., G.C.T., Lower Level, G.C.T., Upper Level.

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

Table with 14 columns for stations (810, 750, Y105, 668, 588, 666, Y13, Y261, 586, Y81, 754, Y77, 590, Y263) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

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

Table with 14 columns for stations (592, 812, 756, 594, Y265, 596, Y267, 598, Y53, 670, Y23, 816, 758, Y399) and rows for departure times and arrival times for various stations including Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

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

Table with 15 columns for stations (40, 600, 672, 602, 814, 774, Y269, 760, 604, 606, 674, Y383, 904, Y143) and rows for departure times (LEAVE) and arrival times (ARRIVE) for various stations including Croton-on-Hudson, Scarborough, Yonkers, and Grand Central Terminal.

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

Table with 15 columns for stations (Y271, 610, Y15, 818, 762, 906, Y145, 608, Y273, 614, Y79, Y87, 820, 764) and rows for departure times (LEAVE) and arrival times (ARRIVE) for various stations including Croton-on-Hudson, Scarborough, Yonkers, and Grand Central Terminal.

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

Table with 14 columns for stations (616, 676, 60, Y275, Y323, 618, Y83, 766, 4, 620, 678, Y397, 680) and rows for departure times and arrival times for various routes.

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

Table with 15 columns for stations (622, Y277, 90, 624, Y31, Y317, 848, 626, Y29, Y379, Y27, 80, 768) and rows for departure times and arrival times for various routes.

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

Table with 14 columns for stations (Y279 to Y147) and rows for departure times and arrival times. Includes special instruction No. 6.

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

Table with 16 columns for stations (910 to 778) and rows for departure times and arrival times. Includes special instruction No. 6.

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

Table with columns for STATIONS, 96, 846, 690, Y285, Y45, 634, 636, Y51, Y321, and arrival times. Includes stations like Croton-on-Hudson, Harmon, Ossining, Scarborough, etc.

INT. STA. 98 TO CROTON-ON-HUDSON—ABS EASTWARD—First Class

Table with columns for MILES FROM ALBANY, STATIONS, 44, 830, 800, 802, 62, 6, 804, 832, 834, 806, 836, 16, and arrival times. Includes stations like Albany, Int. Station 98, Castleton-on-Hudson, etc.

Time shown at Albany, Harmon and Grand Central Terminal is for information only.

INT. STA. 98 TO CROTON-ON-HUDSON—ABS
EASTWARD—First Class

Table with 14 columns for stations (8, 838, 26, 840, 808, 54, 2, 810, 812, 816, 814, 40, 818) and rows for various stations including Albany, Int. Station 98, Castleton-on-Hudson, Hudson, Poughkeepsie, and Croton-on-Hudson. Includes departure times and service codes.

Time shown at Albany, Harmon and Grand Central Terminal is for information only.

INT. STA. 98 TO CROTON-ON-HUDSON—ABS
EASTWARD—First Class

Table with 14 columns for stations (820, 60, 4, 80, 90, 848, 822, 50, 844, 96, 846, 14) and rows for various stations including Albany, Int. Station 98, Castleton-on-Hudson, Hudson, Poughkeepsie, and Croton-on-Hudson. Includes departure times and service codes.

Time shown at Albany, Harmon and Grand Central Terminal is for information only.

GHENT to WHITE PLAINS NORTH STATION
EASTWARD—First Class

Table with 14 columns for train numbers (642-656) and 14 columns for stations (Chatham to White Plains No. Sta.). Includes 'MILES FROM CHATHAM' and 'ARRIVE' sections.

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

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

GHENT to WHITE PLAINS NORTH STATION
EASTWARD—First Class

Table with 14 columns for train numbers (658-906) and 14 columns for stations (Chatham to White Plains No. Sta.). Includes 'MILES FROM CHATHAM' and 'ARRIVE' sections.

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

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

No. 643 take siding at Pawling for No. 902.

m Mail received from mail cranes.

GRAND CENTRAL TERMINAL TO MOTT HAVEN JCT—ABS

WESTWARD—Storage Trains

STATIONS	5441	5061	5161	5261	5081	5021	5003						
	Cars 44	Cars 6	Cars 16	Cars 26	Cars 8	Cars 2	Extra Cars						
	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily						
LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.						
G.C.T., Upper Level..	6.50	7.20	8.18	9.25	9.35	1.45	7.05						
Mott Haven Jct. (MO)	7.02	7.32	8.30	9.37	9.47	1.57	7.17						
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.						
See Special Instruction No. 61	P	P	P	P	P	P	P						

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

MOTT HAVEN JCT TO GRAND CENTRAL TERMINAL—ABS

EASTWARD—Storage Trains.

STATIONS	5152	5252	5174	5576	5592	5002	5004						
	Cars 15	Cars 25	Cars 17 19	Cars 57 21 55	Cars 59	Extra Cars	Freight						
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
Mott Haven Jct. (MO)	12.45	3.00	3.52	4.58	7.15	8.30	10.55						
G.C.T., Upper Level..	12.57	3.12	4.04	5.10	7.27	8.42	11.07						
ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
See Special Instruction No. 61	P	P	P	P	P	P	P						

HUDSON AND CLAVERACK

Westward Eastward

MILES FROM HUDSON	STATIONS		STATIONS										
0.00	Hudson.....		Claverack.....										
1.20	Hudson Upper.....		Hudson Upper.....										
4.21	Claverack.....		Hudson.....										

J. H. PALMER
Transportation Superintendent

NEW YORK TERMINAL DIVISION—ST. CLAIR PLACE AND DV. EAST AND WEST—ABS
30th ST. TO SPUYTEN DUYVIL

WESTWARD Second Class EASTWARD

MILES FROM 30TH ST.	STATIONS	3	13					MILES FROM SPUYTEN DUYVIL	STATIONS				
		Mail	Railway Express										
		Daily except Sun. and Monday	Daily except Sunday										
	LEAVE	A.M.	P.M.						LEAVE				
1.66	30th St.....	1.25	10.30					.98	Spuyten Duyvil....				
5.24	60th St.....	1.50	10.45					2.58	Inwood.....				
6.31	130th St.....	.....	.....					3.75	Fort Washington....				
7.48	152d St.....	2.00	11.05					4.82	152d St.....				
9.08	Fort Washington....	.....	.....					8.40	130th St.....				
10.06	Inwood.....	.....	.....					10.06	60th St.....				
	Spuyten Duyvil....	2.15	11.17						30th St.....				
	ARRIVE	A.M.	P.M.						ARRIVE				
	See Special Instruction No. 61	R-4 P B	R P						See Special Instruction No. 61				

Special Instructions covering this territory appear with Hudson Division Special Instructions

J. H. PALMER,
F. E. WEAVER,
Transportation Superintendents.

STATIONS, OFFICE CALLS AND OFFICE HOURS

Harlem-Electric Sub-Division

Harlem-Electric Sub-Division

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Chief train dispatchers office, Interlocking Station, Mount Vernon, etc.

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Mount Vernon, Mount Vernon Remote Interlocking, Mount Vernon freight station, etc.

Harlem Sub-Division

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Valhalla, Kensico Cemetery, Mount Pleasant, etc.

STATIONS, OFFICE CALLS AND OFFICE HOURS

Harlem Sub-Division

Harlem Sub-Division

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Putnam Jct., Dykeman's, Towner's, Patterson, Pawling, State Hospital, Wingdale, etc.

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Int. Station 65 (B. & A.), Chatham.

Hudson-Electric Sub-Division

Table with columns: STATIONS, Location, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Interlocking Station, State Hospital, Wingdale, High Bridge, etc.

STATIONS, OFFICE CALLS AND OFFICE HOURS

Hudson-Electric Sub-Division

Hudson Sub-Division

Table with 6 columns: STATIONS, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Irvington freight station, Sunnyside, Interlocking Station, Tarrytown, Scarborough, Ossining, Interlocking Station, Hyde Park, Staatsburg, Rhinecliff, Barrytown, Tivoli, Germantown, Germantown Crossovers, No. Germantown, East End Hudson Siding, Interlocking Station-82, Hudson, Stockport, Newton Hook, Interlocking Station-90, Stuyvesant, Schodack Landing, Castleton-on-Hudson, Interlocking Station-98.

Table with 6 columns: STATIONS, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Interlocking Station-.50, Beacon, Chelsea, Interlocking Station-54, New Hamburg, Camelot, Remote Interlocking, Interlocking Station-58, Poughkeepsie, Interlocking Station-60, Hyde Park, Staatsburg, Rhinecliff Remote Interlocking, Barrytown Remote Interlocking, Tivoli, Germantown, Germantown Crossovers, No. Germantown, East End Hudson Siding, Interlocking Station-82, Hudson, Stockport, Newton Hook, Interlocking Station-90, Stuyvesant, Schodack Landing, Castleton-on-Hudson, Interlocking Station-98.

Table with 6 columns: STATIONS, Miles from Grand Central Terminal, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Oscawana, Crugers, Montrose, Interlocking Station-37, Peekskill, Manitou, Interlocking Station-43, Remote Interlocking, Garrison, Cold Spring.

STATIONS, OFFICE CALLS AND OFFICE HOURS

Hudson Sub-Division

Putnam Sub-Division

Table with 6 columns: STATIONS, Miles from Stuyvesant, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Int. Station 90 to Int. Station SM, Interlocking Station 90, Stuyvesant, Interlocking Station SM.

Hudson Branch HUDSON AND CLAVERACK

Table with 6 columns: STATIONS, Miles from Hudson, Office Calls, *Train Order Office, Rule 221, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic. Rows include Hudson (Hudson Div.), Hudson Upper, Claverack.

Putnam Sub-Division

Table with 6 columns: STATIONS, Miles from BN, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Interlocking Station, Kings Bridge, Van Cortlandt, Lincoln, Dunwoodie, Bryn Mawr Park, Nepperhan, Gray Oaks.

Table with 6 columns: STATIONS, Miles from BN, Office Calls, *Train Order Office, *Manual Block Sta., *Manual Block Sta. for movement against Current of Traffic, Rule 221. Rows include Nepera Park, Mount Hope, Chauncey, Ardsley, Elmsford, Beaver Hill, East View, Graham, Briarcliff Manor, Millwood, Croton Lake, Croton Hts., Yorktown Hts., Amawalk, Granite Springs, Baldwin Place, XC, Lake Mahopac, Mahopac, Crafts, Carmel, Putnam Jct., Brewster.

STATIONS, OFFICE CALLS AND OFFICE HOURS

30TH ST. TO SPUYTEN DUYVIL

72d St. Yard office..... | — | DO | — |

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

WHEN AT LOCATION

	Chief Train Dispatcher				Power Supervisor	
G. C. T. to 110th St.....	2807	2808	2836	2838	2222	2231
111th St. to Crestwood.....	12807	12808	12836	12838	12222	12231
Scarsdale to White Plains No. Sta.....	012807	012808	012836	012838	012222	012231
MO to Tarrytown.....	12807	12808	12836	12838	12222	12231
Ossining to Croton-on-Hudson.....	012807	012808	012836	012838	012222	012231
West 29th St. to West 60th St. (calls will be obtained through manually operated switchboard at 33d St. freight office).....	2807	2808	2836	2838	2222	2231
West 60th St. to DV, including crew cabin—145th St. & freight agent 135th St.....	52807	52808	52836	52838	52222	52231

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

