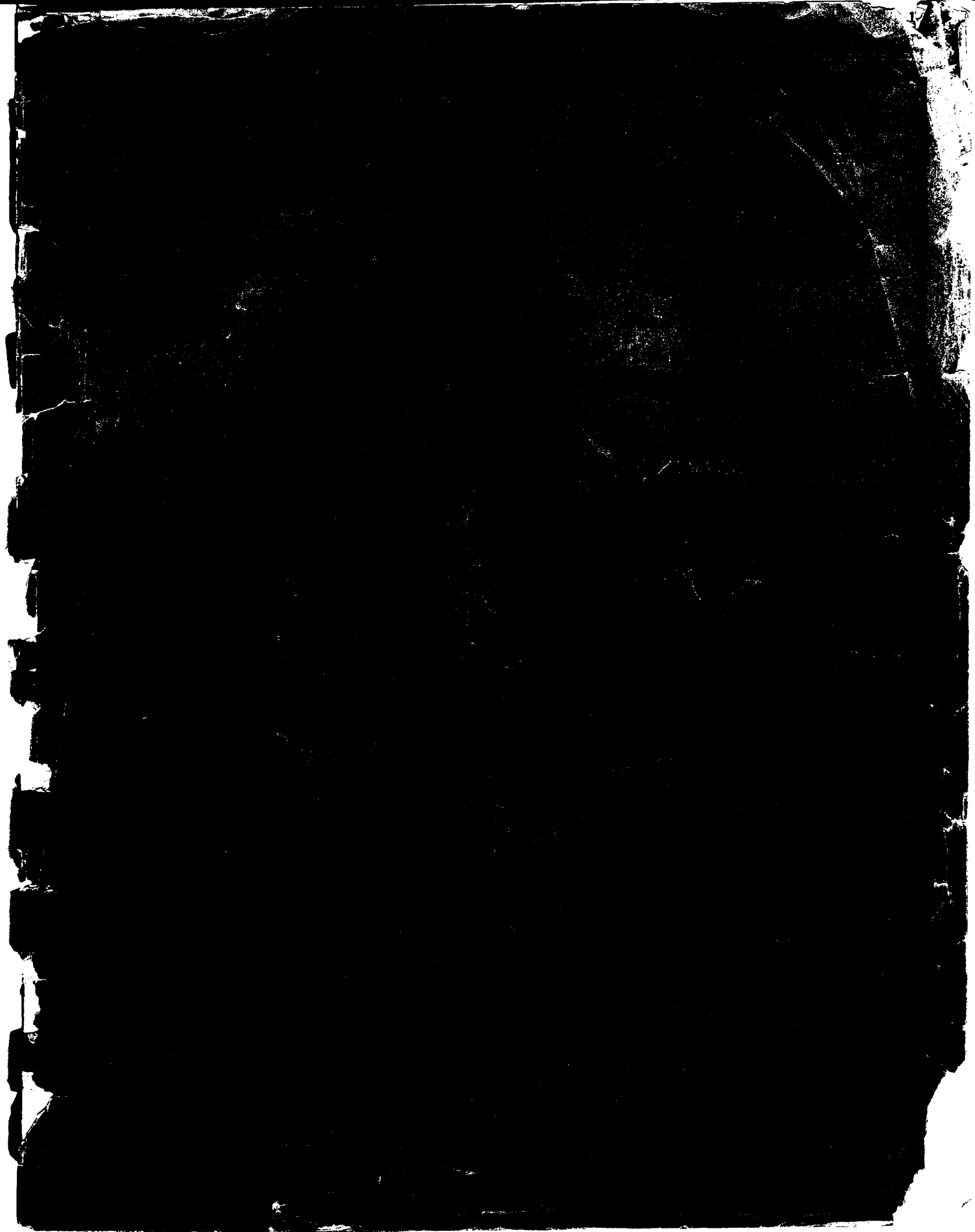




SPECIAL INSTRUCTIONS

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 D. & H. and T. U.

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, Revised August 21, 1951, 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. Such trains must stop before reaching third rail at Croton-on-Hudson which begins at a point 350 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 to 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.
Poughkeepsie	Passenger station.

Selkirk Yard

Diesel Fuel Station.
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

{ Diesel Fuel Station.
Passenger station.

Little Falls.....

Freight office.

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.

6. LETTERS and SIGNS.

- ° Use Track No. 3 westward or Track No. 4 eastward.
- B Stop Saturday.
- C Stop Friday and Saturday.
- D Stop Friday, Saturday and Sunday.
- E Stop Sunday.
- G Stop except Saturday and Sunday.
- J Stop on Signal to discharge passengers.
- K Stop on signal to discharge passengers from points west of Buffalo.
- M Stop for mail.
- N Stop for mail Saturday.
- Q Stop on signal to receive passengers for Detroit and beyond.
- R Stop on signal to receive passengers for points west of Buffalo.
- T Stop on signal to receive passengers for Troy and beyond.
- U Stop on signal to receive passengers for Syracuse and beyond.

12. HAND, FLAG AND LAMP SIGNALS.

Hudson Division.

A green and white signal will be displayed at Signal Stations 50 and 58 in accordance with Rule 28 for trains scheduled to stop at Beacon and Poughkeepsie on flag stop.

Mohawk Division.

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.

Mohawk and Hudson Divisions.

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.

13. EMERGENCY SIGNALS.

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

14. ENGINE WHISTLE SIGNALS.

Rules 14R to W inclusive indicates flagman may return from east or west.

Rules 14R to W modified accordingly.

Sound	Indication
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.
— o —	Whistle Signal for crossing should be spaced so last blast of whistle will not be completed before reaching crossing.

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 —	Signal Station 26. Engine of Westward train requires water or coal 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 —	South Utica. To be sounded approaching Public Crossings at grade between 6:00 A. M. and 9:00 P. M. This does not relieve trainmen from flagging trains or engines over crossings as prescribed in Special Instruction No. 103.
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.

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

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:

So. Amsterdam, Westward trains. During hours station is open.

Frankfort, Eastward trains. During hours station is open.

New York Mills, Westward trains. During hours station is open.

SS-44 Kirkville, Eastward trains.

93. YARD LIMITS.**Main Line:**

Poughkeepsie. —

Signal Station 99 and Sand Bank, 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, via jump over.

Utica 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:

Schenectady and Green Island, inclusive.

Dolgeville Branch:

Little Falls and Dolgeville, inclusive.

Herkimer and Poland Branch:

Herkimer and Poland, inclusive.

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 pro-

ceed 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.	Interlocking.
* ** 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, opened crossing switch and complied with instructions in the box located at the crossing. After train passes, crossing switch must be closed and box locked.

** A train standing on Track No. 6 east of crossing, Track No. 5 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.

*** N. Y. C. signals will indicate stop and must be operated by trainmen in accordance with instructions in box marked "N. Y. C. Signal Control" located on post adjacent to and southwest of crossing.

99. DRAWBRIDGES.

Location	Signals
New Hamburg	Wappinger's Creek
Albany	Hudson River

103. PUBLIC CROSSINGS AT GRADE.

— Crossings protected by automatic flashing light signals, short-arm gates or bells.

GENERAL

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

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

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

LOCAL

Manual controls are provided at the following crossings to facilitate the safe movement of highway traffic over the crossings. Push buttons and instructions for their use are in locked boxes at the crossings.

Hudson Division

MAIN LINE		For Track Nos.
Location		
Staatsburg	River Street	1-2-3-4
Stuyvesant	Station Crossing	4

Mohawk Division

MAIN LINE		For Track Nos.
Location		
Little Falls	Lock Street	1-2-3-4
North Ilion	Railroad Avenue	1-2-3-4
Oriskany	River Street	1-2-3-4
Wampsville	Wampsville Road	3-4
No. Chittenango	New Boston Road	3-4
	Chittenango Road	3-4

WEST SHORE

Voorheesville	Voorheesville Road	5-6 and side track
---------------	--------------------	--------------------

T. & G. BRANCH

Troy	Monroe Street	1-2 side tracks
------	---------------	-----------------

At the following crossings "End of Highway Circuit" signs are installed and trains or cars must not be left standing between signs and crossings. Train or engine stopping back of sign one minute or longer should not

21841 Ever of home Sig track 1835558
2181 two of home Sig track 4 182 5560
466P

proceed over crossing until it is known that the automatic crossing protection is operating.

Hudson Division

Location	MAIN LINE	Sign For
Stuyvesant	Station Crossing	Track 4 westward

Mohawk Division

Location	MAIN LINE	Sign For
Little Falls	Lock Street	Track 3 westward
North Ilion	Railroad Avenue	Track 4 eastward
Whitesboro	Mohawk Street	Side Track eastward
Oneida	Warner Street	North Side Track eastward
		All Side Tracks north of Track 4 westward

WEST SHORE

Location	MAIN LINE	Sign For
Voorheesville	Mill Road	Track 6 eastward
So. Amsterdam	Minaville Road	Side Track eastward
Fultonville	Main Street	Side Track eastward

T. & G. BRANCH

Location	MAIN LINE	Sign For
Troy	Main Street	Track 1 westward

HERKIMER-POLAND BRANCH

Location	MAIN LINE	Sign For
Herkimer	State and Albany Streets	Main Track northward and southward

Side tracks at the following crossings are provided with track circuits to cause operation of crossing protection, but trains or engines must not proceed over crossing on side track until it is known that the automatic crossing protection is operating.

Mohawk Division

Location	MAIN LINE	Crossing
Little Falls	Lock Street	
Whitesboro	Mohawk Street	
Oneida	Warner Street	(All tracks north of Track 4)
Canastota	Peterboro Street	

WEST SHORE

Location	MAIN LINE	Crossing
Sprakers	Sprakers Road	

T. & G. BRANCH

Location	MAIN LINE	Crossing
Troy	Monroe Street	(Side Tracks south of Main Track 2)

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

Hudson Division

Location	MAIN LINE	Crossing
Chelsea	Bank Street	
Hudson	Atlas Cement Co.	Private Crossing
Newton Hook	Ferry Road	
Rensselaer	Tellers Crossing	

Mohawk Division

Location	MAIN LINE	Crossing
East of Hoffmans	Wyatts Crossing	Tracks 1-2
West of Greenway	Blackmans Crossing	
Verona	New London Road	

WEST SHORE

Location	MAIN LINE	Crossing
Voorheesville	Mill Road	
Guilderland	Voorheesville-Guilderland Road	
So. Schenectady	Middle Road	
	Putnam Road	
East of So. Amsterdam	Cushing Stone Co.	Private Crossing
Frankfort	Dyke Street	

T. & G. BRANCH

Location	MAIN LINE	Crossing
Rensselaer	Central Avenue	
Troy	Monroe Street	

Train or engine movements must not be made over crossings specified below until the following requirements have been met.

Trainmen must flag trains or engines over the following crossings:

Hudson Division

Location	MAIN LINE	Crossing
Rensselaer	Tellers Crossing	(Yard Tracks)

Mohawk Division

Location	MAIN LINE	Crossing
Amsterdam	Main Street	(Kelloggs Branch)

WEST SHORE

Location	MAIN LINE	Crossing
So. Bethlehem	Jericho Road	
Feura Bush	Clarksville Road	
Pattersonville	Route 5-S	

So. Amsterdam

Location	MAIN LINE	Crossing
Canajoharie	Church Street	
So. Fort Plain	River Street	
So. Little Falls	Flint Avenue	
	Bellinger Street	
Jacksonburgh	Ft. Herkimer Road	
So. Utica	Rutger Street	
	Bacon Street	
	Albany Street	
	Kossuth Street	
	Mohawk Street	
	Eagle Street	
	Conkling Avenue	
	Taylor Avenue	
	Square Street	
	Brinkerhoff Avenue	
	Seymour Avenue	
	Arthur Street	
	Kemble Street	
	Oneida Street	
	Genesee Street	
	Sunset Avenue	
	Clinton Street	
	Hecla Road	
	Vernon Street	
	Dairymans League Crossing	
	Broad Street	
	State Street	
	Court Street	
	Peterboro Street	
	Main Street	
	Chittenango Road	

7 A.M. to 7 P.M.

7 A.M. to 7 P.M.

Clark Mills

Hecla

Vernon

Oneida Castle

Wampsville

Canastota

Chittenango

T. & G. BRANCH

Location	MAIN LINE	Crossing
Troy	Main Street	

(Yard Tracks)

T. & S. BRANCH

Location	MAIN LINE	Crossing
Aqueduct	Aqueduct Road	
Cohoes	Manor Avenue	

HERKIMER-POLAND BRANCH

Location	MAIN LINE	Crossing
Herkimer	Caroline Street	
	King Street	
	Harter Street	
	German Street	
	Protection Avenue	
	Glendale Place	
	Eastern Avenue	
	Albany Street	
	State Street	
Kast Bridge	Kast Bridge Road	
Middleville	Main Street	

INDUSTRIAL TRACKS

Location	MAIN LINE	Crossing
Rome	Dominick Street	
	Fifth Street	
	Mill Street	
	Bouck Street	
	George Street	
	Whitesboro Street	
	James Street	
	Ridge Street	
	Madison Street	

Trains or engines must stop not less than 25 feet, or more than 75 feet, from the following crossings before proceeding over these crossings:

Mohawk Division

Location	WEST SHORE	Crossing
West of Ravena	State Highway Crossing	
East of Vernon	Bronsons Crossing	

Mohawk Division

Oneida: MAIN LINE

There is room for 112 cars and engine between Lake Street Crossing and Stickney Crossing east of Oneida. When trains stop at automatic signal 26403, instead of standing indefinitely at that location, trains should be moved to Lake Street. If more than 114 cars are being handled, sufficient number of cars should be cut off to open Lake Street Crossing, at the same time leaving Stickney crossing open.

Voorheesville: WEST SHORE

Manual controls for flashing light signal and electric short arm gates at Voorheesville Road operated by train crew member only during switching moves. Signalman in passenger station operates controls

at all other times. Notice must be given to Signalman when switching moves are to be made and when completed.

104. SWITCHES.

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.

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.

Switches electrically locked by Signal Station must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch. Switches electrically locked by time lock on hand thrown switch machine must be operated as follows: To unlock, remove padlock and wait three (3) minutes. When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will time lock the switch.

Location	Route	Control
Roa Hook	Track No. 1 to siding.	From SS-37.
Hudson	Track No. 1 to siding.	From SS-84.
Carman	Track No. 4 to siding.	From SS-7.
South Schenectady	Carman Detour to Government Plant.	From SS-7.
Schenectady	Track No. 4 to siding.	From SS-8.
Utica		
East of SS-30	Track No. 2 to Siding.	From SS-30.
East of SS-31 (2 switches)	Track No. 4 to Yard.	From SS-31.
West of SS-31	St. Lawrence Main Track to South Siding	From SS-31.
	St. Lawrence Main Track to North Siding.	From SS-31.
Oneida	Track No. 4 to O. & W. Connection.	From SS-39.
	Track No. 4 to yard.	From SS-39.
Voorheesville	Track No. 5 to Track No. 6.	From SS-NS.
	Track No. 4 to Track No. 5.	From SS-NS.
	Track No. 4 to siding.	From SS-NS.
New York Mills	Single track to Track No. 6.	From SS-NF.

104a. NORMAL POSITION OF SWITCHES.

GENERAL

At Middle Sidings: Except where derrails are provided, the normal position of siding switches is:
East end, for eastward track.
West end, for westward track.

LOCAL

Sand Bank: For Track No. 4.
South Amsterdam: End of Double Track, M. P. 168 for Track No. 5.
Frankfort: Beginning of Double Track, M. P. 220 for Track No. 5.
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
Oscawana:			
Eastward, between remote controlled switch and SS-CD.....		206	....

Poughkeepsie:

	Westward	Eastward	Westward and Eastward
Westward, between remote controlled switch and Signal Station 58	154	....	....
Eastward, between Signal Station 60. To sign reading end of automatic block	..	160	....

Hudson:

	Westward	Eastward	Westward and Eastward
Westward, between remote controlled switch and Signal Station 82	246	....	....
Eastward, between Signal Station 84 and remote controlled switch east of Signal Station 82.....	..	334	....

Schuyler Jct.:

	Westward	Eastward	Westward and Eastward
Westward, between Signal Station 29 and remote controlled switch 8500 ft. west of Signal Station 29	191	....	....

Rome:

	Westward	Eastward	Westward and Eastward
Between Tracks No. 3 and No. 4..	187	....	....

Oneida:

	Westward	Eastward	Westward and Eastward
Between Tracks No. 3 and No. 4..	187	....	....

Voorheesville:

	Westward	Eastward	Westward and Eastward
First Track north of Track No. 5.	89	....	....
Second Track north of Track No. 5..	69	....	....
Track south of Track No. 4.....	..	60	....
New York Mills.....	9	41	....

Single Track:

	Westward	Eastward	Westward and Eastward
Cohoes	..	..	43
Crescent	..	..	9
Aqueduct	..	..	16
South Amsterdam	..	..	40
Canajoharie	..	..	191
Oneida Castle	..	..	17

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 11502 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 11502 and receive permission by telephone from Signalman at Signal Station 84 to proceed and make station stop.

Fonda and Oneida:

Westward passenger, mail and express trains making station stop, must not proceed past Center Street, Fonda, nor Lake Street, Oneida to station platform until other than stop indication is displayed by the home signal.

109. BULLETIN BOARDS AND BOOKS.

Harmon: Enginemen's room.
Croton-on-Hudson: Rest car.
Peekskill: Passenger station.
Poughkeepsie: Engine house; passenger station.
Hudson: Signal Station 84.
Selkirk: Diesel Fuel Station; 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; Diesel Fuel Station.
Fonda: Signal Station 16.
Herkimer: Freight house.
Little Falls: Freight house.
Utica: Engine house; yard masters office; station masters office.
DeWitt: Yard office, North yard; yard office, West end eastbound advance yard; Diesel Fuel Station, Hump; 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.

Green Island and Schenectady.

Dolgeville and Little Falls.

Herkimer and Poland.

Signal Station 31 and a point 3419 feet west

of Signal Station 31.

Ravena and Unionville.

South Amsterdam and Frankfort.

New York Mills and Kirkville Junction.

NOTE: On single track westward or southward trains are superior to eastward or northward trains of the same class, unless otherwise specified.

D-151.**Two Tracks:**

Between Rensselaer and Troy.

Signal Station 98 and Signal Station A.

Signal Station B and Signal Station 1.

Rock Cut and a point 1145 feet east 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. 1, Westward.

No. 2, Eastward.

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 Jet. and South Amsterdam.

Frankfort 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 Jet.
Harbor and Utica, via jump over.

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 1,145 feet east of Central Avenue
Bridge No. 364, West Albany and Signal
Station 7.

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.

NOTE: Westward movements on track No. 4 between a point 1,145 feet east of Central Avenue Bridge No. 364, West Albany and Signal Station 7, will be made by permission of Signalman at Signal Station 7. Rule D-93A modified accordingly.

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 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 South Amsterdam.

Frankfort and New York Mills.

Rotterdam Junction and Hoffmans.

Harbor and Utica, via jump over.

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

	Tracks
Between Signal Station 43 and Croton-on-Hudson	No. 1
Between Signal Station D and Signal Station 1	No. 3
Between Signal Station 1 and Signal Station 3	No. 1
Between Interlocking Signals 3 miles west of Signal Station 20 and Automatic Signals No. 20021 and 20023 East of Signal Station 20	No. 1 & 3
Trains will not change direction of movement between signal stations without protection.	

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

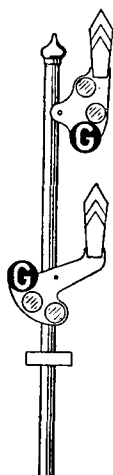


Fig. 56

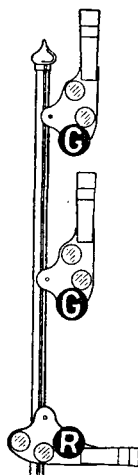


Fig. 56A

281
Proceed

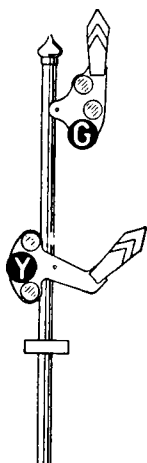


Fig. 57

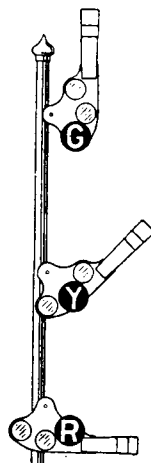


Fig. 58

281-A

Proceed approaching second signal at medium speed.



Fig. 59-B

281-B

Proceed approaching next signal at limited speed.

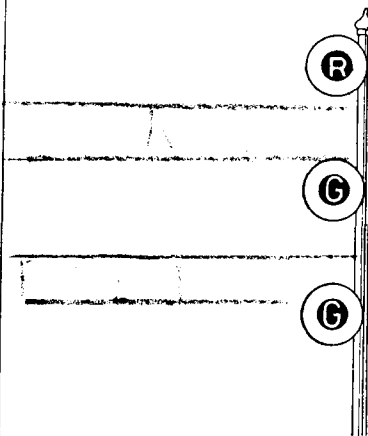


Fig. 59-C

281-C

Proceed; limited speed within interlocking limits.

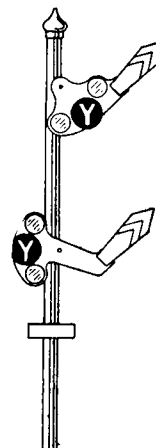


Fig. 72

282-A

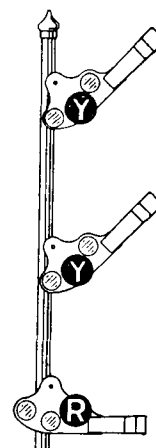


Fig. 73

Proceed preparing to stop at second signal. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.

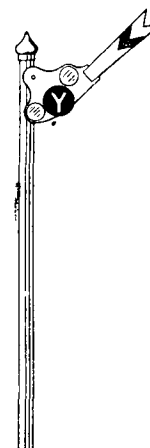


Fig. 104

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. When Interlocking Signal at crossovers, 3 miles west of Signal Station 20, Fort Plain, displays signal indication Rule 290, Figure 175, train will proceed under signal indication and stop clear of Interlocking Limits. Member of crew will then report by telephone to Signalman at Signal Station 20 for instructions.

291. The following Automatic Signals have vertical lights:
11421, 15520, 20021 and 20023

Rule 292 will govern.

Trains finding automatic signal 15520 in stop position will stop and member of crew must call Signalman at SS-7 from telephone box No. 155 for instructions.

293. SWITCH TARGETS.

Lights on main track switches are not in use.

Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between South Amsterdam and Frankfort.

Between 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:

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 1145 feet east of Central Avenue Bridge No. 364, West Albany and Signal Station 7, Track No. 4; and, between 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 South Amsterdam.

Rotterdam Jct. and Hoffmans.

Frankfort and Harbor.

Harbor and Utica, via jump over.

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.

605. INTERLOCKING LIMITS.

Hudson Division:

Interlocking limits extend as follows:

Location	Tracks
Between 1st and 2nd Home Sigs. SS 54.	1, 2, 3, 4
Movements against the current of traffic may be made on signal indication.	

Mohawk Division:

Interlocking limits extend as follows:

Location	Tracks
Between SS 99 and SS 100	3 and 4
SS 99 and SS 101	1 and 2
SS 100 and SS D	3 and 4
SS 101 and SS A	1 and 2
SS A and SS B	Station Tracks
SS B and 1	
SS D and 1	4
1st and 2nd Home Signals	1 and 2
SS 26	
1st and 3rd Home Signals	3
SS 26	
1st and 4th Home Signals	4
SS 26	
SS 30 and SS 31	1, 2 and 3

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

REMOTE CONTROL SWITCHES AND SIGNALS.

At remote control interlockings enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked. Movement must be made at restricted speed.

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.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed. Scale test cars must be hauled only in slow or local freight trains and must be placed on rear of train next ahead of caboose. Snow Loader and Melter units to be coupled and move at rear of train with Loader unit trailing. Caboose must be handled on rear of trains except as otherwise provided. Multiple Unit equipment must not be handled in freight trains.

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed. Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded. 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, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail. Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars. The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points must stop to unload mail. A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station. Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service. When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized. When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried, Form AR-702. The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1—44 sacks 3 ft.	221—264 sacks 18 ft.
45—88 sacks 6 ft.	265—308 sacks 21 ft.
89—132 sacks 9 ft.	309—352 sacks 24 ft.
133—176 sacks 12 ft.	353—396 sacks 27 ft.
177—220 sacks 15 ft.	397—440 sacks 30 ft.

1¼ outside parcels equal one sack, except that one box of baby chicks equal one sack and should be reported in the proper columns of train baggage-man's report, Form AR-702.

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

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

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

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

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

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

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

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

Train crews are not permitted to ride 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 engineer 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, revised February 1, 1947, govern.

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 1568, Rules for Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Automatic Signal 14752 to Signal Station 1.

All retaining valves must be turned up before leaving automatic signal 14752 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 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, engineer will immediately place brake valve in emergency posi-

tion and sound whistle 14 (a). Train must be stopped as quickly as possible.

Blowers:

Radiator blowers on Diesel locomotives must be so operated as to keep engine cooling water between 140 degrees F and 180 degrees F, as shown by thermometers.

Traction motor blowers on Diesel locomotives must be run continuously whenever the engine is run. On DES-3 locomotives, the blower speed must be LOW, except that in road service, when the sustained current exceeds 400 amperes, it must be HIGH.

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rainstorms in winter, and open at other times.

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
Steam Engines, Class 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 Class 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
Steam Engines, light or with caboose: Classes L-3 and L-4.....	45
Classes S, J, and K.....	50
Diesel Road Engines, light or with caboose: Classes DPA, DPB, DCA, DCB, DFA, DFB, DFT, DRS.....	50
Engines, except classes DES and DRS, running backward.....	30
Engines, except classes DES and DRS, running backward by night over public crossings.....	15
Diesel Switch Engines, Class DES, except DES-1 and DES-4 (including DES-1 with traction motor pinion removed) in service or when hauled dead in train.....	45
Diesel Switch Engines, Class DES-1 with traction motor pinion engaged in service or when hauled dead in train.....	25
Diesel Switch Engines, Class DES-4.....	35
Passenger, Mail, Express, Milk Trains and Trains NC-1, BN-2, BB-1 and BB-2 with Pacemaker equipment only: Steam Engines, Classes L-3 and L-4.....	70
Diesel Engines, Classes DRS, DFT, DFA, DFB (except DFA-5 and DFB-5).....	65
Diesel Engines, Classes DFA-5 and DFB-5.....	75
Diesel Engines operating through water..... (Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.)	3
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 snow loader and snow melter not in service.....	30
Passenger trains when scooping water at Yosts shall not exceed 60 miles per hour if a train is moving over the water pan on an adjacent track. If visibility is such that the engineman cannot determine that adjacent track will not be occupied when passing over water pan, he shall proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.	
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
Work trains with cranes moving on their own wheels.....	30
Wrecking Crane except 250 ton Crane handled in wrecking service.....	45
250 ton Wrecking Crane handled in wrecking service.....	40
At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	15

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

Diesel Engines, Classes DPA, DPB, DFA, DFB, DCA, DCB, DFT, DRS and Steam Engines, Classes S, J and K, light or with caboose:

Croton-on-Hudson and Rensselaer..	50	50	50
Signal Station 3 and Signal Station 44.....	50	35	35
Steam Engines, Classes L-3 and L-4, light or with caboose: Croton-on-Hudson and Rensselaer...	45	45	45
Signal Station 3 and Signal Station 44.....	45	35	35

Freight trains:

Croton-on-Hudson and Signal Station 58: —			
Less than 3500 tons.....	60	60	60
3500 to 4800 tons inclusive.....	55	55	55
4800 to 7800 tons inclusive.....	50	50	50
More than 7800 tons.....	45	45	45
Signal Station 58 and Signal Station 90: —			
Less than 4800 tons.....	60	60	60
4800 to 7800 tons inclusive.....	55	55	55
More than 7800 tons.....	50	50	50
Signal Station 90 and Rensselaer:			
Less than 3500 tons.....	60		
3500 to 4800 tons inclusive.....	55		
4800 to 7800 tons inclusive.....	50		
More than 7800 tons.....	45		
Signal Station 3 and Signal Station 11:			
Less than 4800 tons.....	60	45	45
4800 to 7800 tons, inclusive.....	55	45	45
More than 7800 tons.....	50	45	45
Signal Station 11 and Amsterdam:			
Less than 4800 tons.....	60	60	45
4800 to 7800 tons, inclusive.....	55	55	45
More than 7800 tons.....	50	50	45
Amsterdam and Little Falls:			
Less than 3500 tons.....	60	60	45
3500 to 4800 tons, inclusive.....	55	55	45
4800 to 7800 tons, inclusive.....	50	50	45
More than 7800 tons.....	45	45	45
Little Falls and Signal Station 26:			
Less than 4800 tons.....	60	60	45
4800 to 7800 tons, inclusive.....	55	55	45
More than 7800 tons.....	50	50	45
Signal Station 26 and Signal Station 34:			
Less than 4800 tons.....	60	45	45
4800 to 7800 tons, inclusive.....	55	45	45
More than 7800 tons.....	50	45	45
Signal Station 34 and Signal Station 39:			
Less than 3500 tons.....	60	60	45
3500 to 4800 tons, inclusive.....	55	55	45
4800 to 7800 tons, inclusive.....	50	50	45
More than 7800 tons.....	45	45	45
Signal Station 39 and Signal Station 44:			
Less than 3500 tons.....	60	45	45
3500 to 4800 tons, inclusive.....	55	45	45
4800 to 7800 tons, inclusive.....	50	45	45
More than 7800 tons.....	45	45	45

	Tracks		
	No. 1 & No. 2	No. 3	No. 4
Passenger, Mail, Express and Milk 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	60
<i>new</i> Mile Post 51 and Signal Station 50, westward trains: Signal Station 50 and Mile Post 52, eastward trains	75	75	75 ✓
Signal Station 50 and Rensselaer	75	70	70 ✓
Signal Station 3 and Signal Station 11	75	45	45
Signal Station 11 and Little Falls	75	60	45
Little Falls and Signal Station 26	80	60	45
Signal Station 26 and Signal Station 34	80	45	45
Signal Station 34 and Signal Station 39	80	60	45
Signal Station 39 and Signal Station 44	80	45	45
Passenger, Mail, Express and Milk 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	60
Mile Post 51 and Signal Station 50, westward trains: Signal Station 50 and Mile Post 52, eastward trains	75	75	75
<i>new</i> ✓ Signal Station 50 and Rensselaer	75	70	70
Signal Station 3 and Signal Station 11	75	45	45
Signal Station 11 and Signal Station 26	75	60	45
Signal Station 26 and Signal Station 34	75	45	45
Signal Station 34 and Signal Station 39	75	60	45
Signal Station 39 and Signal Station 44	75	45	45
Passenger Trains:			
26 to 30 cars inclusive:			
Mail, Express and Milk Trains:			
26 to 40 cars inclusive:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains	60	60	60
<i>new</i> } Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	70	70	70
Signal Station 3 and Signal Station 11	70	45	45
Signal Station 11 and Signal Station 26	70	60	45
Signal Station 26 and Signal Station 34	70	45	45
Signal Station 34 and Signal Station 39	70	60	45
Signal Station 39 and Signal Station 44	70	45	45
Trains NC-1, BN-2, BB-1 and BB-2:			
60 cars or less, with Pacemaker equipment only:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains	60	60	60

	Tracks		
	No. 1 & No. 2	No. 3	No. 4
Mile Post 51 and Signal Station 90, westward trains: Signal Station 90 and Mile Post 52, eastward trains			
Signal Station 11 and Signal Station 26	70	60	45
Signal Station 26 and Signal Station 34	70	45	45
Signal Station 34 and Signal Station 39	70	60	45
Signal Station 39 and Signal Station 44	70	45	45
Passenger, Mail, Express and Milk Trains:			
With freight-equipped cars:			
Croton-on-Hudson and Rensselaer	60	60	60
Signal Station 3 and Signal Station 11	60	45	45
Signal Station 11 and Signal Station 26	60	60	45
Signal Station 26 and Signal Station 34	60	45	45
Signal Station 34 and Signal Station 39	60	60	45
Signal Station 39 and Signal Station 44	60	45	45
Trains with steam trains except as above:			
Croton-on-Hudson and Rensselaer	45	45	45
Signal Station 3 and Signal Station 11	45	35	35
Signal Station 11 and Signal Station 26	45	45	35
Signal Station 26 and Signal Station 34	45	35	35
Signal Station 34 and Signal Station 39	45	45	35
Signal Station 39 and Signal Station 44	45	35	35
Work Trains:			
Croton-on-Hudson and Rensselaer	40	40	40
Signal Station 3 and Signal Station 11	40	35	35
Signal Station 11 and Signal Station 26	40	40	35
Signal Station 26 and Signal Station 34	40	35	35
Signal Station 34 and Signal Station 39	40	40	35
Signal Station 39 and Signal Station 44	40	35	35
West Shore:			
Engines, light or with caboose.			
Unionville and Kirkville Junction	35	35	35
Work trains.			
Unionville and Kirkville Junction	35	35	35
Freight trains.			
Unionville and Rotterdam Junction:			
Less than 3500 tons	45	45	45
3500 to 4800 tons, inclusive	40	40	40
4800 to 7800 tons, inclusive	35	35	35
More than 7800 tons	30	30	30
Rotterdam Junction and Kirkville Junction:			
Less than 7800 tons, inclusive	35	35	35
More than 7800 tons	30	30	30

	Tracks		
	No. 4	No. 5	No. 6
Mail, express and milk trains.			
10 cars or less.			
Unionville and South Schenectady	45	60	60
South Schenectady and Rotterdam			
Junction	45	50	
Rotterdam Junction and Harbor		40	40
Harbor and Kirkville Junction		35	35
11 to 14 cars inclusive.			
Unionville and South Schenectady	45	55	55
South Schenectady and Rotterdam			
Junction	45	50	
Rotterdam Junction and Harbor		40	40
Harbor and Kirkville Junction		35	35
15 to 25 cars inclusive.			
Unionville and Rotterdam Junction	45	50	50
Rotterdam Junction and Harbor		40	40
Harbor and Kirkville Junction		35	35
26 to 40 cars inclusive.			
Unionville and Rotterdam Junction	45	45	45
Rotterdam Junction and Harbor		40	40
Harbor and Kirkville Junction		35	35
Passenger trains:			
10 cars or less.			
Unionville and South Schenectady	45	60	60
South Schenectady and Rotterdam			
Junction	45	50	
Rotterdam Junction and Harbor		40	40
Harbor and Kirkville Junction		35	35
11 to 18 cars inclusive.			
Unionville and South Schenectady	45	55	55
South Schenectady and Rotterdam			
Junction	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 Rotterdam Junction	45	45	45
Rotterdam Junction and Kirkville			
Junction		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
West end of Oscawama tunnel and signal No.	
3861 and Signal No. 3863, Tracks No. 1 and	
No. 3	50
Peek-kill, curve at station and first curve west.	45
curve east of M.P. 44	50
Garrison, to discharge mail	20
Cold Spring, to discharge mail	20
Poughkeepsie, Mile Post 72 to Mile Post 74.	
Tracks No. 1 and No. 2	60
Poughkeepsie through station.	
Tracks No. 3 and No. 4	40
Poughkeepsie to discharge mail	20
Hudson, to discharge mail	20
curves at station	45
Signal Station D.	
Rule 290	10
Signal Stations 190, A, B, 8, 16 and 31.	
Rules 287, 288 and 290	10
Rensselaer, curve at station	20
Rensselaer and West Albany, Tracks No. 3 and	
No. 4	15
Diesel Engines, Classes DCA, DEA, DET, DPA,	
DRS, and Steam Engines, Classes S, J,	
and L:	
Hudson River Passenger Bridge	20
Albany Passenger Station and Spencer St.	
Bridge No. 354A	15
Spencer St. Bridge No. 354A and Broadway	
Viaduct Bridge No. 355	25
Hudson River Freight Bridge and Montgomery	
St. Bridge No. 354E together with inter-	
mediate bridges	15

Signal Station A and B.	
Rule 281, figure 37	15
Albany and Signal Station 3	
Passenger, mail, express and milk trains	
16 cars or less	
Tracks No. 1 and No. 2	40
17 cars or more	
Tracks No. 1 and 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. 361, West Albany, Track No. 2	70
Between M.P. 149 and Signal Station 3	
Track No. 1, eastward movements	55
Schenectady grade curves	
Between M.P. 158 and M.P. 159	
Track No. 1	60
Track No. 2	55
Schenectady between State St. and Br. 381	
Tracks No. 1 and No. 2	45
Tracks No. 3 and No. 4	20
Hoffmans, Train No. 138 to discharge mail	40
Trices Hill, curve between Signal Bridge 181.3	
and Signal Bridge 182.2	
Tracks No. 1 and No. 2	60
Track No. 3	45
Fonda	
Train No. 55 to discharge mail	40
First curve east of Fonda (Fair Ground curve)	
Track No. 3	45
Signal Station 16, when diverging Track No.	
4 to Track No. 2 and Track No. 1 to Track	
No. 3	20
Rules 283 and 286 modified accordingly.	
Yosts, Big Nose curve	
Tracks No. 1 and No. 2	60
Yosts to West End of Big Nose curve	
Track No. 3	45
Fort Plain	
Interlocking—3 miles west of Fort Plain Pas-	
senger Station	
All dwarf signals	
Rule 281 Fig. 37	45
Rule 282A Fig. 71	45
Rules 281 and 282A modified accordingly.	
St. Johnsville between Water Column east of	
St. Johnsville and M. P. 207	
Track No. 3	45
Little Falls, Curve between Lock St. and Passen-	
ger Station	
Tracks No. 1 and No. 2	60
Track No. 3	45
Signal Station 30.	
Tracks No. 1 and No. 2	50
Signal Station 31.	
Track No. 2	50
Signal Station 34.	
Rule 287, figure 110 and 112	20
Rome	
Industrial Tracks, from turnout leading to Air	
Depot to St. Lawrence Division Conne-	
ction.	
Steam Engines, Classes J, K-14, L and S	
with 15,000 gallon tanks	10
Industrial tracks, over or through streets	8
Air Depot Reservation track	20
Oneida Train No. 24 to discharge mail	40
Hudson River Connecting R.R.	
Signal Station 90 and Signal Station SM.	
Tracks No. 3 and 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
Westward movements through spring switch.	30

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 streets	6
Harbor and Kirkville Junction.	
Steam Engines, Classes L-3, L-4a, L-4b and S.	25
South Utica, over or through streets	6
East New York Mills.	
Approaching Home Signals	10
Over D. L. & W. tracks	20
New York Mills and 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
Connection Harbor and Utica. Via Jumpover	
Tracks No. 3 and No. 4	20
Carman Detour.	
All trains	35
Hoffmans Detour.	
Tracks No. 3 and No. 4	45
Little Falls and Dolgeville.	
All Trains	10
Over bridges L-2, L-14 and L-21	6
Steam Cranes over Trestles	5
Dolgeville, over Main Street	5
Herkimer and Poland.	
All Trains	10
Rensselaer and Madison St., Troy.	
Steam Engines, Classes J, L-3, L-4, and S.	
Between Rensselaer and Monroe Street, Troy..	40
Monroe Street and Madison Street, Troy	30
Freight and work trains:	
Less than 2500 tons, inclusive	40
More than 2500 tons	30
Passenger, mail, express and milk trains.	
Between Rensselaer and Monroe St., Troy..	45
Monroe Street and Madison Street..	30
Madison Street and Troy Station.	
All trains	10
Green Island and Schenectady.	
All Trains	15
Steam Engines, Class 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, without permission from Superintendent.

Hudson Division:

250 Ton Wrecking Crane.

Can operate under same restrictions as Class S Steam Engines on Main Line between Signal Station 98, Rensselaer and Signal Station CD, Croton and may operate at following locations at a speed not exceeding.

	Track	Mph
Peekskill, stop and proceed passing station platform	2	
New Hamburg, passing station platform	3	6
Poughkeepsie, passing station platform	3	6
Cold Spring, passing station platform	4	10
Beacon, passing station platform	4	10
New Hamburg, passing station platform	4	10
Camelot, passing station platform	4	6
Poughkeepsie, passing station platform	4	6

NOTE: Crane should be separated by at least one light car from motive power or any heavily loaded car.
Crane will foul blades on third rail telltale at Garrison.

Montrose.

Montrose Clay Products Co. Engines must not be operated over pit 487 ft. west of switch on siding.

Peekskill.

Yard tracks at freight house. Engines heavier than Classes K-3 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.

Beacon, N. Y., N. H. & H. R. R.

Engines heavier than class H-5 and K-3 are restricted from using any tracks of the N. Y., N. H. & H. R. R. except N. H. R. R. main leading to passenger station.

Poughkeepsie.

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

J. D. Johnson Co., Inc., 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:

250 Ton Wrecking Crane.

Can operate under the same restrictions as Class S Steam Engines on Main Line between Albany and Kirkville, except that crane must not operate over the following locations.

— Troy Bridge G-10-B on spur to Iron Works

— Troy Bridge G-11-C in yard at Freight House

Utica Tracks 6 and 7—Utica Passenger Station

May operate at following locations at a speed not exceeding:

	Track	Mph
Between Madison Street, Troy and Cohoes Station platform limits	6	
Between Cohoes Station platform limits and Schenectady	15	
Signal Station 98 Rensselaer passing Dwarf Signal	1	6
Over Bridge 483 west of North Frankfort	2	6
Signal Station 34 Rome	1	10

Steam Engines, Class S must not operate over Canastota connection or branches except between Rensselaer and Madison St., Troy.

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

Steam Engines, Classes J and K-14 with 15,000 gallon tanks, and Classes L and S 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.

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

Main Line:

Little Falls, Richmond Coal Co. trestle.

Cars of gross weight exceeding 210,000 lbs.

Utica.

Skenandoa Rayon Corp.

Cars of gross weight exceeding 210,000 lbs.

Whitesboro. Mara and Midlam Fuel Co.

Diesel Engines heavier than Class DES-1. Cars of gross weight exceeding 120,000 lbs.

West Shore:

South Bethlehem.

The Callanan Road Improvement Co. Scale.

Diesel Engines may operate over dead rail at speed of 6 m.p.h. Cars exceeding 240,000 lbs.

Feura Bush. Callanan Road Improvement Co.

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.

Diesel Engines, Classes DRS (except DRS-3) and RFT only, may operate on curve east of East Main Street Crossing.

Beechnut Packing Co.'s siding, over bridge.

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

South For Plain. Beaunit Mills, Inc., Luxuray Division and others.

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

Mohawk.

Benjamin Schermer trestle.

Cars of gross weight exceeding 210,000 lbs.

Paper Drapery Corp. trestle.

No cars or engines are to be operated over this trestle.

South Utica.

McLaughlin Bros. coal trestle.

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

Frank J. Cutter Fuel Company.

First 6 spans of trestle:

Cars of gross weight exceeding 210,000 pounds.

Last 5 spans of trestle:

Diesel engines heavier than class DES-1. Cars of gross weight exceeding 160,000 pounds.

Ganim Brothers.

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

New York Mills.

Steam cranes heavier than X-24 to X-34 inclusive.

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

J. H. Riberdy coal trestle.

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

F. B. Marsolais coal trestle.

Cars of gross weight exceeding 210,000 lbs.

T. & G. Branch:

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

Kelloggs Branch.

Diesel Engines, Class DES (except DES-3) only, may operate over the Kelloggs Branch.

Dolgeville Branch:

Diesel Engines, Classes DES-1, DES-4, DES-5, (Except DES-5A), DES-8 and DES-10D may be operated over the Dolgeville Branch with the following exceptions:

All diesel engines to be followed by freight car not exceeding 64,000 pounds when in train. All cars weighing 130,000 pounds to be separated from motive power and from each other by at least one car weighing not in excess of 64,000 pounds each. Speed shall not exceed 6 miles per hour over bridges L-2, L-14 and L-21.

Steam cranes cannot be operated excepting cranes X-10, X-11 and X-12, provided that brakes are not applied while passing over bridge L-21 and crane must be separated from 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.

Herkimer and Poland Branch:

Steam cranes heavier than X-20 must not be operated. Cars of gross weight exceeding 210,000 lbs.

Cars weighing 210,000 lbs. gross, must be separated from engine or other cars weighing more than 160,000 lbs. gross, by at least three cars weighing not to exceed 160,000 lbs. gross.

RAIL DETECTOR CARS.

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

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

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

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

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

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

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

Rail Detector Car X-8015 is equipped with automatic train stop device.

WATER STATIONS.**Main Line:**

Storm King.

Tivoli.

Hudson Track No. 1.

Schenectady.

Hoffmans.

Yosts.

St. Johnsville.

Utica.

Rome.

TRACK PANS.

Tivoli

Yosts

No. 2 and No. 1.

No. 2 and No. 1.

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, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen 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 but not exceeding 75 miles per hour 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, enginemen 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 train stop brake application, at signal displaying Rule 281-C indication. Rule 7 (a) 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.

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, revised February 1, 1947, govern.

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

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Harmon.....	Eastward.....	CD.....	Loop Bridge
Peeckskill.....	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.

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 Lights and 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.

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

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

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

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

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

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

Cooling Compound.

An approved hot journal cooling compound, and Form 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 shall 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, revised February 1, 1947, govern.

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

ENGINE CREWS.

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

Between SS-99 and SS-1, Albany.
Approaching west end of Schenectady passenger 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	Interchemical Corp.
"	Temporary Shed	Montrose Clay Products Company Siding
"	Signal Bridge	4-2-1-3
Peekskill	Signal Bridge	4
"	Fleishmann'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
"	Durisol Company	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. Shed	1-D
"	N. Y. Trap Rock Corp. Conveyor Bridge	Trailing Switch No. 4 1 inside Fence
Camelot	Signal Bridge	4
"	I.B.M. Co. (Overhead Bridge)	4-2-1-3
Poughkeepsie	Union St. Overhead Bridge	4-2-1-3-5
"	Main St. Overhead Bridge	4-2-1-3-5
"	Hoffman St. Overhead Bridge	2-1-3 Siding
"	Signal Bridge	2
"	Marist 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
"	Dinsmore's Overhead 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
Rhinecliff	Baggage Crossing	2-1-3
"	D. Merrit Overhead Bridge	4-2-1-3
Barrytown	DeLano's Overhead Bridge	2-1-3
"	Private Overhead Bridge	4-2-1
"	Overhead Highway Bridge	2-1
Tivoli	Hunt's Overhead Bridge	2

Main Line:—(Continued)

Location	Description	Tracks
Hudson	Universal Atlas Cement 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	Newton Hook Brick Co. Overhead Bridge	2-1
"	Newton Hook Brick Co. Brick Shed	Lead from House 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-Saratoga Water, All Engine Terminal tracks
"	Maiden Lane Foot Bridge	3-4 Sand Lot Lead. WYE
"	Livingston Avenue Foot Bridge	3-4 T&G Branch and Sand Lot Lead
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
"	Wheel Shop (Overhead Steam Pipe)	Track South of Electrical Shop
"	Prospect Ave. Yard	W. G. Morton (2 tracks)
Carman	High Bridge	2-1-4
"	Carman Road	2-1-3-4
"	Altamont Ave.	2-1-3-4
"	Carman Detour	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
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
East Creek	Br. 451	2-1-3-4
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	16-14-12-10-8-6
"	Barnes Avenue	2-1-3-4
Whitesboro	Careys Crossing	2-1-3-4
Rome	Mohawk River	2-1-3-4
Greenway	Wheelers Road	2-1-3-4
Oneida	Bridge	Smith-Lee Co.
Canastota	Lehigh Valley Bridge	2-1-3-4 Long
West Shore:		
South Bethlehem	Crushed Stone Elevator	Callahan Road Improvement Co.
Feura Bush	" "	" "

Location	Description	Tracks	Location	Description	Tracks
Feura Bush.....	Crushed Stone Elevator.....	Colprovia Ma- terials, Inc.	Herkimer and Poland Branch:		
Rotterdam Jct....	Sig. Br. W222S.....	4 & 5	2.07 miles north of Middleville.....	Through truss bridge.....	Main track
Canajoharie.....	Bowman's Creek.....	Beechnut Pack- ing Co. track east of Church Street	0.31 mile north of Newport, The Borden Co. sid- ing.....	Overhead pipes.....	5
Mindenville.....	Smith's Highway.....	Main	Herkimer Quarries {	Loading bin.....	6
Mohawk.....	Br. W 309.....	Main	Co. siding.....	Overhead cable.....	6
".....	Br. W 313.....	"	Dolgeville Branch:		
Ilion.....	Wires.....	Remington Rand East of Station Side-tracks 3, 7, 10	Dolgeville.....	Conveyors.....	Adirondack Box Co.
Frankfort.....	Wires.....	Frankfort Union Fork & Hoe Co.	Rome Old Line Branch:		
".....	Steampipe.....	Frankfort Union Fork & Hoe Co.	Rome.....	Wires.....	New England Box Co.
".....	Br. W 330.....	5 & 6	".....	".....	Spargo Wire Co.
".....	Elec. Crane.....	Mohawk Metal Prod. Co.	".....	".....	Revere Copper & Brass Co.
".....	Wires.....	Mineola Trading Corp.	".....	Power Cables.....	General Cable Corp.
".....	Wires.....	Horace C. Tur- ner Co.	".....	".....	Revere Copper & Brass, Inc.
So. Utica.....	Br. W. 341.....	5 & 6	".....	Steam Pipe.....	" "
New York Mills...	Wires.....	Mill No. 2	".....	Conveyors.....	" "
" ".....	Guy Wire.....	" "	".....	Doorways.....	Revere Copper & Brass Inc.
Vernon.....	Private Road.....	Main Track	".....	".....	Rome Mfg. Co.
Troy and Greenbush Branch:			The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.		
Rensselaer.....	Foot Bridge.....	2-1	Beacon.....	SS-50, 925 feet East.....	National Biscuit Co. Switch
Iron Works.....	Troy-Menands Highway.....	Continuous Rail Joint Co.	Chelsea.....	Harts Switch, 2,000 feet East...	Power House Siding
Troy Union R. R.:			Stockport.....	West of Station.....	Team Track
Troy.....	Fifth Avenue.....	2-1	West Shore:		
".....	Liberty Street.....	2-1	Selkirk.....	SS-SK, 200 feet East.....	1-2
Troy.....	Tunnel.....	2-1	West Shore Connection		
".....	Signal Station 1.....	2-1	Voorheesville.....	SS-NS, 200 feet West.....	4-5-Siding
".....	Signal Station 2.....	2-1	Troy Union R. R.:		
".....	Hutton Street.....	2-1	Troy.....	Grand Street.....	Main Tracks
".....	Hoosick Street.....	2-1			
Troy and Schenectady Branch:					
Niskayuna.....	Vischer Ferry Road.....	1			
Crescent.....	State Highway.....	1			

C. B. FLEMING, Superintendent

E. J. JONES } Assistant Superintendents
L. H. STECKER }

Train Masters

H. J. GASSETT
B. DANIELS
J. R. MITCHELL
F. I. DOEBBER
R. V. BRINKWORTH
D. B. FLEMING, JR.
A. F. GRIMES

Division Engineer
Mohawk Division

W. J. KERNAN
C. M. GREGG, Asst.

Division Engineer
Hudson Division

G. AUER, JR.
H. A. FREDERICKSON, Asst.

Train Dispatchers

V. B. ROGERS, Ch. Tr. Disp.
M. J. SMITH
W. A. CRANKER } Asst. Ch. Tr. Disps.
L. L. JENNINGS }
G. W. FAY
C. A. STAHL
H. F. HARMS
W. W. BLUTO
F. R. WHALEN
W. B. ROGERS
W. S. SLINGERLAND
D. D. ROGERS
R. W. PIKE
G. R. SMITH
J. J. DURICK
C. T. BALDWIN
J. E. DROMGOOLE
A. C. MEAD
W. F. LOFTUS
J. D. TINNEY
A. J. KEOUGH
A. RICCI

Chief Road Foremen
of Engines

G. E. VAN DEUSEN
D. R. PATRIDGE

Road Foremen
of Engines

W. J. DONLON
R. BARRY
G. BASHANT
M. SCHUHL
E. W. OGDEN
A. E. HEATER

Assistant Road
Foremen of Engines

F. JENKINS
L. L. SPENCER
E. BERBEN
E. SESOCK
C. RACE
A. G. SANDBERG
R. E. WOODING

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 18

Miles from New York	STATIONS	61	135 See Notes	99	139 See Notes	859 See Note	163	879 See Note	43	3 See Notes	699 See Notes	9 See Note
		Montreal Limited	West Side Mail	The Tuscarora	Railway Express	Beeltner	Albany	Beeliner	South Shore Express	Mail	Beeliner	Mail
		Daily	Daily except Monday	Daily	Daily except Monday	Daily	Daily	Daily	Daily	Daily except Monday	Daily except Sat. and Sun.	Daily
	LEAVE	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.
33.86	Grand Cen. Term. Croton-on-Hud....	11.31 12.27	12.35	11.46 12.44	12.52	s° 12.53	11.59 12.59	s° 2.03	1.36 2.35	2.01 2.57		3.06 s° 5.05
35.68	Oscawana.....					s 12.56		s 2.06				
36.65	Crugers.....					s 12.58		s 2.08				
38.10	Montrose.....					s 1.01		s 2.11				J 5.17
40.56	Peekskill.....	12.35	12.43	12.52	1.04	A 1.09	s 1.11	A 2.19	2.43	3.06		s 5.30
45.36	Manitou.....					A. M.		A. M.				
49.13	Garrison.....	12.45	12.53	1.02	1.14		s° 1.24		2.53	3.16		s° 5.44
51.83	Cold Spring.....						s 1.30					s 5.51
58.29	Beacon.....						s 1.40		E 3.03			s 6.05
61.79	Chelsea.....											
64.38	New Hamburg....											s 6.14
67.51	Camelot.....											
72.82	Poughkeepsie...A						s 1.57				A. M.	s 6.25
	Poughkeepsie...L						2.17		s 3.30		6.40	6.50
78.54	Hyde Park.....											s 7.00
82.94	Staatsburg.....											s 7.09
88.42	Rhinecliff.....										s 6.57	s 7.19
93.96	Barrytown.....	1.24	1.31	1.40	1.55		2.40		3.51	4.06	s 7.05	s 7.30
98.26	Tivoli.....										s 7.11	s 7.39
103.63	Germantown.....										s 7.19	s 7.49
105.38	No. Germantown..											s 7.54
113.73	Hudson.....	1.41	1.47	1.56	2.11		s 3.22		s 4.17	4.22	s 7.30	s 8.04
117.98	Stockport.....											
121.17	Newton Hook....										s 7.40	s 8.19
123.54	Stuyvesant.....	1.51	1.56	2.06	2.21		3.33		4.28	4.32	s 7.45	s 8.26
129.64	Schodack L'd'g....										s 7.53	s 8.40
133.56	Castleton-on-Hud..										s 7.59	s 8.56
141.61	Rensselaer.....	2.09	2.15	2.21	2.46		3.53		4.46	4.50	8.11	9.11
142.19	Albany.....		Rensselaer Yard	2.25	Rensselaer Yard		4.00		4.50	4.55	8.15	9.15
148.35	Troy.....	2.28										
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 859, 879, 3, 699 and 9 will not carry baggage.

Nos. 135, 139 and 3 will not carry passengers.

Nos. 135, 139 and 3 will not run November 28, December 26, 1952, January 2 and February 24, 1953.

No. 699 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

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

° Use Track No. 3 westward or Track No. 4 eastward.

E—Stop Sunday.

J—Stop on signal to discharge passengers.

CROTON-ON-HUDSON to ALBANY

Continued from page 17

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	877 See Note	175	55	809 See Note	51	95	185 See Note	839 See Note	39	803 See Note	849 See Notes
		Beeliner	Pough- keepsie	Advance Empire State Express	Beeliner	Empire State Express	Syracuse	Milk	Beeliner	North Shore Limited	Beeliner	Beeliner
		Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily	Daily except Sat. and Sun.	Saturday only
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term.. Croton-on-Hud....	s° 7.32	7.05 s° 8.07	8.11 9.11	s° 9.57	9.01 9.59	9.16 10.15	11.58	s° 12.58	12.01 1.03	s° 1.33	s° 1.42
35.68	Oscawana.....	s 7.35	s 8.13		s 10.00				s 1.01		s 1.36	s 1.45
36.65	Crugers.....	s 7.37	s 8.17		s 10.02				s 1.05		s 1.38	s 1.48
38.10	Montrose.....	s 7.40	s 8.21		s 10.05				s 1.08		s 1.41	s 1.52
40.56	Peekskill.....	A 7.48	s 8.32	9.19	A 10.13	10.07	s 10.27	12.08	A 1.16	s 1.13	A 1.49	A 2.01
45.36	Manitou.....	A. M.	s 8.40		A. M.		E 10.35		P. M.		P. M.	P. M.
49.13	Garrison.....		s° 8.47				s° 10.40					
51.83	Cold Spring.....		s 8.53									
58.29	Beacon.....		s 9.08	s 9.38			s 10.54	12.34		s 1.35		
61.79	Chelsea.....		s 9.14									
64.38	New Hamburg....		s 9.22									
67.51	Camelot.....											
72.82	Poughkeepsie....A Poughkeepsie....L		9.35 A. M.	s 9.55			s 11.15	12.49		s 1.54		
78.54	Hyde Park.....											
82.94	Staatsburg.....											
88.42	Rhinecliff.....						s 11.35			s 2.13		
93.96	Barrytown.....			10.14		10.54	s 11.44	1.07		2.20		
98.26	Tivoli.....											
103.63	Germantown.....											
105.38	No. Germantown..											
113.73	Hudson.....			s 10.34		11.10	s 12.07			s 2.41		
117.98	Stockport.....											
121.17	Newton Hook.....											
123.54	Stuyvesant.....			10.45		11.19	12.19			2.51		
129.64	Schodack L'd'g....											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....			11.01		11.34	12.36	2.00		3.11		
142.19	Albany.....			11.10		11.43	12.45	Rensselaer Yard		3.20		
148.35	Troy.....											
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 877, 809, 839, 803 and 849 will not carry baggage.

No. 185 will not carry passengers.

No. 849 will run November 4, 11, December 24, 31, 1952 and February 12, 1953.

Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

E—Stop Sunday.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 20

Miles from New York	STATIONS	149 See Notes	823 See Note	41	1	15	161	159 See Note	167 See Note	157 See Note	195 See Notes	191 See Notes
		Albany	Beeliner	The Knickerbocker	The Pacemaker	Ohio State Limited	Albany	Poughkeepsie	Upstate Special	Poughkeepsie	Poughkeepsie	Poughkeepsie
		Saturday only	Daily except Sunday	Daily	Daily	Daily	Daily except Sat. and Sun.	Sat. and Sunday only	Daily	Daily except Sat. and Sun.	Daily except Sunday	Daily except Sat. and Sun.
	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...	12.46 1.45	s 3.13	2.31 3.25	3.01 4.00	4.01 4.55	3.48 s 4.57	3.48 s 4.57	4.46 5.41	4.57 5.54	5.07 s 6.07	5.25 6.22
35.68	Oscawana.....		s 3.16				s 5.01	s 5.01				
36.65	Crugers.....		s 3.18				s 5.05	s 5.05				
38.10	Montrose.....		s 3.21				s 5.09	s 5.09				
40.56	Peekskill.....	s 1.56	A 3.29	3.33	4.08	5.03	s 5.19	s 5.19	N 5.49	s 6.05	s 6.17	s 6.31
45.36	Manitou.....		P. M.				J 5.26	J 5.26			s 6.25	
49.13	Garrison.....	s 2.10					s 5.33	s 5.33		s 6.18	s 6.32	° 6.44
51.83	Cold Spring.....	s 2.16					s 5.39	s 5.39		s 6.23	s 6.37	s 6.48
58.29	Beacon.....	s 2.26					s 5.49	s 5.49	s 6.07	s 6.33	s 6.47	s 6.58
61.79	Chelsea.....	s 2.32					s 5.55	s 5.55			s 6.54	
64.38	New Hamburg.....	s 2.38					s 6.00	s 6.00		s 6.42	s 7.00	
67.51	Camelot.....						s 6.05	s 6.05				
72.82	Poughkeepsie...A						s 6.12	6.12		6.54	7.12	7.18
	Poughkeepsie...L	s 2.50		s 4.02	R 4.38	5.33	6.35	P. M.	s 6.24	P. M.	P. M.	P. M.
78.54	Hyde Park.....						s 6.50		N 6.33			
82.94	Staatsburg.....						s 7.01					
88.42	Rhinecliff.....	s 3.08					s 7.14		s 6.45			
93.96	Barrytown.....	s 3.16		4.20	4.56	5.50	s 7.30		N 6.53			
98.26	Tivoli.....	s 3.24					s 7.37		N 7.01			
103.63	Germantown.....						s 7.44		D 7.09			
105.38	No. Germantown.											
113.73	Hudson.....	s 3.41		4.36	5.12	6.07	s 8.30		s 7.22			
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....	3.53		4.45	5.23	6.16	s 8.40		7.32			
129.64	Schodack I'd'g..						s 8.50					
133.56	Castleton-on-Hud.	s 4.04					s 8.55					
141.61	Rensselaer.....	4.16		5.01	5.38	6.33	9.07		7.47			
142.19	Albany.....	4.20		5.10	5.45	6.37	9.15		7.51			
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.

Nos. 149, 823, 159, 195 and 191 will not carry baggage.

No. 167 will use Track No. 3 Signal Station 60 to Signal Station 71 Saturday only.

Nos. 157, 195 and 191 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

No. 149 will run November 4, 11, December 24, 31, 1952 and February 12, 1953.

Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

D—Stop Friday, Saturday and Sunday.

J—Stop on signal to discharge passengers.

N—Stop for mail Saturday.

R—Stop on signal to receive passengers for points west of Buffalo.

CROTON-ON-HUDSON to ALBANY

Continued from page 19

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	67	153	811	25	17	19	813	193	47	11	57
		See Notes		See Note				See Note	See Note	See Note		See Notes
		The Commodore Vanderbilt	Pough-keepsie	Beeliner	Twentieth Century Limited	The Wolverine	Lake Shore Limited	Beeliner	Pough-keepsie	The De-troit	South Western Limited	Cleveland Limited
		Daily	Daily except Sat. and Sun.	Daily except Sat. and Sun.	Daily	Daily	Daily	Sunday only	Daily except Sunday	Daily except Saturday	Daily	Daily except Saturday
	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. .	5.31 6.29	5.44 6.42	s° 6.49	6.01 6.55	6.16 7.13	6.26 7.24	s° 7.40	6.36 7.42	7.01 8.00	7.21 8.16	7.51 8.47
35.68	Oscawana			s 6.52				s 7.43	s 7.47			
36.65	Crugers			s 6.54				s 7.45	s 7.50			
38.10	Montrose		s 6.49	s 6.57				s 7.48	s 7.55			
40.56	Peekskill	6.37	s 6.54	A 7.05	7.03	7.21	7.32	A 7.56	s 8.01	8.08	8.24	8.55
45.36	Manitou		s 7.02	P. M.				P. M.	s 8.09			
49.13	Garrison	6.47	s° 7.10		7.13				s° 8.17			
51.83	Cold Spring		s 7.16						s 8.23			
58.29	Beacon		s 7.25				s 7.51		s 8.32			
61.79	Chelsea		s 7.32						s 8.39			
64.38	New Hamburg		s 7.38						s 8.45			
67.51	Camelot											
72.82	Poughkeepsie A		7.51						8.57			
	Poughkeepsie L	7.07	P. M.			Q 7.51	s 8.09		P. M.	8.39	8.54	9.25
78.54	Hyde Park											
82.94	Staatsburg											
88.42	Rhinecliff						s 8.27					
93.96	Barrytown	7.24			7.52	8.09	8.34			8.57	9.12	9.43
98.26	Tivoli											
103.63	Germantown											
105.38	No. Germantown											
113.73	Hudson	7.40			8.09	8.26	s 8.53			9.14	9.27	9.59
117.98	Stockport											
121.17	Newton Hook											
123.54	Stuyvesant	7.51			8.19	8.36	9.03			9.24	9.37	10.08
129.64	Schodack L'd'g											
133.56	Castleton-on-Hud. . . .											
141.61	Rensselaer	8.06			8.36	8.51	9.20			9.40	9.54	10.29
142.19	Albany	Rensselaer Yard			8.40	8.57	9.27			9.44	9.58	10.33
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.

Nos. 67, 811, 813, 193 and 57 will not carry baggage.

No. 67 will not run November 27, December 24, 25, 26, 27, 29, 30 and 31, 1952.

Nos. 47 and 57 will not run November 27, 28, December 24, 25, 26 and 31, 1952.

Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

Q—Stop on signal to receive passengers for Detroit and beyond.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	21	127	131 See Notes	855 See Note	35	59					
		The North Star	Poughkeepsie	Mail and Express	Beeliner	The Iroquois	The Chicagoan					
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
33.86	Grand Cen. Term. Croton-on-Hud...	8.01 9.03	8.21 9.24	10.20	s° 11.26	10.31 11.28	11.01 11.58					
35.68	Oscawana.....		J 9.29		s 11.29							
36.65	Crugers.....		J 9.32		s 11.31							
38.10	Montrose.....		s 9.35		s 11.34							
40.56	Peekskill.....	9.11	s 9.40	10.28	A 11.42	11.36	12.06					
45.36	Manitou.....				P. M.							
49.13	Garrison.....		s° 9.53									
51.83	Cold Spring.....		s 9.59									
58.29	Beacon.....	s 9.29	s 10.11									
61.79	Chelsea.....											
64.38	New Hamburg...		s 10.20									
67.51	Camelot.....											
72.82	Poughkeepsie...A		10.35									
	Poughkeepsie...L	s 9.46	P. M.	10.58	s 12.07							
78.54	Hyde Park.....											
82.94	Staatsburg.....											
88.42	Rhinecliff.....											
93.96	Barrytown.....	10.07		11.16		12.25	12.53					
98.26	Tivoli.....											
103.63	Germantown.....											
105.38	No. Germantown.											
113.73	Hudson.....	s 10.27		11.35		12.41	1.09					
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....	10.37		11.45		12.50	1.19					
129.64	Schodack L'd'g...											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....	10.56		12.13		1.06	1.36					
142.19	Albany.....	11.02		Rensselaer Yard		1.19	Rensselaer Yard					
148.35	Troy.....											
	ARRIVE	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.					

No. 855 will not carry baggage.

No. 131 will not carry passengers.

No. 131 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

J—Stop on signal to discharge passengers.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	52	32	34	14	6	44	800	72	12	802	192
			See Notes	See Note	See Notes			See Note		See Note	See Notes	See Note
		The Easterner	Mail	The Cayuga	Mail	Fifth Avenue Special	New York Special	Beeliner	Mount Royal	South Western Limited	Beeliner	Poughkeepsie
		Daily	Daily except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Daily except Sat. and Sun.
	LEAVE	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>								4.10			
0.58	Albany.....	1.00	2.20	3.00	3.35	Rensselaer Yard	4.10			Rensselaer Yard		
8.63	Rensselaer.....	1.03	2.23	3.03	3.38	4.03	4.13		4.28	4.59		
	Castleton-on-Hud.											
12.55	Schodack L'd'g...											
18.65	Stuyvesant.....	1.20	2.42	3.20	3.56	4.21	4.31		4.51	5.16		
21.02	Newton Hook....											
24.21	Stockport.....											
28.46	Hudson.....	s 1.34	s 2.52	s 3.30	4.06	4.32	4.40		s 5.05	5.27		
36.81	No. Germantown..											
38.56	Germantown.....											
43.93	Tivoli.....											
48.23	Barrytown.....	1.52	3.13	3.53	4.25	4.50	4.57		5.25	5.44		
53.77	Rhinecliff.....											
59.25	Staatsburg.....											
63.65	Hyde Park.....											
69.37	Poughkeepsie...A	s 2.10										A. M.
	Poughkeepsie...L	2.18	s 3.35	s 4.16	4.44		s 5.14		s 5.46			° 6.00
74.68	Camelot.....											s 6.15
77.81	New Hamburg...											s 6.21
80.40	Chelsea.....											
83.90	Beacon.....	s 2.38	3.52	4.31	4.58	5.23	s 5.32		s 6.02			s 6.28
90.36	Cold Spring.....											s 6.40
93.06	Garrison.....	2.51	4.02	4.41	5.08	5.34	5.44		6.13	6.23		s 6.46
96.83	Manitou.....							A. M.			A. M.	s 6.53
101.63	Peekskill.....	s 3.00	4.12	s 4.53	5.18	5.45	5.52	° 6.19	s 6.22	6.33	° 6.43	s 7.05
104.09	Montrose.....							s 6.26			s 6.50	
105.54	Crugers.....							s 6.29			s 6.53	
106.51	Oscawana.....							s 6.32			s 6.56	
108.33	Croton-on-Hud...	3.30	4.25	5.13	5.30	6.00	6.10	s 6.37	6.35	6.45	s 7.01	7.15
142.19	Grand Cen. Term.	4.45		6.15	6.30	7.00	7.15		7.35	7.45		8.21
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 32, 34, 14, 800, 12, 802 and 192 will not carry baggage.

Nos. 32 and 14 will not carry passengers.

No. 802 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

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

° Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to CROTON-ON-HUDSON

EASTWARD--FIRST CLASS

Continued on page 24

Miles from Albany	STATIONS	180	62	48	58	806	166	16	194	68	2	174
		See Note		See Note	See Notes	See Note	See Notes		See Note	See Note	See Note	See Note
		Pough- keepsie	Mon- treal Limited	The Detroitter	Cleveland Limited	Beeliner	Pough- keepsie	Ohio State Limited	Pough- keepsie	The Commodore Vanderbilt	The Pace- maker	Pough- keepsie
		Saturday only	Daily	Daily except Sunday	Daily except Sunday	Daily except Sat. and Sun.	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	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.
	<i>Troy</i>		4.47									
0.58	Albany.....			Rensselaer Yard	Rensselaer Yard			5.43		Rensselaer Yard	Rensselaer Yard	
8.63	Rensselaer.....		5.05	5.15	5.25			5.46		6.10	6.21	
	Castleton-on-Hud.											
12.55	Schedack L'd'g...											
18.65	Stuyvesant.....		5.23	5.32	5.42			6.04		6.28	6.38	
21.02	Newton Hook....											
24.21	Stockport.....											
28.46	Hudson.....		5.32	5.42	5.52			6.16		6.39	6.51	
36.81	No. Germantown..											
38.56	Germantown.....											
43.93	Tivoli.....											
48.23	Barrytown.....		5.50	5.58	6.08			6.34		6.55	7.09	
53.77	Rhinecliff.....											
59.25	Staatsburg.....											
63.65	Hyde Park.....											
69.37	Poughkeepsie....A	A. M.					A. M.		A. M.			A. M.
	Poughkeepsie....L	° 6.00	6.08				° 6.30	6.54	° 6.57		7.29	° 7.32
74.68	Camelot.....											
77.81	New Hamburg....	s 6.15					s 6.42		s 7.10			s 7.44
80.40	Chelsea.....	s 6.21							s 7.16			s 7.49
83.90	Beacon.....	s 6.28	6.21				s 6.51	7.08	s 7.23	7.26	7.44	s 7.55
90.36	Cold Spring.....	s 6.40					s 7.02		s 7.33			s 8.05
93.06	Garrison.....	s 6.46	6.31	6.40	6.50		s 7.08	7.20	s 7.39	7.36	7.54	s 8.11
96.83	Manitou.....	s 6.53				A. M.			s 7.47			s 8.18
101.63	Peekskill.....	s° 7.05	6.41	6.50	7.00	° 7.07	s 7.19	7.31	s 7.56	7.46	8.05	s° 8.27
104.09	Montrose.....	s 7.11				s 7.14						s 8.33
105.54	Crugers.....	s 7.16				s 7.17						s 8.38
106.51	Oscawana.....	s 7.19				s 7.20						s 8.41
108.33	Croton-on-Hud...	s 7.24	6.55	7.05	7.15	s 7.25	7.32	7.45	8.05	8.00	8.15	s 8.46
142.19	Grand Cen. Term..	8.25	7.55	8.05	8.15		8.32	8.45	9.17	9.00	9.15	9.52
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 180, 58, 806, 166, 194, 2 and 174 will not carry baggage.

Nos. 48 and 58 will not run November 28, 29, December 25, 26, 27, 1952 and January 1, 1953.

No. 166 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

No. 68 will not run November 28, December 25, 26, 27, 28, 30, 31, 1952 and January 1, 1953.

No. 58 will use Track No. 1 Signal Station 43 to Croton-on-Hudson.

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

° Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to CROTON-ON-HUDSON

Continued from page 23

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	26 See Note	8	154	138 See Note	24	816 See Note	22	854 See Note	812 See Note	146	38
		Twentieth Century Limited	The Wolverine	Albany	Upstate Special	The Knickerbocker	Beeliner	Lake Shore Limited	Beeliner	Beeliner	New York	The Mohawk
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	<i>Troy</i>											
0.58	Albany.....	6.33	6.51	7.05	8.10	8.48		10.10			12.20	2.08
	Rensselaer.....	6.36	6.54	7.08	8.13	8.51		10.13			12.23	2.11
8.63	Castleton-on-Hud.			s 7.18								
12.55	Schodack L'd'g...											
18.65	Stuyvesant.....	6.53		s 7.31	8.29	9.07		10.29			12.40	2.28
21.02	Newton Hook....			s 7.35								
24.21	Stockport.....											
28.46	Hudson.....	7.06	s 7.21	s 7.49	s 8.40	9.16		10.39			s 12.52	s 2.38
36.81	No. Germantown..											
38.56	Germantown.....			s 8.02							s 1.07	
43.93	Tivoli.....			s 8.08							s 1.15	
48.23	Barrytown.....	7.25	7.37	s° 8.15	8.57	9.32		10.55			s 1.25	2.55
53.77	Rhinecliff.....		s 7.44	s 8.23	s 9.03						s 1.35	s 3.03
59.25	Staatsburg.....			s 8.31								
63.65	Hyde Park.....			s 8.38								
69.37	Poughkeepsie...A			s 8.46							s° 2.03	s 3.20
	Poughkeepsie...L	7.45	s 8.03	9.01	s 9.19	K 9.51		s 11.15				
74.68	Camelot.....											
77.81	New Hamburg...			s 9.13							s 2.15	
80.40	Chelsea.....											
83.90	Beacon.....	7.59	8.16	s 9.30	s° 9.35	10.04		11.30			s 2.26	s 3.37
90.36	Cold Spring.....			s 9.40	s 9.45						s 2.34	
93.06	Garrison.....	8.10	8.26	s 9.46	9.50	10.15		11.40			s 2.41	3.50
96.83	Manitou.....						A. M.		P. M.	P. M.		
101.63	Peekskill.....	8.20	8.36	s° 10.03	s 10.07	10.26	° 11.21	11.50	° 12.55	° 2.52	s 2.59	s 4.03
104.09	Montrose.....			s 10.09			s 11.28		s 1.02	s 2.59		
105.54	Crugers.....			s 10.12			s 11.31		s 1.05	s 3.02		
106.51	Oscawana.....			s 10.15			s 11.34		s 1.08	s 3.05		
108.33	Croton-on-Hud...	8.30	8.47	10.20	10.23	10.38	s 11.39	12.03	s 1.13	s 3.10	3.15	4.18
142.19	Grand Cen. Term.	9.30	9.45	11.30	11.20	11.40		1.00			4.15	5.15
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 26, 138, 816, 854 and 812 will not carry baggage.

Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

K—Stop on signal to discharge passengers from points west of Buffalo.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 26

Miles from Albany	STATIONS	832	40	834	858	830	122	90	160	144	698	96
		See Note		See Note	See Note	See Note	See Notes				See Note	
		Beeliner	The Missouriian	Beeliner	Beeliner	Beeliner	Mail and Express	The Chicagoan	Poughkeepsie	The Laurentian	Beeliner	Advance Empire State Express
		Daily except Sat.	Daily	Daily except Sat. and Sun.	Saturday only	Daily except Saturday	Daily	Daily	Saturday only	Daily	Daily except Sat. and Sun.	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>									4.00		
0.58	Albany.....		2.50				Rensselaer Yard	3.57			5.20	5.43
8.63	Rensselaer.....		2.53				3.50	4.00		4.18	5.23	5.46
	Castleton-on-Hud.										s 5.32	
12.55	Schodack L'd'g...										s 5.38	
18.65	Stuyvesant.....		3.09				4.06	4.16		4.35	s 5.46	6.03
21.02	Newton Hook....										s 5.50	
24.21	Stockport.....											
28.46	Hudson.....		3.18				4.16	4.25		s 4.46	s 6.01	s 6.16
36.81	No. Germantown..										s 6.13	
38.56	Germantown.....										s 6.20	
43.93	Tivoli.....											
48.23	Barrytown.....		3.34				° 4.35	4.41		5.05	s° 6.27	6.34
53.77	Rhinecliff.....									s 5.13	s 6.35	s 6.43
59.25	Staatsburg.....										s 6.43	
63.65	Hyde Park.....										s 6.48	
69.37	Poughkeepsie...A								P. M.		6.56	
	Poughkeepsie...L		3.52				4.57	4.59	° 5.20	s 5.31	P. M.	s 7.00
74.68	Camelot.....											
77.81	New Hamburg....								s 5.34			
80.40	Chelsea.....								s 5.40			
83.90	Beacon.....		4.04				5.17	5.13	s 5.49	s 5.49		s 7.18
90.36	Cold Spring.....								s 6.01			
93.06	Garrison.....		4.14				5.27	5.23	s 6.08	G 6.03		7.28
96.83	Manitou.....	P. M.		P. M.	P. M.	P. M.			s 6.16			
101.63	Peekskill.....	° 4.11	4.24	° 4.42	° 4.53	° 5.28	5.37	5.33	s° 6.25	s 6.14		7.38
104.09	Montrose.....	s 4.18		s 4.49	s 5.00	s 5.35			s 6.31			
105.54	Crugers.....	s 4.21		s 4.52	s 5.03	s 5.38			s 6.35			
106.51	Oscawana.....	s 4.24		s 4.55	s 5.06	s 5.41			s 6.39			
108.33	Croton-on-Hud...	s 4.29	4.34	s 5.00	s 5.11	s 5.46	5.50	5.45	s 6.44	6.35		7.48
142.19	Grand Cen. Term.		5.35					6.45	8.02	7.40		8.50
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 832, 834, 858, 830 and 122 will not carry baggage.

No. 122 will not carry passengers.

No. 698 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

No. 144 will use Track No. 4 from SS-50 to SS-43 daily except Saturday and Sunday.

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

° Use Track No. 3 westward or Track No. 4 eastward.

G—Stop except Saturday and Sunday.

ALBANY to CROTON-ON-HUDSON

Continued from page 25

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	198	50	150	196	56	184	818	54	X56		
		See Notes		See Notes	See Note	See Note	See Note	See Note	See Note	See Note		
		Pough- keepsie	Empire State Express	Pough- keepsie	Hudson River Express	Albany	Milk	Bceliner	Syracuse	Mail and Express		
		Sunday only	Daily	Daily except Sat. and Sun.	Sunday only	Daily except Sunday	Daily	Daily	Sunday only	Daily		
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	<i>Troy</i>											
0.58	Albany.....		6.42		7.00	8.00	Rensselaer Yard		8.30	Rensselaer Yard		
8.63	Rensselaer.....		6.45		7.03	8.03	8.25		8.33	9.10		
	Castleton-on-Hud.					8.13			8.43			
12.55	Schodaack L'd'g...											
18.65	Stuyvesant.....		7.01		7.20	8.21	8.44		8.54			
21.02	Newton Hook.....											
24.21	Stockport.....											
28.46	Hudson.....		7.10		7.32	8.35	8.55		9.05	9.40		
33.81	No. Germantown..				7.44							
38.56	Germantown.....				7.51							
43.93	Tivoli.....											
48.23	Barrytown.....		7.26		8.00	8.58	9.13		9.29	10.00		
53.77	Rhinecliff.....				8.07	9.06			9.37			
59.25	Staatsburg.....											
63.65	Hyde Park.....											
69.37	Poughkeepsie... ^A	P. M.		P. M.								
	Poughkeepsie... ^L	7.15	7.44	7.50	8.27	9.29	9.34		10.00	10.25		
74.68	Camelot.....											
77.81	New Hamburg... ^s	7.27		8.05		9.41			10.12			
80.40	Chelsea..... ^s	7.32										
83.90	Beacon..... ^s	7.38	7.57	8.30	8.45	9.50	9.48		10.21			
90.36	Cold Spring..... ^s	7.49		8.40								
93.06	Garrison..... ^s	7.55	8.07	8.48	8.57	10.02	9.58		10.32	11.00		
96.83	Manitou..... ^s	8.01						P. M.				
101.63	Peekskill..... ^s	8.10	8.17	9.02	9.07	10.16	10.08	10.20	10.46	11.10		
104.09	Montrose..... ^s	8.16						10.27				
105.54	Crugers..... ^s	8.21						10.30				
106.51	Oscawana..... ^s	8.26						10.33				
108.33	Croton-on-Hud... ^s	8.33	8.28	9.22	9.22	10.40	10.18	10.38	10.59	11.25		
142.19	Grand Cen. Term.	9.40	9.30	10.40	10.20	11.40			11.59			
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		

Nos. 198 and 818 will not carry baggage.

Nos. 150, 184 and X-56 will not carry passengers.

Nos. 198, 196 and 54 will run November 27, December 25, 1952, January 1 and February 23, 1953.

Nos. 150 and 56 will not run November 27, December 25, 1952, January 1 and February 23, 1953.

Time shown at Grand Central Terminal is for information only.

^o Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS

Continued on page 28

Miles from Albany	STATIONS	131	59	35	135	99	139	X35	3	43	X133	X43
		See Notes			See Notes		See Notes	See Notes	See Notes		See Note	See Notes
		Mail and Express	The Chicagoan	The Iron-quois	West Side Mail	The Tuscarora	Railway Express	Mail and Express	Mail	South Shore Express	Mail	Mail and Express
		Daily except Monday	Daily	Daily	Daily except Monday	Daily	Daily except Monday	Daily except Sun. and Mon.	Daily except Monday	Daily	Daily except Sunday	Daily except Monday
	LEAVE	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				Rensselaer Yard
	Albany.....	12.28	1.41	1.50	2.25	2.32	2.56	3.00	5.10	5.20	6.40	7.30
2.44	Signal Station 3.....	12.41	1.54	1.58	2.38	2.45	3.09	3.13	5.18	5.28	6.53	7.43
13.49	Signal Station 7.....	12.56	2.08	2.15	2.52	2.59	3.25	3.29	5.32	5.43	7.08	7.58
16.88	Schenectady.....								s 5.52	s 5.52	s 7.20	8.03
26.23	Hoffmans.....								5.45	6.04	M 7.33	8.13
32.77	Amsterdam.....								s 6.34	s 6.34	s 7.52	
43.33	Fonda.....	1.29	2.35	2.43	3.19	3.26	3.52	3.56	6.00	s 6.30	s 8.40	8.34
54.80	Palatine Bridge.....								s 6.46	s 6.46	s 8.58	
57.87	Fort Plain.....								s 6.53	s 6.53	s 9.06	
63.78	St. Johnsville.....								s 7.04	s 7.04	s 9.18	
73.46	Little Falls.....								s 7.18	s 7.18	s 9.36	
80.76	Herkimer.....								s 7.30	s 7.30	s 9.51	
91.97	Schuyler Jct.....	2.21		3.25		4.06		4.38		7.43	10.10	9.26
94.43	Utica.....A	s 2.30		s 3.30		s 4.11		s 4.45		s 7.48	10.25	s 9.30
	Utica.....L	2.45	3.20	3.39	4.01	4.14	4.38	5.10	6.55	8.00	A. M.	10.00
101.33	Oriskany.....											
105.90	Signal Station 34.....	2.55	3.30	3.52	4.11	4.25	4.48	5.23	7.05	8.14		
108.21	Rome.....								s 8.24	s 8.24		
116.87	Verona.....											
121.33	Oneida.....								s 8.46	s 8.46		
126.45	Canastota.....								s 8.56	s 8.56		
132.60	No. Chittenango.....											
136.62	Kirkville.....	3.24	4.04	4.19	4.42	4.54	5.21	5.59	7.34	9.19		10.49
139.24	Miner.....											
142.58	East Syracuse.....											
144.46	Signal Station 48.....	3.32	4.12	4.27	4.50	5.02	5.29	6.07	7.42	9.27		10.57
146.86	Syracuse.....	3.35	4.15	4.30	4.53	5.05	5.32	6.10	7.45	9.30		11.00
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 131, 135, 139, X-35, 3, X-133 and X-43 will not carry passengers.

Nos. 131, 135, 139, X-35, 3 and X-43 will not run November 28, December 26, 1952, January 2 and February 24, 1953.

Time shown at Syracuse is for information only.

M—Stop for mail.

ALBANY to SYRACUSE

Continued from page 27

WESTWARD—FIRST CLASS

Miles from Albany	STATIONS	9	55	51	95	185	39	41	571	1	15	27
		Mail	Advance Empire State Express	Empire State Express	Syracuse	Milk	North Shore Limited	The Knicker- bocker	St. Law- rence Division	The Pace- maker	Ohio State Limited	New England States
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany.....	10.30	11.20	11.48	1.01	2.20	3.35	5.25		5.50	6.45	7.15
2.44	Signal Station 3	10.38	11.28	11.56	1.09		3.43	5.33		5.58	6.53	7.28
13.49	Signal Station 7	10.50	11.42	12.10	1.23	2.48	3.57	5.47		6.12	7.06	7.42
16.88	Schenectady....	s 11.05	s 11.47	s 12.15	s 1.30		s 4.02	s 5.54		s 6.17	s 7.11	s 7.47
26.23	Hoffmans.....	11.16	11.58	12.26	1.41	3.02	4.13	6.05		6.28	7.21	7.58
32.77	Amsterdam....	s 11.29			s 1.50		s 4.23					
43.33	Fonda.....	s 11.47	12.13	12.41	s 2.07	3.22	s 4.37	6.19		6.42	7.37	8.13
54.80	Palatine Bridge	E 12.01			s 2.24							
57.87	Fort Plain.....				s 2.34							
63.78	St. Johnsville...				s 2.44							
73.46	Little Falls.....				s 2.56		s 5.11					
80.76	Herkimer.....				s 3.07		s 5.23					
91.97	Schuyler Jct....	12.39	12.55	1.21	3.25	4.25	5.36	7.01		7.24	8.21	
94.43	Utica.....A	s 12.45	s 1.03	s 1.26	s 3.30	4.30	s 5.41	s 7.06	P. M.	s 7.29	s 8.25	
	Utica.....L	1.35	1.06	1.31	3.38	P. M.	5.48	7.09	7.30	7.34	8.27	8.57
101.33	Oriskany.....											
105.90	Signal Station 34	1.46	1.18	1.41	3.50		6.00	7.21	7.45	7.47	8.37	9.07
108.21	Rome.....	s 1.53	s 1.22		s 3.55		s 6.05	s 7.25	P. M.	s 7.51		
116.87	Verona.....											
121.33	Oneida.....	s 2.11	s 1.36		s 4.18		s 6.22					
126.45	Canastota.....	s 2.20	s 1.44		s 4.27							
132.60	No. Chittenango											
136.62	Kirkville.....	2.39	2.01	2.13	4.49		6.42	7.51		8.24	9.08	9.31
139.24	Minoa.....											
142.58	East Syracuse..											
144.46	Signal Station 48	2.47	2.09	2.21	4.57		6.50	7.59		8.32	9.16	9.39
146.36	Syracuse.....	2.50	2.12	2.24	5.00		6.53	8.02		8.35	9.19	9.42
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 185 will not carry passengers.

No. 571 will use Track No. 3 Signal Station 31 to Signal Station 34.

Time shown at Syracuse is for information only.

E—Stop Sunday.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS

Miles from Albany	STATIONS	167	67	25	33	17	19	47	155	11	57	21
		Upstate Special	See Notes The Commodore Vanderbilt	Twentieth Century Limited	New England Wolverine	The Wolverine	Lake Shore Limited	See Note The Detroit	See Note Local	South Western Limited	See Notes Cleveland Limited	The North Star
		Daily	Daily	Daily	Daily	Daily	Daily	Daily except Saturday	Daily	Daily	Daily except Saturday	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany.....	8.01	8.11	8.45	8.50	9.09	9.42	9.52	9.55	10.13	10.46	11.22
2.44	Signal Station 3..	8.09	8.24	8.53	8.58	9.17	9.50	10.00	10.03	10.21	10.54	11.30
13.49	Signal Station 7..	8.23	8.38	9.06	9.11	9.31	10.04	10.14	10.18	10.35	11.08	11.44
16.88	Schenectady.....s	8.28			9.16s	9.37s	10.10		11.15s	10.39	11.12s	11.49
	Hoffmans.....	8.40			9.27	9.48	10.21	10.30		10.48	11.21	11.59
26.23	Amsterdam.....s	8.48							11.45s			
32.77	Fonda.....s	9.10	9.04	9.33	9.42	10.02	10.35	10.46s	12.20	11.03	11.35	12.15
43.33	Palatine Bridge..s	9.23							12.45G			
54.80	Fort Plain.....s	9.29							12.53s			
57.87	St. Johnsville....s	9.38							1.15G			
63.78	Little Falls.....s	9.48							1.28s			
73.46	Herkimer.....s	9.58		10.03					1.42s			
80.76	Schuyler Jct.....	10.25			10.22	10.42	11.15		1.52		12.15	1.00
91.97	Utica.....A	10.30			10.27s	10.47s	11.20		1.57s		12.20s	1.05
94.43	Utica.....L	P. M.	9.47	10.16	10.29	10.52	11.25	11.33	2.50N	11.46	12.25	1.15
	Oriskany.....											
101.33	Signal Station 34..		9.57	10.25	10.42	11.02	11.37	11.43	3.03	11.56	12.37	1.28
105.90	Rome.....s				10.49s	11.06			3.16s			
108.21	Verona.....											
116.87	Oneida.....				11.04s				3.36s			
121.33	Canastota.....											
126.45	No. Chittenango..											
132.60	Kirkville.....		10.24	10.54	11.19	11.34	12.02	12.14	3.50	12.24	1.09	1.56
136.62	Minoa.....											
139.24	East Syracuse....											
142.58	Signal Station 48..		10.32	11.02	11.27	11.42	12.10	12.22	3.58	12.32	1.17	2.04
144.46	Syracuse.....		10.35	11.05	11.30	11.45	12.13	12.25	4.01	12.35	1.20	2.07
146.36												
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 67, 155 and 57 will not carry baggage.

No. 67 will not run November 27, December 24, 25, 26, 27, 29, 30, and 31, 1952.

Nos. 47 and 57 will not run November 27, 28, December 24, 25, 26 and 31, 1952.

Time shown at Syracuse is for information only.

G—Stop except Saturday and Sunday.

N—Stop for mail Saturday.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	14	46	44	6	12	28	48	58	16	78
		See Note				See Note		See Note	See Notes		
		Mail	Inter-state Express	New York Special	Fifth Avenue Special	South Western Limited	New England States	The Detroiter	Cleveland Limited	Ohio State Limited	The Paul Revere
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily except Sunday	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.....	12.18	1.00	1.19	1.30	2.32	2.42	2.47	2.57	3.18	3.28
3.78	Signal Station 48....										
7.12	East Syracuse.....										
	Minoa.....										
9.74	Kirkville.....	12.30	1.12	1.31	1.42	2.44	2.54	2.59	3.09	3.30	3.40
13.76	No. Chittenango....										
19.91	Canastota.....										
25.03	Oneida.....	12.42	1.25	1.43	1.54	2.56	3.06	3.11	3.21	3.42	3.52
29.49	Verona.....										
38.15	Rome.....										
40.46	Signal Station 34....	12.54	1.39	1.55	2.07	3.09	3.19	3.24	3.34	3.55	4.05
45.03	Oriskany.....										
51.93	Utica.....A s	1.10	s 1.50	s 2.13							
	Utica.....L	1.20	1.55	2.25	2.17	3.19	3.29	3.34	3.44	4.05	4.15
55.39	Schuyler Jet.....	1.25	2.01	2.30							
65.60	Herkimer.....										
72.90	Little Falls.....										
82.58	St. Johnsville.....										
88.49	Fort Plain.....										
91.50	Palatine Bridge.....										
103.03	Fonda.....	2.08	2.44	3.15	3.04	4.05	4.13	4.20	4.30	4.53	5.03
113.59	Amsterdam.....										
120.13	Hoffmans.....	2.23	2.59	3.30	3.19	4.20	4.28	4.35	4.45	5.08	5.18
129.48	Schenectady.....										
132.87	Signal Station 7....	2.35	3.11	3.43	3.31	4.32	4.40	4.47	4.57	5.20	s 5.29
143.92	Signal Station 3....	2.45	3.21	3.53	3.41	4.42	4.50	4.57	5.07	5.30	5.35
146.36	Albany.....	3.00	3.35	4.00	3.55	4.52	4.57	5.08	5.18	5.38	5.45
					Rensselaer Yard	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.

Nos. 12 and 58 will not carry baggage.

No. 14 will not carry passengers.

Nos. 48 and 58 will not run November 28, 29, December 25, 26, 27, 1952 and January 1, 1953.

Time shown at *Syracuse* is for information only.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS

Continued on Page 32

Miles from Syracuse	STATIONS	68	2	26	8	138	24	X142	22	38	122	40	90
		See Note	See Note	See Note		See Note		See Note			See Notes		
		The Commodore Vanderbilt	The Pacemaker	Twentieth Century Limited	The Wolverine	Upstate Special	The Knickerbocker	Mail and Express	Lake Shore Limited	The Mohawk	Mail and Express	The Missourian	The Chicagoan
		Daily	Daily	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.	P. M.	P. M.
1.90	Syracuse.....	3.42	3.55	4.12	4.22		5.58	6.03	7.14	10.35	10.55	12.10	1.14
3.78	Signal Station 48												
7.12	East Syracuse..												
	Minoa.....												
9.74	Kirkville.....	3.54	4.07	4.24	4.34		6.10	6.15	7.26	10.47	11.07	12.22	1.26
13.76	No. Chittenango												
19.91	Canastota.....						s 6.30		s 10.57				
25.03	Oneida.....	4.06	4.19	4.36	4.46		6.22 s 6.40		7.38 s 11.06		11.22	12.35	1.38
29.49	Verona.....												
38.15	Rome.....						s 6.37 s 7.01		s 11.23		s 12.50		
40.46	Signal Station 34	4.19	4.32	4.49	4.59		6.42	7.05	7.51	11.28	11.38	12.54	1.54
45.03	Oriskany.....												
51.93	Utica..... A					A. M.	s 6.52 s 7.15 s 8.02		s 11.38		s 1.05 s 2.05		
	Utica..... L	4.29	4.42	4.59	5.09	5.20	6.55	8.12	8.07	11.43	11.55	1.08	2.08
55.39	Schuyler Jct...					5.25	7.00	8.17	8.12	11.48		1.13	2.13
65.60	Herkimer.....					s 5.40		s 8.38		s 11.59			
72.90	Little Falls....					s 5.54		s 8.49		s 12.09			
82.58	St. Johnsville...					s 6.07		s 9.09		s 12.22			
88.49	Fort Plain.....					s 6.18		s 9.21		s 12.31			
91.56	Palatine Bridge.					s 6.26		s 9.32		s 12.38			
103.03	Fonda.....	5.17	5.28	5.45	5.55	s 6.44	7.40 s 9.59	8.57	s 12.53	1.00	1.56	2.54	
113.59	Amsterdam.....					s 7.04	s 10.16		s 1.08				
120.13	Hoffmans.....	5.32	5.43	6.00	6.10	7.13	7.55	10.26	9.12	1.15	1.20	2.11	3.09
129.48	Schenectady...				s 6.21	s 7.26 s 8.05 s 10.48 s 9.22 s 1.25					s 2.21 s 3.18		
132.87	Signal Station 7	5.44	5.55	6.12	6.26	7.32	8.12	10.56	9.29	1.32	1.36	2.27	3.23
143.92	Signal Station 3	5.54	6.05	6.22	6.36	7.42	8.22	11.06	9.39	1.42	1.46	2.37	3.33
146.36	Albany.....	6.05	6.16	6.28	6.44	7.55	8.33	11.25	9.55	1.50	2.10	2.45	3.40
		Rensselaer Yard	Rensselaer Yard								Rensselaer Yard		
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Nos. 2, 26, 138 and 122 will not carry baggage.

Nos. X-142 and 122 will not carry passengers.

No. 68 will not run November 28, December 25, 26, 27, 28, 30, 31, 1952 and January 1, 1953.

Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

Continued from page 31

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	570	96	184 See Notes	50	156	54 See Note	X56 See Note	52	32 See Note	34 See Note	
		St. Lawrence Division	Advance Empire State Express	Milk	Empire State Express	Local	Syracuse	Mail and Express	The Easterner	Mail	The Cayuga	
		Daily	Daily	Daily	Daily	Daily except Sunday	Sunday only	Daily	Daily	Daily	Daily	
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
1.90	Syracuse		2.45	2.50	4.05	4.10	5.00	5.40	8.15	9.50	11.56	
3.78	Signal Station 48.					4.13						
7.12	East Syracuse....					s 4.18						
	Minoa					s 4.24						
9.74	Kirkville		2.57	3.02	4.17	s 4.29	5.12	5.52	s 8.27	10.02	12.08	
13.76	No. Chittenango.					s 4.46			s 8.40		s 12.18	
19.91	Canastota					s 4.58	s 5.26		s 8.49	10.14	s 12.29	
25.03	Oneida		3.09	3.14	4.29							
29.49	Verona					s 5.05						
38.15	Rome	P. M.	s 3.24			s 5.16	s 5.42		s 9.02		s 12.45	
40.46	Signal Station 34.	3.10	3.29		4.41	5.20	5.47		9.06	10.26	12.50	
45.03	Oriskany					s 5.27						
51.93	Utica	A 3.30	s 3.39	s 4.15	s 4.52	s 5.50	s 5.59	s 6.35	s 9.30	s 11.10	s 1.00	
	Utica	L P. M.	3.42	5.00	4.55	6.10	6.12	6.50	9.40	11.35	1.10	
55.39	Schuyler Jct.		3.47	5.05	5.01	6.15	6.17	6.55	9.45	11.40	1.15	
65.60	Herkimer					s 6.33	s 6.31		s 9.59			
72.90	Little Falls					s 6.50	s 6.42		s 10.09			
82.58	St. Johnsville					s 7.19	s 6.55		10.19			
88.49	Fort Plain					s 7.31	s 7.05		s 10.28			
91.56	Palatine Bridge ..					s 7.40	s 7.13		s 10.35			
103.03	Fonda		4.31	5.58	5.42	s 7.54	s 7.26	7.57	s 10.54	12.29	2.00	
113.59	Amsterdam		s 4.45			s 8.50	s 7.40		s 11.13			
120.13	Hoffmans		4.52	6.17	5.57	9.35	7.47		11.24	12.44	2.15	
129.48	Schenectady		s 5.01		s 6.06	s 10.10	s 7.55		s 11.40		s 2.25	
132.87	Signal Station 7..		5.09	6.33	6.14	10.15	8.03		11.45	12.57	2.30	
143.92	Signal Station 3..		5.19	6.44	6.24	10.25	8.13		11.55	1.07	2.40	
146.36	Albany		5.38	6.55	6.35	10.50	8.23	8.45 Rensselaer Yard	12.20	1.25	2.50	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	

No. 34 will not carry baggage.

Nos. 184, X-56 and 32 will not carry passengers.

No. 184 will operate from Utica daily except Sundays.

No. 54 will run November 27, December 25, 1952, January 1, and February 23, 1953.

Time shown at Syracuse is for information only.

ALBANY to TROY

WESTWARD—FIRST CLASS

Miles from Albany	STATIONS	761	461	X701 See Note	711	727	X725 See Note				
		Mount Royal	Montreal Limited	Mail and Express	Troy	Mail and Express	Mail and Express				
		Daily	Daily	Daily	Daily	Daily	Daily except Sunday				
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
0.58	Albany.....		A. M.	5.10	11.55	3.45	9.50				
5.27	Rensselaer.....	1.30	2.09	5.13		3.48	9.53				
6.28	Iron Works.....				B 12.10						
6.59	Madison St.....				B 12.13						
7.31	Adams St.....				12.20	4.05	10.10				
	Troy.....	1.50	2.28	5.30							
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

TROY to ALBANY

EASTWARD—FIRST CLASS

Miles from Troy	STATIONS	472	462	X700 See Note	722	144	706	X736 See Note				
		Mount Royal	Montreal Limited	Railway Express	Albany	The Laurentian	Albany	Railway Express				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday				
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
0.72	Troy.....	4.10	4.47	6.00	1.01	4.00	5.45	10.40				
1.03	Adams St....						S 5.48					
2.04	Madison St..						S 5.50					
6.73	Iron Works..						S 5.53					
	Rensselaer...	4.28	5.05	6.20		4.18	S 5.59	10.57				
7.31	Albany.....	A. M.	A. M.	Rensselaer Yard	1 20	P. M.	6.10	11.00				
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				

Nos. X-701, X-725, X-700 and X-736 will not carry passengers.
Time shown at Troy and Adams St. is for information only.

B—Stop Saturday.

Cotton wear year 478
100 cars Eng & Cab

STATIONS				SIGNALS				TELEPHONES			
No.	Location	Office Calls	Miles from New York	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	3562	3564	Signal 3503.	N	SS CD - 37
					3593	3591	3642	INT.	Signal 3564.	N	SS CD - 37
					3673	3671			200 Ft. W. of Signal 3564.	N	SS CD - 37
					3773	3771	3752	3754	Oscawana at remote controlled switch.	S	SS CD - 37
					3863	3861	3842	3844	Oscawana Station, outside.	N	M., S.L.
					INT.	3981	4022	4024	2600 Ft. W. of Oscawana Station.	N	SS CD - 37
					INT.	INT.	INT.	INT.	Crugers Station, outside.	N	M., S.L.
					INT.	INT.	INT.	INT.	2350 Ft. W. of Crugers Station.	N	SS CD - 37
					INT.	INT.	INT.	INT.	Signal 3863.	N	SS CD - 37
					INT.	INT.	INT.	INT.	Montrose Station, outside.	S	SS CD - 37
					INT.	INT.	INT.	INT.	Interchemical Corp. Switch, track No. 4.	S	SS CD - 37
					INT.	INT.	INT.	INT.	Signal 3983.	N	SS CD - 37
					INT.	INT.	INT.	INT.	Standard Brand Switch, track No. 4 in Cabin.	N	SS CD - 37
					INT.	INT.	INT.	INT.	S. 37 Westward Int. signal bridge.	N	SS CD - 37
					INT.	INT.	INT.	INT.	Eastward Int. signal west of S. 37.	S	SS 37
43	East of Garrison... Open Day and Night.	C.S.	BC	47.43	4893	4891	4922	4924	Peekskill Station, west platform.	S	SS 37
					4993	4991	5042	5044	Hudson Ave. crossing Peekskill, in Cabin.	N	SS 37 - 43
					5103	5101	5132	5134	200 Ft. E. of Peekskill Frt. House.	N	SS 37
					5203	5201	5222	5224	Main St. Crossing.	N	SS 37 - 43
					5303	5301	5332	5334	Peekskill Bridge Signal Building, outside.	N	SS 37 - 43
					5393	5391	5432	5434	Booth 42.15.	N	SS 37 - 43
					5493	5491	5532	5534	Booth 42.30.	N	SS 37 - 43
					5593	5591	5642	5644	Booth 42.45.	N	SS 37 - 43
					5693	5691	5752	5754	Booth 43.7.	S	SS 37 - 43
					5793	5791	5842	5844	Booth 43.42.	S	SS 37 - 43
					5893	5891	5942	5944	Watchman's Cabin 1000 Ft. W. of Signal 4372.	S	SS 37 - 43
					5993	5991	6042	6044	Booth 43.61.	S	SS 37 - 43
					6093	6091	6142	6144	Watchman's Cabin opposite Signal 4441, in Cabin.	S	SS 37 - 43
					6193	6191	6242	6244	Watchman's Cabin 1150 Ft. W. of Signal 4452.	S	SS 37 - 43
					6293	6291	6342	6344	Watchman's Cabin 2650 Ft. W. of Signal 4441.	S	SS 37 - 43
6393	6391	6442	6444	Booth 45.20.	N	SS 37 - 43					
6493	6491	6542	6544	Booth 45.60.	S	SS 37 - 43					
6593	6591	6642	6644	Manitou Station inside.	S	SS 37 - 43					
6693	6691	6742	6744	Booth 46.55.	N	SS 37 - 43					
6793	6791	6842	6844	Booth 47.11.	S	SS 37 - 43					
6893	6891	6942	6944	Booth 47.41.	S	SS 37 - 43					
6993	6991	7042	7044	Sig. Dept. office.	S	T.D., M., S.L.					
7093	7091	7142	7144	Booth 48.49.	S	SS 43 - 50					
7193	7191	7242	7244	Booth 49.12.	S	SS 43 - 50					
7293	7291	7342	7344	Garrison Tell-tale Inspector's Cabin, inside.	S	T.D., M., S.L.					
7393	7391	7442	7444	Garrison Station, inside.	S	T.D., M., S.L.					
7493	7491	7542	7544	Booth 50.29.	S	SS 43 - 50					
7593	7591	7642	7644	Booth 50.73.	N	SS 43 - 50					
7693	7691	7742	7744	Booth 51.37.	N	SS 43 - 50					
7793	7791	7842	7844	Booth 52.3.	N	SS 43 - 50					
7893	7891	7942	7944	Booth 52.19.	N	SS 43 - 50					
7993	7991	8042	8044	Cold Spring Frt. House, inside 52.25.	S	SS 43 - 50					
8093	8091	8142	8144	Cold Spring Station, inside.	N	M., S.L.					
8193	8191	8242	8244	Booth 53.3.	N	SS 43 - 50					
8293	8291	8342	8344	Booth 53.38.	N	SS 43 - 50					
8393	8391	8442	8444	Booth 53.72.	N	SS 43 - 50					
8493	8491	8542	8544	E. end Breakneck Tunnel.	N	SS 43 - 50					
8593	8591	8642	8644	Booth 54.31.	N	SS 43 - 50					
8693	8691	8742	8744	W. end Breakneck Tunnel.	N	SS 43 - 50					
8793	8791	8842	8844	Booth 54.42.	S	SS 43 - 50					
8893	8891	8942	8944	Booth 55.20.	S	SS 43 - 50					
8993	8991	9042	9044								
9093	9091	9142	9144								
9193	9191	9242	9244								
9293	9291	9342	9344								
9393	9391	9442	9444								
9493	9491	9542	9544								
9593	9591	9642	9644								
9693	9691	9742	9744								
9793	9791	9842	9844								
9893	9891	9942	9944								
9993	9991	10042	10044								

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
50	Beacon Open Day and Night.	C.S. F	57.88	5583	5581	5022	5624	Booth 55.61	N	SS 43 — 50
				5663	5661			Booth 56.37	N	SS 43 — 50
						5712	5714	Booth 56.62	N	SS 43 — 50
								Dutchess Shelter	N	SS 43 — 50
								Booth 57.19	N	SS 43 — 50
								Booth 57.34	S	SS 43 — 50
								Durisol Switch	S	SS 43 — 50
				5763	5761			Booth 57.55	S	SS 43 — 50
						5792	5794	Booth 58.15	N	SS 43 — 50
								Car Inspector's Office in Bridge Yard, outside	N	SS 50
								N. Y., N. H. & H. Frt. Office, inside	S	T. D., M., S. L.
								East End East Yard, outside, Section House.	S	M., S. L.
								Beacon Station Baggage room	N	SS 50 — 54
								Beacon Station, inside	S	SS 50
								Beacon Station, outside W. end of canopy on eastward platform	S	M., S. L.
								Booth 58.51	S	SS 50
								Supervisor of Tracks, R. & R. Dept. Office.	N	SS 50 — 54
								Booth 59.39	N	M., S. L.
								Booth 59.47	N	SS 50 — 54
				5963	5961	5982	5984	Track No. 3, S. W. 100 Ft. W. Signal 5982 in cabin	N	SS 50 — 54
54	East of New Hamburg Open Day and Night.	C.S. BU	64.02	6063	6061			Booth 60.21	N	SS 50 — 54
						6082	6084	Booth 60.44	N	SS 50 — 54
				6163	6161			Booth 61.10	N	SS 50 — 54
						6172	6174	Booth 61.42	N	SS 50 — 54
								Cabin 62.06	N	SS 50 — 54
								Chelsea Crossing, Booth 62.36	N	SS 50 — 54
				6253	6251			Chelsea Station, inside	N	M., S. L.
						6272	6274	Booth 62.52	S	SS 50 — 54
								Booth 63.22	N	SS 50 — 54
				6333	6331			Booth 63.48	S	SS 50 — 54
						6362	6364	Track No. 3 Int. Signal, Booth 64.4	N	SS 50 — 54
								Booth 64.28	S	SS 50 — 54
								New Hamburg Drawbridge Eng. room	S	T. D., M., S. L.
								New Hamburg Station Platform	N	SS 54 — 58
								New Hamburg Station, inside	N	SS 54 — 58
				6533	6531			Booth 65.14	N	M., S. L.
								Booth 65.49	S	SS 54 — 58
				6623	6621	6612	6614	Booth 66.14	N	SS 54 — 58
54	8,000 ft. E. of S.S. 58	70.21	INT. INT. INT. INT.					Clinton Point Pumping Station, inside	N	M., S. L.
								No. 66.51	N	M., S. L.
								Clinton Point Pumping Station Switch	N	SS 54 — 58
				6713	6711	6712	6714	Booth 67.9	S	SS 54 — 58
								Booth 67.42	N	SS 54 — 58
								Booth 68.01	S	SS 54 — 58
				6813	6811	6802	6804	Camelot Station, outside Booth 68.17	S	SS 54 — 58
								Booth 68.66	S	SS 54 — 58
				6903	6901	6892	6894	Booth 69.23	N	T. D., M., S. L.
								Booth 69.53	N	SS 54 — 58
								Booth 69.71	N	SS 54 — 58
				7003	7001	6982	6984	Booth 70.30	N	T. D., M., S. L.
54	8,000 ft. E. of S.S. 58	70.21	INT. INT. INT. INT.					Track No. 4 Int. Signal Booth 70.61	S	SS 54 — 58
								Track No. 3 Int. Signal Booth 70.67	N	SS 54 — 58
				7163	7161			Booth 71.47	S	SS 54 — 58

[illegible]

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

STATIONS		Office Calls	Miles from New York	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
	<i>1 W 1 E</i> Tivoli <i>TKG 4C</i>	C.S.	98.25	9871	.....	Booth 98.26	N	SS 71 - 82
	<i>5 W</i>			.....	9902	Tivoli Station, inside	N	T.D., M., S.L.
	<i>5 W</i>			9981	9982	Tivoli Station, outside	N	T.D.
	<i>5 W</i>			10091	10092	Booth 99.19	N	SS 71 - 82
	<i>5 W</i>			10201	10202	Tivoli Pump House, inside	N	M., S. L.
	<i>5 W</i>			10301	10312	Tivoli Pump House Switch	N	SS 71 - 82
	<i>5 W</i>			10411	10412	Booth 100.49	N	SS 71 - 82
	<i>5 W</i>			10521	10512	Booth 101.29	N	SS 71 - 82
	<i>5 W</i>			10621	10612	Booth 102.01	N	SS 71 - 82
	<i>5 W</i>			10731	10732	Booth 102.32	N	SS 71 - 82
	<i>5 W</i>			10821	10822	Booth 102.48	N	SS 71 - 82
	<i>5 W</i>			10931	10932	Booth 103.23	N	SS 71 - 82
	<i>5 W</i>			11011	11042	Cheviot Crossing Cabin, inside	S	SS 71 - 82
	<i>5 W</i>			11231	11262	Booth 104.13	N	SS 71 - 82
	<i>5 W</i>			11262	11262	Booth 104.22	N	T.D.
	<i>5 W</i>			11731	11732	Booth 104.31	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 104.36	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 105.06	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 105.32	N	SS 71 - 82
	<i>5 W</i>			11732	11732	No. Germantown Station, inside	N	M., S. L.
	<i>5 W</i>			11732	11732	Booth 106.43	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 107.16	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 107.44	N	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 108.16	N	M., S. L.
	<i>5 W</i>			11732	11732	Booth 108.40	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 109.14	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 109.40	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 110.04	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 110.30	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Remote Switch, Booth 111.13	S	T.D., M., S.L.
	<i>5 W</i>			11732	11732	Remote Switch Cabin Track 2, Booth 111.17	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 111.21	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 111.57	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 112.22	S	SS 71 - 82
	<i>5 W</i>			11732	11732	Booth 112.45	S	SS 71 - 82
82	West end Hudson Siding Open Day and Night.	C.S.	112.74	INT.	INT.	Booth 113.30, Booth 113.51	N	T.D., M., S.L.
	<i>5 W</i>			11421	11502	Car Inspector's Office, east yard, outside	S	SS 82 - 84
	<i>5 W</i>			11502	11502	Booth 114.12	S	SS 82 - 84
	<i>5 W</i>			11521	11612	Booth 114.14	N	SS 82 - 84
	<i>5 W</i>			11631	11732	Booth 114.20	S	SS 82 - 84
	<i>5 W</i>			11731	11732	Booth 114.23, Signal Maintenance	N	SS 82 - 84
84	Hudson Open Day and Night.	C.S. UD	113.66	INT.	INT.	Booth 114.28	N	T.D., M., S.L.
	<i>5 W</i>			11502	11502	Booth 114.30	N	SS 84 - 90
	<i>5 W</i>			11521	11612	Hudson Station, Booth 114.30	S	SS 84 - 90
	<i>5 W</i>			11631	11732	1164 Ft. W. of Signal 11521, Booth 114.35	N	SS 84 - 90
	<i>5 W</i>			11731	11732	Booth 115.01	S	SS 84 - 90
	<i>5 W</i>			11841	11842	Booth 115.28	N	SS 84 - 90
	<i>5 W</i>			11941	11952	Booth 115.47	N	SS 84 - 90
	<i>5 W</i>			12052	12052	Booth 116.29	N	SS 84 - 90
	<i>5 W</i>			12182	12182	Booth 116.46	N	SS 84 - 90
	<i>5 W</i>			12261	12282	Booth 117.15	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 117.40	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 118.15	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Stockport Station, outside, Booth 118.37	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Outlying Switch to Sta., siding, Booth 118.51	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 119.30	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 120.04	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 120.26	S	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 120.47	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 121.11	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 121.35	S	SS 84 - 90
	<i>5 W</i>			12451	12451	Newton Hook Station	S	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 122.14	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Signal 12261, Booth 122.37	N	SS 84 - 90
	<i>5 W</i>			12451	12451	Booth 123.16	N	SS 84 - 90
90	East of Stuyvesant Open Day and Night.	C.S. XN	123.01	INT.	INT.	Booth 123.75	S	T.D., M., S.L.
	<i>5 W</i>			12451	12451	On bridge structure, Stuyvesant Station	N	SS 90
	<i>5 W</i>			12451	12451	island platform	N	SS 90
	<i>5 W</i>			12451	12451	Stuyvesant Station, inside	N	M., S. L.
	<i>5 W</i>			12451	12451	Booth 124.50	S	SS 90

† Rule 292 will govern.

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
				12482		Booth 125.21	N	SS 90
				12551		Signal 12482, Booth 125.37	N	SS 90
				12572		Booth 126.07	N	SS 90
				12651	12652	Booth 126.28	N	SS 90
				12741	12742	Jump-over bridge, W. of Stuyvesant, Booth 126.44	N	SS 90
						Booth 126.51	N	SS 90
						Booth 127.22	N	SS 90
				12821	12822	Poolsburg Sw. Track No. 1, Booth 127.35	N	SS 90
						Booth 128.13	N	SS 90
				12901	12902	Booth 128.33	N	SS 90
						Booth 129.01	N	SS 90
				12991	12992	Booth 129.23	N	SS 90
						Booth 129.47	N	SS 90
				13081		Schodack L'd'g Station, outside, Booth 130.21	N	SS 90
					13092			
						Booth 130.53	N	SS 90
						Booth 131.22	N	SS 90
				13181		Booth 131.40	N	SS 90
					13192			
				13281	13282	Booth 132.18	N	SS 90
						Booth 132.43	N	SS 90
						Booth 133.13	N	SS 90
				13371	13372	Booth 133.41	N	SS 90
						M. of W. Tool House, 1000 Ft. E. of Castleton on Hudson, outside, Booth 134.04	N	SS 90
						Castleton on Hudson Station, outside	N	SS 90
						Booth 134.25	N	T.D., M., S.L.
				13471		Booth 134.41	N	SS 98
					13472	Booth 134.52	N	SS 98
				13561	13562	Booth 135.09	N	SS 98
						Booth 135.35	N	SS 98
					13652	Booth 136.05	N	SS 98
				13651		Booth 136.28	N	SS 98
						Booth 136.49	N	SS 98
				13731		Booth 137.18	N	SS 98
						Booth 137.47	N	SS 98
					13742	Booth 138.16	N	SS 98
				13831	13832	Booth 138.42	N	SS 98
						Booth 139.14	N	SS 98
					13922	Booth 139.32	N	SS 98
						Booth 139.50	N	SS 98
						Booth 140.22	N	SS 98
						Booth 140.50	N	SS 98

HUDSON RIVER CONNECTING LINE

LOCATION	Office Calls	Miles from New York	SIGNALS		TELEPHONES		
			Track No. 3	Track No. 4	Location	Side of Track	Line
Signal Station 90				INT.			
Stuyvesant Station			197*	INT.	Stuyvesant Station, inside	N	M., S. L.
West of Stuyvesant Station			189*		INT. Signal SS 90	S	SS 90
1½ miles W. of Stuyvesant Station				186	West of Signal 189	N	SS 90 — SM
2¼ miles W. of Stuyvesant Station			179*		East of Signal 179	N	SS 90 — SM
3¼ miles W. of Stuyvesant Station			169*	168	Signal 169	N	SS 90 — SM
4¼ miles W. of Stuyvesant Station			159*		In cabin near Signal 159	N	SS 90 — SM
3¼ miles E. of S.S. SM			147*	148	Signal 147	N	SS 90 — SM
2¼ miles E. of S.S. SM			137*		Signal 137	N	SS 90 — SM
1½ miles E. of S.S. SM			127*	126	East of Signal 127	N	SS 90 — SM
Signal Station SM					Signal 127	N	SS 90 — SM
Open Day and Night	C.S.	SM	132.01	INT. INT.	West end, Hofmeyer's Cut	N	SS 90 — SM
						N	T.D., M., S.L.

* Signals arranged to display Rule 290 as most restrictive indication.

RENSSELAER TO KIRKVILLE

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES		
No.	LOCATION				Track No. 1	Track No. 2		LOCATION	Side of Track	Line
98	Rensselaer..... Open Day and Night.	C.S.	141.7		13921 14011 14091 INT.	 14012 14092 INT.		Signal Station..... Rensselaer, cabin..... Signal Station.....	S	T.D. SS 98 T.D.
99	Rensselaer..... Open Day and Night.	C.S.	RS 142.3		 INT.	 INT.				
100	Rensselaer..... Open Day and Night.	C.S.	142.4	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Signal Station.....		T.D.
101	East End Passenger Bridge..... Open Day and Night.	C.S.	142.5	INT.	INT.	INT.	INT.	Engine House..... Signal Station.....		T.D. — M. SS 99
A	East End Albany Yard..... Open Day and Night.	C.S.	142.8	.....	.....	INT.	INT.	Signal Station..... East end passenger yard, cabin..... West end passenger yard, cabin.....	N	T.D. SS A
B	West End Albany Yard..... Open Day and Night.	C.S.	143.1	.....	.....	INT.	INT.	Signal Station..... Spencer St. booth.....	N S	SSB T.D. — M. SS 1
D	East End Albany Freight Bridge..... Open Day and Night.	C.S.		INT.	INT.	.....	.....	Signal Station.....		SS 1, 100
1	Albany Viaduct..... Open Day and Night.	C.S.	Z 143.4	INT.	INT.	INT.	INT.	Booth.....	N	T.D.
3	Jones Crossing..... Open Day and Night.	C.S.	JC 145.4	INT.	INT.	.....	INT.	Signal Station..... Booth.....	N	T.D. — M. SS 1 — SS 3
				14433*	14434	14371*	14431*	Leg of Signal bridge.....	S	SS 1 — SS 3
				.....	.....	14501*	.....	Cabin.....	N	SS 1 — SS 3
				.....	14524	.....	.....	Rock Cut cabin.....	S	SS 1 — SS 3
				.....	.....	INT.	INT.	Signal Station.....		T.D. — M.
				.....	.....	.....	.....	Booth 146.....	S	SS 3 — SS 7
				Track No. 4	Track No. 3	14611	14622	Cabin 50 ft. west of Central Avenue Bridge.	N	SS 3 — SS 7
				.....	.....	14661	.....	Booth 147.2.....	N	SS 3 — SS 7
				.....	.....	14751	14752	Booth 148.....	N	SS 3 — SS 7
				.....	.....	14841	.....	Booth 148.5.....	N	SS 3 — SS 7
				.....	.....	.....	14882	Booth 149.1.....	N	SS 3 — SS 7
				.....	.....	14941	.....	Booth 149.6.....	N	SS 3 — SS 7
				.....	.....	.....	15012	Booth 150.1.....	N	SS 3 — SS 7
				.....	.....	15031	.....	Karners, west side section cabin 150.6.....	N	SS 3 — SS 7
				.....	.....	15131	15132	Booth 151.1.....	N	SS 3 — SS 7
				.....	.....	.....	.....	Booth 151.6.....	N	SS 3 — SS 7
				.....	.....	15231	15232	Booth 152.1.....	N	SS 3 — SS 7
				.....	.....	.....	.....	Booth 152.6.....	N	SS 3 — SS 7
				.....	.....	15331	15332	Booth 153.1.....	N	SS 3 — SS 7
				.....	.....	.....	.....	Booth 153.6.....	N	SS 3 — SS 7
				.....	.....	15431	.....	Booth 154.....	N	SS 3 — SS 7
				.....	.....	.....	15432	Booth 154.5.....	N	SS 3 — SS 7
				15520†	15521	.....	.....	Booth 155.....	N	SS 3 — SS 7
				.....	.....	.....	15552	Booth 155.4.....	N	SS 3 — SS 7
				INT.	.....	INT.	.....	Booth 156.....	N	SS 3 — SS 7
7	Carman..... Open Day and Night.	C.S.	AS 156.4	INT.	.....	INT.	.....	Signal Station.....		T.D. — M.
				15774*	15773	15771	15772*	Booth 157.1.....	N	SS 7 — SS 8
				.....	.....	.....	.....	Booth 157.7.....	N	SS 7 — SS 8
				.....	.....	.....	.....	Booth 158.3.....	N	SS 7 — SS 8

* Signals arranged to display Rule 290 as most restrictive indication.
† Rule 292 will govern.

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
8	Schenectady..... Open Day and Night.	C.S.	SC	159.7	15874*	.....	.....	15872*		
					.....	15883	15881	.....		Booth 158.9..... N SS 7 -SS 8
					INT.	INT.	INT.	INT.		Signal Station..... T.D. — M.
					.....	.....	.....	.....		Platform No. 2, Station.. SS 7 -SS 8
					16054	16053	16051	16052	S	Booth 160.5..... SS 8 -SS 11
					.....	.....	.....	.....	N	Switchman's Cabin..... SS 8 -SS 11
					.....	.....	.....	.....	N	Water Station..... SS 8 -SS 11
					.....	16143	16141	.....	N	Engine House..... SS 8 -SS 11
					16154	.....	.....	16152	N	West End Sand Bank.... SS 8 -SS 11
					.....	.....	.....	.....	N	Booth 161.6..... SS 8 -SS 11
					.....	.....	16241	.....	N	Cabin..... SS 8 -SS 11
					16264	.....	.....	16262	N	Booth 162.5..... SS 8 -SS 11
					.....	.....	16341	.....	N	Booth 162.8..... SS 8 -SS 11
					.....	.....	.....	16382	N	Booth 163.6..... SS 8 -SS 11
					.....	.....	16441	.....	N	Booth 164..... SS 8 -SS 11
					.....	.....	.....	16512	N	Booth 164.5..... SS 8 -SS 11
					.....	.....	16531	.....	N	Rectors crossing booth... SS 8 -SS 11
					.....	.....	.....	.....	N	Booth 165.5..... SS 8 -SS 11
					.....	.....	.....	16622	N	Booth 166..... SS 8 -SS 11
					.....	.....	.....	.....	N	Booth 166.4..... SS 8 -SS 11
					.....	.....	16651	.....	N	Booth 166.9..... SS 8 -SS 11
					.....	.....	.....	16732	N	Booth 167.3..... SS 8 -SS 11
					16760	.....	16761	.....	N	Booth 167.8..... SS 8 -SS 11
					.....	.....	.....	.....	N	Booth 168.3..... SS 8 -SS 11
					M. B.	.....	.....	.....	N	Booth 168.7..... SS 8 -SS 11
11	Hoffmans..... Open Day and Night.	C.S.	NA	169.2	.....	.....	.....	16842	N	East end. 4 Detour, booth SS 8 -SS 11
					INT.	INT.	INT.	INT.		Signal Station..... T.D. — M.
					INT.	.....	.....	.....	N	1st Int. Signal booth... SS 8 -SS 11
					.....	.....	.....	.....	N	Booth 169.7..... SS 11-SS 16
					17014	17013	17011	17012	N	Booth 170.1..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 170.5..... SS 11-SS 16
					.....	.....	.....	.....	N	Water station booth.... SS 11-SS 16
					17104	17103	17101	17102	N	Booth 171..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 171.5..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 171.9..... SS 11-SS 16
					17214	17213	17211	17212	N	Booth 172.5..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 172.9..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 173.4..... SS 11-SS 16
					17324	17323	17321	17322	N	Kelloggs yard office.... SS 11-SS 16
					.....	.....	.....	.....	N	Kelloggs y'd, W. end booth SS 11-SS 16
					17434	17433	17431	17432	S	Booth 174.5..... SS 11-SS 16
					.....	.....	.....	.....	S	Booth 174.9..... SS 11-SS 16
					Amsterdam.....	17544	17543	17541	S	Booth 175.6..... SS 11-SS 16
					.....	17664	17663	17661	S	Booth 176.1..... SS 11-SS 16
					.....	.....	.....	.....	S	Booth 176.6..... SS 11-SS 16
					.....	.....	.....	.....	S	Booth 177.1..... SS 11-SS 16
					17754	17753	17751	17752	N	Booth 177.7..... SS 11-SS 16
					.....	17883	17881	17882	N	Booth 178.3..... SS 11-SS 16
					17894	.....	.....	.....	N	Booth 178.9..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 179.3..... SS 11-SS 16
					17974	17973	17971	17972	N	Booth 179.7..... SS 11-SS 16
					18054	18053	18051	18052	N	Booth 180.1..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 180.5..... SS 11-SS 16
	Tribes Hill.....			181.3	.....	.....	.....	.....	N	Booth 180.9..... SS 11-SS 16
					.....	18133	18131	.....	S	Booth 181.4..... SS 11-SS 16
					18144	.....	.....	18142	N	Booth 181.8..... SS 11-SS 16
					18224	18223	18221	18222	N	Booth 182.2..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 182.8..... SS 11-SS 16
					18344	18343	18341	18342	N	Booth 183.4..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 183.9..... SS 11-SS 16
					18414	18413	18411	18412	N	Booth 184.4..... SS 11-SS 16
					.....	.....	.....	.....	N	Booth 184.9..... SS 11-SS 16
					.....	.....	.....	.....	N	East end of yard..... SS 11-SS 16

* Signals arranged to display Rule 290 as most restrictive indication.

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		
16	Fonda..... Open Day and Night.	C.S.	VN	186.3	18514	18513	18511	18512	Booth 185.5.....	N	SS 11-SS 16	
					.....	.....	.....	.....	East end, car repairmen.	N	SS 11-SS 16	
					INT.	INT.	INT.	INT.	Signal Station.....		T.D. or M.	
					.....	.....	.....	.....	Booth 186.7.....	N	SS 16-SS 20	
					18714	18713	18711	18712	Booth 187.1.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 187.5.....	N	SS 16-SS 20	
					18804	18803	18801	18802	Booth 188.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 188.4.....	N	SS 16-SS 20	
					18884	18883	18881	18882	Booth 188.8.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 189.3.....	N	SS 16-SS 20	
	18994	18993	18991	18992	Booth 189.9.....	N	SS 16-SS 20					
	.....	.....	.....	.....	Booth 190.3.....	N	SS 16-SS 20					
	19084	.....	.....	19082	Booth 190.8.....	N	SS 16-SS 20					
	.....	19113	19111	.....								
	Yosts.....	C.S.		191.6	19164	.....	.....	19152	Water station.....	N	T.D. or M.	
					.....	.....	.....	.....	Booth 192.....	N	SS 16-SS 20	
					.....	19233	19231	.....	Booth 192.5.....	N	SS 16-SS 20	
					19274	.....	.....	19272	Booth 192.7.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 193.2.....	N	SS 16-SS 20	
					19374	19373	19371	19372	Booth 193.7.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 194.2.....	N	SS 16-SS 20	
					19474	19473	19471	19472	Booth 194.9.....	N	SS 16-SS 20	
					.....	.....	.....	.....	Booth 195.2.....	N	SS 16-SS 20	
					19584	19583	19581	19582	Booth 195.6.....	N	SS 16-SS 20	
	.....	.....	.....	.....	Booth 196.....	N	SS 16-SS 20					
	Palatine Bridge.....	C.S.		197.1	19694	19693	19691	19692	Booth 196.5.....	N	SS 16-SS 20	
.....												
19794					19793	19791	19792	Section cabin booth.....	N	M		
.....					.....	.....	.....	Palatine Bridge Station.		T.D. or M.		
.....					.....	.....	.....	Booth 198.3.....	N	SS 16-SS 20		
19904					19903	19901	19902	Booth 198.7.....	N	SS 16-SS 20		
.....					.....	.....	.....	Booth 199.2.....	N	SS 16-SS 20		
.....					.....	.....	.....	Booth 199.8.....	N	SS 16-SS 20		
.....					20023†	20021†	.....	Booth 200.3.....	N	SS 16-SS 20		
20034					.....	.....	20032	Booth 200.8.....	S	SS 16-SS 20		
20	Fort Plain..... Open Day and Night.	C.S.	RN	200.8	.....	.....	.....	.....	Fort Plain Station.....	S	T.D. or M.	
					.....	20133	20131	.....	Booth 201.3.....	N	SS 20-SS 26	
					20154	.....	.....	20152	Booth 201.7.....	N	SS 20-SS 26	
					.....	20233	20231	.....	Booth 202.4.....	N	SS 20-SS 26	
					20274	.....	.....	20272	Booth 202.8.....	N	SS 20-SS 26	
					.....	INT.	INT.	.....	Booth 203.2.....	N	SS 20-SS 26	
					INT.	.....	.....	INT.	Booth 203.6.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 203.9.....	N	SS 20-SS 26	
					20494	20493	20491	20492	Booth 204.2.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 204.7.....	N	SS 20-SS 26	
	St. Johnsville.....			206.7	.....	.....	.....	.....	Booth 205.7.....	N	SS 20-SS 26	
												
					20614	20613	20611	20612	Booth 206.8.....	N	SS 20-SS 26	
					20714	20713	20711	20712	Booth 207.1.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 207.5.....	N	SS 20-SS 26	
					20814	20813	20811	20812	Booth 208.1.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 208.7.....	N	SS 20-SS 26	
					20934	20933	20931	20932	Booth 209.3.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 209.9.....	N	SS 20-SS 26	
					21054	21053	21051	21052	Booth 210.5.....	N	SS 20-SS 26	
					21114	21113	21111	21112	Booth 211.1.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 211.7.....	N	SS 20-SS 26	
					21234	21233	21231	21232	Booth 212.3.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 212.7.....	N	SS 20-SS 26	
					21314	21313	21311	21312	Booth 213.1.....	N	SS 20-SS 26	
					.....	.....	.....	.....	Booth 213.6.....	N	SS 20-SS 26	
21424	21423	21421	21422	Booth 214.2.....	N	SS 20-SS 26						

† Rule 292 will govern.

**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		
26	Little Falls	C.S.		216.3						Booth 214.9	N	SS 20-SS 26
						21513	21511		Booth 215.4	N	SS 20-SS 26	
					21554			21552	Booth 215.8	N	SS 20-SS 26	
									Booth 216.3	S	SS 20-SS 26	
					21634	21633	21631	21632				
						21733	21731					
					21754			21752	Lock St. crossing, cabin . .	S	Fr't. Hse-Sta.	
									Booth 217.0	N	SS 20-SS 26	
									Booth 217.4	N	SS 20-SS 26	
									Booth 217.9	N	SS 20-SS 26	
					21844	21843	21841	21842	Booth 218.2	N	SS 20-SS 26	
									Booth 218.3	N	SS 20-SS 26	
									Booth 219	N	SS 20-SS 26	
									Booth 219.5	N	SS 20-SS 26	
					21944	21943	21941	21942	Booth 219.9	N	SS 20-SS 26	
									Booth 220	N	SS 20-SS 26	
					22034	22033	22031	22032	Booth 220.3	N	SS 20-SS 26	
									Booth 220.7	N	SS 20-SS 26	
					22134	22133	22131	22132	Booth 221.1	N	SS 20-SS 26	
									Booth 221.5	N	SS 20-SS 26	
									Booth 221.9	N	SS 20-SS 26	
	22234	22233	22231	22232	Booth 222.3	N	SS 20-SS 26					
	.....	.....	.....	.....	Booth 222.6	N	SS 20-SS 26					
	.....	INT.	INT.	.....	Booth 223.0	N	SS 20-SS 26					
	INT.	.....	.....	INT.	Booth 223.2	S	SS 20-SS 26					
	.....	.....	.....	.....	Booth 223.6	N	SS 20-SS 26					
	.....	.....	.....	.....	Herkimer Station		T.D.,M.					
	.....	.....	.....	.....	Booth 223.8. Station							
	.....	INT.	INT.	.....	Platform		SS 26					
	.....	.....	.....	INT.	Booth 223.9	S	SS 26					
	INT.	.....	.....	.....	Booth 224.1	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 224.2	N	SS 26					
	.....	.....	.....	.....	Booth 224.4	N	SS 26-SS 29					
	.....	INT.	22471	.....	Booth 224.7	N	SS 26-SS 29					
	INT.	.....	.....	22482								
	.....	.....	.....	.....	Booth 225.3	N	SS 26-SS 29					
	INT.	22593	22591	22592	Booth 225.7	N	SS 26-SS 29					
	.....	.....	.....	.....	North Ilion, cabin	S	T.D., M.					
	.....	.....	.....	.....	Booth 226.4	N	SS 26-SS 29					
	22704	22703	22701	22702	Booth 226.8	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 227.2	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 227.7	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 228.1	N	SS 26-SS 29					
	22804	22803	22801	22802	Booth 228.6	N	SS 26-SS 29					
	22904	22903	22901	22902	Booth 229.1	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 229.6	N	SS 26-SS 29					
	23004	23003	23001	23002	Booth 230	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 230.4	N	SS 26-SS 29					
	23094	23093	23091	23092	Booth 230.9	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 231.4	N	SS 26-SS 29					
	23194	23193	23191	23192	Booth 231.8	N	SS 26-SS 29					
	.....	.....	.....	.....	Booth 232.3	N	SS 26-SS 29					
	23294	23293	23291	23292	Booth 232.9	N	SS 26-SS 29					
												
.....	.....	.....	.....	Track W. S. Conn.								
.....	.....	.....	.....		Booth 233.5	N	SS 26-SS 29					
29	Schuyler Jct. Open Day and Night.	C.S.	J	234.1	23404	INT.	INT.	INT.	INT.	Signal Station		T.D., M.
					INT.	23513	23511	23512	Booth 234.6	S	SS 29-SS 30	
									Booth 235.1	S	SS 29-SS 30	
									Booth 235.2	N	SS 29-SS 30	
									Booth 235.3	N	SS 29-SS 30	
						INT.	23581		Booth 235.9	N	SS 29-SS 30	

Track
W. S.
Conn.

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

STATIONS				Miles from New York	SIGNALS				TELEPHONES						
No.	Location	Office Calls			Track No. 4	Track No. 3	Track No. 1	Track No. 2	Location	Side of Track	Line				
80	Utica..... Open Day and Night.	C.S.	UA	237.2	23614	.....	.....	23602	Engine House.....	N	T.D. — M.				
						23643	23641			Booth 236.5	S	SS 30—SS 31			
					23694			23662		Booth 236.9	S	SS 30—SS 31			
										Drop Pit Booth 237.1....	S	SS 30—SS 31			
31	Utica..... Open Day and Night.	C.S.	WU	237.8	.....	INT.	INT.	INT.	Signal Station.....		T.D. — M.				
					.....	INT.	.....	.....	Station Platform 5 and 7.		T.D. — M.				
					INT.	INT.	INT.	INT.	Signal Station.....	N	T.D. — M.				
					.....	.....	.....	.....	Washington St., cabin....	N	SS 31				
					23864	23863	23861	23862	Booth 238.6	N	SS 31—SS 34				
					.....	.....	.....	.....	Outlying switches, booth 239.3	N	SS 31—SS 34				
					23974	23973	23971	23972	Booth 239.7	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 240.2	N	SS 31—SS 34				
	Whitesboro.....	C.S.		241.4	24074	24073	24071	24072	Booth 240.7	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 241.1	N	SS 31—SS 34				
					.....	.....	.....	24162	Booth 241.5	N	SS 31—SS 34				
					24164	24163	24161	.....	Booth 242.2	N	SS 31—SS 34				
					24254	.....	.....	24252	Booth 242.6	N	SS 31—SS 34				
					.....	24263	24261	.....	Booth 243.2	N	SS 31—SS 34				
					24364	24363	24361	24362	Booth 243.6	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 244.1	S	SS 31—SS 34				
	Oriakany.....	C.S.		244.4	.....	24453	24451	24452	Booth at Freight House..	N	SS 31—SS 34				
					24464	.....	.....	.....	Booth 245	N	SS 31—SS 34				
					24544	24543	24541	24542	Booth 245.4	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 245.9	N	SS 31—SS 34				
					24634	24633	24631	24632	Booth 246.3	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 246.8	N	SS 31—SS 34				
					24724	24723	24721	24722	Booth 247.2	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 247.6	N	SS 31—SS 34				
					24804	24803	24801	24802	Booth 248	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 248.5	N	SS 31—SS 34				
					.....	.....	.....	.....	Booth 248.8	N	SS 34				
					.....	.....	.....	.....	Signal Station.....	N	T.D. — M.				
84	Rome..... Open Day and Night.	C.S.	FY	249.0	INT.	INT.	INT.	INT.	Booth 249.2	N	SS 34				
					.....	24973	24971	.....	Booth 249.7	N	SS 34—SS 39				
					24994	.....	.....	.....	Rome, cabin.....	N	SS 34—SS 39				
					25074	25073	25071	25072	Booth 250.7	N	SS 34—SS 39				
					.....	.....	.....	.....	Rome Station.....		T.D. — M.				
													Booth 251.7	N	SS 34—SS 39
					25164*	25163	25161	25162	Booth 251.9	N	SS 34—SS 39				
					.....	.....	.....	.....	Booth 252.4	N	SS 34—SS 39				
					25244*	25243	25241	25242	Booth 252.8	N	SS 34—SS 39				
					.....	.....	.....	.....	Booth 253.2	N	SS 34—SS 39				
					25324*	25323	25321	25322	Booth 253.8	N	SS 34—SS 39				
					.....	.....	.....	.....	Booth 254.5	N	SS 34—SS 39				
					25454	25453	25451	25452	Booth 255.2	N	SS 34—SS 39				
					25524	25523	25521	25522					Booth, 256.2	N	SS 34 — SS 39
					.....	25613	25611	.....	Booth 256.5	N	SS 34 — SS 39				
					.....	.....	.....	.....	Booth 257.1	N	SS 34 — SS 39				
					25634	.....	.....	25632	Booth 257.7	N	SS 34 — SS 39				
					25714	25713	25711	25712	Booth 258.2	N	SS 34 — SS 39				
					.....	.....	.....	.....	Booth 258.7	N	SS 34 — SS 39				
					25824	25823	25821	25822	Booth 259.1	N	SS 34 — SS 39				
					.....	.....	.....	.....	Booth 259.6	N	SS 34 — SS 39				
					25914	25913	25911	25912	Booth 260.3	N	SS 34 — SS 39				
					.....	.....	.....	.....	Booth 261	N	SS 34 — SS 39				
					26014	26013	26011	26012	Booth 261.5	N	SS 34 — SS 39				
	Verona.....	C.S.		260.3	.....	26103	26101	26102	Booth 262.2	N	SS 34 — SS 39				
					26114	.....	.....	.....	Booth 262.5	N	SS 34 — SS 39				
					26214*	26213	26211	26212	Booth 263	N	SS 34 — SS 39				
					.....	.....	.....	.....	Booth 263.5	N	SS 34 — SS 39				
					26304*	26303	26301	26302	Booth 264	N	SS 34 — SS 39				
															
					26404*	26403	26401	26402							
															

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

STATIONS					SIGNALS						TELEPHONES			
No.	LOCATION	Office Calls	Miles from New York	Track No. 6	Track No. 4	Track No. 3	Track No. 1	Track No. 2	Track W. S. Conn.	LOCATION	Side of Track	Line		
39	Oneida..... Open Day and Night.	C.S.	RX	264.8		.....	.....	.....	.....	Lake St., cabin...	S	SS 39		
						.....	.....	.....	.....	William St., cabin.	N	SS 39		
						.....	.....	.....	.....	Main St. cabin..	N	SS 39		
						INT.	INT.	INT.	INT.	Signal Station....		T.D. — M.		
						26604	26603	26601	26602	Booth 265.4.....	N	SS 39-SS 41		
						.....	.....	.....	.....	Booth 266.....	N	SS 39-SS 41		
						.....	.....	.....	.....	Booth 266.5.....	N	SS 39-SS 41		
						.....	.....	.....	.....	Oneida, west end middle.....	N	SS 39-SS 41		
						26704*	26703	26701	26702	Booth 267.....	N	SS 39-SS 41		
						.....	.....	.....	.....	Booth 267.5.....	N	SS 39-SS 41		
41	Wampsville.....	C.S.	CS	267.6		26804*	26803	26801	26802	Booth 268.....	N	SS 39-SS 41		
						.....	.....	.....	.....	Booth 268.5.....	N	SS 39-SS 41		
						26904	26903	26901	26902	Booth 269.....	N	SS 39-SS 41		
						INT.	INT.	INT.	INT.	Signal Station....		T.D. — M.		
						.....	.....	.....	.....	Booth 270.3.....	N	SS 41 — SS 44		
						27124	27123	27121	27122	Booth 270.9.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 271.3.....	N	SS 41 — SS 44		
						27224	.....	.....	27222	Booth 271.7.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 272.2.....	N	SS 41 — SS 44		
						.....	27243	27241	.....	Booth 272.6.....	N	SS 41 — SS 44		
44	Canastota..... Open Day and Night.	C.S.	CS	269.9		.....	.....	.....	.....	Booth 273.....	N	SS 41 — SS 44		
						27344	27343	27341	27342	Booth 273.4.....	N	SS 41-SS 44		
						.....	.....	.....	.....	Booth 273.9.....	N	SS 41 — SS 44		
						27454	27453	27451	27452	Booth 274.5.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 274.9.....	N	SS 41 — SS 44		
						27534	27533	27531	27532	Booth 275.3.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 275.9.....	N	SS 41-SS 44		
						.....	27613	27611	27612	Booth 276.....	N	SS 41-SS 44		
						27614	.....	.....	.....	Booth 276.5.....	N	SS 41 — SS 44		
						27694	27693	27691	27692	Booth 276.9.....	N	SS 41 — SS 44		
44	North Chittenango.....	C.S.		276.0		.....	.....	.....	.....	Booth 277.3.....	N	SS 41 — SS 44		
						27774	27773	27771	27772	Booth 277.7.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 278.1.....	N	SS 41 — SS 44		
						27854	27853	27851	27852	Booth 278.5.....	N	SS 41 — SS 44		
						.....	.....	.....	.....	Booth 278.9.....	N	SS 41 — SS 44		
						27934	27933	27931	27932	Booth 279.3.....	N	SS 41 — SS 44		
						INT.	INT.	INT.	INT.	INT.	Signal Station....	C	T.D. — M	

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.....	C.S.				INT.	Signal Station.....		T.D.
Open Day and Night.				071	.....	Troy Road, INT. signal.....	N	SS 100
Forbes Ave.....	C.S.		0.8	.....	.....	Crossover, booth.....	S	T.D.
				141	122	Pole No. 50, booth.....	N	Yard
				221	212			
				331	322			
				411	402			
Iron Works.....	C.S.		4.7	.....	.....	Crossover, booth.....	N	T.D.
				491	522	Crossing cabin.....	N	Yard
				.....	572	Booth.....	S	T.D.
Madison St.....	C.S.		5.7	.....	.....	Crossing cabin.....	N	T.D. and
				021	.....			Yard
Adams St.....	..		6.0	.....	.....	Yard office.....		T.D.
				.....	072	Station Master.....	S	T.D.
Troy.....	C.S.	UN	6.7	.....	.....	Signal Station.....	N	T.D.
Open Day and Night.						Telegraph office.....		T.D.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

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.	Signal Station....Schenectady 7-0322.....		T.D. and B.T.
Aqueduct.....		3.8			Booth, D. & H. Crossing.....	N	SS 8
Crescent.....		15.5					
Cohoes.....	C.S.	17.8			Freight house...Extension on Cedar 7-0029..	N	B.T.
Green Island.....		20.7		SW.	Freight house... Extension on Arsenal 3-5433.	S	B.T.

HERKIMER TO POLAND

STATIONS	Office Calls	Miles from Herkimer	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
Herkimer, SS-26..... Open Day and Night.	C.S.	KI			Signal Station.....	S	B.T.
Middleville.....	C.S.	8.74			Booth, section house, Adirondack yard.....	E	B.T.
Newport.....	C.S.	13.06					
Poland.....	C.S.	16.52					

LITTLE FALLS TO DOLGEVILLE

STATIONS	Office Calls	Miles from Little Falls	LOCATION	TELEPHONES	Side of Track	Line
Little Falls.....	C.S.	FS				
Dolgeville.....	C.S.	9.86	Ticket Office..... Station.....			B.T. B.T.

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.	W. B. Int. Signal..... Signal Station.....	N	SS SK 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	13697	13695				Station booth.....	S	T.D.
Unionville.....	C.S.		138.0	INT.	INT.				W. B. Int. Signal.....		T.D.
						13865*	13866				
						13975*	.....				
New Scotland.....	C.S.		140.1			14055*	14006		Station booth.....	S	T.D.
						14125*	14126	Track No. 4	Booth.....	S	T.D.
Voorheesville..... Open Day and Night.	C.S.	NS	142.2			INT.	INT.	INT.	Signal Station.....		T.D.
									Booth. 143.9.....	S	T.D.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS						TELEPHONES		
					Track No. 4	Track No. 5	Track No. 6		LOCATION	Side of Track	Line
Guilderland Center	C.S.	145.8			14334	14305			West end, west bound siding, booth.....	N	T.D.
					14434	14405			Booth. 145.3.....	N	T.D.
					14534*	14515			Station booth.....	S	T.D.
											
					.....	14605					
Fullers.....	C.S.	147.4			14624*	.....					
					14734*	14715			Station, booth.....	S	T.D.
											
					14844*	14845*					
					14954	14955					
Carman, Main Line Open Day and Night.	C.S.	AS	Single Track		15074	15075*					
			Eastward	Westward	.....	.....			Switch to Govt. Plant,		
			INT.		.....	.....			Booth.....	N	T.D.
			194		.....	.....			Booth.....	N	SS 7
				23	.....	.....			Booth.....	S	T.D.
WH.....	C.S.	151.6		INT.	INT.	INT.			Booth 152.3.....	S	T.D.
South Schenectady	C.S.	152.6			15274	15255					
					15364	15365*					
					15454*	15455					
					15554*	.....					
					.....	15615					
					15644*	.....			Booth.....	S	T.D.
					15724*	.....					
					15804*	15805					
					15894*	.....					
											
Rotterdam Jct..... Open Day and Night.	C.S.	RJ	159.6	Track No. 4 Detour	Track No. 3 Detour						
				INT.	.....	INT.			West end middle booth..	S	R.J.
				124	103	.....			Signal Station.....	S	T.D.
Hoffmans Main..... line..... Open Day and Night.	C.S.	NA		.....	.....	.....			2000 Ft. west of SS-RJ...	S	R.J.
				INT.	INT.	.....					
											
Pattersonville.....	C.S.	161.2									
						1603	1602				
						1609	1610				
						1619	.....		Station, booth 161.2.....	S	T.D.
						.....	1620				
						1631	1630				
						1641	1642		Stone Quarry crossovers,		
						1651	1652		booth 164.8.....	S	T.D.
						1663	1662				
						1671	1674				
South Amsterdam... Open 8 A.M. to 5 P.M., Mon. to Fri. inclusive	C.S.										
									Booth 167.9.....	S	T.D.
									West end of yard, booth 168.6.....	S	T.D.
Fort Hunter.....	C.S.	172.8									
Auriesville.....	C.S.	174.6							Booth 172.9.....	S	T.D.
									Station, booth 174.6.....	S	T.D.
Fultonville..... Open 8 A.M. to 5 P.M., Mon. to Fri. inclusive	C.S.	FV	178.3			MB	MB				
						.....	.....		Booth 178.1.....	S	T.D.
Randall.....	C.S.	183.1									
Sprakers.....	C.S.	187.0							Big Nose, booth 186.6...	N	T.D.
									Booth 187.0.....	S	T.D.
Canajoharie..... Open 8 A.M. to 5 P.M., Mon. to Fri. inclusive	C.S.	CN	190.3						Booth 189.8.....	S	T.D.
									East end, Middle.....	S	T.D.
South Fort Plain...	C.S.					MB	MB		Freight House.....	S	T.D.
						.....	.....		Booth 191.5.....	S	T.D.
						.....	.....		Fr. House, booth 193.8..	S	T.D.
						.....	.....		Booth 199.1.....	S	T.D.
						.....	.....		Booth 201.1.....	S	T.D.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS					TELEPHONES		
						Single Track Westward Eastward		LOCATION	Side of Track	Line
Indian Castle.....	C.S.	204.4						Cabin.....		T.D.
South Little Falls..	C.S.					....	....	Freight House, booth 209.4	S	T.D.
Mohawk.....	C.S.					....	....	Booth 216.6.....	S	T.D.
						....	....	Booth 218.3.....	S	T.D.
						....	....	Station booth 218.7.....	S	T.D.
Ilion.....	C.S.	221.0				Track No. 5	Track No. 6	Crossover east end of yard, booth 220.....	S	T.D.
						2209	MB	Freight House.....	N	T.D.
Frankfort.....	C.S.		MAIN LINE CONNECTION			2221	2222	Booth 221.....	S	T.D.
Open 8 A.M. to 5 P.M. Mon. to Fri. Inclusive.						2233	2234			
			Westward Jump-over	Yard Connection	Eastward Jump-over	2243	2244			
						2253	2254			
Harbor.....	C.S.	226.2			INT.	INT.	INT.	Booth 226.2	S	T.D.
			03		06		2278			
			11							
Utica Connection..			INT.	INT.	INT.			Broad St., Utica, Connection, booth.....	S	T.D.
South Utica.....	C.S.	231.9						Freight Station.....	S	T.D.
East New York Mills.....	C.S.	232.7				SW INT.	INT.	Booth 232.6.....	S	T.D.
						Single Track Westward Eastward				
New York Mills...	C.S.	233.3				INT-M.B.	INT-M.B.	Signal Station.....	S	T.D.
Open 9 A.M. to 6 P.M. Mon. to Fri. Inclusive.						....	....			
Clark Mills.....	C.S.	238.1				SW		Station Booth 238.2.....	S	T.D.
						INT.	INT.			
						....	SW	Booth 241.9.....	S	T.D.
Vernon.....	C.S.	246.8						Freight Station.....	N	T.D.
								Freight Station, booth...	N	T.D.
Oneida Castle.....	C.S.	251.9				SW		Booth 252.1.....	S	T.D.
Canastota.....	C.S.	257.6				INT-M.B.		Signal Station.....	S	T.D.
Open 7.30 A.M. to 12.30 A.M.							INT-M.B.			
Chittenango.....	C.S.						SW	Booth 263.9.....	S	T.D.
								Freight Station.....	N	T.D.
Kirkville Jct.....	C.S.	267.5						Booth, 267.5	N	T.D. & SS 44

INDEX OF DIESEL LOCOMOTIVE CLASSES AND CORRESPONDING LOCOMOTIVE NUMBERS

DES.....(506-957) (8400-9820)
DES-1A (506) DES-1B (507-508) DES-1C (509-513)
DES-4 (567-573)

DFA.....(1000-1873) (3800-3821) (5000-5017) (6600-6607)
DFA-5 (5000-5005) DFA-8 (3804-3821) DFA-9 (6600-6607)

DFB.....(2400-2474) (3300-3372) (3700-3709) (5100-5104) (6900-6903)
DFB-5 (5100-5101) DFB-8 (3702-3709) DFB-9 (6900-6903)

DCA.....(3200-3203) (3500-3503)

DCB.....(3210-3211) (3600-3601)

DPA.....(4000-4061) (4200-4212) (4400-4405) (4500-4507)

DPB.....(4100-4113) (4300-4304)

DRS.....(5600-5712) (5800-5836) (7000-7012) (7300-8342)
DRS-1 (8100-8113) DRS-2 (8200-8222) DRS-3 (7300-7301)
DRS-4 (5600-5712) DRS-5 (5800-5815) DRS-6 (8223-8342)
DRS-7 (7000-7012) DRS-8 (5820-5836)

DFT.....(7100-7118)

NOTE: Letter "P" following DRS indicates locomotive equipped with steam heat generator for passenger service.

**INDEX OF STICKERS
COVERING CHANGES IN BOOK OF OPERATING RULES
DATED SEPTEMBER 26, 1937**

REPRINT OF MAY 15, 1944

REPRINT OF JUNE 1, 1948

REPRINT OF JAN. 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948	Reprint of Jan. 1, 1951
11	M.....	10- 1-46	Addition.....	X	X		
16-17	2-3 (Standard Time).....	3-15-48	Revised.....	X	X		
23	14 (1).....	2-15-41	Revised.....	X			
23	14 S(n).....	11- 1-41	Revised.....	X			
25	16 (1).....	11- 1-41	Eliminated.....	X			
25	17.....	1-10-49	Revised.....	X	X	X	
39	S-90.....	11- 1-41	Revised.....	X			
40	93 (Note).....	5- 1-43	Revised.....	X			
42	99 (Note).....	10- 1-46	Addition.....	X	X		
45-46	109.....	11- 1-42	Revised.....	X			
52	210-211-211a.....	4-15-44	Revised.....	X			
56-57	221 (C).....	3-15-48	Revised.....	X	X		
84	Clearance Form A.....	4-15-44	Revised.....	X			
85	Clearance Form B.....	4-15-44	Revised.....	X			
90	Signal Definitions (Speed).....	2-15-41	Revised.....	X			
93	281A.....	2-15-41	Revised.....	X			
94	282.....	12-20-49	Revised.....	X	X	X	
95	282A.....	4-26-49	Revised.....	X	X	X	
97	284.....	2-15-41	Revised.....	X			
98	285.....	2-15-41	Revised.....	X			
101	289A.....	8-15-47	Revised.....	X	X		
104	291.....	2-15-41	Revised.....	X			
117	326a.....	4-15-44	Eliminated.....	X			
117	327.....	5- 1-45	Revised.....	X	X		
118	330.....	3-15-48	Revised.....	X	X		
139	701.....	10-24-50	Addition.....	X	X	X	
140	703.....	11- 1-41	Revised.....	X			
140	706.....	12-20-49	Revised.....	X	X	X	
141	708.....	4-15-44	Revised.....	X			
146	733.....	No date	Addition.....	X			
161-162	937.....	4-15-44	Eliminated.....	X			

NOTE:

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

SPEED TABLE

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

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

ABBREVIATIONS

COMMUNICATING STATIONCS
 SIGNAL STATIONSS
 AUTOMATICNUMBER
 MANUAL BLOCKM.B.
 INTERLOCKINGINT.
 R. R. GRADE CROSSING.....X

SWITCHSW
 TRAIN DISPATCHINGT.D.
 MESSAGE CIRCUITM.
 PUBLICP.
 SHORT LINE (Connects with Signal Station)...S.L.
 BELL TELEPHONEB.T.

