

J. M. M.

The New York Central Railroad Company

HUDSON DIVISION

MOHAWK DIVISION

Time-Table No. 58

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A. M., Eastern Standard Time

Sunday, June 18, 1944

**K. A. BORINTRAGER,
Superintendent**

CONTENTS

	PAGES
Surgeons, Oculists and Hospitals.....	Inside Front Cover
Special Instructions	1 to 14
Croton-on-Hudson to Albany.....	15 to 19
Albany to Croton-on-Hudson.....	20 to 24
Albany to Syracuse.....	25 to 28
Syracuse to Albany.....	29 to 32
Albany to Troy.....	33
Troy to Albany.....	33
Troy and Schenectady.....	34
Little Falls and Salisbury Center.....	34
Ravena and Kirkville Junction.....	35
Stations, Office Calls, Signals and Telephones.....	36 to 50
Speed Table	51
Map Hudson Division.....	Inside Back Cover
Map Mohawk Division.....	Outside Back Cover

SPECIAL INSTRUCTIONS

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

A1. OTHER RAILROADS.

Between Madison St. and Troy, trains run via T. U.
Green Island and Troy, trains run via T. U. and D. & H.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute, when loaded with live stock or perishable freight, may be hauled by chains instead of couplers to next repair point and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially used, beyond the first side track.

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20F and 20G, effective January 7, 1941, govern.

Rules to be followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

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

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

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members or responsible engineer or inspector, 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.

M1. THIRD RAIL.

Cars that do not clear third rail telltales or indicator blocks must not be run where there is a third rail.

Hudson Division.

Eastward trains, other than freight, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4. Such trains must stop before reaching third rail at Croton-on-Hudson which begins at a point 350 feet west of station foot bridge, where car inspector will meet train.

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

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Harmon	{ Engine dispatchers office.
	{ Steam enginemens room.
Croton-on-Hudson	Passenger station.
Peekskill	Passenger station.
	{ Engine house.
Poughkeepsie	{ Passenger station.

Selkirk Yard	{ Engine house.
	{ East bound classification yard office.
	{ General yard office.
	{ West bound advance yard office.
Rensselaer	Engine house.
Troy	Telegraph office.
Albany	{ Train dispatchers office.
	{ Station masters office.
Schenectady	{ Engine house.
	{ Passenger station.
Little Falls	Signal Station 24.
Herkimer	Signal Station 26.
Utica	{ Engine house.
	{ Yard masters office.
	{ Station masters office.
De Witt	{ Yard office, west end east bound advance yard.
	{ Engine house.
	{ West end, yard office.
Syracuse	{ Crew dispatchers office.
	{ Chief train dispatchers office.
	{ Yard office, Geddes St.

6. LETTERS AND SIGNS.

- § Stop for mail.
- ‡ Stop on signal to discharge passengers.
- # Stop on signal daily except Sunday to discharge passengers from Rochester and beyond; Sunday regular stop.
- Stop Sunday.
- B Stop on signal to discharge passengers from New York.
- E Stop on signal to discharge passengers from New York and receive passengers for Poughkeepsie.
- H Stop on signal to discharge passengers from Albany and points east.
- I Stop on signal to discharge passengers from Cleveland and beyond.
- J Stops daily June 1 to October 1, inclusive.
- K Stop on signal to receive passengers for points west of Buffalo.
- M Stop Saturday.
- P Stop on signal to receive passengers beyond.
- R Stop on signal to discharge passengers from Rochester and
- T Stop on signal to discharge passengers from points west of Buffalo.
- V Stop to discharge passengers.
- W Stop on signal daily to discharge or receive passengers. Sunday—Regular stop.
- X Stop on signal to receive passengers for west of Buffalo and Adirondack Division points.
- Y Stop daily except Sunday.
- Z Stop Sunday to discharge passengers from New York.
- o Use Track No. 3 westward or Track No. 4 eastward.

12. HAND, FLAG AND LAMP SIGNALS.

Mohawk Division.

A blue signal displayed from a signal station indicates train is to back from Track No. 1 or Track No. 2. Clear signal will be displayed only after whistle signal acknowledgment has been received.

A white signal displayed from a signal station indicates that train on Track No. 3 or Track No. 4 should take water at the next water station.

13. EMERGENCY SIGNALS.

Whistles are located at Signal Stations A, B and 1.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.

Hudson Division.

Sound	Indication
o o o o o	To be sounded passing Signal Station 90 by trains destined Troy.
	At Signal Station 90 for Hudson siding.
— o —	Trains requiring water, to be sounded passing Signal Station preceding last facing crossover to the rear of water station.

Mohawk Division.

Sound

Indication

- o — Trains requiring water at east end of westward receiving yard, Selkirk to be sounded by B. & A. and Hudson Division trains passing Signal Station SM and River Division trains passing Ravena.
- Signal Station RJ. Engine of Eastward freight train requires water at South Schenectady.
- Signal Station 26. Engine of Westward train requires water or coal at Utica.
- Signal Station 34. Engine of freight train on Track No. 4 requires water at Utica.
- Train on Track No. 1 or Track No. 2 requires water. To be sounded passing signal station preceding last facing crossover to the rear of water station.
- Trains requiring coal or water at Syracuse, to be sounded passing Signal Station 39.
- o o o o Train on Track No. 1 or Track No. 2 has defective engine or equipment and should be diverted.
- o o o o o Signal Station 3, 16, 30, 31 and 48. Train for West Shore.
- Signal Station 31. Westward train for St. Lawrence Division, or freight train having work at Rome.

19. MARKERS.

Lights in fixed receptacles will be used as markers on cars so equipped.

Troy and Schenectady Branch.
Dolgeville Branch.

A red flag by day and a red light by night will be displayed to indicate the rear of the train.
Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication.

Trains will not leave the following stations without Clearance Form A.

West Shore:

New York Mills, Westward trains.
Kirkville Jct., Eastward trains.

T. & S. Branch:

Troy, Westward T. & S. trains.
Green Island, Westward T. & S. trains.
Schenectady, Eastward T. & S. trains.

Dolgeville Branch:

Signal Station 24, Westward trains.
Dolgeville, Eastward and Westward trains.

93. YARD LIMITS.

Main Line:

Poughkeepsie.
Signal Station 99 and Schenectady, inclusive. Tracks No. 3 and No. 4.

Signal Station 98 and automatic signal 14751, inclusive, Tracks No. 1 and No. 2.

Amsterdam, except Tracks No. 1 and No. 2.

Fonda, except Tracks No. 1 and No. 2.

St. Johnsville, except Tracks No. 1 and No. 2.

Little Falls and Herkimer, inclusive, except Tracks No. 1 and No. 2.

Harbor and Utica, inclusive, except Tracks No. 1 and No. 2.

Oneida and Canastota, inclusive, except Tracks No. 1 and No. 2.

West Shore:

Ravena and Voorheesville, inclusive.
Signal Station SM and Unionville.
Signal Station 7 and South Schenectady, inclusive.
Rotterdam Jct.
South Amsterdam.
Canajoharie.
Ilion and Frankfort, inclusive.
Harbor and New York Mills, inclusive.

T. & G. Branch:

Rensselaer and Forbes Avenue, inclusive.
Automatic Signal 411 and Troy, inclusive.

T. & S. Branch:

Green Island and Cohoes, inclusive.
Schenectady and Aqueduct, inclusive.

Dolgeville Branch:

Salisbury Center.
Dolgeville.
Little Falls.
Passenger trains must be given full protection at all times.

D-97. WORK EXTRAS.

On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Albany, Livingston Ave.	D. & H.	Interlocking.
Voorheesville	D. & H.	Interlocking.
*East New York Mills	D. L. & W.	Interlocking.
New York Mills	N. Y. O. & W.	R. grade crossing.

Clark Mills	N. Y. O. & W.	Interlocking.
Canastota	L. V.	Interlocking.
Green Island	D. & H.	Interlocking.
Schenectady, Center St.	D. & H.	Interlocking.

*A signal indicating stop may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box at crossing and opened crossing switch. After train passes, crossing switch must be closed and box locked.

*A train standing on Track No. 6 east of crossing, Track No. 5 or eastward siding west of crossing, must not pass "clearing section" signs located 120 feet in rear of dwarf signals governing movements from these tracks except to move over crossing.

98. DRAWBRIDGES.

Location	Signals	
New Hamburg	Wappinger's Creek	Interlocking.
Albany	Hudson River	Interlocking.

103. PUBLIC CROSSINGS AT GRADE.

Trainmen must flag trains or engines over following crossings:

- Rensselaer:**
 - Teller's Crossing, yard tracks.
- South Bethlehem:**
 - Jevick Road, 11,089 feet west of station.
- Feura Bush:**
 - Highway Crossing west of station.
- Amsterdam, Kelloggs Branch:**
 - Main St. Crossing.
- Herkimer:**
 - Caroline St.
- South Utica:**

Kemble St.	Genesee St.
Oneida St.	Sunset Ave.
South Utica: 7.00 A.M. until 7.00 P.M.	
Rutger St.	Conkling Ave.
Bacon St.	Taylor Ave.
Albany St.	Square St.
Kossuth Ave.	Seymour Ave.
Mohawk St.	Arthur St.
Eagle St.	
- Rome Industrial Track:**

Dominick St.	Whitesboro St.
Fifth St.	James St.
Mill St.	Ridge St.
Bouck St.	
- Clark Mills:**
 - Clinton St.
- Hecla:**
 - Highway No. 302
- Vernon:**

Vernon St.	Dairymen's League Crossing
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- Oneida Castle:**

Broad St.	State St.
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- Wampsville:**
 - Court St.
- Canastota, West Shore:**
 - Peterboro St. Main St.
- Chittenango:**
 - Chittenango Rd.

Trains will come to a stop before passing over the following crossings:

- Ravena:**
 - State Highway Crossing, 11,035 feet west of station.
- Vernon:**
 - Bronson's Crossing, 10,581 feet east of station.

Trains will stop and Trainmen must flag over the following crossings:

South Amsterdam:
Minaville Road Bridge St.

Canajoharie:
Church St.

South Fort Plain:
River St.

South Little Falls:
Flint Ave. Bellinger St.

Jacksonburgh:
Fort Herkimer Road.

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

Canajoharie:

Trains stopping for water must not obstruct crossing east of water column.

104. SWITCHES.

At middle sidings, except where details are provided, the normal position of siding switches is:

- East end, for eastward track.
- West end, for westward track.

Spring Switches.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

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

Hudson:

Track No. 2, approximately 2 miles east of Signal Station 82. Normal position for Track No. 2. Trainmen must obtain permission from signalman at Signal Station 82 before moving from siding to Track No. 2. Additional instructions in telephone box located at switch.

Unionville:

At junction of Track No. 7 Connection and Track No. 5 Connection. Normal position is for Track No. 7. Westward movements will trail this switch.

If train is stopped at interlocking signals, trainmen must obtain instructions from Train Dispatcher. Additional instructions in telephone box located at Track No. 5 Connection interlocking signal.

Electrically Locked Switches.

Roa Hook:

Track No. 1 to Siding electrically controlled from Signal Station 37. When using this switch communicate with Signal Station 37 by telephone located on loading platform.

Hudson:

Track No. 1 to B & A, located 900 feet west of Signal Station 84, electrically controlled from Signal Station 84. When using this switch communicate with Signal Station 84 by telephone.

South Schenectady:

Carman Detour to Government Plant, located 16080 feet west of Signal Station 7, electrically controlled from Signal Station 7. When using this switch communicate with Signal Station 7 by telephone.

Schenectady:

Switch at east end of yard must be unlocked and locked in accordance with instructions posted in box adjacent to switch.

Little Falls:

Track No. 4 to siding, located 880 feet east of Signal Station 24, electrically controlled from Signal Station 24. When using this switch communicate with Signal Station 24 by telephone.

Utica:

Trailing crossover Track No. 4 to yard, located 4425 feet east of Signal Station 31 and facing crossover Track No. 4 to yard, located 4445 feet east of Signal Station 31, are electrically controlled from Signal Station 31. When using these crossovers communicate with Signal Station 31 by telephone.

Oneida:

Track No. 4 to O & W Connection, located 3375 feet east of Signal Station 39, electrically controlled from Signal Station 39. When using this switch communicate with Signal Station 39 by telephone.

Track No. 4 to yard, located 2710 feet east of Signal Station 39, electrically controlled from Signal Station 39. When using this switch communicate with Signal Station 39 by telephone.

104a. NORMAL POSITION OF SWITCHES.

Kirkville Jct.:

West Shore for Main Line connection.

105. SIDINGS.

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 Signal 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.

	Westward	Eastward	Westward and Eastward
Poughkeepsie:			
Westward, between remote-controlled switch and Signal Station 58.	154	....	....
Hudson	246	235	....
Rome	173	194	....
Oneida:			
Between Tracks No. 3 and No. 4..	187	....	....
South of Track 2.....	..	61	....
Voorheesville:			
First Track north of Track No. 5.	89	....	....
Second Track north of Track No. 5..	69	....	....
Track south of Track No. 4.....	..	60	....
South Amsterdam	40	....	....
New York Mills.....	18	41	....
Single Track:			
Cohoes .....	..	....	43
Crescent .....	..	....	14
Aqueduct .....	..	....	16
Oneida Castle .....	..	....	17
Canastota .....	..	....	77

107. STATION STOPS.

Hudson:

Eastward passenger, mail and express trains making station stop will not proceed to station platform until proceed indication is given by automatic signal 11482 or permission is received by telephone from signalman at signal station 84.

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 Engineman by signal 16-(d) and Engineman will stop at Automatic Signal 11482 and receive permission by telephone from Signalman at Signal Station 84 to proceed and make station stop.

109. BULLETIN BOARDS AND BOOKS.

Harmon.....	Enginemens room.
Croton-on-Hudson...	Rest car.
Peekskill.....	Passenger station.
Poughkeepsie.....	Engine house.
	Passenger station.
Hudson.....	Signal Station 84.
	Engine house.
Selkirk.....	Eastbound classification yard office.
	General yard masters office.
	Westbound advance yard office.
Rensselaer.....	Engine house.
	Yard masters office.
Albany.....	Station masters office.
Troy.....	Yard office.
	Telegraph office.
Schenectady.....	Yard office.
	Engine house.
Fonda.....	Signal Station 16.
Little Falls.....	Signal Station 24.
	Engine house.
Utica.....	Yard masters office.
	Station masters office.
	Yard office, North yard.
	Yard office, West end eastbound advance yard.
DeWitt	Yard office, Midway yard.
	Yard office, West end.
	Engine house.
Syracuse.....	Crew dispatchers office.

DESIGNATION AND USE OF MAIN TRACKS.

Hudson Division.

D-151.

Two Tracks:

Between Signal Station 37 and Signal Station 43.
Signal Station 71 and Signal Station 98.

Tracks are numbered from the south:
No. 2, No. 1.

Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.

Between Signal Station 90 and Signal Station SM.

Tracks are numbered from the south:
No. 4, No. 3.

Tracks will be used as follows:
No. 4, Eastward.
No. 3, Westward.

Four Tracks:

Between Croton-on-Hudson and Signal Station 37.
Signal Station 43 and Signal Station 71.

Tracks are numbered from the south:
No. 4, No. 2, No. 1, No. 3.

Tracks will be used as follows:
No. 4, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Passenger.

Mohawk Division.

Single Track:

Between Signal Station 7 and WH.
Ravena and Unionville.
Green Island and Schenectady.
Salisbury Center and Little Falls.
New York Mills and Kirkville Junction.

D-151.

Two Tracks:

Between Rensselaer and Troy.
Signal Station 98 and Signal Station 1.
Rock Cut and a point 480 feet west of Central
Avenue Bridge No. 364, West Albany.

Tracks are numbered from the south:
No. 2, No. 1.

Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.

Between Signal Station 99 and Signal Station 1.
Signal Station SM and Signal Station SK.

Tracks are numbered from the south:
No. 4, No. 3.

Tracks will be used as follows:
No. 4, Eastward.
No. 3, Westward.

Between Unionville and Voorheesville.
Rotterdam Jct. and New York Mills.

Tracks are numbered from the south:
No. 6, No. 5.

Tracks will be used as follows:
No. 6, Eastward.
No. 5, Westward.

Between Voorheesville and Fullers.

Tracks are numbered from the south:
No. 4, No. 5.

Tracks will be used as follows:
No. 4, Eastward.
No. 5, Westward.

Between Fullers and Rotterdam Junction.

Tracks are numbered from the south:
No. 5, No. 4.

Tracks will be used as follows:
No. 5, Westward.
No. 4, Eastward.

Between Hoffmans and Rotterdam Jct.
Harbor and Utica.

Tracks are numbered from the south:
No. 3, No. 4.

Tracks will be used as follows:
No. 3, Westward.
No. 4, Eastward.

Three Tracks:

Between a point 480 feet west of Central Avenue
Bridge No. 364, West Albany and Signal
Station 7.

A point 2,511 feet west of Sand Bank Yard,
Schenectady and Signal Station 11.

Tracks are numbered from the south:

No. 2, No. 1, No. 4.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 4, Eastward—Freight.

Four Tracks:

Between Signal Station 1 and Rock Cut, West Albany.

Tracks are numbered from the south:

No. 2, No. 1, No. 4, No. 3.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 4, Eastward—Freight.

No. 3, Westward—Freight.

Between Signal Station 7 and a point 2,511 feet west
of Sand Bank Yard, Schenectady.

Signal Station 11 and Signal Station 44.

Tracks are numbered from the south:

No. 2, No. 1, No. 3, No. 4.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 3, Westward—Freight.

No. 4, Eastward—Freight.

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

Between Signal Station 7 and WH.

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

Between Croton-on-Hudson and Kirkville.
Signal Station 90 and Signal Station SK.
Signal Station 100 and Troy.
Unionville and New York Mills.
Rotterdam Junction and Hoffmans.
Harbor and Utica.

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

Signal Station	Tracks
Between Signal Station 43 and Croton-on-Hudson	No. 1
Between 54 and interlocking switch Track No. 2, 2,765 feet east of Signal Station 54; and Track No. 1, 2,381 feet east of of Signal Station 54.	No. 1, No. 2, No. 3 and No. 4.
Between 99 and 1.....	No. 1, No. 2, No. 3 and No. 4.
1 and 3.....	No. 1.
Between first and second home signals, Signal Station 26	No. 1 and No. 2.
Between first and third home signals, Signal Station 26	No. 3.
Between first and fourth home signals, Signal Station 26	No. 4.
Between 30 and 31.....	No. 1, No. 2 and No. 3.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Fig. 38

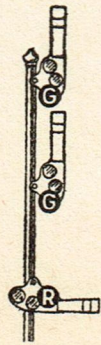


Fig. 38A



Fig. 57



Fig. 58

281-A

Proceed approaching second signal at medium speed.

Fig. 59-B
281-B

Proceed approaching next signal at limited speed.

Fig. 59-C
281-C

Proceed; limited speed within interlocking limits.

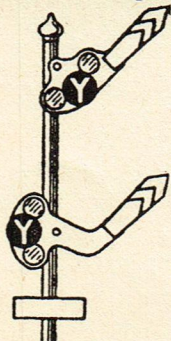


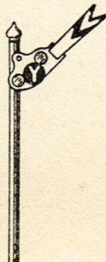
Fig. 72



Fig. 73

282-A

Proceed preparing to stop at second signal.

Fig. 104
285-A

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

290. RESTRICTED SPEED INDICATIONS.

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

Mohawk Division.

Signal Stations 101, A and WH.

Rule 290 modified accordingly.

293. SWITCH TARGETS.

Lights on main track switches are not in use:

Between Croton-on-Hudson and Kirkville.

Stuyvesant and Signal Station SK.

Ravena and Kirkville Jct.

Troy and Schenectady.

Little Falls and Salisbury Center.

Rule 293 modified accordingly.

297. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Indication
New York Mills, Semaphore.	Inclined 45 or 90 degrees	Proceed on N. Y. C.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between Green Island and Schenectady.

Little Falls and Salisbury Center.

New York Mills and Kirkville Junction.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or more Tracks:

Between a point 480 feet west of Central Ave. Bridge No. 364 West Albany and Signal Station 7, Track No. 4.

A point 2,511 feet west of Sand Bank Yard, Schenectady and Signal Station 11, Track No. 4.

Harbor and New York Mills.

Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two or more Tracks:

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 the main track is seen or known to be clear. 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 indications will be authorized by the train dispatcher except in case of failure of communication.

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

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Signal Station 7 and WH.

Two or more Tracks:

Between Croton-on-Hudson and Kirkville, except between a point 480 feet west of Central Avenue Bridge No. 364, West Albany and Signal Station 7, Track No. 4; and, between a point 2,511 feet west of Sand Bank Yard, Schenectady and Signal Station 11, Track No. 4.

Signal Station 90 and Signal Station SK.
Signal Station 100 and Troy.
Unionville and Harbor.
Rotterdam Jct. and Hoffmans.
Harbor and Utica.

Except where Rule D-261 governs, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

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

SS-37	SS-101	SS-1
SS-98	SS-A	SS-30
SS-99	SS-B	SS-31
SS-100	SS-D	

Rule 611 modified accordingly.

Signal No. 4311 to west end of Fort Montgomery Tunnel, and Schodack Landing Cut.

If track is not in condition for movement of trains at normal speed, knife switches in white boxes on telegraph poles, except Schodack Landing Cut attached to track side of mast of Signal No. 13081, must be opened promptly to cause automatic signals to indicate "Stop; then proceed at restricted speed".

515. WHEEL BASE.

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

Rule 515 modified accordingly.

606. INTERLOCKING SIGNALS.

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

668. INTERLOCKING.

Hudson Division:

Location	Signal Station	Tracks
East of Garrison station.....	43	No. 4 to No. 2
East of drawbridge.....	54	No. 2 to No. 4 No. 2 to No. 1 No. 1 to No. 2 No. 1 to No. 3 No. 3 to No. 1
8,000 feet east of.....	58	No. 2 to No. 4 No. 1 to No. 3 No. 3 to Siding
11,613 feet east of.....	82	No. 1 to Siding

Mohawk Division.

WH	7	{ No. 4 to Carman Detour. No. 5 to No. 4.
3,700 feet east of.....	26	{ Adirondack Conn. to No. 4 No. 4 to No. 3 No. 3 to No. 1 No. 1 to No. 2
West end of Station Platform.....	26	{ No. 2 to No. 1 No. 1 to No. 3 No. 3 to No. 4
5,800 feet west of.....	26	{ Freight House Conn. to No. 4 No. 4 to No. 3

9,504 feet west of.....29

{ No. 4 to West Shore Conn.
Utica Yard to No. 4 and to
West Shore Conn.

9,503 feet west of.....29

{ West Shore Conn. to No.
3.
No. 3 to Yard Track
north of No. 3.

Enginemen or trainmen finding signal governing movement over switch displaying stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed. Scale test cars must be hauled only in slow or local freight trains.

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

Multiple Unit equipment must not be handled in freight trains.

705. LEAVING CARS ON SIDE TRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

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

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

South Schenectady: Trains on Track No. 4, leaving cars must cut off at west switches at west end of yard.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length are limited to 30 cars.

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

841. U. S. MAIL.

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

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

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

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

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

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

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive

such request should be reported on the trip report of mail carried.

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

- 1 to 50 sacks— 3 ft. 251 to 300 sacks—18 ft.
- 51 to 100 sacks— 6 ft. 301 to 350 sacks—21 ft.
- 101 to 150 sacks— 9 ft. 351 to 400 sacks—24 ft.
- 151 to 200 sacks—12 ft. 401 to 450 sacks—27 ft.
- 201 to 250 sacks—15 ft. 451 to 500 sacks—30 ft.
- 2 outside parcels equal one sack, except that one box of baby chicks equals one sack.

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

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

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

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

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

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

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

HAND BRAKE TEST.

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

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

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

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

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

Eastward Freight Trains.

Between Voorheesville and Selkirk Yard.

When speed of train is to be reduced the engine throttle should first be closed and after slack has adjusted itself the automatic brakes should be applied with an initial reduction of 5 to 8 lbs. followed by subsequent light reductions as required, keeping independent or straight air brake valve handle in release position to prevent locomotive brake from applying.

After required reduction has been made in train speed and it is desired to release car brakes, first apply independent or straight air brake on locomotive to prevent slack running out too quickly, then release car brakes after which independent or straight air brake must be carefully graduated off.

Rule 1569, Rules for Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Automatic Signal 14762 to Signal Station 1.

All retaining valves must be turned up before leaving automatic signal 14762 or West Albany yard.

On trains departing from or running through West Albany yard running test must be made at Rock

Cut. Other freight trains must be stopped by air brakes at automatic signal 14762 and running test made at automatic signal 14622.

The brake pipe pressure must be 85 pounds. Should pressure be reduced below 60 lbs., trains must be stopped and not proceed until full pressure is restored. Engines with air pump capacity of less than New York No. 5 or Westinghouse eleven inch must not be used in this service.

In case of failure of air brakes, engineman will immediately place brake valve in emergency position and sound whistle 14 (a). Train must be stopped as quickly as possible.

SPEED RESTRICTIONS.

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

GENERAL

Unless Otherwise Restricted.

Circus trains with freight equipped cars.....	30
Engines, Classes B and U, under steam or being towed, except when pushing passenger, mail, express and milk trains from Albany to Signal Station 3.....	20
Engines other than Classes B and U not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory.....	30
Engines, Classes G, H, L-1 and L-2, light or with caboose.....	35
Engines running backward.....	30
Engines running backward by night over public crossings.....	15
Freight trains with pushers.....	30
Freight trains handling ten or more loaded tank cars in one group not separated by cars of other lading.....	40
(Conductor must inform Engineman before leaving terminal whenever makeup of train is such as to make this restriction applicable.)	
Rail motor cars operating under their own power or being towed:	
M-404.....	50
M-10 and M-201.....	55
All others.....	60
Passenger, Mail, Express and Milk Trains:	
Engines, Class H.....	40
Engines, Class L-2.....	60
Engines, Class L-3 and L-4.....	70
Rail Detector car X8015.	
Under own power or on rear of passenger train	40
Revenue freight trains with cranes moving on their own wheels.....	25
Snow plows and flangers.....	35
Switches and crossovers, other than interlocking, when diverging.....	10
Trains with scale test car or Jordan Spreader..	25
Trains with dead engines not having all side or main rods.....	20
Work trains with locomotive cranes.....	30
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use:	
Over all hand operated switches.....	10
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:	
Passenger, mail, express and milk trains....	35
Other trains.....	20

Tracks	
No. 1	No. 3
&	&
No. 2	No. 4

Main Line:

Engines other than Classes G, H, L-1 and L-2, light or with caboose:		
Croton-on-Hudson and Rensselaer.....	45	45
Signal Station 3 and Signal Station 44	45	35

	Tracks	
	No. 1 & No. 2	No. 3 & No. 4
Freight trains:		
Less than 5000 tons.		
Croton-on-Hudson and Rensselaer....	55	55
Signal Station 3 and Signal Station 44	55	45
5000 to 6000 tons inclusive.		
Croton-on-Hudson and Rensselaer....	50	50
Signal Station 3 and Signal Station 44	50	45
More than 6000 tons.....	45	45
Passenger, Mail and Express Trains:		
18 cars or less.		
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains.	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	75	75
Signal Station 3 and Gulf Curve, Little Falls	80	45
Gulf Curve, Little Falls and North Ilion	70	45
North Ilion and Signal Station 44...	80	45
Passenger Trains:		
19 to 25 cars inclusive:		
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains.	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	65	65
Signal Station 3 and Gulf Curve, Little Falls	70	45
Gulf Curve, Little Falls and North Ilion	65	45
North Ilion and Signal Station 44....	70	45
26 to 30 cars inclusive:		
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains.	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains.....	65	65
Signal Station 3 and Signal Station 44	65	45
Milk Trains:		
18 cars or less.		
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward rains.	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	75	75
Signal Station 3 and Gulf Curve, Lit- tle Falls	75	45
Gulf Curve, Little Falls and North Ilion	70	45
North Ilion and Signal Station 44	75	45
Mail, Express and Milk Trains.		
19 to 40 cars inclusive:		
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains.	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	65	65
Signal Station 3 and Signal Station 44	65	45
Passenger, Mail, Express and Milk Trains:		
With freight equipped cars:		
Croton-on-Hudson and Rensselaer....	55	55
Signal Station 3 and Signal Station 44	55	45
Trains with steam cranes except as shown above:		
Croton-on-Hudson and Rensselaer....	45	45
Signal Station 3 and Signal Station 44	45	35
Work trains:		
Croton-on-Hudson and Rensselaer....	40	40
Signal Station 3 and Signal Station 44	40	35

	Tracks		
	No. 4	No. 5	No. 6
West Shore:			
Engines, light or with caboos.			
Unionville and Kirkville Junction....	35	35	35
Work trains.			
Unionville and Kirkville Junction....	35	35	35
Freight trains.			
Unionville and Voorheesville.....	45	45	
Voorheesville and Rotterdam Jct....	45	45	
Rotterdam Jct. and Kirkville Jct....		35	35
Freight trains more than 6,000 tons.....	30	30	30
Mail, express and milk trains.			
10 cars or less.			
Unionville and Voorheesville.....	60	60	
Voorheesville and South Schenectady..	45	60	
South Schenectady and Rotterdam Jct.	45	50	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
11 to 14 cars inclusive.			
Unionville and Voorheesville.....	55	55	
Voorheesville and South Schenectady..	45	55	
South Schenectady and Rotterdam Jct.	45	50	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
15 to 25 cars inclusive.			
Unionville and Voorheesville.....	50	50	
Voorheesville and South Schenectady..	45	50	
South Schenectady and Rotterdam Jct.	45	50	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
26 to 40 cars inclusive.			
Unionville and Voorheesville.....	45	45	
Voorheesville and South Schenectady..	45	45	
South Schenectady and Rotterdam Jct.	45	45	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
Passenger trains:			
10 cars or less.			
Unionville and Voorheesville.....	60	60	
Voorheesville and South Schenectady..	45	60	
South Schenectady and Rotterdam Jct.	45	50	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
11 to 18 cars inclusive.			
Unionville and Voorheesville.....	55	55	
Voorheesville and South Schenectady..	45	55	
South Schenectady and Rotterdam Jct.	45	50	
Rotterdam Junction and Harbor.....		40	40
Harbor and Kirkville Junction.....		35	35
Passenger, mail, express and milk trains, with freight equipped cars.			
Unionville and Kirkville Junction....	35	35	35

LOCAL

Unless Otherwise Restricted.

Main Line:

Croton-on-Hudson and Poughkeepsie Passenger, Mail, Express and Milk Trains with engines Class L-2	55
Peekskill, curve at station and first curve west.	45
" curve east of M.P. 44.....	50
Between M.P. 43 and M.P. 45.	
Freight and work trains with engines Classes L and J.....	35
Garrison, to discharge mail.....	20
Cold Spring, to discharge mail.....	20
New Hamburg drawbridge.....	60
Poughkeepsie through station. Tracks No. 3 and No. 4	40
Poughkeepsie, to discharge mail.....	20
Greendale, to discharge mail.....	20
Hudson, to discharge mail.....	20
" curves at station.....	50
Signal Station D.	
Rule 290	10
Signal Stations 100, A, B, 8, 16, 24, and 31.	
Rules 287, 288 and 290.....	10

Rensselaer, curve at station..... 15
Rensselaer and West Albany, Tracks No. 3 and No. 4 15
Hudson River Passenger Bridge and Spencer St. Bridge No. 354-A together with intermediate bridges.
Engines, classes J, L, H-5, H-6, H-10 and B. & A. Class A-1..... 15
Hudson River Freight Bridge and Montgomery St. Bridge No. 354-E together with intermediate bridges.
Engines, classes J, L, H-5, H-6, H-10 and B. & A. Class A-1..... 15
Broadway Viaduct Bridge No. 355 and Spencer St. Bridge No. 354-A.
Engines, classes J, L, H-5, H-6, H-10 and B. & A. Class A-1..... 25
Signal Station B.
Rule 281, figure 37..... 15
Albany and Signal Station 3
Passenger, mail, express and milk trains
16 cars or less
Track No. 1..... 25
Track No. 2..... 40
17 cars or more
Track No. 1..... 25
Track No. 2..... 30
Freight, work trains and light engines
Track No. 1, westward movements 25
Track No. 1, eastward movements 15
Track No. 2 15
Curve 1320 Ft. east of Central Ave. Bridge No. 364, West Albany, Track No. 2..... 70
Between Carman and Hoffmans, over bridges.
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB 30
Schenectady grade curves
Between M.P. 158 and M.P. 159
Track No. 1..... 60
Track No. 2..... 50
Schenectady between State St. and Br. 381
Tracks No. 1 and No. 2..... 45
Tracks No. 3 and No. 4..... 20
Tribes Hill, curve west of station, between east end of the curve and signal bridge located at mile post 182.2, Tracks No. 1 and No. 2..... 60
Signal Station 16, when diverging Track No. 4 to Track No. 2 and Track No. 1 to Track No. 3 20
Yosts, Big Nose curve, Tracks No. 1 and No. 2.. 60
Palatine Bridge 1000 ft. west of station
Tracks No. 1 and No. 2..... 50
Tracks No. 3 and No. 4..... 45
Little Falls, Curve between Lock St. and Passenger Station.
Track No. 2..... 60
Little Falls, Gulf curve
Tracks No. 1 and No. 2..... 45
Tracks No. 3 and No. 4..... 35
Signal Station 30.
Tracks No. 1 and No. 2..... 50
Track No. 3..... 45
Signal Station 31.
Track No. 2..... 50
Signal Station 34.
Rule 287, figure 112, slow speed..... 20
Rome
Industrial Tracks, from turnout leading to Air Depot to St. Lawrence Division Connection.
Engines, Classes J, H-10, K-14 and L with 15,000 gallon tanks..... 10
Industrial tracks, over or through streets.... 8
Air Depot Reservation track..... 20
Hudson River Connecting R.R.
Signal Station 90 and Signal Station SM.
Track No. 3..... 40
Track No. 4..... 40

Signal 186 and Signal Station 90
Track No. 4, Trains 4300 tons or more..... 30
Signal Station SM and Signal Station SK.
Tracks No. 3 and No. 4..... 30
West Shore.
Unionville.
Track No. 5, eastward movements through spring switch 6
Fultonville, over Main St..... 6
Sprakers, Rock Cut Mile Post 185.2 and Mile Post 185.9 15
Canajoharie, curve east of station..... 10
" over Mitchell Street..... 6
South Fort Plain, Bailey's Side Track..... 5
South Little Falls, Rock Cut Mile Post 207.7 and Mile Post 209.2..... 15
Ilion, over Central Avenue..... 6
" " West River street..... 6
" " Pleasant avenue..... 6
Harbor and Kirkville Junction.
Engines, Classes H-10, L-1, L-2, L-3, L-4a and L-4b 25
South Utica, over or through streets..... 6
East New York Mills.
Approaching Home Signals..... 10
Over D. L. & W. tracks..... 20
Passenger, Mail, Express and Milk Trains with engines Class L-3A, L-4A and L-4B.
Track No. 6, M.P. 232.30 and M.P. 267.49 25
Track No. 5, M.P. 232.30 and M.P. 253.10 25
Track No. 5, M.P. 257.20 and M.P. 267.49 25
New York Mills.
Approaching Home Signals..... 10
Over N. Y. O. & W. tracks..... 20
Clark Mills.
Approaching Home Signals..... 10
Over N. Y. O. & W. tracks..... 20
Canastota, L. V. Connection, Engines Class K... 6
" over L. V. tracks..... 8
West Shore Connection Harbor and Utica.
Tracks No. 3 and No. 4..... 20
Carman Detour.
All trains 35
Bridge D-3.
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB 20
Hoffmans Detour.
Tracks No. 3 and No. 4..... 45
Little Falls and Dolgeville.
All trains 17
Over trestles 10
Steam Cranes over bridge L-1, L-2, L-14 and L-21 10
Dolgeville, over Main Street..... 5
Rensselaer and Troy.
Engines, Classes J, L-3 and L-4a:
Between Rensselaer and Monroe Street, Troy. 40
Monroe Street and Madison Street, Troy 30
When turning on Wye at Troy..... 10
Freight and work trains:
4000 tons or less..... 40
Over 4000 tons..... 30
Passenger, mail, express and milk trains.
Between Rensselaer and Troy, except between Monroe Street and Madison Street.. 45
Monroe Street and Madison Street.. 30
Green Island and Schenectady.
All trains 25
Engines, Classes G, H and K on sidings..... 5
Over highway crossings at Aqueduct, Dunsbach Ferry, Maxon Road, Mohawk View and Schenectady 6
ENGINE AND CAR RESTRICTIONS.
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.
Rail detector car X8015 must not be operated in freight train.

Hudson Division:

Montrose.

Montrose Clay Products Co. Engines must not be operated over pit 487 ft. west of switch on siding west of track No. 4.

Peekskill.

Yard tracks at freight house. Engines heavier than Classes B-10 or E must not be operated.

P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over switch leading to easterly freight yard.

Poughkeepsie.

Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.

Reynolds Elevator track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.

P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over most easterly switch leading to freight yard at Pine Street.

Mohawk Division:**Main Line, West Shore and Branches:**

Engines, Classes J and L, must not operate over Canastota connection or branches except between Rensselaer and Troy.

Engines, Class H-10, must not be operated over Canastota Connection.

Engines, Classes J and K-14 with 15,000 gallon tanks, and Class L, must not be operated over bridges in private sidings.

Rail motors in damaged condition, making them unfit to be operated at speeds specified in Special Instructions, must be hauled separately.

Main Line:

Engines, Classes H-10 and L-2 must not be operated through Albany Passenger Station except straight movement Track No. 8.

Engines and cars must not be operated on sidings and coal trestles as follows:

Amsterdam. Kreisel Bros. coal trestle.

Engines heavier than Classes B, F-12 and G-2B.

Cars of gross weight exceeding 160,000 lbs.

Little Falls. Richmond Coal Co. trestle.

Engines heavier than Class U. Cars of gross weight exceeding 210,000 lbs.

North Ilion. Giblin Coal Co., Inc.

Engines heavier than Class H-5. Cars of gross weight exceeding 200,000 lbs.

Utica.**Skenandoa Rayon Corp.**

All engines over pit. Cars of gross weight exceeding 210,000 lbs.

Whitesboro. Mara and Midlam coal trestle.

Engines heavier than Class E. Cars of gross weight exceeding 120,000 lbs.

Oneida. Sperry Coal Co., Inc., coal trestle.

Engines heavier than Class F-12. Cars of gross weight exceeding 160,000 lbs.

West Shore:**South Bethlehem.**

The Callahan Road Improvement Co. scale.

New York Central engines. Cars exceeding 120 tons.

Feura Bush. Colprovia siding.

Engines, all classes, cars over 14 feet high must not be operated under overhead crane located approximately 200 feet west of switch.

Canajoharie.

Beechnut Packing Co.'s siding, over bridge.

Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.

South Fort Plain. Luxuray, Inc. and others.

Engines heavier than Class H-5.

Sufficient cars must be kept ahead of engine when switching, engine will not go beyond Willow Street Crossing.

Mohawk.

Benjamin Schermer trestle.

Engines heavier than Class F-12. Cars of gross weight exceeding 210,000 lbs.

McLaughlin-Stevens, Inc.

Engines heavier than Class G-6.

South Utica.

Frank J. Cutter trestle.

Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.

McLaughlin Bros. coal trestle.

Engines heavier than Class F-12. Cars of gross weight exceeding 210,000 lbs.

Ganim Brothers.

Engines must not be operated over pit installed under side track.

New York Mills. Three trestles.

Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.

T. & S. Branch:**Cohoes.**

J. H. Riberdy coal trestle.

All engines. Cars of gross weight exceeding 120,000 lbs.

F. B. Marsolais coal trestle.

Engines heavier than Class F-12. Engines Classes B-10-v and U-2 permitted to operate. Cars of gross weight exceeding 210,000 lbs.

T. & G. Branch:

Troy, engines Classes J and L not to be operated on trestle leading to team track back of freight house at Adams St.

Dolgeville Branch:

Engines heavier than Class E-c. Cars of gross weight exceeding 120,000 lbs. except cars weighing loaded over 120,000 lbs. and not exceeding 130,000 lbs. may be handled between cars weighing loaded not in excess of 64,000 lbs. and with restriction of 10 miles per hour over bridge L-21.

Steam Cranes cannot be operated except X-8, provided that brakes are not applied while passing over bridge L-21 and crane must be separated from the motive power or special loading weighing in excess of 64,000 lbs. by at least one car weighing loaded not in excess of 64,000 lbs.

WATER STATIONS.**Main Line:**

Montrose Track No. 4.
Storm King.
Clinton Point.
Tivoli.
Hudson Track No. 1.
Schenectady, Sand Bank.

Hoffmans.
Yosts.
St. Johnsville.
Utica.
Rome.

West Shore:

South Schenectady.
South Amsterdam.
Canajoharie.
Frankfort.

Dolgeville Branch:

Little Falls Dolgeville.

TRACK PANS.

Clinton PointNo. 4, No. 2, No. 1, No. 3.
TivoliNo. 2 and No. 1.
Schenectady Sand Bank.....No. 2 and No. 1.
YostsNo. 2 and No. 1.
Rome.....No. 2, No. 1, No. 3, No. 4.

PUSHER ENGINES.

When trains are stalled on Albany grade and following train has a pusher, the engine must be cut off before assisting.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors, operated between Croton-on-Hudson and Kirkville, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

a—When used as pusher or second engine.

b—By specific authority of Superintendent.

c—When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express

and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

Enginemen will not be required to forestall, to avoid the automatic stop brake application, at signal displaying Rule 281-C indication. Rule 7 (b) of Rules for enginemen and firemen for the operation of Intermittent Inductive Automatic Train Stop is modified accordingly.

Mohawk Division:

Double Inductors are located:

Track No. 3 between automatic signal No. 26103 and Kirkville.

TRACK MOTOR CARS.

Manual Block Rules will not apply to track motor cars.

Markers and train signals will not be displayed.

Track motor cars must be equipped with portable telephones.

Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and Train Dispatcher notified.

Track motor cars will be operated by train order between: Schenectady and Green Island, Salisbury Center and Little Falls, New York Mills and Kirkville Junction.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

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

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

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

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern.

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

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Harmon.....	Eastward.....	CD.....	Loop Bridge
Peekskill.....	Westward.....	Montrose.....	S. S. 37.
Poughkeepsie.....	Westward.....	Camelot.....	S. S. 58.
Albany.....	Westward.....	Teller's Crossing...	S. S. 98.
Albany.....	Eastward.....	S. S. 1.....	S. S. 1.
Utica.....	Eastward.....	S. S. 31.....	S. S. 31.
Utica.....	Westward.....	S. S. 29.....	S. S. 29.
Syracuse.....	Westward.....	S. S. 48.....	S. S. 48.

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

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

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

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide maximum comfort to passengers according to existing weather conditions.

Electric Fans will be shut off on arrival at terminal by train crews if cars are to be stored.

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.

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 fatal accident occurs on right-of-way, 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.

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

Cooling Compound.

An approved hot journal cooling compound, and Form NYCS 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 NYCS RS-74, at time compound is applied.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

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

ENGINE CREWS.

Wind shield wings must be folded in while passing through the following territory:

Between SS-99 and SS-1, Albany.

On Tracks No. 1, No. 3 and No. 4 at Palatine Bridge station, and overhead bridge just west of station.

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.

Main Line:

Location	Description	Tracks
Oscawana	Signal Bridge	2
"	Station Foot Bridge	2-1-3
"	Oscawana Tunnel	4-2-1-3
Crugers	Overhead Highway Bridge	4-2-1-3
Montrose	Overhead Wire	Standard Textile Products Co.
"	Temporary Shed	Montrose Clay Products Company Siding
"	Signal Bridge	4-2-1-3
Peekskill	Signal Bridge	4
"	Fleischmann's Overhead Bridge	4-2-1-3
"	Station Foot Bridge East of Station	2-1 Station Siding
"	Station Foot Bridge West of Station	2-1 Station Siding
"	Little Tunnel	2-1
Manitou	Tower 40 Tunnel	2-1
"	Fort Montgomery Tunnel	2-1
"	Livingston Overhead Bridge	2-1
"	Private Overhead Bridge	2-1
Garrison	Overhead Highway Bridge	4-2-1-3
"	Garrison Tunnel	4-2
Cold Spring	Breakneck Tunnel	4-2-1-3
Dutchess	N. Y., N. H. & H. R. R.	4-2-1-3 4 Lead
"	Overhead Highway Bridge	4-2-1-3
Beacon	M. of W. Dept. Storehouse	Shop Track 2
"	Dennings Point Brick Co.	Brickshed Track
Chelsea	Station Foot Bridge	1
New Hamburg	Draw Bridge	1-3
"	Overhead Highway Bridge	4-2-1-3
Camelot	N. Y. Trap Rock Corp. Overhead Wire	1 C, 4-C
"	N. Y. Trap Rock Corp. Shed	1-D
"	N. Y. Trap Rock Corp. Conveyor Bridge	Trailing Switch No. 4 1 inside Fence
Camelot	Signal Bridge	4
"	DeLaphena Overhead Bridge	4-2-1-3
Poughkeepsie	DeLaval Separator Co. Overhead Wires	Trailing Switch No. 4
"	Union St. Overhead Bridge	4-2-1-3-5
"	Main St. Overhead Bridge	4-2-1-3-5
"	Overhead Foot Bridge	2 Former Steam Crane Subway
"	Hoffman St. Overhead Bridge	1
"	Signal Bridge	2
"	Manst. Bros. Overhead Foot Bridge	2 E. B. Siding
"	A. C. Dutton Lumber Co. Shed	2nd Track East of River Dock
Hyde Park	Sexton's Overhead Bridge	4-2-1-3
Staatsburg	Signal Bridge	4-2-1-3
"	Overhead Farm Bridge	4-2-1-3
"	Hoyt's Overhead Farm Bridge	4-2-1-3
"	O. Mills Overhead Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Overhead Private Bridge	4-2-1
"	Miss Parker's Overhead Bridge	4-2-1
"	Signal Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
Rhinecliff	Signal Bridge	2-1-3
"	"	4-2-1
"	"	2
"	Baggage Crossing	2-1-3

Main Line:— (Continued)

Location	Description	Tracks
Rhinecliff	Signal Bridge	4-2-1-3
"	D. Merrit Overhead Bridge	4-2-1-3
Barrytown	Signal Bridge	4-2-1-3
"	DeLano's Overhead Bridge	2-1-3
"	Private Overhead Bridge	4-2-1
"	Overhead Highway Bridge	2-1
Tivoli	Hunt's Overhead Bridge	2
Germantown	Signal Bridge	2-1
Hudson	Colonial Construction Co. Overhead Bridge	2-1-E. B. Siding 1 West Yard—W. B. Siding, Upper 2-3
"	Ferry St. Overhead Bridge	2-1 Siding
"	Fleet St. Overhead Bridge	2-1
Newton Hook	Walsh Bros. Overhead Bridge	2-1-6
"	Cary Brick Co. Overhead Bridge	2-1
"	Cary Brick Co. Brick Shed	Lead from House to Shed
"	Empire Brick Co. Brick Shed	Switch from 2 to Shed
Rensselaer	Herrick St. Bridge	10-8-6-4-2-1-3- 5-7-9-11-13- 15-17
"	Broadway Viaduct	2-1-3-4-Sarato- ga Water, All Engine Termi- nal tracks
"	Maiden Lane Foot Bridge	3-4 Sand Lot Lead. WYE
Rensselaer-Albany	Hudson River Passenger Bridge	2-1
"	Hudson River Freight Bridge	3-4
Albany	Broadway Viaduct	2-1-3-4
West Albany	Prospect Ave. Bridge	3
"	Watervliet Ave. Bridge	2-1-3-4-6 Yard Tracks North End of Bridge
"	Shop No. 7 (Overhead Steam Pipe)	Track North of Shop
"	Prospect Ave. Yard	Strope Steel Co. W. G. Morton (2 tracks)
Carman	High Bridge	2-1-4
"	Carman Road	2-1-3-4
"	Altamont Ave.	2-1-3-4
"	Detour Ave.	2-1-3-4
"	Crane Street	2-1-3-4
Schenectady	Congress Street	2-1-3-4
"	Erie Boulevard	2-1-3-4
"	Glenville Road	2-1-3-4, Yard Tracks 1-2-3- 4-5-6-7-8- Ladder
"	B. & M. Bridge	2-1-3-4
"	Ballston Road	2-1-3-4
Hoffmans	Nine Mile Bridge	2-1-4
"	Detour Bridge	2-1-4
Amsterdam	Foot Bridge	2-1-3-4-5-6
"	Near Freight House	Kreisel Bros. Arthur Hill & Company
"	Bridge Street	2-1-3-4
Fonda	Bridge Street	2-1-3-4-5-6, House Track
Fort Plain	River Street	2-1-3
St. Johnsville	Bridge Street	2-1-3-4 Middle House Siding North No. 4
Little Falls	Highway	2-1-3-4 Siding South of No. 2
North Frankfort	Frankfort Road	2-1-3-4
Utica	Jumpover	2-1-3-4
"	Genesee Street	16-14-12-8-6
"	Barnes Avenue	2-1-3-4

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 16

Miles from New York	STATIONS	61	139	179	43	199	9	183	107	95	55	185	51
		Albany	See Note Railway Express	Peekskill	South Shore Express	Albany	See Note Mail	See Note Milk	Syracuse	Peekskill	Advance Empire	See Note Milk	Empire State Express
		Daily	Daily except Monday	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
33.86	Grand Cen. Term. Croton-on-Hud.	12.16 1.14		12.41 1.57	1.46 2.45	2.41 4.20	4.41 5.50		7.11 8.10	7.31 8.42	8.31 9.28		9.03 9.57
35.68	Oscawana			s 2.01				y 7.37		s 8.47			
36.65	Crugers			s 2.04				y 7.41		s 8.50			
38.10	Montrose			s 2.08		4.27	5.56	y 7.45	8.15	s 8.53			
40.56	Peekskill	1.22	1.38	A 2.14	2.53	s 4.42	s 6.01	y 7.55	s 8.20	A 8.59	9.36	10.19	10.05
45.36	Manitou	1.28		A. M.		4.50		y 8.04		A. M.			
49.13	Garrison	s ^o 1.36	1.48		3.03	s ^o 4.56	B ^o 6.14	y ^o 8.12	8.31		9.46	10.29	
51.83	Cold Spring	s 1.43				s 5.02	s 6.21	y 8.18					
56.53	Dutchess	1.50				5.09	6.29	y 8.27	8.39				
58.29	Beacon	s 1.55	1.58		3.13	s 5.12	s 6.34	y 8.40	s 8.42		9.55	10.40	
61.79	Chelsea					5.18		y 8.46					
64.38	New Hamburg	2.03	2.05		3.20	s 5.22	6.43	y 8.54	8.50		10.01	10.47	
67.51	Camelot	2.06			3.23	5.28	6.46	8.59	8.53		10.04		
72.82	Poughkeepsie	s 2.12				s 5.34		y 9.10					
	Poughkeepsie	L 2.35	2.13		s 3.40	6.07	s 6.57	9.20	s 9.01		s 10.11	10.56	
78.54	Hyde Park					s 6.16							
82.94	Staatsburg					s 6.24	7.09		9.12				
88.42	Rhinecliff					s 6.33	s 7.16		s 9.19				
93.96	Barrytown	2.57	2.35		4.01	s 6.42	7.24	9.42	s 9.27		10.32	11.16	10.55
98.26	Tivoli					s 6.50	P 7.30						
103.63	Germantown					s 6.59	s 7.38						
105.38	No. Germantown					s 7.03			9.40				
109.43	Greendale	3.11			4.17	s 7.10	7.46		s 9.45		10.45		
113.73	Hudson	s 3.27	2.58		s 4.27	s 7.22	s 7.54	10.05	s 9.53		s 10.52	11.36	11.12
117.98	Stockport					s 7.31							
121.17	Newton Hook					s 7.37							
123.54	Stuyvesant	3.38	3.09		4.38	s 7.43	8.05	10.16	10.04		11.03	11.46	11.22
129.64	Schodack L'd'g.					s 7.52							
133.56	Castleton-on-Hud.					s 7.59							
141.61	Rensselaer	3.56	3.28		4.56	s 8.11	8.24	10.37	10.24		11.21	12.35	11.38
142.19	Albany	4.10	Rensselaer Yard		5.00	8.15	8.28	11.05	10.28		11.25	SK	11.42
148.35	Troy											Selkirk	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.

Nos. 9 and 199 will not carry baggage.
 No. 183 will not carry baggage Sunday.
 Nos. 139 and 185 will not carry passengers.
 No. 183 will carry passengers Croton-on-Hudson to Poughkeepsie daily except Sunday.
 No. 139 will not run July 5, September 5, November 24, December 26, 1944, January 2, February 23, May 31, 1945.
 Time shown at Grand Central Terminal and Selkirk is for information only.

CROTON-ON-HUDSON to ALBANY

Continued from page 15

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	5	143 <small>See Note</small>	193 <small>See Note</small>	93	39	103	105	165 <small>See Note</small>	173	41	37
		The Mohawk	The Laurentian	Poughkeepsie	Albany	North Shore Limited	Peekskill	Peekskill	Albany	Poughkeepsie	The Knickerbocker	Advance Commodore Vanderbilt
		Daily	Daily	Sunday only	Daily except Sunday	Daily	Daily except Sat. and Sun.	Saturday only	Saturday only	Daily except Sunday	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	9.21 10.19	9.31 10.26	10.01 11.06	10.26 11.40	12.02 1.00	11.53 1.15	12.20 1.35	12.56 1.55	1.47 2.55	2.01 2.55	3.16 4.09
35.68	Oscawana.....			s 11.10	s 11.45		s 1.20	s 1.40		s 3.00		
36.65	Crugers.....			J 11.13½	s 11.48½		s 1.23½	s 1.43½		s 3.03½		
38.10	Montrose.....	10.24		s 11.17½	s 11.52	1.05	s 1.28	s 1.48	2.00	s 3.07		
40.56	Peekskill.....	s 10.29	10.35	s 11.23	s 11.59	s 1.10	A 1.35	A 1.54	s 2.05	s 3.13	3.03	4.17
45.36	Manitou.....			s 11.31	s 12.07		P. M.	P. M.	s 2.13	s 3.21		
49.13	Garrison.....	° 10.40	10.45	s° 11.38	s° 12.15	1.21			s° 2.21	s° 3.29	3.13	4.27
51.83	Cold Spring.....			s 11.43	s 12.21				s 2.27	s 3.35		
56.53	Dutchess.....	10.48	10.52	11.50	12.28	1.29			2.34	3.42	3.21	
58.29	Beacon.....	s 10.53	P 10.56	s 11.54	s 12.32	s 1.34			s 2.37	s 3.50	s 3.25	
61.79	Chelsea.....			s 12.01	s 12.39				s 2.43	s 3.57		
64.38	New Hamburg...	11.00	11.04	s 12.07	s 12.45	1.42			s 2.49	s 4.03	3.33	
67.51	Camelot.....	11.03	11.07	s 12.13	s 12.51	1.45			2.54	s 4.13	3.36	
72.82	Poughkeepsie...A			12.19	s 12.57					4.23		
	Poughkeepsie...L	s 11.14	s 11.16	P. M.	1.09	s 1.56			s 3.02	P. M.	s 3.45	4.49
78.54	Hyde Park.....				s 1.18				s 3.10			
82.94	Staatsburg.....	11.26			s 1.26	2.08			s 3.17		3.57	
88.42	Rhinecliff.....	s 11.33			s 1.34	s 2.15			s 3.25		s 4.05	
93.96	Barrytown.....	□ 11.41	11.36		s 1.42	2.22			s 3.33		4.12	5.07
98.26	Tivoli.....				s 1.50				s 3.40			
103.63	Germantown.....				s 1.58				s 3.48			
105.38	No. Germantown.				s 2.04				3.53			
109.43	Greendale.....	11.54			s 2.10	f 2.36			s 3.59		v 4.28	
113.73	Hudson.....	s 12.02	11.53		s 2.19	s 2.48			s 4.06		s 4.36	5.24
117.98	Stockport.....				s 2.27				s 4.14			
121.17	Newton Hook....				s 2.34				s 4.20			
123.54	Stuyvesant.....	12.14	12.03		s 2.40	2.59			s 4.25		4.48	5.34
129.64	Schodack L'd'g..				s 2.48				s 4.34			
133.56	Castleton-on-Hud.				s 2.56				s 4.42			
141.61	Rensselaer.....	12.31	12.21		3.08	3.20			4.53		5.07	5.52
142.19	Albany.....	12.35			3.12	3.24			4.57		5.11	5.56
148.85	Troy.....		12.41									
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 165 and 193 will not carry baggage.
 No. 143 last trip September 23.
 Time shown at Grand Central Terminal and Troy is for information only.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 18

Miles from New York	STATIONS	161	15	67	1	367	157	267	99	23	25	53
		See Note							See Note	See Note		
		Albany	The Ohio State Limited	The Commodore Vanderbilt	The Pacemaker	Upstate Special	Poughkeepsie	The Water Level Limited	Poughkeepsie	Albany Express	The 20th Century Limited	Poughkeepsie
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	3.53 s° 4.50	4.01 4.54	4.21 5.15	4.31 5.26	4.41 5.36	4.46 5.41	5.01 5.54s°	5.03½ 6.00	5.24 ° 6.21	5.31 6.23	5.45 6.41
35.68	Oscawana.....	s 4.54								s 6.26		
36.65	Crugers.....	s 4.57½								s 6.29½		
38.10	Montrose.....	s 5.01					5.46		6.06	s 6.34		6.46
40.56	Peekskill.....	s 5.07	5.02	5.23	5.34	5.44s	5.50	6.02s	6.10	s 6.40	6.31	s 6.51
45.36	Manitou.....	† 5.14					5.57		s 6.18			s 6.59
49.13	Garrison.....	s° 5.21	5.12	5.33	5.44	5.54s°	6.03	6.12s	s° 6.25	° 6.51	6.41	s° 7.07
51.83	Cold Spring.....	s 5.27					6.08		s 6.31	s 6.55		s 7.13
56.53	Dutchess.....	5.34				6.01	6.15		6.38	7.02		7.19
58.29	Beacon.....	s 5.37				s 6.05s	6.18	6.22s	s 6.41	s 7.05		s 7.22
61.79	Chelsea.....	s 5.43				s 6.24s	6.30		s 6.48			s 7.29
64.38	New Hamburg...	s 5.48				6.12s	6.35		s 6.54	7.12		B 7.35
67.51	Camelot.....	s 5.53				6.15	6.35		7.00	7.15		7.40
72.82	Poughkeepsie...A	s 5.59					6.41		7.07			7.48
	Poughkeepsie...L	6.23	5.34k	5.53k	6.05s	6.20	P. M.	6.34	P. M.	s 7.22		P. M.
78.54	Hyde Park.....	s 6.31										
82.94	Staatsburg.....	s 6.38										
88.42	Rhinecliff.....	s 6.46								7.33		
98.96	Barrytown.....	s 6.54	5.52	6.15	6.25	6.40		6.52		s 7.40	7.20	
98.26	Tivoli.....	s 7.01										
103.63	Germantown.....	s 7.09										
105.38	No. Germantown.	7.12										
109.43	Greendale.....	s 7.17								8.00		
113.73	Hudson.....	s 7.40	6.09	6.32	6.43	6.58		7.09		s 8.07	7.37	
117.98	Stockport.....	s 7.46										
121.17	Newton Hook....	7.52										
123.54	Stuyvesant.....	s 7.58	6.19	6.42	6.53	7.08		7.19		8.18	7.47	
129.64	Schodack L'd'g..	s 8.06										
133.56	Castleton-on-Hud.	s 8.13										
141.61	Rensselaer.....	8.24	6.36	7.01	7.11	7.26		7.36		8.36	8.04	
142.19	Albany.....	8.29	6.40	Rensselaer Yard	7.15	7.30		7.42		8.40	8.08	
148.35	Troy.....											
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 23 use Track No. 1, Signal Station 50 to Signal Station 71.
 Nos. 23 and 99 will not carry baggage.
 No. 161 will not carry baggage Sunday.
 Time shown at Grand Central Terminal is for information only.

CROTON-ON-HUDSON to ALBANY

Continued from page 17

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	111	17	19	69	47	11	127	57	21	29	131
		See Note			See Note				See Note			See Note
		Peekskill	The Wolverine	The Lake Shore Limited	Poughkeepsie	The Detroit	The South Western Limited	Albany	The Cleveland Limited	The Ontarian	The Niagara	Mail
		Daily except Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
83.86	Grand Cen. Term. Croton-on-Hud.	5.40 s° 6.42	6.01 6.56	6.31 7.27	6.36 7.37	7.01 7.58	7.31 8.24	7.41 8.41	8.01 8.55	8.16 9.12	8.51 9.49	10.50
85.68	Oscawana.....	s 6.47			s 7.42							
86.65	Crugers.....	s 6.50½			s 7.45½							
88.10	Montrose.....	s 6.55			s 7.50			† 8.48			B 9.55	
40.56	Peekskill.....	A 7.01	7.05	7.35	s 7.56	8.07	8.32	s 8.53	9.04	9.20	s 10.01	11.00
45.86	Manitou.....	P. M.			s 8.04			9.00			10.09	
49.13	Garrison.....		7.15	7.45	s° 8.12	8.17	8.42	s° 9.06	9.14	9.30	s° 10.15	11.11
51.83	Cold Spring.....				s 8.18			s 9.12			s 10.22	
56.53	Dutchess.....				8.24			9.19			10.29	
58.29	Beacon.....		7.24	7.54	s 8.27	8.27		s 9.22		9.40	s 10.34	11.21
61.79	Chelsea.....				s 8.34			9.27				
64.88	New Hamburg...		7.30	8.00	s 8.40	8.33		s 9.31		9.46	E 10.43	11.28
67.51	Camelot.....		7.33		8.45			9.36			10.48	
72.82	Poughkeepsie...A				8.52			s 9.42				
	Poughkeepsie...L		s 7.40	k 8.05	P. M.	8.42	9.04	9.54	9.36	x 9.52	s 10.57	11.36
78.54	Hyde Park.....							s 10.01				
82.94	Staatsburg.....							s 10.09				
88.42	Rhinecliff.....							s 10.17				
93.96	Barrytown.....		8.02	8.28		9.01	9.22	s 10.25	9.54	10.15	11.18	11.55
98.26	Tivoli.....							† 10.32				
103.63	Germantown.....							s 10.38				
105.38	No. Germantown.											
109.43	Greendale.....							† 10.44			11.33	
118.73	Hudson.....		8.20	8.46		9.20	9.39	s 10.52	10.12	10.34	s 11.41	12.14
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....		8.31	8.57		9.30	9.49	11.03	10.23	10.44	11.52	12.24
129.64	Schodack L'd'g..											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....		8.51	9.17		9.51	10.07	11.21	10.42	11.02	12.16	12.43
142.19	Albany.....		8.55	9.21		9.55	10.11	11.25	10.46	11.06	12.20	Rensselaer Yard
148.35	Troy.....											
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

Nos. 57, 69 and 111 will not carry baggage.

No. 131 will not carry passengers.

No. 131 will not run July 4, September 4, November 23, December 25, 1944, January 1, February 22, May 30, 1945.

Time shown at Grand Central Terminal is for information only.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 20

Miles from New York	STATIONS	35	253	65	59	159	63	163	259			
		See Note							See Note			
		Fast Mail	Peekskill	The Montreal Limited	The Iroquois	Buffalo Express	The Genesee	The Cayuga	Peekskill			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
33.86	Grand Cen. Term. Croton-on-Hud...	10.40 11.35	10.06 s°11.39	11.16 12.13	11.31 12.28	11.36 12.36	11.46 12.43	11.56 12.54	11.40 s°12.58			
35.68	Oscawana.....		s 11.44						s 1.03			
36.65	Crugers.....		s 11.47½						s 1.06½			
38.10	Montrose.....		s 11.52						s 1.11			
40.56	Peekskill.....	11.43	A 11.59	12.21	12.36	12.44	12.51	1.02	A 1.17			
45.36	Manitou.....		P. M.						A. M.			
49.13	Garrison.....	11.53		12.31	12.46	12.54	1.01	1.12				
51.83	Cold Spring.....											
56.53	Dutchess.....	12.00										
58.29	Beacon.....	s 12.03										
61.79	Chelsea.....											
64.38	New Hamburg...	12.11										
67.51	Camelot.....	12.14										
72.82	Poughkeepsie...A											
	Poughkeepsie...Ls	12.22		12.53	1.08	1.16	1.23	1.34				
78.54	Hyde Park.....											
82.94	Staatsburg.....											
88.42	Rhinecliff.....											
93.96	Barrytown.....	12.43		1.11	1.26	1.34	1.41	1.52				
98.26	Tivoli.....											
103.63	Germantown.....											
105.38	No. Germantown.											
109.43	Greendale.....											
113.73	Hudson.....	1.00		1.29	1.43	1.51	1.58	2.09				
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....	1.10		1.39	1.53	2.01	2.08	2.19				
129.64	Schodack L'd'g..											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....	1.28		1.57	2.13	2.19	2.26	2.39				
142.19	Albany.....	1.32			Rensselaer Yard	Rensselaer Yard	2.30	Rensselaer Yard				
148.35	Troy.....			2.16								
	ARRIVE	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			

Nos. 35 and 259 will not carry baggage.
Time shown at Grand Central Terminal and Troy is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 19

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	52	32	36	34	14	44	62	6	100	48	20	200
			See Note		See Note	See Note				See Note	See Note	See Note	See Note
		The Easterner	Mail	The Genesee	The Iroquois	Mail	New York Special	The Montreal Limited	Fifth Avenue Special	Peekskill	The Detroit	The Cleveland Limited	Peekskill
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	<i>Troy</i>							4.05					
0.58	Albany.....	1.20	2.20	2.45	3.20	3.38	4.04	4.07	4.41		Rensselaer Yard	Rensselaer Yard	
8.63	Rensselaer.....	1.23	2.23	2.48	3.23	3.41	4.07	4.25	4.44		4.47	4.52	
	Castleton-on-Hud.												
12.55	Schodack L'd'g...												
18.05	Stuyvesant.....	1.42	2.42	3.06	3.42	4.00	4.27	4.46	5.03		5.08	5.13	
21.02	Newton Hook....												
24.21	Stockport.....	1.47	2.47	3.12									
28.46	Hudson.....	1.59	2.59	3.24	3.52	4.09	4.37	4.56	5.13		5.18	5.23	
32.76	Greendale.....												
36.81	No. Germantown.												
38.56	Germantown.....												
43.93	Tivoli.....												
48.23	Barrytown.....	2.19	3.19	3.45	4.11	4.27	4.58	5.16	5.32		5.38	5.43	
53.77	Rhinecliff.....												
59.25	Staatsburg.....												
63.65	Hyde Park.....	2.34	3.34	4.00			5.13		5.46				
69.87	Poughkeepsie... A s	2.40	3.40	4.07									
	Poughkeepsie... L	2.51	3.51	4.19	4.31	4.45	5.24	5.36	5.53		5.58	6.03	
74.68	Camelot.....												
77.81	New Hamburg...	3.01	4.01	4.30	4.42	4.53	5.35	5.46	6.03		6.08	6.13	
80.40	Chelsea.....						5.38		6.06				
83.90	Beacon.....	3.08	4.08	4.37	4.50	5.00	5.44	5.55	6.12		6.18	6.23	
85.66	Dutchess.....												
90.36	Cold Spring.....												
93.06	Garrison.....	3.17	4.17	4.47	5.01	5.10	5.56	6.06	6.23		6.30	6.36	
96.83	Manitou.....			4.51			6.01						
101.63	Peekskill.....	Y 3.27	4.27	5.00	5.12	5.20	6.10	6.19	6.35	L° 6.26	6.41	6.48	L° 6.45
104.09	Montrose.....									S 6.31½			S 6.50½
105.54	Crugers.....									S 6.36			S 6.55
106.51	Oscawana.....									S 6.39½			S 6.58½
108.33	Croton-on-Hud...	3.37	4.35	5.11	5.20	5.28	6.19	6.30	6.46	S 6.44	6.52	7.01	S 7.03
143.19	Grand Cen. Term.	4.45		6.15	6.22	6.30	7.20	7.30	7.45	8.03	7.50	8.00	8.14
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 14, 20, 32 and 200 will not carry baggage.

Nos. 20, 34 and 48 use Track No. 1, Signal Station 43 to Croton-on-Hudson.

No. 100 carries baggage Sunday only.

Nos. 14 and 32 will not carry passengers.

No. 200 will not run July 4, September 4, November 23, December 25, 1944; January 1, February 22, May 30, 1945.

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

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 22

Miles from Albany	STATIONS	106	92	66	166	8	94	2	12	68	26	104	74
		See Note	See Note	See Note	See Note	See Note	See Note						See Note
		Peekskill	Pough-keepsie	Advance Commodore Vanderbilt	Pough-keepsie	The Wolverine	Pough-keepsie	The Face-maker	The South Western Limited	The Commodore Vanderbilt	The 20th Century Limited	Peekskill	Pough-keepsie
	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58	Troy.....												
8.63	Albany.....			Rensselaer Yard 5.20		5.30		Rensselaer Yard 5.49	5.53	Rensselaer Yard 6.19	6.30		
	Rensselaer.....					5.34			5.57		6.33		
	Castleton-on-Hud.												
12.55	Schodack L'd'g...												
18.65	Stuyvesant.....			5.41		5.53		6.09	6.17	6.40	6.53		
21.02	Newton Hook....												
24.21	Stockport.....					5.59							
28.46	Hudson.....			5.52		6.05		6.20	6.28	6.51	7.03		
32.76	Greendale.....												
36.81	No. Germantown.												
38.56	Germantown.....												
43.93	Tivoli.....												
48.23	Barrytown.....			6.13		6.26		6.41	6.49	7.12	7.23		
53.77	Rhinecliff.....												
59.25	Staatsburg.....												
63.65	Hyde Park.....					6.41							
69.87	Poughkeepsie... A		A. M.		A. M.		A. M.						A. M.
74.68	Poughkeepsie... L		°6.07	6.34	°6.37	s 6.52	°7.02	7.02	7.09	7.33	7.43		°7.37
	Camelot.....		6.15				7.10						7.44
77.81	New Hamburg...		s 6.22	6.44	6.47	7.03	s 7.15	7.12	7.19	7.43	7.53		s 7.49
80.40	Chelsea.....		s 6.28		6.50		s 7.21						s 7.54
83.90	Beacon.....		s 6.35	6.51	s 6.55	7.09	s 7.28	7.19	7.26	7.50	8.00		s 8.00
85.66	Dutchess.....			6.39		6.59							8.04
90.36	Cold Spring.....		s 6.47		s 7.06		s 7.38						s 8.10
93.06	Garrison.....		s 6.53	7.03	s 7.12	7.19	s 7.44	7.30	7.37	8.00	8.10		s 8.16
96.83	Manitou.....		s 7.00		7.17		s 7.52					A. M.	s 8.23
101.63	Peekskill.....	L°7.07	s 7.09	7.14	s 7.26	7.29	s° 8.01	7.41	7.48	°8.11	8.19	L°8.28	s 8.32
104.09	Montrose.....	s 7.13										s 8.33	□ 8.37
105.54	Crugers.....	s 7.18½										s 8.38	
106.51	Oscawana.....	s 7.21										s 8.41½	
108.33	Croton-on-Hud...	s 7.26	7.18	7.26	7.35	7.40	8.10	7.53	8.00	8.27	8.32	s 8.46	8.44
142.19	Grand Cen. Term..	8.34	8.22	8.30	8.31	8.40	9.13	8.55	9.00	9.27	9.30	10.01	9.49
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 8 and 66 use Track No. 1, Signal Station 43 to Croton-on-Hudson.
 Nos. 66, 74, 92, 94, 106 and 166 will not carry baggage.
 No. 74 use Track No. 4, Signal Station 37 to Croton-on Hudson, Sunday.
 No. 166 will not run July 4, September 4, November 23, December 25, 1944; January 1, February 22, May 30, 1945.
 Time shown at Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 21

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	154	268	168	10	24	342	22	226	112	54 See Note
		Albany	Advance Water Level Limited	Hudson River Express	The Water Level Limited	The Knickerbocker	Albany	The Lake Shore Limited	Peekskill	Peekskill	The Mohawk
		Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
0.58	Troy.....										12.15
8.63	Albany.....	6.35	8.00	8.05	9.15	9.40	10.05	11.36			1.05
	Rensselaer.....	6.38	8.03	8.08	9.18	9.43	10.08	11.39			1.08
	Castleton-on-Hud... s	6.49		M 8.16							
12.55	Schodack L'd'g.....	6.56									
18.65	Stuyvesant..... s	7.01	8.22	8.27	9.37	10.02	10.27	11.57			1.26
21.02	Newton Hook..... s	7.06									
24.21	Stockport.....	7.10		8.32			10.32				1.31
28.46	Hudson..... s	7.28	8.32	s 8.39	9.46	10.12	s 10.38	12.07			s 1.37
82.76	Greendale..... s	7.35		s 8.46			J 10.44				s 1.43
86.81	No. Germantown... s	7.41					10.49				1.48
88.56	Germantown..... s	7.44					s 10.52				s 1.51
43.93	Tivoli.....	7.52					10.57				
48.23	Barrytown..... s°	7.59	8.52	9.03	10.05	10.31	s° 11.04	12.27			s 2.03
53.77	Rhinecliff..... s	8.08		s 9.10			s 11.12				s 2.13
59.25	Staatsburg..... s	8.15									
63.65	Hyde Park..... s	8.24		9.22	10.18	10.43	f 11.24	12.42			2.25
69.37	Poughkeepsie..... A s	8.32									
74.68	Poughkeepsie..... L	8.57	9.12	s 9.31	s 10.28	s 10.53	s 11.40	s 12.52			s 2.47
77.81	Camelot.....	9.04					11.47				
80.40	New Hamburg..... s	9.09	9.22	9.41	10.38	11.04	s 11.52	1.02			2.58
83.90	Chelsea.....	9.13		9.44			s 11.57	1.05			3.01
	Beacon..... s	9.23	9.32	s 9.50	10.44	11.10	s 12.04	s 1.11			s 3.07
85.66	Dutchess.....	9.27					12.08				
90.36	Cold Spring..... s	9.33					s 12.16				
93.06	Garrison..... s	9.42	9.42	10.01	10.54	11.20	s 12.22	1.23			3.18
96.83	Manitou.....	9.48		10.05			12.28		P. M.	P. M.	3.23
101.63	Peekskill..... s°	10.00	9.52	s 10.14	11.03	11.30	s° 12.39	1.33	L° 1.32	L° 2.56	s 3.30
104.09	Montrose..... s	10.05					s 12.45		s 1.37½	s 3.01½	
105.54	Crugers.....								s 1.42	s 3.06	
106.51	Oscawana.....								s 1.45½	s 3.09½	
108.33	Croton-on-Hud.....	10.13	10.02	10.25	11.12	11.38	12.55	1.43	s 1.51	s 3.14	3.40
142.19	Grand Cen. Term... s	11.18	11.00	11.20	12.10	12.35	2.03	2.40	3.11	4.37	4.40
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 54 use Track No. 4, Signal Station 60 to Signal Station 50.
 Time shown at Troy and Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 24

Miles from Albany	STATIONS	156	72	40	38	160	90	144	198	194	244	182
		Pough-keepsie	The Henry Hudson	North Shore Limited	See Note The Missouri-ran	See Note Pough-keepsie	The Forest City	The Lauran-tian	Albany	Albany	See Note Peeks-kill	See Note Milk
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily except Sunday	Sunday only	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	<i>Troy</i>							4.50				
0.58	Albany.....		2.30	3.05	3.47		4.59		5.10	5.25		6.25
8.63	Rensselaer.....		2.33	3.08	3.50		5.02	5.10	5.13	5.28		6.58
	Castleton-on-Hud.							s 5.25	s 5.40			
12.55	Schodack L'd'g...								s 5.32	s 5.47		
18.65	Stuyvesant.....		2.52	3.27	4.10		5.21	5.28	s 5.41	s 5.56		7.17
21.02	Newton Hook....								s 5.47	s 6.01		
24.21	Stockport.....				4.15			5.33	s 5.52	s 6.06		
28.46	Hudson.....		3.02	3.37	s 4.22		5.31	s 5.40	s 6.00	s 6.16		7.27
32.76	Greendale.....								s 6.08	s 6.23		
36.81	No. Germantown.								s 6.13	s 6.27		
38.56	Germantown.....								s 6.20	s 6.31		
43.93	Tivoli.....								s 6.28	s 6.39		
48.23	Barrytown.....		3.21	3.56	4.43		5.51	6.00	s° 6.35	s° 6.46		°7.52
53.77	Rhinecliff.....								s 6.46	s 6.54		
59.25	Staatsburg.....								s 6.55	s 7.02		
63.65	Hyde Park.....				4.57			6.14	s 7.03	s 7.09		
69.87	Poughkeepsie...A	P. M.				P. M.				s 7.17		
	Poughkeepsie...L	°3.23	3.39	4.14	s 5.08	°5.38	6.11	s 6.23	s 7.13	s 7.50		8.38
74.68	Camelot.....	f 3.30				† 5.46			f 7.22	7.57		
77.81	New Hamburg...	s 3.36		4.22	5.19	s 5.52	6.20	6.33	s 7.30	s 8.02		8.53
80.40	Chelsea.....	s 3.42			5.22	s 5.58		6.36	s 7.36	s 8.07		
83.90	Beacon.....	s 3.49		4.29	s 5.28	s 6.07	6.27	s 6.42	s 7.43	s 8.17		9.01
85.66	Dutchess.....	3.53				s 6.12			7.47	8.21		
90.86	Cold Spring.....	s 4.00				s 6.19			s 7.54	s 8.27		
93.06	Garrison.....	s 4.06	4.04	4.39	□ 5.39	s 6.25	6.40	6.53	s 8.00	s 8.33		9.20
96.83	Manitou.....	s 4.14				s 6.33			s 8.07	s 8.39	P. M.	
101.63	Peekskill.....	s° 4.23	4.13	4.49	y 5.51	s° 6.43	6.50	7.03	s° 8.16	s° 8.49	L° 9.08	9.36
104.09	Montrose.....	s 4.29				s 6.49			f 8.54	s 9.13½		
105.54	Crugers.....	s 4.34				s 6.53			f 8.58	s 9.18		
106.51	Oscawana.....	s 4.38				s 6.57			f 9.01	s 9.22		
108.33	Croton-on-Hud...	s 4.42	4.25	5.02	6.04	s 7.02	7.01	7.13	8.26	9.05	s 9.27	9.50
142.19	Grand Cen. Term.	5.50	5.21	6.00	7.00	8.21	8.00	8.10	9.30	10.20	10.48	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 38 use Track No. 4, Signal Station 50 to Signal Station 43, Sunday.
 Nos. 198 and 244 will not carry baggage.
 No. 160 will not carry baggage Sunday.
 No. 182 will not carry passengers.
 Time shown at *Troy* and *Grand Central Terminal* is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 23

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	96	178	50	184	170	118	56				
		Advance Empire	Pough- keepsie	Empire State Express	Milk	Albany	Peeko- kill	The DeWitt Clinton				
		Daily	Sunday only	Daily	Daily	Sunday only	Daily	Daily				
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
	<i>Troy</i>											
0.58	Albany.....	6.30		6.50	Rensselaer Yard	8.00		8.38				
8.63	Rensselaer.....	6.33		6.53	7.26	8.03		8.41				
	Castleton-on-Hud.							† 8.52				
12.55	Schodack L'd'g..											
18.65	Stuyvesant.....	6.52		7.12	7.44			9.02				
21.02	Newton Hook....											
24.21	Stockport.....	6.57				8.29		9.07				
28.46	Hudson.....	s 7.04		7.22	7.53	s 8.36		s 9.14				
32.76	Greendale.....					s 8.44						
36.81	No. Germantown.											
38.56	Germantown.....											
43.93	Tivoli.....					8.56						
48.23	Barrytown.....	7.25		7.42	8.12	s 9.02		9.35				
53.77	Rhinecliff.....					s 9.10		s 9.43				
59.25	Staatsburg.....											
63.65	Hyde Park.....	7.39				9.21		9.54				
69.37	Poughkeepsie...A		<u>P. M.</u>									
	Poughkeepsie...L	s 7.46	f °8.00	8.02	8.37	s 9.30		s 10.03				
74.68	Camelot.....		f 8.09									
77.81	New Hamburg....	7.57	s 8.17	8.10	8.47	9.41		□ 10.15				
80.40	Chelsea.....	8.00	s 8.23			9.44		10.20				
83.90	Beacon.....	s 8.06	s 8.30	8.17	8.55	s 9.50		s 10.26				
85.66	Dutchess.....		8.35									
90.36	Cold Spring.....		s 8.42									
93.06	Garrison.....	8.17	s 8.48	8.27	9.07	10.01		10.37				
96.83	Manitou.....		s 8.56			10.06	<u>P. M.</u>	10.43				
101.63	Peekskill.....	8.27	s 9.05	8.37	9.18	s 10.13	L° 10.21	s 10.50				
104.09	Montrose.....						s 10.26½					
105.54	Crugers.....						s 10.31					
106.51	Oscawana.....						s 10.34½					
108.33	Croton-on-Hud...	8.37	9.16	8.46	9.27	10.22	s 10.39	11.01				
142.19	Grand Cen. Term.	9.35	10.20	9.45		11.20	11.57	11.59				
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

No. 56 will use Track No. 4, Signal Station 58 to Signal Station 50, Sunday.

Nos. 118 and 170 will not carry baggage.

No. 184 will not carry passengers.

No. 170 will not run September 3, December 24 and December 31, 1944.

Time shown at Grand Central Terminal is for information only.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK No. 1

Continued on page 26

Miles from Albany	STATIONS	29	131 <small>See Note</small>	35	555	59	159	63	163	139 <small>See Note</small>	547	43	335
		The Niagara	Mail	Fast Mail	St. Lawrence Division	The Iroquois	Buffalo Express	The Genesee	The Cayuga	Railway Express	St. Lawrence Division	South Shore Express	Local
		Daily	Daily except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Monday	Daily except Sunday	Daily	Daily except Sunday
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			Rensselaer Yard			Rensselaer Yard	Rensselaer Yard		Rensselaer Yard	Rensselaer Yard			
2.44	Albany.....	12.40	12.54	1.44		2.20	2.26	2.40	2.47	3.35		5.30	6.15
	Signal Station 3...	12.48	1.07	1.52		2.33	2.39	2.48	3.00	3.48		5.38	6.23
13.49	Signal Station 7..	1.05	1.22	2.06		2.48	2.54	3.08	3.15	4.03		5.54	6.39
16.88	Schenectady.....	s 1.12										s 6.02	s 7.00
26.23	Hoffmans.....	1.23	1.35	2.19		3.00	3.07	3.20	3.27	4.16		s 6.14	s 7.13
32.76	Amsterdam.....											s 6.22	s 7.32
35.58	Fort Johnson.....											s 7.38	
38.38	Tribes Hill.....											s 6.31	s 7.44
43.32	Fonda.....	1.39	1.52	2.34		3.15	3.23	3.35	3.42	4.32		s 6.38	s 8.09
48.58	Yosts.....											s 6.45	s 8.16
54.79	Palatine Bridge...											s 6.53	s 8.27
57.87	Fort Plain.....											s 6.59	s 8.35
63.76	St. Johnsville....											s 7.10	s 8.47
73.49	Little Falls.....	2.08	2.23	3.03		3.44	3.52	4.04	4.11	5.03		s 7.24	s 9.05
80.79	Herkimer.....											s 7.36	s 9.20
82.92	North Ilion.....											s 7.42	s 9.29
91.00	Schuyler Jct.....	2.24	2.41	3.20		3.59	4.07	4.20	4.26	5.21		s 7.53	s 9.39
94.47	Utica.....	s 2.29	s 2.46	s 3.25	A. M.				s 4.31		A. M.	s 7.59	s 9.45
	Utica.....	L 2.45	3.00	3.36	3.55	4.04	4.12	4.25	4.40	5.26	6.05	s 8.10	s 10.05
98.29	Whitesboro.....												
101.38	Oriskany.....												
105.95	Signal Station 34..	2.58	3.13	3.49	4.10	4.16	4.25	4.37	4.52	5.39	6.23	s 8.24	10.19
108.26	Rome.....				A. M.						A. M.	s 8.34	s 10.28
116.92	Verona.....											s 8.45	10.40
121.38	Oneida.....	3.13	3.29	4.04		4.29	4.38	4.51	5.05	5.53		s 8.54	s 10.47
124.17	Wampsville.....											s 8.59	10.52
126.48	Canastota.....											s 9.05	s 10.59
132.64	No. Chittenango..												11.07
136.66	Kirkville.....	3.29	3.45	4.19		4.43	4.52	5.05	5.19	6.07		9.19	s 11.13
139.29	Minoa.....											s 11.17	
142.62	East Syracuse....											s 11.23	
144.50	Signal Station 48.	3.37	3.53	4.27		4.51	5.00	5.13	5.27	6.15		9.27	11.27
146.40	Syracuse.....	3.40	3.56	4.30		4.54	5.03	5.16	5.30	6.18		9.30	11.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 131 and 139 will not carry passengers.

Nos. 131 and 139 will not run July 5, September 5, November 24, December 26, 1944; January 2, February 23, May 31, 1945.

ALBANY to SYRACUSE

Continued from page 25

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	9	189 <small>See Note</small>	107	55	51	185 <small>See Note</small>	5	39	571	441	49	41
		Mail	Milk	Syracuse	Advance Empire	Empire State Express	Milk	The Mohawk	North Shore Limited	St. Law- rence Division	Local	Advance Knicker- bocker	The Knicker- bocker
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.44	Albany.....	9.00	9.15	10.40	11.30	11.49		12.51	3.35		3.46	5.00	5.23
13.49	Signal Station 3..	9.08	9.23	10.48	11.38	11.57		12.59	3.43		3.54	5.08	5.31
	Signal Station 7..	9.24	9.38	11.04	11.54	12.12		1.14	3.59		4.07	5.23	5.46
16.88	Schenectady.....	s 9.32	A. M.	s 11.12	s 12.01	s 12.18	P. M.	s 1.21	s 4.05		s 4.15	s 5.30	s 5.53
26.23	Hoffmans.....	9.44		11.23	12.12	12.29	1.30	1.32	4.16		§ 4.26	5.41	6.04
82.76	Amsterdam.....	s 9.54		s 11.33				s 1.40	s 4.24		s 4.40		
85.58	Fort Johnson.....										s 4.45		
88.88	Tribes Hill.....	10.02		11.41				1.48	4.32		s 4.50		
43.32	Fonda.....	s 10.10	Operated via West Shore	s 11.52			1.50	s 1.56	s 4.40		s 5.02		
48.58	Yosts.....			s 11.59				2.03			s 5.08		
54.79	Palatine Bridge..	□ 10.23		s 12.09				s 2.14			s 5.21		
57.87	Fort Plain.....	f 10.30		s 12.16				s 2.21			s 5.28		
63.76	St. Johnsville....			s 12.25				2.30			s 5.37		
73.49	Little Falls.....	10.48		s 12.41	12.56	1.12	2.30	s 2.42	5.13		s 5.55	6.24	6.47
80.79	Herkimer.....			s 12.51				s 2.53	s 5.22		s 6.06		
82.92	North Ilion.....										s 6.17		
91.00	Schuyler Jet.....	11.04		1.06	1.11	1.27	2.50	3.06	5.35		6.26	6.40	7.02
94.47	Utica.....	A s 11.09		s 1.11	s 1.16	s 1.32	3.00	s 3.12	s 5.40	P. M.	s 6.30	s 6.45	s 7.07
	Utica.....	L 11.30		1.49	1.21	1.34	P. M.	3.18	5.44	6.25	7.15	6.49	7.11
98.29	Whitesboro.....												
101.38	Oriskany.....												
105.95	Signal Station 84..	11.43		2.02	1.34	1.47		3.31	5.57	6.40	7.28	7.02	7.24
108.26	Rome.....			s 2.09				s 3.36	H 6.02	P. M.	s 7.40	s 7.07	s 7.29
116.92	Verona.....			2.19				3.47	6.15		7.50		
121.38	Oneida.....	12.01		s 2.26				s 3.56	s 6.19		s 7.58	7.22	7.44
124.17	Wampsville.....			2.31				4.01			8.03		
126.48	Canastota.....			s 2.36				s 4.06			s 8.08		
132.64	No. Chittenango..		P. M.										
136.66	Kirkville.....	12.19	5.04	2.49	1.59	2.12		4.22	6.40		8.21	7.45	8.01
139.29	Minoa.....												
142.62	East Syracuse....												
144.50	Signal Station 48..	12.27	5.12	2.57	2.07	2.20		4.30	6.48		8.29	7.57	8.09
146.40	Syracuse.....	12.30	5.15	3.00	2.10	2.23		4.33	6.51		8.32	8.00	8.12
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 185 and 189 will not carry passengers.
 No. 189 use connection Kirkville Jet. to Signal Station 44.

ALBANY to SYRACUSE

Continued from page 27

WESTWARD—FIRST CLASS—TRACK NO. 1

Miles from Albany	STATIONS	119	47	455	11	57	21						
		See Note				See Note							
		Mail and Express	The De-troit	Local	The South Western Limited	The Cleveland Limited	The Ontarian						
		Daily except Sunday	Daily	Daily	Daily	Daily	Daily						
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
2.44	Albany.....	9.55	10.02	10.10	10.26	11.01	11.20						
13.49	Signal Station 3...	10.03	10.10	10.18	10.34	11.09	11.28						
	Signal Station 7...	10.17	10.26	10.36	10.48	11.25	11.44						
16.88	Schenectady.....	10.20		s 11.04			s 11.50						
26.23	Hoffmans.....	10.29	10.38	11.15	11.00	11.37	12.01						
32.76	Amsterdam.....			s 11.29									
35.58	Fort Johnson.....												
38.38	Tribes Hill.....			11.36									
43.32	Fonda.....	10.44	10.53	s 11.55	11.15	11.52	12.16						
48.58	Yosts.....			12.01									
54.79	Palatine Bridge...			s 12.10									
57.87	Fort Plain.....			s 12.17									
63.76	St. Johnsville.....			s 12.26									
73.49	Little Falls.....	11.11	11.22	s 12.49	11.42	12.19	12.45						
80.79	Herkimer.....			s 1.02									
82.92	North Ilion.....												
91.00	Schuyler Jct.....	11.26	11.38	1.14	11.57	12.34	1.00						
94.47	Utica.....	11.31	s 11.43	s 1.22			s 1.05						
98.29	Utica.....		11.47	2.00	12.02	12.39	1.11						
	Whitesboro.....												
101.38	Oriskany.....												
105.95	Signal Station 34..	11.43	12.00	2.13	12.14	12.51	1.24						
108.26	Rome.....			s 2.23									
116.92	Verona.....			2.34									
121.38	Oneida.....		12.14	s 2.49			1.38						
124.17	Wampsville.....												
126.48	Canastota.....												
132.64	No. Chittenango...												
136.66	Kirkville.....	12.19	12.29	3.19	12.39	1.19	1.54						
139.29	Minoa.....												
142.62	East Syracuse.....												
144.50	Signal Station 48..	12.27	12.37	3.27	12.47	1.27	2.02						
146.40	Syracuse.....	12.30	12.40	3.30	12.50	1.30	2.05						
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.						

No. 455 use Track 3, Signal Station 7 to Signal Station 8 and Signal Station 22 to Signal Station 24.

No. 455 will not run west of Utica Sunday.

No. 119 will not carry passengers.

No. 57 will not carry baggage.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Continued on page 30

Miles from Syracuse	STATIONS	34	14	46	44	6	48	20	28	66	8
		The Iroquois	See Note Mall	Boston Special	New York Special	Fifth Avenue Special	The Detroit	The Cleveland Limited	New England States	Advance Commodore Vanderbilt	The Wolverine
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90	Syracuse.....	12.20	12.41	12.46	1.10	1.53	2.10	2.15	2.35	2.45	2.57
3.78	Signal Station 48...										
7.11	East Syracuse.....										
9.74	Minoa.....										
	Kirkville.....	12.32	12.53	12.58	1.22	2.05	2.22	2.27	2.47	2.57	3.09
13.76	No. Chittenango....										
19.92	Canastota.....										
22.23	Wampsville.....										
25.02	Oneida.....	12.44	1.07	1.12	1.35	2.18	2.34	2.39	3.00	3.10	3.21
29.48	Verona.....										
38.14	Rome.....	R 12.57									
40.45	Signal Station 34...	1.01	1.22	1.27	1.49	2.32	2.47	2.52	3.13	3.23	3.34
45.02	Oriskany.....										
48.11	Whitesboro.....	1.09	1.30	1.35	1.57	2.41					
51.93	Utica.....A s	1.14 s	1.35 s	1.40 s	2.02 s	2.46 s					
	Utica.....L	1.29	1.42	1.47	2.07	2.50	2.58	3.03	3.24	3.34	3.45
55.40	Schuyler Jct.....	1.35	1.48	1.53	2.13	2.56	3.03	3.08	3.29	3.39	3.50
63.47	North Ilion.....										
65.60	Herkimer.....										
72.90	Little Falls.....	1.52	2.05	2.10	2.30	3.12	3.19	3.24	3.46	3.56	4.06
82.64	St. Johnsville.....										
88.53	Fort Plain.....										
91.61	Palatine Bridge.....										
97.82	Yosts.....										
103.08	Fonda.....	2.20	2.33	2.38	2.58	3.40	3.47	3.52	4.14	4.24	4.34
108.02	Tribes Hill.....										
110.82	Fort Johnson.....										
113.64	Amsterdam.....										
120.17	Hoffmans.....	2.36	2.50	2.55	3.15	3.56	4.02	4.07	4.30	4.39	4.49
129.52	Schenectady.....										
132.91	Signal Station 7....	2.49	3.03	3.08	3.28	4.09	4.14	4.19	4.43	4.52	5.01
143.96	Signal Station 3....	3.00	3.14	3.19	3.39	4.20	4.26	4.31	4.54	5.03	5.12
146.40	Albany.....	3.07	3.22	3.27	3.52	4.33	4.39	4.44	5.06	5.15	5.22
							Rensselaer Yard	Rensselaer Yard		Rensselaer Yard	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 14 will not carry passengers.

SYRACUSE to ALBANY

Continued from page 29

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	2	12	98	68	26	400 <small>See Note</small>	268	142	10	24	22	188 <small>See Note</small>
		The Face-maker	The South Western Limited	New England Wolverine	The Commodore Vanderbilt	The 20th Century Limited	Local	Advance Water Level Limited	The Cayuga	The Water Level Limited	The Knickerbocker	The Lake Shore Limited	Milk
		Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90	Syracuse.....	3.05	3.17	3.33	3.41	3.55		5.07	5.10	6.16	6.50	8.40	8.41
8.78	Signal Station 48								5.13				
7.11	East Syracuse..							s 5.18					8.55
9.74	Minoa.....							s 5.25					
	Kirkville.....	3.17	3.29	3.45	3.53	4.07		s 5.31	6.28	7.02	8.52	9.10	
13.76	No. Chittenango								s 5.38				A. M.
19.92	Canastota.....								s 5.49				
22.23	Wampsville....								5.54	6.39			
25.02	Oneida.....	3.30	3.41	3.57	4.05	4.20		s 5.32	6.06	6.44	7.14	9.04	
29.48	Verona.....								s 6.18	6.50	7.20	9.08	
88.14	Rome.....								s 6.38	s 7.00	s 7.30	s 9.18	
40.45	Signal Station 34	3.43	3.54	4.10	4.18	4.33		5.45	6.42	7.04		9.22	
45.02	Oriskany.....								s 6.49		7.34		
48.11	Whitesboro....			4.18					6.57	7.12	7.40	9.30	
51.93	Utica.....A			4.23			A. M.		s 7.02	s 7.17	s 7.45	s 9.35	
	Utica.....L	3.54	4.05	4.47	4.29	4.44	4.50	5.56	8.05	7.20	7.48	9.38	
55.40	Schuyler Jct...	3.59	4.10	4.52	4.34	4.49	4.55	6.01	8.11	7.26	7.54	9.44	
63.47	North Ilion....							s 5.10	s 8.22				
65.60	Herkimer.....							s 5.22	s 8.28				
72.90	Little Falls....	4.16	4.26	5.09	4.50	5.06	5.06	s 5.38	6.17	8.35	7.41	8.10	10.00
82.64	St. Johnsville..							s 5.51	s 8.47				
88.53	Fort Plain.....							s 5.59	s 8.56				
91.61	Palatine Bridge.							s 6.07	s 9.02				
97.82	Yosts.....							6.23	9.10				
103.08	Fonda.....	4.44	4.54	5.37	5.18	5.34	s 7.40	6.45	s 9.25	8.09	8.38	10.29	
108.02	Tribes Hill.....												
110.82	Fort Johnson...						7.49		9.34				
113.64	Amsterdam....						s 8.00		s 9.45				
120.17	Hoffmans.....	5.00	5.10	5.53	5.33	5.50	8.08	7.00	9.53	8.24	8.53	10.44	
129.52	Schenectady...						s 8.25		s 10.13	s 8.33	s 9.04	s 10.56	P. M.
132.91	Signal Station 7	5.13	5.23	6.06	5.45	6.03	8.31	7.12	10.22	8.39	9.10	11.02	4.50
143.96	Signal Station 3	5.24	5.34	6.17	5.56	6.14	8.42	7.23	10.33	8.50	9.21	11.14	5.01
146.40	Albany.....	5.37	5.45	6.30	6.12	6.25	8.55	7.50	10.45	9.03	9.30	11.24	5.20
		Rensselaer Yard			Rensselaer Yard								Rensselaer Yard
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

No. 188 use connection from Signal Station 44 to Kirkville Jct.
 No. 188 will not carry passengers.
 No. 400 use Track No. 4 Signal Station 19 to Signal Station 16.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Continued on page 32

Miles from Syracuse	STATIONS	138	72	58	40	38	90	134	570	96	50	184 <small>See Note</small>	424
		Local	The Henry Hudson	The Niagara	North Shore Limited	The Missouri-ran	The Forest City	The Seneca	St. Lawrence Division	Advance Empire	Empire State Express	Milk	Local
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.90	Syracuse.....	10.35	11.35	11.45	12.21	12.43	1.58	2.20		3.30	4.05		4.07
3.78	Signal Station 48.												4.10
7.11	East Syracuse...												s 4.15
9.74	Minoa.....												s 4.21
	Kirkville.....	10.48	11.47	11.57	12.33	12.55	2.10	2.32		3.42	4.17		s 4.26
13.76	No. Chittenango.	10.52		12.01				2.36					§ 4.33
19.92	Canastota.....	s 10.58		s 12.11				s 2.43					s 4.43
22.23	Wampsville.....	11.02		12.16				2.48					s 4.48
25.02	Oneida.....	s 11.07	11.59	s 12.26	12.45	1.07	2.22	s 2.53		3.54			s 4.55
29.48	Verona.....	11.13	12.03	12.32		1.11		2.59		3.58			s 5.02
38.14	Rome.....	s 11.23	s 12.13	s 12.44		s 1.21		s 3.10	P. M.	s 4.09			s 5.18
40.45	Signal Station 34.	11.27	12.17	12.48	12.58	1.25	2.35	3.14	3.35	4.13	4.42		5.22
45.02	Oriskany.....												s 5.29
48.11	Whitesboro.....	11.35	12.25	12.56		1.33	2.43	3.22	3.45	4.21	4.50		5.34
51.93	Utica.....	s 11.40	s 12.30	s 1.01		s 1.38	s 2.48	s 3.27	3.50	s 4.26	s 4.55	P. M.	s 5.39
	Utica.....	L 11.45	12.33	1.45	1.10	1.42	2.58	3.37		4.31	4.59	5.05	5.54
55.40	Schuyler Jct.....	11.51	12.39	1.51	1.15	1.48	3.04	3.43	P. M.	4.37	5.05	5.11	6.00
63.47	North Ilion.....	11.59		1.59				s 3.53					s 6.10
65.60	Herkimer.....	s 12.03		s 2.08				s 3.59					s 6.21
72.90	Little Falls.....	12.13	12.55	2.20	1.31	2.04	3.20	s 4.09		4.54	5.20	5.28	s 6.35
82.64	St. Johnsville....	s 12.24		s 2.33				s 4.21					s 7.14
88.53	Fort Plain.....	s 12.32		s 2.44				s 4.32					s 7.26
91.61	Palatine Bridge..	s 12.38		s 2.52				s 4.38					s 7.35
97.82	Yosts.....	12.47		3.01				4.46					7.42
103.08	Fonda.....	s 12.55	1.23	s 3.12	2.00	2.34	3.50	s 4.56		5.24	5.48	5.58	s 8.40
108.02	Tribes Hill.....												f 8.50
110.82	Fort Johnson....	1.04		3.21				5.06					8.55
113.64	Amsterdam.....	s 1.10		s 3.30				s 5.14					s 9.15
120.17	Hoffmans.....	1.20	1.38	3.39	2.16	2.50	4.06	5.24		5.43	6.04	6.17	9.25
129.52	Schenectady.....	s 1.32	s 1.50	s 4.00		s 3.03	s 4.17	s 5.40		s 5.54	s 6.15		s 10.10
132.91	Signal Station 7..	1.38	1.56	4.08	2.28	3.09	4.23	5.46		6.00	6.21	6.33	10.25
143.96	Signal Station 3..	1.49	2.07	4.19	2.40	3.20	4.34	5.57		6.11	6.32	6.44	10.39
146.40	Albany.....	2.00	2.20	4.30	2.55	3.33	4.48	6.10		6.20	6.42	6.55	11.00
												Rensselaer Yard	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 184 will not carry passengers.

SYRACUSE to ALBANY

Continued from page 31

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	56	548	42	52	32 See Note	36						
		The DeWitt Clinton	St. Lawrence Division	Boston Express	The Easterner	Mail	The Genesee						
		Daily	Daily except Sunday	Daily	Daily	Daily	Daily						
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
1.90	Syracuse.....	5.14		8.10	8.32	10.25	11.10						
3.78	Signal Station 48..												
7.11	East Syracuse.....												
7.11	Minoa.....												
9.74	Kirkville.....	5.26		8.22	8.44	10.37	11.22						
13.76	No. Chittenango...			8.25	8.47		11.27						
19.92	Canastota.....			s 8.33	s 8.55		s 11.36						
22.23	Wampsville.....	5.38		8.38	9.00		11.41						
25.02	Oneida.....	s 5.44		s 8.43	s 9.06	10.51	s 11.47						
29.48	Verona.....	5.50		8.49	9.12		11.53						
38.14	Rome.....	s 6.01		s 9.03	s 9.27		s 12.07						
40.45	Signal Station 34..	6.05	P. M.	8.32	9.07	9.31	11.07	12.12					
45.02	Oriskany.....												
48.11	Whitesboro.....	6.13	8.45	9.15	9.39	11.15	12.20						
51.93	Utica.....	s 6.18	8.50	s 9.20	s 9.44	s 11.20	s 12.25						
	Utica.....	L 6.23		9.25	9.59	11.43	12.45						
55.40	Schuyler Jct.....	6.29	P. M.	9.31	10.05	11.49	12.51						
63.47	North Ilion.....			9.39	s 10.14								
65.60	Herkimer.....			s 9.43	s 10.19								
72.90	Little Falls.....	6.45		s 9.55	s 10.32	12.06	1.09						
82.64	St. Johnsville.....	6.55		s 10.06	s 10.43								
88.53	Fort Plain.....			f 10.15	w 10.52								
91.61	Palatine Bridge... #	7.08		f 10.21	f 10.59								
97.82	Yosts.....	7.16		10.29	11.08								
103.08	Fonda.....	s 7.24		s 10.39	s 11.18	12.36	1.38						
108.02	Tribes Hill.....												
110.82	Fort Johnson.....	7.34		10.49	11.28								
113.64	Amsterdam.....	s 7.40		s 10.55	s 11.34								
120.17	Hoffmans.....	7.49		11.05	11.44	12.53	1.55						
129.52	Schenectady.....	s 8.01		s 11.20	s 11.59	s 1.16	s 2.08						
132.91	Signal Station 7...	8.07		11.26	12.05	1.22	2.14						
143.96	Signal Station 3...	8.18		11.37	12.16	1.33	2.25						
146.40	Albany.....	8.25		11.48	12.25	1.50	2.34						
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.						

No. 32 will not carry passengers.

ALBANY to TROY

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	703	465	705	711	143 See Note	769				
		Mount Royal	The Montreal Limited	Troy	Troy	The Laurentian	Troy				
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily				
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
		A. M.	A. M.			P. M.					
0.58	Albany.....	A. M.	A. M.	6.45	11.50	P. M.	1.03				
5.27	Rensselaer.....	1.00	1.57	6.50		12.21					
	Iron Works.....			6.57							
6.28	Madison St.....			7.00	12.04						
6.59	Adams St.....	1.11	2.07	7.02	12.07	12.31	1.14				
7.31	Troy.....	1.20	2.16	7.06	12.10	12.41	1.20				
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

No. 143 last trip September 23.

Time shown at *Adams St.* and *Troy* is for information only.

TROY to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Troy	STATIONS	462	700	722	724	144	706	766	736 See Note		
		The Montreal Limited	New York Connection	New York Connection	Albany	The Laurentian	Albany	B. & M. Connection	Railway Express		
		Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday		
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
		A. M.	A. M.			P. M.					
	<i>Troy</i>	4.05	7.25	12.05	2.00	4.50	5.55	9.02	10.40		
0.72	<i>Adams St.</i> ...	4.14	7.29			4.59	5.58	9.10	10.48		
1.03	Madison St..						6.00				
2.04	Iron Works..						6.03				
6.73	Rensselaer...	4.25	7.40	12.23	2.17	5.10	6.15	9.19	10.57		
7.31	Albany.....	A. M.	7.45	12.27	2.20	P. M.	6.20	9.22	11.00		
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		

No. 736 will not carry passengers.

Time shown at *Troy* and *Adams St.* is for information only.

TROY and SCHENECTADY

WESTWARD		SECOND CLASS			EASTWARD		SECOND CLASS		
Miles from Troy	STATIONS	803			Miles from Schenectady	STATIONS	802		
		Freight					Freight		
		Daily except Sunday					Daily except Sunday		
	LEAVE	P. M.				LEAVE	A. M.		
		P. M.							
0.63	Troy.....					Schenectady.....	10.00		
3.63	Green Island.....	5.00			3.82	Aqueduct.....			
5.92	Cohoes.....				9.82	Niskayuna.....			
7.47	Dunsbach Ferry.....				12.11	Mohawk View.....			
9.30	Mohawk View.....				13.94	Dunsbach Ferry.....			
11.59	Niskayuna.....				15.49	Crescent.....			
17.59	Aqueduct.....				17.78	Cohoes.....			
21.41	Schenectady.....	7.15			20.78	Green Island.....	1.45		
					21.41	Troy.....	P. M.		
	ARRIVE	P. M.				ARRIVE	P. M.		

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

LITTLE FALLS and SALISBURY CENTER

WESTWARD—SECOND CLASS			EASTWARD—SECOND CLASS				
Miles from Little Falls	STATIONS	903		Miles from Salisbury Center	STATIONS	902	
		Freight				Freight	
		Daily except Sunday				Daily except Sunday	
	LEAVE	A. M.			LEAVE	A. M.	
4.39	Little Falls.....	9.15			2.39	Salisbury Center.....	10.20
9.86	Inghams.....			7.86	Dolgeville.....		
12.25	Dolgeville.....			12.25	Inghams.....		
	Salisbury Center.....	10.10			Little Falls.....	1.30	
	ARRIVE	A. M.			ARRIVE	P. M.	

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

WEST SHORE R. R.—RAVENA and KIRKVILLE JUNCTION

WESTWARD—FIRST CLASS

EASTWARD—FIRST CLASS

Miles from Ravenna	STATIONS	189	185			Miles from Kirkville Jct.	STATIONS	188		
		See Note	See Note					See Note		
		Milk	Milk					Milk		
	LEAVE	A. M.	P. M.				LEAVE	A. M.		
4.83	Ravena		Selkirk yard			3.66	Kirkville Jct.	9.30		
8.39	South Bethlehem		P. M.				Chittenango			
10.19	Feura Bush		12.45			9.86	Canastota			
12.30	Unionville					15.55	Oneida Castle			
14.37	New Scotland		12.55			20.73	Vernon			
	Voorheesville					29.37	Clark Mills			
17.98	Guilderland Center					34.27	New York Mills	12.25		
19.53	Fullers	A. M.								
	(Signal Station 7)	9.38				34.74	East New York Mills			
24.76	South Schenectady	9.47	1.11			35.57	South Utica			
31.83	Rotterdam Jct.	10.01	1.23			41.26	Harbor	1.10		
	(Hoffmans)		1.30			46.44	Frankfort			
						48.67	Ilion			
33.39	Pattersonville		P. M.							
40.18	South Amsterdam					50.80	Mohawk			
44.98	Fort Hunter					58.27	South Little Falls	1.50		
46.82	Auriesville					63.12	Indian Castle			
50.50	Fultonville									
55.21	Randall					73.74	South Fort Plain			
59.17	Sprakers					77.21	Canajoharie	3.10		
62.44	Canajoharie					80.48	Sprakers			
65.91	South Fort Plain					84.44	Randall			
76.53	Indian Castle									
81.38	South Little Falls	1.02				89.15	Fultonville			
88.85	Mohawk					92.83	Auriesville			
90.98	Ilion					94.67	Fort Hunter			
93.21	Frankfort					99.47	South Amsterdam			
98.39	Harbor	2.24				106.26	Pattersonville	4.10		
104.08	South Utica									
104.91	East New York Mills						(Hoffmans)			
105.41	New York Mills	3.09				107.83	Rotterdam Jct.	4.25		
110.29	Clark Mills					114.89	South Schenectady	4.40		
118.93	Vernon						(Signal Station 7)	4.50		
124.11	Oneida Castle					120.13	Fullers			
129.80	Canastota					121.67	Guilderland Center	P. M.		
133.58	Chittenango									
139.66	Kirkville Jct.	5.00				125.29	Voorheesville			
						127.36	New Scotland			
						129.47	Unionville			
						131.27	Feura Bush			
						134.83	South Bethlehem			
						139.66	Ravena			
	ARRIVE	P. M.	P. M.				ARRIVE	P. M.		

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

Nos. 188 and 189 will stop on signal at Pattersonville, Fort Hunter, Auriesville, Clark Mills, Vernon, Chittenango to receive express shipments, also when necessary to discharge shipments.

Nos. 185, 188 and 189 will not carry passengers.

Nos. 188 and 189 use connection from Kirkville Jct. to Signal Station 44.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES							
No.	Location			Track No. 3	Track No. 1 Eastward	Track No. 1 Westward	Track No. 2	Track No. 4	Location	Side of Track	Line				
37	East of Peekskill Open Day and Night.	C.S.	KN	40.10	3503	3501			Signal 3503	E	SS CD or 37				
								3562	3564	Signal 3564	E	SS CD or 37			
												E	SS CD or 37		
						3593	3591					Oscawana facing Sw. Tk. 4, 670 Ft. E. of Station in Cabin	W	SS CD or 37	
							3640		3642	3644		Oscawana Station, outside	E	M., S. L.	
						3673	3671					2600 Ft. W. of Oscawana Station	E	SS CD or 37	
												Crugers Station, outside	E	M., S. L.	
										3752	3754				
							3773		3771			2350 Ft. W. of Crugers Station	E	SS CD or 37	
										3842	3844	Signal 3863	E	SS CD or 37	
							3863		3861			Montrose Station, outside	W	SS CD or 37	
										3922	3924				
									3983	3981			Standard Textile Switch, track No. 4	W	SS CD or 37
											4022	4024	Signal 3983	E	SS CD or 37
													Standard Brands Switch, track No. 4 in Cabin	W	SS CD or 37
													S.S. 37 Westward Int. signal bridge	E	SS CD or 37
									INT.	INT.	INT.	INT.	INT.	W	P., T. D., M., S. L.
													Eastward Int. signal west of S.S. 37	W	SS 37
													Peekskill Station, west platform	W	SS 37
													Hudson Ave. crossing Peekskill, in Cabin	E	SS 37 or 43
													200 Ft. E. of Peekskill Frt. House	E	SS 37
											4152				
											4171		Main St. Crossing	E	SS 37 or 43
													Peekskill Bridge Signal Building, outside	E	SS 37 or 43
										4260	4262		1700 Ft. E. of Signal 4262	E	SS 37 or 43
													Roa Hook Platform, west end	E	SS 37 or 43
											4311		Signal 4311	W	SS 37 or 43
											4372		Signal 4372	W	SS 37 or 43
													Watchman's Cabin 1000 Ft. W. of Signal 4372	W	SS 37 or 43
													1700 Ft. W. of Signal 4372	W	SS 37 or 43
											4441		Watchman's Cabin opposite Signal 4441, in Cabin	W	SS 37 or 43
										4450	4452		Watchman's Cabin 1150 Ft. W. of Signal 4452	W	SS 37 or 43
										4520	4522		Watchman's Cabin 2650 Ft. W. of Signal 4441	W	SS 37 or 43
						4541		Signal 4522	E	SS 37 or 43					
								Outlying Sw. Track No. 2	W	SS 37 or 43					
						4621		Manitou Station inside	W	SS 37 or 43					
					4630	4632		Outlying Sw. Track No. 1	E	SS 37 or 43					
						4721		Signal 4721	W	SS 37 or 43					
						4742									
43	East of Garrison Open Day and Night	C.S.	BC	47.43		INT.	INT.	INT.	725 Ft. W. of Signal 4742	W	SS 37 or 43				
										1600 Ft. W. of S.S. 43	W	T.D., M., S. L.			
						4893	4891						W	SS 43 or 50	
							4922	4924				Signal 4924	W	SS 43 or 50	
							INT.	INT.				Garrison Tell-tale Inspector's Cabin, inside	W	T.D., M., S. L.	
						4993	4991								
							5042	5044				Signal 5044	W	SS 43 or 50	
							5103	5101				Signal 5103	E	SS 43 or 50	
								5132	5134						
												1325 Ft. W. of Signal 5134	E	SS 43 or 50	
								5203	5201			Signal 5203	E	SS 43 or 50	
										5222	5224		200 Ft. W. of Signal 5224	E	SS 43 or 50
												Cold Spring Frt. House, inside	W	SS 43 or 50	
												Cold Spring Station, inside	E	M., S. L.	
												Signal 5303	E	SS 43 or 50	
											5332	5334			
													1850 Ft. W. of Signal 5334	E	SS 43 or 50
													Signal 5393	E	SS 43 or 50
											5432	5434			
													E. end Breakneck Tunnel	W	SS 43 or 50
								W. end Breakneck Tunnel	W	SS 43 or 50					
						5532	5534	Signal 5534	E	SS 43 or 50					
						5583	5581	Signal 5583	E	SS 43 or 50					
						5622	5624								
								1600 Ft. W. of Signal 5624	E	SS 43 or 50					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES			
No.	Location			Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line	
60	West of Poughkeepsie..... Open 4.15 A.M. to 8.15 P.M.	C.S.	WS	74.76	INT.	INT.	INT.	INT.	SS 60 Westward Int. Signal Bridge.....	E	SS 58 or 60
					7643	7641	7644	7644	2650 Ft. W. of SS 60	E	T.D., M., S.L.
					7733	7731	7672	7674	Signal 7643	E	SS 60 or 71
					7853	7851	7762	7764	2700 Ft. W. of Signal 7643	E	SS 60 or 71
					7953	7951	7762	7764	Signal 7733	E	SS 60 or 71
					8053	8051	7762	7764	2800 Ft. W. of Signal 7733	E	SS 60 or 71
					8153	8151	7852	7854	Signal 7851	E	SS 60 or 71
					8263	8261	7962	7964	2000 Ft. W. of Signal 7851	E	SS 60 or 71
					8383	8381	8052	8054	Hyde Park Station, outside.....	E	SS 60 or 71
					8493	8491	8162	8164	3450 Ft. W. of Hyde Park Station.....	E	SS 60 or 71
					8542	8544	8262	8264	Signal 8051	E	SS 60 or 71
					8592	8594	8362	8364	3250 Ft. W. of Signal 8051	E	SS 60 or 71
					8603	8601	8472	8474	Signal 8153	E	SS 60 or 71
					8723	8721	8542	8544	3550 Ft. W. of Signal 8153	E	SS 60 or 71
					8813	8811	8592	8594	Signal 8261	E	SS 60 or 71
					8893	8891	8603	8601	2250 Ft. W. of Signal 8261	E	SS 60 or 71
					8993	8991	8723	8721	Staatsburg Crossing Cabin, inside.....	E	SS 60 or 71
					9083	9081	8813	8811	Staatsburg Station, inside.....	E	M., S. L.
					9183	9181	8893	8891	2250 Ft. W. of Staatsburg Station.....	E	SS 60 or 71
					9263	9261	8993	8991	3395 Ft. W. of Signal 8383	E	SS 60 or 71
					9373	9371	9083	9081	195 Ft. W. of Signal 8493	E	SS 60 or 71
					9473	9471	9183	9181	2514 Ft. W. of Signal 8493	E	SS 60 or 71
					9573	9571	9263	9261	236 Ft. E. of Signal 8594	E	SS 60 or 71
					9673	9671	9373	9371	1500 Ft. W. of Signal 8603	W	SS 60 or 71
					9773	9771	9473	9471	4500 Ft. W. of Signal 8603	E	SS 60 or 71
					9873	9871	9573	9571	Signal 8721	E	SS 60 or 71
					9973	9971	9673	9671	2340 Ft. W. of Signal 8724	E	SS 60 or 71
					10073	10071	9773	9771	Signal 8814	W	SS 60 or 71
					10173	10171	9873	9871	1521 Ft. W. of Signal 8894	W	SS 60 or 71
					10273	10271	9973	9971	Rhinecliff Station, eastward platform.....	W	SS 60 or 71
					10373	10371	10073	10071	Rhinecliff Station Baggage Room.....	E	SS 60 or 71
10473	10471	10173	10171	2550 Ft. W. of Rhinecliff Station.....	W	SS 60 or 71					
10573	10571	10273	10271	Rhinecliff Frt. House Office, inside.....	E	M., S. L.					
10673	10671	10373	10371	243 Ft. W. of Signal 8994	W	SS 60 or 71					
10773	10771	10473	10471	2260 Ft. E. of Signal 9083	E	SS 60 or 71					
10873	10871	10573	10571	Signal 9081	E	SS 60 or 71					
10973	10971	10673	10671	2550 Ft. W. of Signal 9081	E	SS 60 or 71					
11073	11071	10773	10771	Signal 9183	E	SS 60 or 71					
11173	11171	10873	10871	2300 Ft. W. of Signal 9183	E	SS 60 or 71					
11273	11271	10973	10971	Signal 9261	E	SS 60 or 71					
11373	11371	11073	11071	3250 Ft. W. of Signal 9261	E	SS 60 or 71					
11473	11471	11173	11171	Signal 9373	E	SS 60 or 71					
11573	11571	11273	11271	2150 Ft. W. of Signal 9373	E	SS 60 or 71					
11673	11671	11373	11371	Barrytown Station, inside.....	E	T.D., M., S.L.					
11773	11771	11473	11471	2250 Ft. W. of Barrytown Station.....	E	M., S. L.					
11873	11871	11573	11571	Signal 9562	E	SS 71 or 82					
11973	11971	11673	11671	Signal 9621	E	SS 71 or 82					
12073	12071	11773	11771	Signal 9642	E	SS 71 or 82					
12173	12171	11873	11871	Crugers Island Crossing E. of Tivoli.....	E	SS 71 or 82					
12273	12271	11973	11971	Bridge 271, E. of Tivoli	E	SS 71 or 82					
12373	12371	12073	12071	Signal 9791	E	SS 71 or 82					
12473	12471	12173	12171	1300 Ft. E. of Tivoli Station.....	E	SS 71 or 82					
12573	12571	12273	12271	Redmond's Dock Crossing.....	E	SS 71 or 82					
12673	12671	12373	12371	Tivoli Station, inside.....	E	M., S. L.					
12773	12771	12473	12471	Tivoli Station, outside.....	E	T.D.					
12873	12871	12573	12571	Signal 9981	E	SS 71 or 82					
12973	12971	12673	12671	Tivoli Pump House, inside.....	E	M., S. L.					
13073	13071	12773	12771	Tivoli Pump House Switch.....	E	SS 71 or 82					
13173	13171	12873	12871	Signal 10091	E	SS 71 or 82					
13273	13271	12973	12971	2800 Ft. W. of Signal 10091	E	SS 71 or 82					
13373	13371	13073	13071	Signal 10201	E	SS 71 or 82					
13473	13471	13173	13171	2300 Ft. W. of Signal 10201	E	SS 71 or 82					
13573	13571	13273	13271	Signal 10281	E	SS 71 or 82					
13673	13671	13373	13371	1000 Ft. E. of Cheviot Crossing.....	E	SS 71 or 82					
13773	13771	13473	13471	Cheviot Crossing Cabin, inside.....	W	SS 71 or 82					
13873	13871	13573	13571	Signal 10431	E	SS 71 or 82					
13973	13971	13673	13671	Booth 275 Ft. West of Germantown Station..	E	T.D.					
14073	14071	13773	13771	Signal 10462	E	SS 71 or 82					
14173	14171	13873	13871	3400 Ft. W. of Germantown	E	SS 71 or 82					
14273	14271	13973	13971	2700 Ft. E. of Crossing Tender's Cabin No. Germantown.....	E	SS 71 or 82					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS		TELEPHONES				
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line		
82	West end Hudson Siding Open Day and Night.	C.S.	112.74	.....	10602	No. Germantown Station, inside.....	E	M., S.L.	
						3400 Ft. W. of Germantown Station.....	E	SS 71 or 82		
				10621					
				10731	10732	Signal 10732.....	E	SS 71 or 82		
						2800 Ft. W. of Signal 10732.....	E	SS 71 or 82		
				10821	.....	Booth 108.11.....	E	M., S.L.	
						3146 Ft. W. of Signal 10821.....	E	SS 71 or 82		
				10921	.....				
						Signal 10932.....	E	SS 71 or 82		
						2100 Ft. W. of Signal 10932.....	W	SS 71 or 82		
				11011	.....	Greendale Station, outside.....	W	SS 71 or 82	
						2700 Ft. W. of Greendale Station.....	W	SS 71 or 82		
						11022			
				INT.	11132	Remote Switch.....	W	T.D., M., S.L.		
						1800 Ft. W. of Signal 11132.....	W	SS 82		
				11201	11202	Signal 11202.....	W	SS 82		
						2150 Ft. W. of Signal 11202.....	W	SS 82		
				11281	11282	Signal 11282.....	W	SS 82		
						1950 Ft. W. of Signal 11282.....	W	SS 82		
				INT.	INT.	Car Inspector's Office, east yard, outside.....	W	T.D., M., S.L.		
						1450 Ft. W. of Car Inspector's Office.....	E	SS 82 or 84		
						50 Ft. E. of Atlas Cement Co., overhead bridge.....	E	SS 82 or 84		
						100 Ft. E. of Westward Int. Signal SS 84.....	W	SS 82 or 84		
							E	SS 82 or 84		
84	Hudson..... Open Day and Night.	C.S. UD	113.66	INT.	INT.	900 Ft. W. of SS 84.....	E	P., T. D., M., S. L.		
						Signal 11481, Dock St. Crossing.....	E	SS 84		
				11481	11482	Signal 11482.....	W	SS 84 or 90		
						2043 Ft. E. of Signal 11581.....	E	SS 84 or 90		
				11581	11582	Signal 11581.....	E	SS 84 or 90		
						2700 Ft. W. of Signal 11581.....	E	SS 84 or 90		
				11681	11682	Signal 11681.....	E	SS 84 or 90		
						2200 Ft. W. of Signal 11681.....	E	SS 84 or 90		
				11771	.....	Signal 11771.....	E	SS 84 or 90	
						2600 Ft. W. of Signal 11771.....	E	SS 84 or 90		
						11782	Stockport Station, outside.....	E	SS 84 or 90
								Outlying Switch to Station siding.....	E	SS 84 or 90
						11871	11872			
						11961	11962	542 Ft. E. of Signal 11961.....	E	SS 84 or 90
								1158 Ft. W. of Signal 11961.....	E	SS 84 or 90
				12041	.....	Outlying Switch Track No. 2.....	W	SS 84 or 90	
						12052	1900 Ft. W. of Signal 12052.....	E	SS 84 or 90
								Swarzler's siding, 2535 Ft. W. of Signal 12052.....	E	SS 84 or 90
								Outlying Switch to Station siding.....	W	SS 84 or 90
				12181	12182	62 Ft. W. of Signal 12181.....	W	SS 84 or 90		
						1900 Ft. W. of Newton Hook Station.....	E	SS 84 or 90		
				12261	.....	Signal 12261.....	E	SS 84 or 90	
						12282	2550 Ft. W. of Signal 12261.....	E	SS 84 or 90
				INT.	INT.	Eastward Int. Signal SS 90.....	W	T.D., M., S.L.		
		On bridge structure, Stuyvesant Station island platform.....	W	SS 90						
		Stuyvesant Station, inside.....	E	SS 90						
12451	.....	Track No. 4, Int. Signal.....	W	M., S.L.					
		2200 Ft. W. of Int. Signal SS 90.....	E	SS 90						
		12482	.....	Signal 12482.....	E	SS 90			
				2300 Ft. W. of Signal 12482.....	E	SS 90				
12551	.....	Signal 12551.....	E	SS 90					
		12572	.....						
12651	12652	Signal 12651.....	E	SS 90						
		Jump-over bridge, W. of Stuyvesant.....	E	SS 90						
12741	12742	Signal 12741.....	E	SS 90						
		Poolsburg Sw. Track No. 1.....	E	SS 90						
12821	12822	Signal 12821.....	E	SS 90						
		2200 Ft. W. of Signal 12821.....	E	SS 90						
12901	12902	Signal 12901.....	E	SS 90						
		2250 Ft. W. of Signal 12901.....	E	SS 90						
12991	12992	Signal 12991.....	E	SS 90						
		Schodack L'd'g Station, outside.....	E	SS 90						
13081	.....								
		13092	.....	Outlying Sw. Track No. 2.....	E	SS 90			
				2450 Ft. W. of Signal 13092.....	E	SS 90				

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO KIRKVILLE**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES				
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line		
22	West St. Johnsville Open Day and Night.	C.S.	JU	207.0	INT.	INT.	INT.	INT.	Signal Station.....		T.D. or M.	
					INT.	.....	.....	.....	Booth 207.5.....	N	T.D. or M.
					20814	20813	20811	20812	Booth 208.1.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 208.7.....	N	T.D. or M.
					20934	20933	20931	20932	Booth 209.3.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 209.9.....	N	T.D. or M.
					21054	21053	21051	21052	Booth 210.3.....	N	T.D. or M.	
					21114	21113	21111	21112	Booth 211.1.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 211.7.....	N	T.D. or M.
					21234	21233	21231	21232	Booth 212.3.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 212.7.....	N	T.D. or M.
					21314	21313	21311	21312	Booth 213.1.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 213.6.....	N	T.D. or M.
					21424	21423	21421	21422	Booth 214.2.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 214.9.....	N	T.D. or M.
					21534	21533	21531	21532	Booth 215.3.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 215.8.....	N	T.D. or M.
24	Little Falls..... Open Day and Night.	C.S.	FS	216.3	INT.	INT.	INT.	INT.	East End yard.....	S	SS 24	
					.....	.....	.....	.....	Signal Station.....		T.D. or M.
					.....	.....	.....	.....	Lock St. crossing, cabin..	S	SS 24
					.....	.....	.....	.....	E. end of siding booth...	N	SS 24
					21744	21743	21741	21742	Booth 217.4.....	N	T.D. or M. and SS 24	
					.....	.....	.....	.....	Booth 217.9.....	N	T.D. or M.
					.....	21823	21821	21822	Booth 218.3.....	N	T.D. or M.
					21834	.....	.....	.....	Booth 219.....	N	T.D. or M.
					21904	21903	21901	21902	Booth 219.5.....	N	T.D. or M.	
					21994	21993	21991	21992	Booth 220.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 220.3.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 220.7.....	N	T.D. or M.
					22074	22073	22071	22072	Booth 221.5.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 221.9.....	N	T.D. or M.
					22154	22153	22151	22152	Booth 222.3.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 222.6.....	N	T.D. or M.
					22234	22233	22231	22232	Booth 223.0.....	N	T.D. or M. and SS 26	
.....	INT.	INT.	.....	Booth 223.2.....	S	SS 26					
.....	INT.	.....	INT.	Booth 223.6.....	N	T.D. or M.					
26	Herkimer..... Open Day and Night.	C.S.	KI	223.7	.....	.....	.....	.....	Herkimer Station.....		T.D. or M.
					.....	.....	.....	.....	Booth 223.8, Station Platform.....		SS 26
					.....	INT.	INT.	.....	Booth 223.9.....	S	SS 26
					.....	.....	.....	INT.	Booth 224.1.....	N	T.D. or M.
					INT.	.....	.....	.....	Booth 224.2.....	N	SS 26
					.....	.....	.....	.....	Booth 224.4.....	N	T.D. or M.
					.....	INT.	22471	.....	Booth 224.7.....	N	T.D. or M. and SS 26
					.....	INT.	.....	22482	Booth 225.3.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 225.7.....	N	T.D. or M.
					INT.	22573	22571	22572	North Ilion, cabin.....	S	T.D. or M.
					.....	.....	.....	.....	Booth 226.4.....	N	T.D. or M.
					22644	22643	22641	22642	Booth 226.8.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 227.2.....	N	T.D. or M.
					22724	22723	22721	22722	Booth 227.7.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 228.1.....	N	T.D. or M.
					.....	22813	22811	.....	Booth 228.6.....	N	T.D. or M.
					22834	.....	.....	22832	Booth 229.1.....	N	T.D. or M.
22914	22913	22911	22912	Booth 229.6.....	N	T.D. or M.						
.....	.....	.....	.....	Booth 230.....	N	T.D. or M.					
23004	23003	23001	23002	Booth 230.4.....	N	T.D. or M.						
.....	.....	.....	.....	Booth 230.9.....	N	T.D. or M.					
23094	23093	23091	23092	.....	.....	.....			

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO TROY**

STATIONS	Office Calls	Miles from Rensselaer	SIGNALS		TELEPHONES		
			Track No. 1	Track No. 2	LOCATION	Side of Track	Line
SS 100 Rensselaer..... Open Day and Night.	C.S.		INT. 071	INT.	Signal Station..... Troy Road, INT. signal.....	N	T.D. SS 100
Forbes Ave.....	C.S.	0.8	.... 141 221 331 411	.... 122 212 322 402	Crossover, booth..... Pole No. 50, booth.....	S N	T.D. Yard
Iron Works.....	C.S.	4.7	.... 491	.... 522	Crossover, booth..... Crossing cabin.....	N N	T.D. Yard
Madison St.....	C.S.	5.7	.... 021	.... 572	Booth..... Crossing cabin.....	S N	T.D. T.D. and Yard
Adams St.....	..	6.0	....	....	Yard office.....		T.D.
Troy..... Open Day and Night.	C.S.	UN 6.7	....	072	Station Master..... Signal Station..... Telegraph office.....	S N	T.D. T.D. T.D.

SCHENECTADY TO TROY

STATIONS	Office Calls	Miles from Schenectady	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	Line
			Westward	Eastward			
Schenectady SS 8..... Open Day and Night.	C.S.	SC	INT. INT.	INT. INT.	Signal Station..... Booth, D. & H. Crossing..... Stoney Lane, east end of siding, booth.....	N S	T.D. SS 8 T.D.
Aqueduct.....	..	3.8					
Niskayuna..... Open week days 7.00 A.M. to 4.00 P.M.	C.S.	NY 9.8	M.B.	M.B.	Station, booth.....	N	T.D.
Dunsbach Ferry.....							
Crescent..... Open week days 9.00 A.M. to 6.00 P.M.	C.S.	C 15.5	M.B.	M.B.	Station, booth.....	N	T.D.
Cohoes.....	C.S.	17.8			Harmony Mills siding, booth..... Freight house.....	S N	T.D. T.D.
Green Island..... Open week days 8.00 A.M. to 5.00 P.M.	C.S.	GY 20.7	.....	SW.	Freight house.....	S	T.D.

LITTLE FALLS TO SALISBURY CENTER

STATIONS	Office Calls	Miles from Little Falls	LOCATION	TELEPHONES	Side of Track	Line
Little Falls S.S. 24.... Open Day and Night.	C.S.	FS	Signal Station.....	4 Short rings		T.D.
Inghams.....	C.S.	4.39	Station.....	3 Short rings	S	SS 24
Dolgeville..... Open 8.00 A.M. to 5.00 P.M.	C.S.	W 9.86	Station.....	2 Short rings	S	SS 24

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS						TELEPHONES			
			Track No. 3 B&A Conn	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Track No. 5	LOCATION	side of Track	Line	
SS SM Open Day and Night.	C.S.	SM		INT.	INT.	INT.	.....	.....	.....	Signal Station.....		T.D.
				Albany Single Track	105 97	106 96	.....	.....	.....
Selkirk Jct. Open Day and Night.	C.S.	SK	132.1	INT.	INT.	INT.	INT.	INT.	INT.	W. B. Int. Signal.....	N	SS SK
				INT.	INT.	INT.	INT.	INT.	INT.	Signal Station.....		T.D.
				1334	.....	.....	.....	.....	Track No. 6			
				.....	.....	.....	.....	.....	INT.			
				.....	.....	744	.....	746	.....		
				.....	.....	Single Track	.....	.....	.....
Ravena.....	C.S.	QR	127.8									
South Bethlehem...	C.S.	SB	132.7	Track No. 7 Conn.	Track No. 5 Conn.		Track No. 5	Track No. 6		Station, booth.....	S	T.D.
Feura Bush.....	C.S.	FB	136.2							Station, booth.....	S	T.D.
				13697	13695							
Unionville.....	C.S.		138.0	INT.	INT.		13865	13866	13816	W. B. Int. Signal.....		T.D.
							13975	.....			
New Scotland.....	C.S.		140.1				14055	14006		Station, booth.....	S	T.D.
							14125	14126	Track No. 4	Booth.....	S	T.D.
Voorheesville.....	C.S.	NS	142.2				INT.	INT.	INT.	Signal Station.....		T.D.
Open Day and Night.								INT.				
							14305		14334	West end, west bound siding, booth.....	N	T.D.
							14405		14434		N	T.D.
							14515		14534	Booth 145.3.....	N	T.D.
Guilderland Center	C.S.		145.8				.....	.....	.....	Station, booth.....	S	T.D.
							14605	.....	.....	
							.....	.....	14624			
							14715	.....	14734			
Fullers.....	C.S.		147.4				Track No. 4	Track No. 5		Station, booth.....	S	T.D.
							14844	14845				
							14954	14955				
				Single Track			15074	15075				
				Eastward	Westward		.....	.....		
Carman, Main Line	C.S.	AS		INT.			.....	.....		Switch to Govt. Plant, Booth.....	N	SS 7
Open Day and Night.				194			.....	.....		
					23					Booth.....	N	T.D.
WH.....	C.S.		151.6		INT.	INT.	INT.	INT.		Booth.....	S	T.D.
South Schenectady	C.S.		152.6				15274	15255		Booth 152.3.....	S	T.D.
							15364	15365				
							15454	15455				
							15554	.....			
							.....	15615				
							15644	.....		Booth.....	S	T.D.
							15724	.....			
							15804	15805				
							15894	.....			
				Track No. 4 Detour	Track No. 3 Detour							
Rotterdam Jct.....	C.S.	RJ	159.6	INT.	.....		INT.			West end middle booth..	S	R.J.
Open Day and Night.				124	103		.....	.....		Signal Station.....		T.D.
				.....	.....		.....	INT.		2000 Ft. west of SS-RJ...	S	R.J.
Hoffmans Main... line.....	C.S.	NA		INT.	INT.		.....	.....		
Open Day and Night.							1603	1602				
							1609	1610				

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS					TELEPHONES		
						Track No. 5	Track No. 6	LOCATION	Side of Track	Line
						2131	2130			
						2139	....		
						2147	2140			
						2155	2150			
Mohawk.....	C.S.					2165	2160	Freight sta., booth 216.6.	N	T.D.
						....	2170			
						2175	2178	Booth 218.3.....	S	T.D.
						2183	....	Station booth 218.7.....	S	T.D.
Ilion.....	C.S.					2191	2190	Crossover east end of yard,		
						2201	2200	booth 220.....	S	T.D.
						2209	2208	Booth 221.....	S	T.D.
Frankfort.....	C.S.	221.0	MAIN LINE CONNECTION			....	2214			
						2221	2222			
			Westward Jump-over	Yard Connection	Eastward Jump-over	2233	2234			
						2243	2244			
						2253	2254			
Harbor.....	C.S.	226.2			INT.	INT.	INT.	Booth 226.2.....	S	T.D.
			03				2278			
			11		06					
Utica Connection..				INT.	INT.			Broad St., Utica, Con-		
South Utica.....	C.S.	231.9	INT.					nection, booth.....	S	T.D.
								Freight Station.....	S	T.D.
East New York Mills.....	C.S.	232.7				INT.	INT.	Booth 232.6.....	S	T.D.
						Single Track				
						Westward	Eastward			
New York Mills... Open 7.30 A.M. to 4.30 P.M.	C.S. NF	233.3				X	XMB	Signal Station.....	S	T.D.
						MB	....		
									
Clark Mills..... Open 8.00 A.M. to 5.00 P.M.	C.S. AK	238.1				INT-M.B.	INT-M.B.	Station Booth 238.2.....	S	T.D.
								Signal Station.....	S	T.D.
Vernon.....	C.S.	246.8				....	....	Booth 241.9.....	S	T.D.
								Freight Station.....	N	T.D.
Oneida Castle.....	C.S.	251.9						Freight Station, booth...	S	T.D.
								Freight Station.....	N	T.D.
Canastota..... Open 7.00 A.M. to 11.59 P.M.	C.S.	257.6				INT-M.B.	INT-M.B.	Signal Station.....	S	T.D.
Chittenango.....	C.S.							Booth 263.9.....	S	T.D.
								Freight Station.....	N	T.D.
Kirkville Jet.....	C.S.	267.5						Booth, 267.5.....	N	T.D. & SS 44

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
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ABBREVIATIONS

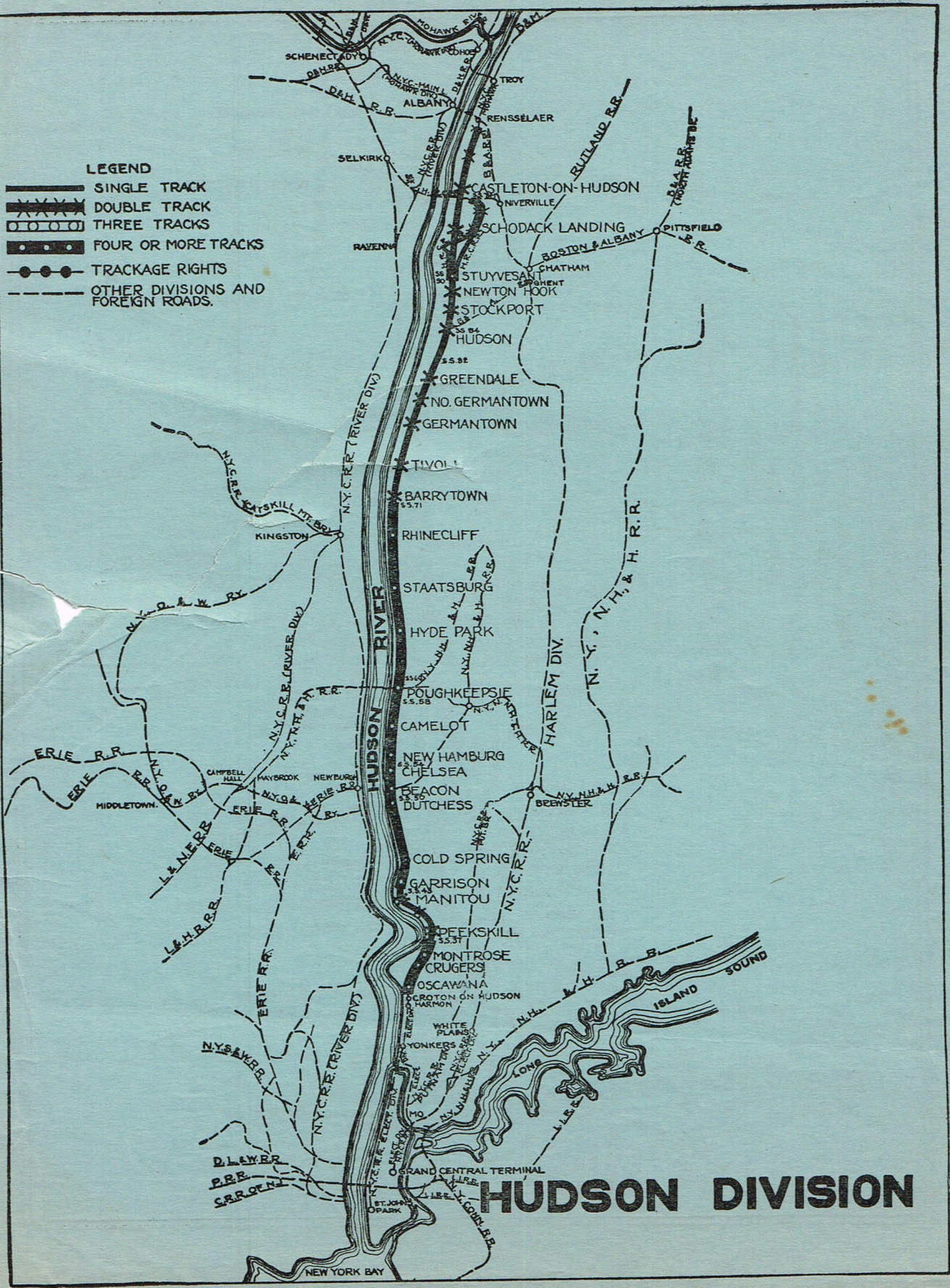
COMMUNICATING STATION.....	CS
SIGNAL STATION.....	SS
AUTOMATIC.....	NUMBER
MANUAL BLOCK.....	M.B.
INTERLOCKING.....	INT.
R. R. GRADE CROSSING.....	X
SWITCH.....	SW
TRAIN DISPATCHING.....	T.D.
MESSAGE CIRCUIT.....	M.
PUBLIC.....	P.
SHORT LINE (Connects with Signal Station).....	S.L.



MOHAWK DIVISION

LEGEND

- SINGLE TRACK
- - - - - DOUBLE TRACK
- THREE TRACKS
- FOUR OR MORE TRACKS
- TRACKAGE RIGHTS
- - - - - OTHER DIVISIONS AND FOREIGN ROADS



LEGEND

- SINGLE TRACK
- //— DOUBLE TRACK
- |—|—|— THREE TRACKS
- FOUR OR MORE TRACKS
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- - - - - OTHER DIVISIONS AND FOREIGN ROADS.

HUDSON DIVISION