

**The  
New York Central  
Railroad Company**

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**NEW YORK DISTRICT**

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**G. C. TERMINAL DIVISION  
HUDSON DIVISION**

**TIMETABLE No. 20**

**FOR EMPLOYEES ONLY**

**Effective 2:01 A.M. Eastern Standard Time  
SUNDAY, OCTOBER 30, 1966.**

---

**R. F. LAWSON**  
General Manager

**J. TAYLOR**  
District Transportation  
Superintendent

Transportation Superintendent

Divisions

**L. C. LYTLE**

{ **G. C. TERMINAL  
HUDSON**



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## COMPANY DOCTORS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Albany	Nicholas P. Teresi, 4 Ten Eyck Ave.	Office & Res. HO 3-3978
	J.H. Heim, 9 Northern Blvd.	Office & Res. 5-9966
	T.I. Tyrrell, 375 State St.	Office HO 3-1832
	L.L. Feltman, 4 Ten Eyck Ave.	Office HO 2-1119
	W.F. Tibbitts, 149 Washington Ave.	Office HO 3-4913
	B.W. Wilcke	Office HO 3-7271
Beacon	L.K. Supple, 226 Fishkill Ave.	Office & Res. 831-0470
	H.L. Kaplan, 16 North Elm St.	Office & Res. 831-2450
Brewster	Robert C. Eliot, 18 North Main St.	Office BR 9-3411 Res. BR 9-3169
Chatham	Oscar Wilcox, Jr., 24 Woodbridge Ave.	Office & Res. CH 2-4411
Crestwood	Richard H. Stevens, 124 Scarsdale Road	Office & Res. SP 9-4827
Croton No. Sta.	George Vogel, 87 Grand St.	Office CR 1-4845 Res. CR 1-4873
Hudson	J.L. Edwards, 555 Union St. Res. 21 Prospect Ave.	Office TA 8-7631 Res. TA 8-1423
	R.F. Spencer, 555 Union St.	Office TA 8-7631 Res. TL 1-3401
Mount Kisco	LeRoy S. Heck 8 North Moger Ave. (Injury cases only)	Office MO 6-5523 Res. MO 6-7877
N.Y. City	E.V. Bizzaro, Lower Level, GCT - Res. 2219 - 47th St., Astoria, L.I.	Office 340-2868 Res. RA 8-5096
	R.C. Blackwell, Lower Level, GCT Res. 39 East 37th St.	Office 340-2868 Res. MU 5-7776
	R.L. Maier, 121 East 60th St.	Office TE 2-8022 Res. EN 9-1145
	Nathan L. Levine, 27 East 124th St.	Office LE 4-1136 Res. SA 2-5642
	Darrell G. Voorhees, 29A East 63th St. (Ear, Nose and Throat)	Office TE 8-1737
Ossining	Jack Eisert, 14 Church St. (Dermatologist)	WI 1-4559
	Michael G. Giatzis, 7 Maurice Ave.	WI 1-3240
	H.W. Kipp, 48 So. High- land Ave. Res. Browning Drive	Office WI 1-2244 Res. WI 1-2703
	Martin G. Marmon, 14 Church St. (Dermatologist)	WI 1-4559
Pawling	M.B. Morrison, Smith St.	Office & Res. PA 2641

## COMPANY DOCTORS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Peekskill	W.S. Martens, 122 Nelson Ave.	Office & Res. PE 7-0110
	John A. McGurty, 136 Union Ave.	PE 7-2828
Pleasantville	Milton P. Hunter, 329 Bedford Road	Office & Res. RO 9-0067
Poughkeepsie	L. Stoller, 90 Academy St.	GL 4-0610
	E. Stoller, 90 Academy St.	GL 2-8850
Rensselaer	Burton W. Wilcke, 212 Washington Ave. Res. 203 Washington Ave.	Office 3-7271 Res. 3-0412
Scarsdale	Harry E. Voss, 5 Oakwood Place	SC 3-0657
Sharon, Connecticut	G.S. Gudernatch, Sharon Hospital	EN 4-5200
Tarrytown	Jack Eisert, 200 South Broadway (Dermatologist)	ME 1-4666
	B.L. Sweet, Jr., 200 So. Broadway, Medical Arts Center	Office ME 1-2726 Res. ME 1-3183
	Martin G. Marmon, 200 South Broadway (Dermatologist)	ME 1-4666
White Plains	J.F. D'Wolf, Medical Center Building	Office WH 9-2922
	John A.C. Hamill, Medical Center Building	WH 9-3761
Yonkers	Albert E. Roberto, 25 Buckingham Road Res. 32 Fowler Ave.	Office GR 6-0210 Res. GR 6-0210
<u>OCULISTS</u>		
Beacon	J.W. Overton, 229 Liberty St., Newburgh	Office & Res. JO 1-3260
N.Y. City	Brian J. Curtin, 115 East 61st St.	Office TE 8-2820
	Gerald B. Kara, 654 Madison Ave.	Office TE 8-9011
	Hunter H. Romaine, 111 East 65th St.	Office RH 4-1726
Ossining	Maurice T. Tannenbaum 50 So. Highland Ave.	762-1402
Peekskill	David C. Lack, 201 No. Broad St.	PE 7-6360
	Maurice T. Tannenbaum, 1006 Brown Ave.	PE 7-1948
Poughkeepsie	Willis E. Travis, 90 So. Hamilton St.	Office GL 4-0210
White Plains	Herbert L. Gould, 90 Greenridge Ave.	Office WH 9-2404
	MEDICAL DEPARTMENT, GCT	340-2533
N.Y. City	East End Lower Level (Adjacent to stairway leading to Graybar passage way)	



## OCULISTS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER	
N.Y.City,	AMBULANCE (Employe Cases)		
	Manhattan: Call Scully-Walton Ambulance Bronx: Call Scully-Walton Ambulance	TR 6-6100 ME 5-4651	
<u>HOSPITALS</u>			
Albany	Memorial, Northern Boulevard	HO 2-5661	
	St. Peter's, New Scotland Ave.	HE 8-7811	
Beacon	Highland, Delavan Ave.	831-3500	
Bronxville	Lawrence, Pondfield Road West	DE 7-7300	
Cold Spring	Julia Butterfield Memorial, Paulding Ave.	CO 5-3642	
Dobbs Ferry	Dobbs Ferry, 128 Ashford Ave.	OW 3-0700	
Hudson	Columbia Memorial, 71 Prospect Ave.	TA 8-7601	
Mount Kisco	Northern Westchester Hospital Assn., Main St.	MO 6-4163	
Mount Vernon	Mount Vernon, No.8th Ave. and Valentine St.	MO 4-8000	
N.Y.City	Midtown Hospital, 309 East 49th St. (Call Scully-Walton Ambulance)	EL 5-6490 TR 6-6100	
	Knickerbocker, 70 Convent Ave.	AU 1-4100	
	New York Eye and Ear In- firmiry, 218 Second Ave. (Call Scully-Walton Am- bulance)	GR 7-6040 TR 6-6100	
	St.Clair's, 415 West 51 St.	JU 6-1500	
	St.Elizabeth, Fort Washing- ton & W.190 St. (Call Scully Walton Ambulance)	SW 5-3900 ME 5-4651	
	St.Francis, 142nd St. & Brook Ave. (Call Scully-Walton Ambulance)	CY 2-9000 ME 5-4651	
	St.Vincent's, 11th St. & 7th Avenue	OR 5-0500	
	Union, 260 East 188 St. (Call Scully-Walton Ambulance)	CY 5-1100 ME 5-4651	
	Peekskill	Peekskill Memorial, 151 South St.	PE 7-4200
	Poughkeepsie	St.Francis, North Road	GR 1-2000
		Vassar Brothers, Lincoln Ave	GL 2-3000
	Sharon, Connecticut	Sharon	EN 4-5511
Tarrytown New York	The Phelps Memorial	ME 1-5100	
White Plains New York	White Plains, 41 East Post Road	WH 9-4500	
Yonkers	St.Johns Riverside, 967 North Broadway	YO 3-3535	

TRAIN DISPATCHERS

Location of Train Dispatchers..

Train Dispatchers in charge as follows:

New York City

Main Line: Grand Central Terminal to Int.Sta.101  
Hudson River Connecting Railroad  
New York to White Plains North StationBranches: Hudson Upper  
Harlem  
Putnam  
30th Street

X	indicates	In service continuously
P	"	In service part time
O	"	Automatic Interlocking
S	"	Control Station at other than Dispatcher's office
R	"	Remote controlled from
A	"	Rule 221A in effect
B	"	Rule 221B in effect
C	"	Rule 221C in effect
M	"	MB for movements against the current of traffic
F	"	Manual Block Station.

MAIN LINE New York to Albany

Harlem - Electric Sub-division

Interlocking	TRAIN ORDER OFFICE	MILES FROM GRAND CENTRAL TERMINAL	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				NOTE	EAST	WEST	EAST & WEST	WEST
...	X	.....	G office					
X	...	.....	F - R from A & B					
X	...	0.25	C					
X	...	0.36	A					
P	...	0.36	B					
X	...	0.72	U					
P	P-C	3.18	NK					
...	...	4.20	125th St.					
X	X-C	4.61	DB					
...	...	4.96	138th St.					
X	X-C-M	5.41	MO					
...	...	6.09	Melrose (162nd St.)					
...	...	6.66	Morrisania (168th St.)					
...	...	7.85	Tremont (177th St.)					
...	...	8.46	183rd St.					
...	...	9.92	Fordham (190th St.)					
...	...	9.54	Botanical Garden (200th St.)					
...	...	10.50	Williams Bridge (210th St.)					
...	...	11.76	Woodlawn (233rd St.)					
X	X-C-M	11.93	JO					
...	...	12.59	Wakefield					
...	...	13.15	Mount Vernon				64	
X	...	13.35	VO - R - JO					
...	...	14.26	Fleetwood					
...	...	15.29	Bronxville					
...	...	16.04	Tuckahoe					
P	P-C-M	16.75	RK					
...	...	18.96	Scarsdale					
...	...	20.60	Hartsdale					
...	...	22.35	White Plains					
X	X-C-M	23.80	NW					
...	...	23.90	White Plains No.Sta.					
The Direction from G.C. Terminal to W.P.N.S. is Westward								
STATIONS IN SERVICE PART-TIME AS FOLLOWS:								
Station	Hours in Service							
B	7:00 A.M. to 11:00 P.M. daily							
NK	7:00 A.M. to 4:00 P.M. daily except Sat. and Sun.							
RK	7:00 A.M. to 10:00 P.M. daily except Sat. and Sun.							



White Plains North Station to Chatham  
Harlem Branch

Interlocking	TRAIN ORDER OFFICE	MILES FROM GRAND CENTRAL TERMINAL	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars			
				NOTE	EAST	WEST	EAST & WEST
...	.....	23.90	White Plains No Sta.				
...	.....	25.37	Valhalla				
...	.....	26.32	Kensico Cemetary				
...	.....	27.24	Mount Pleasant				
...	.....	28.28	Hawthorne				
...	.....	29.33	Thornwood				
...	.....	30.50	Pleasantville			10	
...	P-C-M	32.26	Chappaqua				
...	P-C-M	36.60	Mount Kisco				22
...	.....	39.12	Bedford Hills		26		
...	.....	41.07	Katonah		24		
...	.....	43.49	Golden's Bridge				
...	.....	46.12	Purdy's				
...	.....	47.74	Croton Falls				
X	X-C-F	51.90	Brewster				
...	.....	52.30	Putnam Junction				
...	.....	54.70	Dykeman's				
...	.....	57.83	Towner's				
...	.....	60.18	Patterson				
...	P-C-F	63.74	Pawling		20	42	
...	.....	69.10	State Hospital				
...	.....	69.73	Wingdale				
...	.....	72.40	Dover Furnace				
...	P-C-F	76.62	Dover Plains				19
...	.....	78.90	State School				
...	.....	81.33	Wassaic				40
...	.....	84.59	Amenia				18
...	P-C-F	92.67	Millerton		20	53	
...	.....	108.84	Copake Falls				
...	.....	111.65	Craryville				
...	.....	118.82	Philmont				28
...	.....	124.84	Ghent				
...	P-C-F	127.48	Chatham				

The Direction from W.P.N.S. to Chatham is Westward

STATIONS IN SERVICE PART-TIME AS FOLLOWS:

Station	Hours in Service
Chappaqua	6:00 A.M. to 3:00 P.M. daily except Sat. and Sun.
Mount Kisco	7:30 A.M. to 4:30 P.M. daily except Sat. and Sun.
Pawling	5:00 A.M. to 10:00 P.M. daily except Sat. and Sun. 5:00 A.M. to 11:00 P.M. Saturday 2:00 P.M. to 10:00 P.M. Sunday
Dover Plains	6:30 A.M. to 3:30 P.M. daily except Sat. and Sun. 8:35 A.M. to 4:35 P.M. Saturday 10:30 A.M. to 12:30 P.M. Sunday
Millerton	7:45 A.M. to 4:45 P.M. daily except Sat. and Sun.
Chatham	6:00 A.M. to 11:00 P.M. daily except Sat. and Sun. 6:00 A.M. to 5:00 P.M. Saturday 10:00 A.M. to 7:30 P.M. Sunday

BN to East View - Putnam Jct. to Lake Mahopac,  
Putnam Branch

Interlocking	TRAIN ORDER OFFICE	MILES FROM BN-PUTNAM JCT.	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars			
				NOTE	EAST	WEST	EAST & WEST
...	.....	.....	BN				
...	.....	0.49	Kings Bridge				
...	.....	1.54	Van Cortlandt				
...	.....	3.23	Lincoln				
...	.....	4.80	Dunwoodie				
...	.....	6.18	Bryn Mawr Park				
...	.....	7.31	Nepperhan				
...	.....	8.04	Gray Oaks				
...	.....	8.72	Nepera Park				
...	.....	9.73	Mount Hope				
...	.....	10.62	Chauncey				
...	.....	11.44	Ardsley				
...	.....	14.86	Elmsford				
...	.....	17.13	East View				
...	.....	.....	Putnam Jct.				
...	.....	4.23	Carmel				
...	.....	6.62	Crafts				
...	.....	8.69	Mahopac				
...	.....	9.44	Lake Mahopac				

The Direction from BN to East View is Westward

The Direction from Putnam Jct to Lake Mahopac is Eastward

MAIN LINE INT.STA. MO TO CROTON NORTH STATION  
Miles from Grand Central Terminal  
Hudson - Electric Sub-division

X	X-C-M	Miles	Station	Capacity
X	X-C-M	5.42	MO	
X	.....	6.46	SK - R-MO	
...	.....	7.09	High Bridge	
...	.....	8.05	Morris Heights	
...	.....	8.73	University Heights	
...	.....	9.64	Marble Hill	
X	.....	9.91	FH-R-DV	
...	.....	10.41	Spuyten Duyvil	
X	X-C-M	10.50	DV	139
...	.....	12.23	Riverdale	
...	.....	12.85	Mount St.Vincent	
...	.....	13.69	Ludlow	
...	.....	14.50	Yonkers	
...	.....	15.58	Glenwood	
X	.....	15.66	GD - R-DV	482
...	.....	17.18	Greystone	
...	.....	18.74	Hastings-on-Hudson	165
...	.....	19.99	Doobs Ferry	
...	.....	21.03	Ardsley-on-Hudson	
...	.....	21.97	Irvington	
P	P-C-M	23.96	OW	62

STATIONS IN SERVICE PART-TIME AS FOLLOWS:

Stations	Hours in Service
OW	Day and Night daily except Sat. and Sun. 12:01 A.M. to 3:15 P.M. Saturday 11:15 P.M. to 12:00 Mid. Sunday



## INT. STA. MO TO CROTON NORTH STATION

Hudson - Electric Sub-division

Interlocking	TRAIN ORDER OFFICE	MILES FROM GRAND CENTRAL TERMINAL	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				NOTE	EAST	WEST	EAST & WEST	WEST
...	.....	24.51	Tarrytown					
P	.....	25.79	Philipse Manor R-OW					
...	.....	28.72	Scarborough					
...	.....	30.17	Ossining					
X	X-C-M	32.12	CR			55		
X	X-C-M	32.66	HM			64		
...	.....	32.68	Croton-Harmon					
X	X-C-M	33.54	CD		76			
...	.....	33.86	Croton No. Sta.					
The Direction from Int. Sta. MO to Croton No. Sta. is Westward								
CROTON NO. STA. TO INT. STA. 101								
Hudson Sub-division								
...	.....	33.86	Croton No. Sta.					
...	.....	35.68	Oscawana		175			
...	.....	36.66	Crugers					
...	.....	38.11	Montrose					
...	.....	40.10	CP-40					
...	.....	40.56	Peekskill					
...	.....	45.36	Manitou					
...	.....	47.40	CP-48					
...	.....	49.12	Garrison					
...	.....	49.47	CP-50					
...	.....	51.83	Cold Spring					
...	.....	57.90	CP-58					
...	.....	58.26	Beacon					
...	.....	60.73	CP-61					
...	.....	61.78	Chelsea					
...	.....	64.01	New Hamburg Drawbridge					
...	.....	64.37	New Hamburg					
...	.....	67.47	Camelot					
...	.....	71.74	CP-72					
...	.....	72.80	Poughkeepsie					
...	.....	74.73	CP-75					
...	.....	78.51	Hyde Park					
...	.....	82.91	Staatsburg					
...	.....	88.39	Rhinecliff					
...	.....	89.05	CP-89					
...	.....	93.47	RI-94					

Hudson - Sub-division

Interlocking	TRAIN ORDER OFFICE	MILES FROM GRAND CENTRAL TERMINAL	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				NOTE	EAST	WEST	EAST & WEST	WEST
...	.....	93.93	Barrytown					
...	.....	98.23	Tivoli					
...	.....	103.62	Germantown					
...	.....	104.62	Germantown Crossovers					
...	.....	105.33	North Germantown					
...	.....	113.70	Hudson		60	209		
...	.....	117.95	Stockport					
...	.....	121.14	Newton Hook					
...	.....	123.05	RI-123					
...	.....	123.51	Stuyvesant					
...	.....	124.85	RI-125					
...	.....	129.61	Schodack Landing					
...	.....	133.53	Castleton-on-Hudson					
X	X-C-M	140.94	101					
The Direction from Croton No.Sta. to Int.Sta.101 is Westward								
Hudson Branch								
...	.....	.....	Hudson (Hudson Sub-division)					
...	.....	1.23	Hudson Upper					
...	.....	4.24	Claverack					
The Direction from Hudson Upper to Claverack is Westward								
Hudson River Connecting Railroad								
...	.....	.....	RI-123					
...	.....	2.58	RI-125					
...	.....	8.93	RI-SM					
The Direction from RI 123 to RI SM is Westward								
30th St. Branch								
P	P-C-M	.....	RI-RS					
...	.....	.....	DO					
STATIONS IN SERVICE PART-TIME AS FOLLOWS:								
Station	Hours in Service							
RI-RS	Day and Night. Daily except Sat. and Sun. 7:59 A.M. to 11:59 P.M., Sat. and Sun.							



LETTERS AND CHARACTERS

The following letters and characters in schedules indicate:

- o Use Track No.3 westward or Track No.4 eastward.  
Track No. 1 westward CD to CP 40.
- + Use Track No. 4 westward U to MO.
- ★ Use Track No. 3 eastward MO to U.
- † Stop to receive passengers.
- ‡ Stop to discharge passengers.
- ⊙ Stop Friday to discharge passengers.
- ⊕ Stop Saturday.
- ⊖ Stop Sunday and Holidays.
- ‡ Stop Sunday to discharge passengers.
- △ Stop to receive or discharge employees.
- C Stop on signal to receive passengers for Detroit and beyond.
- D Stop on signal to receive passengers.
- E Will make regular stop at platform adjacent to Track No. 5 east of dwarf signal No. 12 in addition to stop at White Plains No. Sta.
- G Stop to receive passengers for points beyond Albany.
- H Stop except Monday A.M. and days following Holidays.
- K Stop on signal to receive or discharge passengers for and from Albany and beyond.
- M Stop Sunday to receive passengers.
- MU** Multiple Unit.
- N Stop on signal to discharge passengers.
- RDC** Rail Diesel car.
- W Stop on signal to receive or discharge passengers for and from Buffalo and beyond.
- X Will make regular stop at platform adjacent to Track No. 5, east of dwarf signal No. 12.
- Z Stop Saturday A.M. and November 24, 1966 and February 22, 1967.
- B Will carry baggage.
- B-3 Will carry baggage Sunday only.
- B-4 Will carry baggage except Sunday.
- B-6 Will carry baggage Saturday only.
- P Will not carry revenue passengers.
- P-1 Will not carry passengers to or from Croton-Harmon.
- P-2 Will not carry passengers to or from White Plains No. Sta.

- P-4 Will not carry passengers to or from Croton North Station.
- P-5 Will not carry passengers to or from Grand Central Terminal.
- P-6 Will not carry passengers to or from Glenwood.
- P-7 Will not carry passengers to or from Katonah.
- P-8 Will not carry passengers to or from Beacon.
- P-9 Will not carry passengers between Irvington and Croton-Harmon.
- R Will not run on specified dates or Holidays shown on schedule pages.
- R-9 Will not run on Sundays except Sundays November 6th and 20th, December 11th and 18th, 1966.
- R-20 Trains Nos. 95, 57, 35, 45 and 43 may depart Poughkeepsie 5 minutes in advance of schedule if traffic is received.
- R-22 Run from Brewster, Sundays only.
- R-24 Run from Brewster Saturdays only.
- R-25 Run to New Haven, Saturday only.
- R-26 Run to Chatham Saturday only.
- R-27 Run to Chatham Sunday only.
- R-29 Run to and from Dover Plains, Thursday only.
- T-1 Use Track No. 4 at CD, Saturday and Sunday.
- T-2 Use Track No. 1 at Croton-Harmon.
- T-4 Use Track No. 2 at OW.
- T-5 Use Track No. 5 at NW and CR.
- T-10 Use Track No. 2 at MO, Saturday.
- T-11 Use Track No. 6 Fleetwood to Mt.Vernon.
- T-12 Use Track No. 3 at MO, Sat., Sun. and Holidays.
- T-13 Use Track No. 4 at Croton-Harmon.
- T-14 Use Track No. 2 at Croton-Harmon.
- T-16 Use Track No. 2 at MO, Saturday and Sunday.
- T-17 Use Track No. 3 at Croton-Harmon to CD.
- T-18 Leave from Track No. 6 at Crestwood.
- T-20 Depart G.C.T., Upper Level, Sunday.
- T-21 Depart G.C.T., Upper Level, Saturday.
- T-23 Use Track No. 1 at OW.
- T-25 Arrive G.C.T., Upper Level, Sunday.
- T-27 Arrive G.C.T., Lower Level, Saturday.

HOLIDAYS

- Thanksgiving Day.....Thursday, Nov. 24, 1966
- Christmas Day.....Monday, Dec. 26, 1966.
- New Year's Day.....Monday, Jan. 2, 1967.
- Washington's Birthday..Wednesday, Feb. 22, 1967.



























GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

38

STATIONS	FIRST CLASS				
	521	717	913	Y224	523
	R		R		R
	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
Track No.	110	111	35	107	116
Leave	A.M.	A.M.	A.M.	A.M.	A.M.
G.C.T., Upper Level....	.....	.....	10.16	.....	.....
G.C.T., Lower Level....	10.00 <sup>1</sup>	10.11	.....	<sup>o</sup> 10.29	10.31
125th St.....	<sup>s</sup> 10.10	<sup>t</sup> 10.20	.....	<sup>t</sup> 10.38	<sup>s</sup> 10.40
138th St.....	.....	.....	.....	.....	.....
Mott Haven Jct. (MO)...	10.13	10.23	10.31	<sup>o</sup> 10.41	10.43
Melrose (162nd St.)....	.....	.....	.....	.....	.....
Morrisania (168th St.)..	.....	.....	.....	.....	.....
Tremont (177th St.)...	.....	.....	.....	.....	.....
183rd St.....	<b>MU</b>	<b>MU</b>	.....	<b>MU</b>	<b>MU</b>
Fordham (190th St.)....	.....	.....	.....	.....	.....
Botanical Garden (200th St.).....	.....	.....	.....	.....	.....
Williams Bridge (210th St.).....	.....	.....	.....	.....	.....
Woodlawn (233rd St.)...	10.22	.....	10.39	10.49	10.51
Wakefield (241st St.)..	.....	.....	.....	.....	.....
Mount Vernon.....	<sup>s</sup> 10.23	.....	10.41	.....	<sup>s</sup> 10.53
Fleetwood.....	<sup>s</sup> 10.25	.....	.....	.....	<sup>s</sup> 10.55
Bronxville.....	<sup>s</sup> 10.28	.....	.....	.....	<sup>s</sup> 10.58
Tuckahoe.....	<sup>s</sup> 10.30	.....	.....	.....	<sup>s</sup> 11.00
Crestwood.....	<sup>s</sup> 10.32	.....	10.45	.....	<sup>s</sup> 11.02
Scarsdale.....	<sup>s</sup> 10.36	.....	.....	.....	<sup>s</sup> 11.06
Hartsdale.....	<sup>s</sup> 10.39	.....	.....	.....	<sup>s</sup> 11.09
White Plains.....	<sup>s</sup> 10.43	.....	<sup>s</sup> 10.53	.....	<sup>s</sup> 11.13
White Plains No. Sta...	10.47	.....	<sup>x</sup> 10.57 11.01	.....	11.17
High Bridge.....	.....	.....	.....	.....	Will Not Run Nov. 24
Morris Heights.....	.....	.....	.....	.....	Dec. 26
University Heights....	.....	.....	.....	.....	Jan. 2
Marble Hill.....	.....	.....	.....	.....	Feb. 22
Spuyten Duyvil.....	.....	<sup>o</sup> 10.30	.....	.....	.....
Riverdale.....	.....	.....	.....	.....	.....
Mount St. Vincent.....	.....	.....	.....	.....	.....
Ludlow.....	.....	<sup>s</sup> 10.35	.....	.....	.....
Yonkers.....	.....	<sup>s</sup> 10.38	.....	.....	.....
Glenwood.....	Will Not Run Nov. 24	<sup>s</sup> 10.40	.....	.....	.....
Greystone.....	Dec. 26	.....	.....	.....	.....
Hastings-on-Hudson....	Jan. 2	<sup>s</sup> 10.44	Will	.....	.....
Dobbs Ferry.....	Feb. 22	<sup>s</sup> 10.46	Not Run Nov. 24	.....	.....
Ardsley-on-Hudson.....	.....	<sup>s</sup> 10.49	Dec. 26	.....	.....
Irvington.....	.....	<sup>s</sup> 10.51	Jan. 2	.....	.....
Tarrytown.....	.....	<sup>s</sup> 10.55	Feb. 22	.....	.....
Philipse Manor.....	.....	<sup>s</sup> 10.58	.....	.....	.....
Scarborough.....	.....	<sup>s</sup> 11.02	.....	.....	.....
Ossining.....	.....	<sup>s</sup> 11.05	.....	.....	.....
Croton-Harmon.....	.....	<sup>s</sup> 11.09	.....	.....	.....
Croton No. Sta.....	.....	11.14	.....	.....	.....
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.

WESTWARD

39

FIRST CLASS							
831	861	179	457	525	719	915	Y226
		R P	R	R	B	R B	B
Passen- ger	Passen- ger	Dead- head	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
39			113	115	105	39	103
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
10.41	.....	.....	.....	.....	.....	11.16	.....
.....	.....	10.50	10.59	<sup>o</sup> 11.01	11.11	.....	<sup>o</sup> 11.21
<sup>t</sup> 10.52	.....	.....	<sup>s</sup> 11.08	<sup>t</sup> 11.10	<sup>t</sup> 11.20	.....	<sup>t</sup> 11.30
.....	.....	.....	<sup>s</sup> 11.10	.....	.....	.....	.....
10.56	.....	11.02	<sup>o</sup> 11.11	11.13	11.23	11.31	<sup>o</sup> 11.33
.....	.....	.....	.....	.....	.....	.....	.....
<b>MU</b>	<b>RDC</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	.....	<b>MU</b>
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	11.21	.....	11.39	11.41
.....	.....	.....	.....	<sup>s</sup> 11.23	.....	11.41	.....
.....	.....	Will Not Run Nov. 24	.....	<sup>s</sup> 11.25	.....	.....	.....
.....	.....	Dec. 26	.....	<sup>s</sup> 11.28	.....	.....	.....
.....	.....	Jan. 2	.....	<sup>s</sup> 11.30	.....	.....	.....
.....	.....	Feb. 22	.....	<sup>s</sup> 11.32	.....	11.45	.....
.....	.....	.....	.....	<sup>s</sup> 11.36	.....	.....	.....
.....	.....	.....	.....	<sup>s</sup> 11.39	.....	.....	.....
.....	.....	.....	.....	<sup>s</sup> 11.43	.....	<sup>s</sup> 11.53	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	11.47	.....	<sup>x</sup> 11.57 12.01	.....
.....	.....	.....	<sup>s</sup> 11.13	.....	.....	.....	.....
.....	.....	.....	<sup>s</sup> 11.15	.....	.....	.....	.....
.....	.....	.....	<sup>s</sup> 11.17	.....	.....	.....	.....
.....	.....	.....	<sup>s</sup> 11.19	.....	.....	.....	.....
11.03	.....	11.10	<sup>s</sup> <sup>o</sup> 11.21	.....	<sup>o</sup> 11.30	.....	.....
.....	.....	.....	<sup>s</sup> 11.24	.....	.....	.....	.....
.....	.....	.....	<sup>s</sup> 11.26	.....	.....	.....	.....
.....	.....	.....	<sup>s</sup> 11.28	.....	<sup>s</sup> 11.35	.....	.....
<sup>s</sup> 11.09	.....	.....	<sup>s</sup> 11.30	.....	<sup>s</sup> 11.38	.....	.....
.....	.....	.....	11.35	.....	<sup>s</sup> 11.40	.....	.....
.....	.....	.....	.....	.....	<sup>s</sup> 11.44	.....	.....
.....	.....	.....	.....	.....	<sup>s</sup> 11.46	.....	.....
.....	.....	.....	.....	.....	<sup>s</sup> 11.49	.....	.....
11.20	.....	11.26	Will Not Run Nov. 24	Will Not Run Nov. 24	<sup>s</sup> 11.55	Will Not Run Nov. 24	.....
.....	.....	.....	Dec. 26	Dec. 26	.....	Dec. 26	.....
.....	.....	.....	Jan. 2	Jan. 2	.....	Jan. 2	.....
.....	.....	.....	Feb. 22	Feb. 22	<sup>s</sup> 12.01	Feb. 22	.....
.....	.....	.....	.....	.....	<sup>s</sup> 12.04	.....	.....
.....	.....	.....	.....	.....	<sup>s</sup> 12.08	.....	.....
11.35	<sup>s</sup> 11.37	11.49	.....	.....	.....	.....	.....
.....	11.40	11.54	.....	.....	12.13	.....	.....
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.











GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

44

STATIONS	FIRST CLASS				
	815	923	Y234	537	Y236
	R	R		R	R
	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
Track No.		39	110	114	110
Leave	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level....		2.16			
G.C.T., Lower Level....			° 2.26	° 2.31	2.56
125th St.....		† 2.27	† 2.35	s 2.40	† 3.05
138th St.....				s 2.42	
Mott Haven Jct. (MO)...		2.31	° 2.38	° 2.43	3.08
Melrose (162nd St.)....				s 2.45	
Morrisania (168th St.)...					
Tremont (177th St.)...				s 2.48	
183rd St.....	<b>RDC</b>	<b>MU</b>	<b>MU</b>	<b>MU</b>	
Fordham (190th St.)....		<b>RDC</b>		s 2.51	
Botanical Garden (200th St.).....				s 2.53	
Williams Bridge (210th St.).....				s 2.55	
Woodlawn (233rd St.)...		2.39	2.47	s 2.58	3.17
Wakefield (241st St.)...				s 2.59	
Mount Vernon.....		2.41		s 3.01	
Fleetwood.....	Will Not Run Nov. 24			s 3.03	
Bronxville.....				s 3.06	
Tuckahoe.....	Dec. 23			s 3.08	
Crestwood.....	Dec. 26 Dec. 30	2.45		s 3.10	
Scarsdale.....	Jan. 2 Feb. 22			s 3.14	
Hartsdale.....				s 3.17	
White Plains.....		s 2.53		s 3.21	
White Plains No. Sta...		x 2.57 3.01		E 3.25	
High Bridge.....					
Morris Heights.....					
University Heights....					
Marble Hill.....					
Spyuten Duyvil.....					
Riverdale.....					
Mount St. Vincent.....	Will Not Run Nov. 24			Will Not Run Nov. 24	Will Not Run Nov. 24
Ludlow.....	Dec. 23			Dec. 23	Dec. 26
Yonkers.....	Dec. 26 Dec. 30			Dec. 26	Jan. 2 Feb. 22
Glenwood.....	Jan. 2 Feb. 22			Jan. 2 Feb. 22	
Greystone.....					
Hastings-on-Hudson....					
Dobbs Ferry.....					
Ardasley-on-Hudson....					
Irvington.....					
Tarrytown.....					
Philipse Manor.....					
Scarborough.....					
Ossining.....					
Croton-Harmon.....	° 3.16				
Croton No. Sta.....	s 3.19				
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD

45

FIRST CLASS							
465	Y20	539	735	169	929	Y238	Y398
R	B	R	R P-4	R P	R	B	R
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Dead- head	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
113	21	111	117		35	103	11
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	° 3.01				3.16		3.31
2.59		° 3.05	3.11			3.26	
s 3.08	† 3.10	† 3.14	† 3.20		† 3.27	† 3.35	† 3.40
s 3.10							
° 3.11	3.13	° 3.17	3.23		3.31	3.38	3.43
<b>MU</b>		<b>MU</b>	<b>MU</b>	<b>RDC</b>		<b>MU</b>	
		s 3.22					
	3.22	3.26			3.39	3.47	3.52
		s 3.28			3.41		
		s 3.30					
		s 3.33					
		s 3.35					
		s 3.37			3.45		
		s 3.41					
		s 3.44					
		s 3.48			s 3.53		
		3.52			x 3.57 4.01		
s 3.13			Will Not Run Nov. 24				
s 3.15			Dec. 26				
s 3.17			Jan. 2				
s 3.19			Feb. 22				
s° 3.21			° 3.30				
s 3.24		Will Not Run Nov. 24			Will Not Run Nov. 24		Will Not Run Nov. 24
s 3.26		Dec. 23			Dec. 23		Dec. 26
s 3.28		Dec. 26			Dec. 26		Jan. 2
s 3.30		Dec. 30			Dec. 30		Feb. 22
3.35		Jan. 2			Jan. 2		
		Feb. 22			Feb. 22		
			s 3.46				
			s 3.49	Will Not Run Nov. 24			
			s 3.51	Dec. 26			
Will Not Run Nov. 24			s 3.55	Jan. 2			
Dec. 26			s 3.57	Feb. 22			
Jan. 2			s 4.01				
Feb. 22			s 4.04				
			s 4.08	4.15			
			4.12	4.17			
			P.M.	P.M.	P.M.	P.M.	P.M.















































GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

68

STATIONS	FIRST CLASS			
	Y286	59	475	783
	R		R	R
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.
Track No.	105	35	29	25
Leave	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level....	.....	11.01	<sup>o</sup> 11.03	11.11
G.C.T., Lower Level....	10.56	.....	.....	.....
125th St.....	↑11.05	.....	s11.12	↑11.20
138th St.....	.....	.....	s11.14	.....
Mott Haven Jct.(MO)...	11.08	11.13	<sup>o</sup> 11.15	11.23
Melrose(162nd St.)....	.....	.....	.....	.....
Morrisania(168th St.)..	.....	.....	.....	.....
Tremont (177th St.)...	.....	.....	.....	.....
183rd St.....	<b>MU</b>	.....	<b>MU</b>	<b>MU</b>
Fordham(190th St.)....	.....	.....	.....	.....
Botanical Garden (200th St.).....	.....	.....	.....	.....
Williams Bridge (210th St.).....	.....	.....	.....	.....
Woodlawn(233rd St.)...	11.16	.....	.....	.....
Wakefield (241st St.)..	.....	.....	.....	.....
Mount Vernon.....	.....	.....	.....	.....
Fleetwood.....	.....	.....	.....	.....
Bronxville.....	.....	.....	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22
Tuckahoe.....	.....	.....	.....	.....
Crestwood.....	.....	.....	.....	.....
Scarsdale.....	.....	.....	.....	.....
Hartsdale.....	.....	.....	.....	.....
White Plains.....	.....	.....	.....	.....
White Plains No.Sta...	.....	.....	.....	.....
High Bridge.....	.....	.....	s11.17	.....
Morris Heights.....	.....	.....	s11.19	.....
University Heights....	.....	.....	s11.21	.....
Marble Hill.....	.....	.....	s11.23	.....
Spuyten Duyvil.....	.....	11.21	s <sup>o</sup> 11.25	<sup>o</sup> 11.30
Riverdale.....	.....	.....	s11.27	.....
Mount St.Vincent.....	.....	.....	s11.29	.....
Ludlow.....	.....	.....	s11.30	s11.35
Yonkers.....	.....	.....	s11.32	s11.38
Glenwood.....	.....	.....	11.36	s11.40
Greystone.....	.....	.....	.....	.....
Hastings-on-Hudson...	.....	.....	.....	s11.44
Dobbs Ferry.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	s11.46
Ardley-on-Hudson....	.....	.....	.....	s11.49
Irvington.....	.....	.....	.....	s11.51
Tarrytown.....	.....	11.37	.....	s11.55
Philipse Manor.....	.....	.....	.....	s11.58
Scarborough.....	.....	.....	.....	s12.02
Ossining.....	.....	.....	.....	s12.05
Croton-Harmon.....	.....	↑11.51 11.59	.....	s12.09
Croton No. Sta.....	.....	12.04	.....	12.14
Arrive	P.M.	A.M.	P.M.	A.M.

WESTWARD

69

FIRST CLASS						
969	Y288	607	Y390	Y290	609	
R		R		R		
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	
Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	
39	23	25	21	23	29	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
<sup>o</sup> 11.16	<sup>o</sup> 11.26	<sup>o</sup> 11.31	<sup>o</sup> 11.35	<sup>o</sup> 11.56	11.59	
.....	.....	.....	.....	.....	.....	
.....	↑11.35	↑11.40	↑11.44	↑12.05	↑12.10	
.....	.....	.....	.....	.....	.....	
11.31	11.38	<sup>o</sup> 11.43	<sup>o</sup> 11.47	12.08	12.13	
.....	.....	.....	.....	.....	.....	
<b>MU</b>	<b>MU</b>	<b>MU</b>	.....	<b>MU</b>	<b>MU</b>	
<b>RDC</b>	.....	s11.46	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
11.39	11.46	11.52	11.56	12.16	12.21	
.....	.....	.....	.....	.....	.....	
11.41	.....	s11.54	.....	.....	s12.23	
.....	.....	s11.57	.....	.....	s12.26	
.....	.....	s12.00	.....	.....	s12.29	
.....	.....	s12.02	.....	.....	s12.31	
11.45	.....	s12.04	.....	.....	s12.33	
.....	.....	s12.08	.....	.....	s12.37	
.....	.....	s12.11	.....	.....	s12.40	
s11.53	.....	s12.15	.....	.....	s12.44	
x11.57 12.01	.....	12.19	.....	.....	12.50	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
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.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	







CROTON NORTH STATION TO INT. STA. 101

72

STATIONS	FIRST CLASS			
	51	809	861	39
	Passen-ger	Passen-ger	Passen-ger	Passen-ger
	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.
Leave	A.M.	A.M.	A.M.	P.M.
Grand Cen.Term.....	8.16	.....	.....	12.31
Croton-Harmon.....	9.11	9.25	11.32	1.28
Croton No.Sta.....	9.16	s <sup>o</sup> 9.28	11.35	1.33
Oscawana.....	.....	.....	.....	.....
Crugers.....	.....	s 9.33	.....	.....
Montrose.....	.....	s 9.36	.....	.....
Peekskill.....	9.24	9.42	s11.43	1.41
Manitou.....	.....	.....	.....	.....
Garrison.....	.....	.....	s11.54	.....
Cold Spring.....	.....	.....	s11.58	.....
Beacon.....	9.42	.....	s12.07	s 2.00
Chelsea.....	.....	.....	.....	.....
New Hamburg.....	.....	.....	.....	.....
Poughkeepsie.....	9.55	.....	12.23	s 2.15
Rhinecliff.....	.....	.....	.....	s 2.32
Barrytown.....	10.14	RDC	RDC	2.39
Germantown.....	.....	.....	.....	.....
Hudson.....	10.31	.....	.....	s 3.01
Stuyvesant.....	10.40	.....	.....	3.10
Int.Station 101.....	11.00	.....	.....	3.33
Albany.....	11.05	.....	.....	3.38
ARRIVE	A.M.	A.M.	P.M.	P.M.

Time shown at Grand Central Terminal Croton-Harmon, Int. Sta. 101 and Albany is for information only.

WESTWARD

73

FIRST CLASS						
863	823	15	815	169	885	865
	R	B	R	R P	R	R
Passen-ger	Passen-ger	Passen-ger	Passen-ger	Dead-head	Passen-ger	Passen-ger
Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	.....	1.46	.....	4.15	.....	.....
1.38	2.12	2.42	3.16	.....	4.32	4.34
1.41	2.15	2.47	s <sup>o</sup> 3.19	4.17	4.35	s <sup>o</sup> 4.39
s 1.44	.....	.....	.....	.....	.....	N 4.43
s 1.46	.....	.....	s 3.24	.....	.....	s 4.46
s 1.49	.....	.....	s 3.27	.....	.....	s 4.49
s 1.55	2.24	2.55	3.33	4.28	4.43	4.55
s 2.02	Will	.....	Will	.....	.....	Will
s 2.06	Not Run	.....	Not Run	.....	s 4.52	Not Run
s 2.10	Nov.24	.....	Nov.24	.....	.....	Nov.24
s 2.19	Dec.23	.....	Dec.23	.....	s 4.56	Dec.23
.....	Dec.26	3.13	Dec.26	.....	s 5.04	Dec.26
.....	Dec.30	.....	Dec.30	.....	.....	Dec.30
.....	Jan.2	.....	Jan.2	.....	N 5.09	Jan.2
s 2.27	Feb.22	.....	Feb.22	.....	N 5.13	Feb.22
.....	.....	.....	.....	.....	.....	Dec.23
2.39	.....	† 3.27	.....	.....	5.25	.....
.....	.....	.....	.....	Will	Will	.....
.....	.....	3.45	.....	Not Run	Not Run	.....
.....	.....	.....	.....	Nov.24	Nov.24	.....
.....	.....	.....	.....	Dec.26	Dec.23	.....
.....	.....	4.03	.....	Jan.2	Dec.26	.....
.....	.....	4.12	.....	Feb.22	Dec.30	.....
.....	.....	4.35	.....	.....	Jan.2	.....
.....	.....	.....	.....	.....	Feb.22	.....
RDC	RDC	4.40	RDC	RDC	RDC	RDC
P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.











WHITE PLAINS NORTH STATION TO GHENT BRANCH

STATIONS	FIRST CLASS				
	971	901	117	119	903
			R P	R P	R
	Passen- ger	Passen- ger	Dead- head	Dead- head	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	
Leave	A.M.	A.M.	A.M.	A.M.	A.M.
Grand Cen. Term.....	12.16	.....	.....	.....	5.46
White Plains No. Sta..	1.01	1.58	.....	.....	6.31
Valhalla.....	N 1.04	N 2.01	.....	.....	.....
Kensico Cemetery.....	.....	.....	.....	.....	.....
Mount Pleasant.....	.....	.....	.....	.....	.....
Hawthorne.....	s 1.10	s 2.07	.....	.....	s 6.38
Thornwood.....	N 1.12	N 2.09	.....	.....	N 6.40
Pleasantville.....	s 1.14	s 2.11	.....	.....	s 6.42
Chappaqua.....	s 1.18	s 2.15	.....	.....	s 6.46
Mount Kisco.....	s 1.24	s 2.21	.....	.....	s 6.52
Bedford Hills.....	N 1.27	N 2.24	.....	.....	N 6.55
Katonah.....	s 1.30	s 2.27	.....	.....	s 6.58
Goldens Bridge.....	N 1.34	N 2.32	.....	.....	N 7.02
Purdy's.....	N 1.37	N 2.36	.....	.....	.....
Croton Falls.....	N 1.39	N 2.39	.....	.....	N 7.07
Brewster.....	s 1.49	s 2.49	5.30	6.33	s 7.18
Putnam Jct.....	1.53	2.53	5.32	6.35	7.22
Dykeman's.....	.....	.....	.....	.....	.....
Towner s.....	.....	.....	.....	.....	.....
Patterson.....	.....	.....	.....	.....	.....
Pawling.....	.....	.....	5.45	6.48	.....
State Hospital.....	.....	.....	.....	.....	.....
Wingdale.....	.....	.....	.....	.....	.....
Dover Furnace.....	.....	.....	.....	.....	.....
Dover Plains.....	.....	.....	.....	7.00	.....
State School.....	.....	.....	.....	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22
Wassaic.....	.....	.....	.....	.....	.....
Amenia.....	.....	.....	.....	.....	.....
Millerton.....	RDC	RDC	RDC	RDC	RDC
Copake Falls.....	.....	.....	Will Not Run Nov. 24	Will Not Run Nov. 24	.....
Hillsdale.....	.....	.....	.....	.....	.....
Craryville.....	.....	.....	Dec. 26 Jan. 2 Feb. 22	Dec. 26 Jan. 2 Feb. 22	.....
Philmont.....	.....	.....	.....	.....	.....
Ghent.....	.....	.....	.....	.....	.....
Chatham.....	.....	.....	.....	.....	.....
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.

Time shown at Grand Central Terminal is for information only.

WESTWARD

FIRST CLASS							
907	973	911	913	915	975	917	921
R		R	R	R B	R R-29	R	R
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
8.16	.....	9.16	10.16	11.16	.....	12.16	1.16
9.01	.....	9.58	11.01	12.01	.....	1.01	2.01
f 9.04	.....	N10.00	.....	.....	.....	N 1.03	.....
f 9.07	.....	.....	.....	.....	.....	.....	.....
f 9.09	.....	.....	.....	.....	.....	.....	.....
s 9.11	.....	s10.06	s11.10	s12.09	.....	s 1.09	s 2.07
f 9.14	.....	.....	.....	N12.11	.....	.....	.....
s 9.18	.....	s10.10	s11.14	s12.13	.....	s 1.13	s 2.11
s 9.22	.....	s10.14	s11.17	s12.17	.....	s 1.17	s 2.14
s 9.28	.....	s10.20	s11.23	s12.23	.....	s 1.23	s 2.20
f 9.31	.....	.....	N11.26	.....	.....	.....	N 2.23
s 9.36	.....	s10.26	s11.29	s12.29	.....	s 1.29	s 2.26
f 9.41	.....	N10.30	11.33	12.33	.....	N 1.33	2.30
.....	.....	.....	.....	N12.36	.....	.....	.....
f 9.46	.....	.....	N11.40	.....	.....	.....	N 2.36
s 9.59	s10.04	s10.42	s11.52	s12.50	s12.55	s 1.47	s 2.45
10.03	10.06	10.46	11.55	12.54	12.57	2.01	2.50
.....	.....	.....	.....	.....	f 1.01	Will Not Run Nov. 24	Will Not Run Nov. 24
.....	f10.13	.....	.....	.....	s 1.06	Dec. 23	Dec. 23
.....	f10.17	.....	.....	.....	s 1.10	Dec. 26	Dec. 26
.....	s10.22	.....	.....	.....	s 1.15	Dec. 30	Dec. 30
Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	f10.30	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	s 1.23	Jan. 2	Jan. 2
.....	s10.32	.....	.....	.....	s 1.25	Feb. 22	Feb. 22
.....	10.42	.....	.....	.....	1.35	.....	.....
RDC	RDC	.....	.....	.....	RDC	RDC	RDC
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.































































































**CROTON NORTH STATION AND WHITE PLAINS NORTH STATION  
TO GRAND CENTRAL TERMINAL**

126

STATIONS	FIRST CLASS			
	776	Y283	620	Y59
		B	R	R B
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
Leave	P.M.	P.M.	P.M.	P.M.
Croton No.Sta.....	<sup>o</sup> 10.06	.....	.....	.....
Croton-Harmon.....	s10.10	.....	.....	.....
Ossining.....	s10.14	.....	.....	.....
Scarborough.....	s10.17	.....	.....	.....
Philipe Manor.....	.....	.....	.....	.....
Tarrytown.....	s10.24	.....	.....	.....
Irvington.....	s10.28	.....	.....	.....
Ardley-on-Hudson...	.....	.....	.....	.....
Dobbs Ferry.....	s10.33	.....	.....	.....
Hastings-on-Hudson...	s10.35	.....	.....	.....
Greystone.....	.....	.....	.....	.....
Glenwood.....	s10.39	.....	Will Not Run Nov. 24	Will Not Run Nov. 24
Yonkers.....	s10.41	.....	Dec. 26	Dec. 26
Ludlow.....	s10.44	.....	Jan. 2	Jan. 2
Mount St.Vincent....	.....	.....	Feb. 22	Feb. 22
Riverdale.....	.....	.....	.....	.....
Spuyten Duyvil.....	10.49	<b>MU</b>	<b>MU</b>	.....
Marble Hill.....	.....	.....	.....	.....
University Heights...	.....	.....	.....	.....
Morris Heights.....	.....	.....	.....	.....
High Bridge.....	.....	.....	.....	.....
White Plains No.Sta..	<b>MU</b>	.....	10.16	.....
White Plains.....	.....	.....	s10.20	.....
Hartsdale.....	.....	.....	s10.23	.....
Scarsdale.....	.....	.....	s10.26	.....
Crestwood.....	.....	.....	s10.30	.....
Tuckahoe.....	.....	.....	s10.32	.....
Bronxville.....	.....	.....	s10.34	.....
Fleetwood.....	.....	.....	s10.37	.....
Mount Vernon.....	.....	.....	<sup>s</sup> 10.40	.....
Wakefield(241st St.)..	.....	.....	s10.41	.....
Woodlawn(233rd St.)..	.....	10.51	s10.43	10.58
Williams Bridge (210th St.).....	.....	.....	s10.46	.....
Botanical Garden (200th St.).....	.....	.....	s10.49	.....
Fordham(190th St.)...	.....	.....	s10.51	.....
183rd St.....	.....	.....	.....	.....
Tremont(177th St.)...	.....	.....	s10.54	.....
Morrisania(168th St.)	.....	.....	s10.56	.....
Melrose(162nd St.)...	.....	.....	s10.58	.....
Mott Haven Jct.(MO)..	<sup>o</sup> 10.56	10.59	<sup>o</sup> 11.00	11.06
138th St.....	.....	.....	s11.01	.....
125th St.....	110.59	111.02	s11.03	111.09
G.C.T., Lower Level...	.....	.....	.....	.....
G.C.T., Upper Level...	11.10	11.12	11.15	11.20
Arrive	P.M.	P.M.	P.M.	P.M.

**EASTWARD**

127

FIRST CLASS						
472	964	96	622	778	Y285	474
R P-6	R	B				R P-6
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	.....	10.45	.....	<sup>o</sup> 11.06	.....	.....
.....	.....	s10.47 10.55	.....	s11.10	.....	.....
.....	.....	.....	.....	s11.14	.....	.....
.....	.....	.....	.....	s11.17	.....	.....
.....	.....	.....	.....	s11.21	.....	Will Not Run Nov. 24
.....	.....	11.06	.....	s11.24	.....	Dec. 26
.....	.....	.....	.....	s11.28	.....	Jan. 2
.....	.....	.....	.....	s11.30	.....	Feb. 22
.....	.....	.....	.....	s11.33	.....	.....
.....	.....	.....	.....	s11.35	.....	.....
.....	.....	.....	.....	.....	.....	.....
10.47	Will Not Run Nov. 24	.....	.....	s11.39	.....	11.47
s10.50	Dec. 26	111.16	.....	s11.41	.....	s11.50
s10.52	Jan. 2	.....	.....	s11.44	.....	s11.52
s10.54	Feb. 22	.....	.....	.....	.....	s11.54
s10.56	.....	.....	.....	.....	.....	s11.56
s10.58	<b>MU</b>	11.36	<b>MU</b>	11.49	.....	s11.58
<sup>s</sup> 11.00	<b>RDC</b>	.....	.....	.....	.....	<sup>s</sup> 12.00
s11.02	.....	.....	.....	.....	.....	s12.02
s11.04	.....	.....	.....	.....	.....	s12.04
s11.06	.....	.....	.....	.....	.....	s12.06
<b>MU</b>	s11.07 11.11	.....	11.16	<b>MU</b>	<b>MU</b>	<b>MU</b>
.....	s11.15	.....	s11.20	.....	.....	.....
.....	.....	.....	s11.23	.....	.....	.....
Will Not Run Nov. 24	.....	.....	s11.26	.....	.....	.....
Dec. 26	11.22	.....	s11.30	.....	.....	.....
Jan. 2	.....	.....	s11.32	.....	.....	.....
Feb. 22	.....	.....	s11.34	.....	.....	.....
.....	.....	.....	s11.37	.....	.....	.....
.....	11.26	.....	<sup>s</sup> 11.40	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	11.28	.....	11.42	.....	11.50	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s11.45	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
<sup>o</sup> 11.09	11.36	11.44	11.50	<sup>o</sup> 11.56	11.58	<sup>o</sup> 12.09
s11.10	.....	.....	.....	.....	.....	s12.10
s11.12	111.39	111.47	111.53	111.59	112.01	s12.12
.....	.....	.....	.....	.....	.....	.....
11.23	11.50	11.59	12.05	12.10	12.11	12.23
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.



























**W 30th STREET BRANCH**  
**W 30th Street to Spuyten Duyvil – Westward**

First Class

STATIONS	3	857	853	13	
	R P	P	R P	R P	
	Mail and Express	Mail and Express	Mail	Mail and Express	
	Daily Ex.Sat. Sun. & Mon.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. Sun. & Mon.	Daily Ex.Sat. & Sun.	
LEAVE	A.M.	A.M.	P.M.	P.M.	
30th St.....	1.40	4.25	12.10	11.55	
105th St.....	2.10	4.55	12.45	12.25	
Spuyten Duyvil.....	2.25	5.10	1.00	12.39	
	Will Not Run Nov. 25 Dec. 27 Jan. 3 Feb. 23		Will Not Run Dec. 27 Jan. 3 Feb. 23	Will Not Run Nov. 24 Dec. 26 Jan. 2 Feb. 22	
ARRIVE	A.M.	A.M.	P.M.	P.M.	

**Spuyten Duyvil to W 30th Street – Eastward**

First Class

STATIONS	814	854	856	858	
	P	R P	P	P	
	Mail and Express	Mail	Mail	Mail	
	Daily Ex.Sat. & Sun.	Daily Ex.Sat. Sun. & Mon.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	
LEAVE	A.M.	A.M.	P.M.	P.M.	
Spuyten Duyvil.....	2.03	10.00	8.20	10.25	
105th St.....	2.10	10.30	8.35	10.40	
30th St.....	2.50	11.00	9.10	11.15	
		Will Not Run Dec. 27 Jan. 3 Feb. 23			
ARRIVE	A.M.	A.M.	P.M.	P.M.	

**The  
New York Central  
Railroad Company**

**NEW YORK DISTRICT**

**G. C. TERMINAL DIVISION  
HUDSON DIVISION**

**TIMETABLE No. 20**

**FOR EMPLOYEES ONLY**

**SATURDAY, SUNDAY**

**AND**

**HOLIDAY**

**NOVEMBER 24, DECEMBER 26, JANUARY 2  
AND FEBRUARY 22**

**R. F. LAWSON**

General Manager

**J. TAYLOR**

District Transportation Superintendent

**L. C. LYTLE**

Transportation Superintendent



















GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

150

STATIONS	FIRST CLASS			
	715	909	Y66	663
		R-27	B	
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	
Track No.	30	37	21	27
Leave	A.M.	A.M.	A.M.	A.M.
G.C.T., Upper Level....	9.11	9.16	9.21	9.46
G.C.T., Lower Level....				
125th St.....	s 9.20	† 9.25	† 9.30	s 9.55
138th St.....				s 9.57
Mott Haven Jct.(MO)...	° 9.23	9.28	9.33	° 9.58
Melrose(162nd St.)....				s 9.59
Morrisania(168th St.)..				
Tremont (177th St.)...				s10.02
183rd St.....	<b>MU</b>			
Fordham(190th St.)....				s10.05
Botanical Garden (200th St.).....				s10.07
Williams Bridge (210th St.).....				s10.10
Woodlawn(233rd St.)...		9.36	9.42	s10.13
Wakefield (241st St.)..				
Mount Vernon.....		9.38		10.16
Fleetwood.....				
Bronxville.....				
Tuckahoe.....				
Crestwood.....		9.42		
Scarsdale.....				
Hartsdale.....				
White Plains.....		s 9.50		
White Plains No.Sta...		x 9.54 9.58		
High Bridge.....				
Morris Heights.....				
University Heights....				
Marble Hill.....	s 9.29			
Spuyten Duyvil.....	° 9.30			
Riverdale.....				
Mount St.Vincent.....				
Ludlow.....	s 9.35			
Yonkers.....	s 9.38			
Glenwood.....	s 9.40			
Greystone.....				
Hastings-on-Hudson....	s 9.44			
Dobbs Ferry.....	s 9.46			
Ardsley-on-Hudson....				
Irvington.....	s 9.50			
Tarrytown.....	s 9.54			
Philipse Manor.....				
Scarborough.....	s10.00			
Ossining.....	s10.03			
Croton-Harmon.....	s10.07			
Croton No. Sta.....	10.12			
Arrive	A.M.	A.M.	A.M.	A.M.

WESTWARD

151

FIRST CLASS							
Y222	Y12	635	717	925	Y224	831	861
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.
17	20	28	30	39	24	41	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
9.56	°10.00½	10.01	°10.11	10.16	°10.29	10.41	.....
†10.05	†10.10	† 10.10	s10.20	† 10.25	†10.38	†10.52	.....
°10.08	°10.13	10.13	° 10.23	10.28	°10.41	10.56	.....
<b>MU</b>			<b>MU</b>		<b>MU</b>		
10.16	10.21	10.21	.....	10.36	10.49	.....	.....
		s10.23	.....	10.38	.....	.....	.....
		s10.26	.....	.....	.....	.....	.....
		s10.29	.....	.....	.....	.....	.....
		s10.31	.....	.....	.....	.....	.....
		s10.33	.....	10.42	.....	.....	.....
		s10.37	.....	.....	.....	.....	.....
		s10.40	.....	.....	.....	.....	.....
		s10.44	.....	s10.50	.....	.....	.....
		10.50	.....	x10.54 10.58	.....	.....	.....
			s10.29	.....	.....	.....	.....
			°10.30	.....	.....	11.03	.....
			s10.35	.....	.....	.....	.....
			s10.38	.....	.....	s11.09	.....
			s10.40	.....	.....	.....	.....
			s10.44	.....	.....	.....	.....
			s10.46	.....	.....	.....	.....
			s10.49	.....	.....	.....	.....
			s10.51	.....	.....	.....	.....
			s10.55	.....	.....	11.20	.....
			s11.02	.....	.....	.....	.....
			s11.05	.....	.....	.....	.....
			s11.09	.....	.....	11.35	s11.37
			11.14	.....	.....	.....	11.40
A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.











GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

156

STATIONS	FIRST CLASS				
	643	727	815	Y78	991
	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger
	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Satur-day only	Sunday only	Sat. Sun. & Hols.
Track No.	29	32		16	39
Leave	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level....	2.01	2.11	.....	<sup>o</sup> 2.15	2.16
G.C.T., Lower Level....			.....		
125th St.....	† 2.10	s 2.20	.....	† 2.24	† 2.27
138th St.....		s 2.22	.....		
Mott Haven Jct. (MO)...	2.13	<sup>o</sup> 2.23	.....	<sup>o</sup> 2.27	2.31
Melrose (162nd St.)....					
Morrisania (168th St.)..					
Tremont (177th St.)....					
183rd St.....	MU	MU	RDC		
Fordham (190th St.)....					
Botanical Garden (200th St.).....					
Williams Bridge (210th St.).....					
Woodlawn (233rd St.)...	2.21			2.36	2.39
Wakefield (241st St.)..					
Mount Vernon.....	s 2.23				2.41
Fleetwood.....	s 2.26				
Bronxville.....	s 2.29				
Tuckahoe.....	s 2.31				
Crestwood.....	s 2.33				2.45
Scarsdale.....	s 2.37				
Hartsdale.....	s 2.40				
White Plains.....	s 2.44				s 2.53
White Plains No. Sta...	2.50				x 2.57 3.01
High Bridge.....					
Morris Heights.....					
University Heights....		s 2.28			
Marble Hill.....		s 2.29			
Spuyten Duyvil.....		<sup>o</sup> 2.30			
Riverdale.....					
Mount St. Vincent.....		□ 2.34			
Ludlow.....		s 2.36			
Yonkers.....		s 2.39			
Glenwood.....		s 2.41			
Greystone.....					
Hastings-on-Hudson....		s 2.45			
Dobbs Ferry.....		s 2.47			
Ardsley-on-Hudson....		s 2.50			
Irvington.....		s 2.52			
Tarrytown.....		s 2.56			
Philipse Manor.....		s 2.59			
Scarborough.....		s 3.03			
Ossining.....		s 3.06			
Croton-Harmon.....		s 3.10	s <sup>o</sup> 3.16		
Croton No. Sta.....		3.15	s 3.19		
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD

157

FIRST CLASS					
Y234	Y236	Y20	619	729	Y238
		B		T-21	B
Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger
Sun. & Hols.	Satur-day only	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.
24	20	18	29	32	24
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
<sup>o</sup> 2.26	2.56	3.01	<sup>o</sup> 3.01	3.11	3.26
† 2.35	† 3.05	† 3.10	† 3.10	s 3.20	† 3.35
<sup>o</sup> 2.38	3.08	3.13	<sup>o</sup> 3.13	<sup>o</sup> 3.23	3.38
MU	MU		MU	MU	MU
			s 3.16		
2.47	3.17	3.22	3.23		3.47
			s 3.24		
			s 3.27		
			s 3.30		
			s 3.32		
			s 3.34		
			s 3.38		
			s 3.41		
			s 3.45		
			3.50		
				s 3.26	
				s 3.28	
				s 3.30	
				s 3.32	
				s <sup>o</sup> 3.34	
				s 3.37	
				s 3.38	
				s 3.40	
				s 3.43	
				s 3.45	
				N 3.47	
				s 3.49	
				s 3.51	
				s 3.54	
				s 3.56	
				s 4.00	
				s 4.03	
				s 4.07	
				s 4.10	
				s 4.14	
				4.19	
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.



























GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION  
AND CROTON NORTH STATION

170

STATIONS	FIRST CLASS			
	967	Y284	35	821
		B-4	B	
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.
Track No.	30	16	34	
Leave	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level....	10.16	10.26	10.31	.....
G.C.T., Lower Level....	.....	.....	.....	.....
125th St.....	†10.25	†10.35	.....	.....
138th St.....	.....	.....	.....	.....
Mott Haven Jct.(MO)...	10.28	10.38	10.43	.....
Melrose(162nd St.)....	.....	.....	.....	.....
Morrisania(168th St.)..	.....	.....	.....	.....
Tremont (177th St.)...	.....	.....	.....	.....
183rd St.....	.....	MU	.....	RDC
Fordham(190th St.)....	.....	.....	.....	.....
Botanical Garden (200th St.).....	.....	.....	.....	.....
Williams Bridge (210th St.).....	.....	.....	.....	.....
Woodlawn(233rd St.)...	10.36	10.46	.....	.....
Wakefield (241st St.)..	.....	.....	.....	.....
Mount Vernon.....	10.38	.....	.....	.....
Fleetwood.....	.....	.....	.....	.....
Bronxville.....	.....	.....	.....	.....
Tuckahoe.....	.....	.....	.....	.....
Crestwood.....	10.42	.....	.....	.....
Scarsdale.....	.....	.....	.....	.....
Hartsdale.....	.....	.....	.....	.....
White Plains.....	s10.50	.....	.....	.....
White Plains No.Sta...	x10.54 10.58	.....	.....	.....
High Bridge.....	.....	.....	.....	.....
Morris Heights.....	.....	.....	.....	.....
University Heights....	.....	.....	.....	.....
Marble Hill.....	.....	.....	.....	.....
Spuyten Duyvil.....	.....	.....	10.51	.....
Riverdale.....	.....	.....	.....	.....
Mount St.Vincent.....	.....	.....	.....	.....
Ludlow.....	.....	.....	.....	s11.39
Yonkers.....	.....	.....	.....	s11.42
Glenwood.....	.....	.....	.....	s11.44
Greystone.....	.....	.....	.....	.....
Hastings-on-Hudson....	.....	.....	.....	s11.48
Dobbs Ferry.....	.....	.....	.....	s11.50
Ardsley-on-Hudson....	.....	.....	.....	.....
Irvington.....	.....	.....	.....	s11.54
Tarrytown.....	.....	.....	11.07	.....
Philipse Manor.....	.....	.....	.....	.....
Scarborough.....	.....	.....	.....	s12.04
Ossining.....	.....	.....	.....	s12.07
Croton-Harmon.....	.....	.....	s 11.21 11.28	s <sup>o</sup> 11.28
Croton No. Sta.....	.....	.....	11.33	s11.31
Arrive	P.M.	P.M.	P.M.	P.M.

WESTWARD

171

FIRST CLASS				
59	Y394	655	793	Y288
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sat. Sun. & Hols.	Sunday only	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sun. & Hols.
35	21	32	42	18
P.M.	P.M.	P.M.	P.M.	P.M.
11.01	<sup>o</sup> 11.01	<sup>o</sup> 11.03	11.11	<sup>o</sup> 11.26
.....	.....	.....	.....	.....
.....	†11.10	† 11.12	†11.22	†11.35
.....	.....	.....	.....	.....
11.13	11.13	<sup>o</sup> 11.15	<sup>o</sup> 11.26	11.38
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	MU	MU	MU
.....	.....	s 11.18	.....	.....
.....	.....	.....	.....	.....
.....	11.22	11.24	.....	11.46
.....	.....	s 11.26	.....	.....
.....	.....	s 11.28	.....	.....
.....	.....	s 11.32	.....	.....
.....	.....	s 11.34	.....	.....
.....	.....	s 11.36	.....	.....
.....	.....	s 11.40	.....	.....
.....	.....	s 11.43	.....	.....
.....	.....	s 11.47	.....	.....
.....	.....	11.51	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	s11.32	.....
11.21	.....	.....	s <sup>o</sup> 11.34	.....
.....	.....	.....	.....	.....
.....	.....	.....	s11.39	.....
.....	.....	.....	s11.42	.....
.....	.....	.....	s11.44	.....
.....	.....	.....	s11.48	.....
.....	.....	.....	s11.50	.....
.....	.....	.....	.....	.....
.....	.....	.....	s11.54	.....
11.37	.....	.....	s11.58	.....
.....	.....	.....	.....	.....
.....	.....	.....	s12.04	.....
.....	.....	.....	s12.07	.....
11.51 11.59	.....	.....	s12.11	.....
12.04	.....	.....	12.18	.....
A.M.	P.M.	P.M.	A.M.	P.M.







CROTON NORTH STATION TO INT. STA. 101

174

STATIONS	FIRST CLASS				
	13	45	43	3	173
	P	B R-20	B R-20	P	P
	Mail and Express	Passen- ger	Passen- ger	Mail and Express	Dead- head
Leave	Sat. & Sun.	Sat. & Hols.	Sunday only	Satur- day only	Sun & Hols.
	A.M.	A.M.	A.M.	A.M.	A.M.
Grand Cen.Term.....	.....	12.26	12.26	.....	.....
Croton-Harmon.....	1.15	1.34	1.45	3.08	5.56
Croton No.Sta.....	1.21	1.39	1.50	3.13	5.59
Oscawana.....	.....	.....	.....	.....	.....
Crugers.....	.....	.....	.....	.....	.....
Montrose.....	.....	.....	.....	.....	.....
Peekskill.....	1.30	s 1.49	s 2.00	3.21	6.11
Manitou.....	.....	.....	.....	.....	.....
Garrison.....	.....	.....	.....	.....	.....
Cold Spring.....	.....	.....	.....	.....	.....
Beacon.....	1.50	s 2.09	s 2.20	3.39	.....
Chelsea.....	.....	.....	.....	.....	.....
New Hamburg.....	.....	.....	.....	.....	.....
Poughkeepsie.....	2.05	s 2.24 2.34	s 2.40 2.50	3.52	.....
Rhinecliff.....	.....	.....	.....	.....	.....
Barrytown.....	2.24	2.53	3.10	4.10	.....
Germantown.....	.....	.....	.....	.....	.....
Hudson.....	2.42	s 3.11	s 3.35	4.27	<b>RDC</b>
Stuyvesant.....	2.51	3.21	3.45	4.36	.....
Int.Station 101.....	3.10	3.55	4.15	4.55	.....
Albany.....	3.15	4.00	4.20	5.00	.....
<b>ARRIVE</b>	A.M.	A.M.	A.M.	A.M.	A.M.

Time shown at Grand Central Terminal Croton-Harmon, Int. Sta. 101 and Albany is for information only.

WESTWARD

175

FIRST CLASS							
95	805	803	51	809	861	39	863
B R-20							
Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sat.Sun. & Hols.	Satur- day only	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
6.11	.....	.....	8.16	.....	.....	12.31	.....
7.11	7.23	8.15	9.11	9.25	11.37	1.28	1.38
7.16	s <sup>o</sup> 7.26	<sup>o</sup> 8.18	9.16	s <sup>o</sup> 9.28	11.40	1.33	<sup>o</sup> 1.41
.....	.....	.....	.....	.....	.....	.....	s 1.44
.....	s 7.31	s 8.23	.....	s 9.33	.....	.....	s 1.46
.....	s 7.34	s 8.26	.....	s 9.36	.....	.....	s 1.49
7.24	7.40	s 8.33	9.24	9.42	s11.48	1.41	s 1.55
.....	.....	.....	.....	.....	.....	.....	s 2.02
.....	.....	s 8.43	.....	.....	s11.59	.....	s 2.06
.....	.....	s 8.47	.....	.....	s12.03	.....	s 2.10
s 7.43	.....	s 8.55	9.42	.....	s12.12	s 2.00	s 2.19
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 9.03	.....	.....	.....	.....	s 2.27
s 7.58	.....	9.15	9.55	.....	12.28	s 2.15	2.39
8.08	.....	.....	.....	.....	.....	.....	.....
s 8.26	.....	.....	.....	.....	.....	s 2.32	.....
8.33	.....	.....	10.14	.....	.....	2.39	.....
.....	.....	.....	.....	.....	.....	.....	.....
s 8.51	.....	.....	10.31	.....	.....	s 3.01	<b>RDC</b>
9.01	<b>RDC</b>	<b>RDC</b>	10.40	<b>RDC</b>	.....	3.10	.....
9.30	.....	.....	11.00	.....	.....	3.33	.....
9.35	.....	.....	11.05	.....	.....	3.38	.....
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.







CROTON NORTH STATION TO INT. STA. 101

178

STATIONS	FIRST CLASS			
	57	19	879	21
	R-20	B		B
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sun.& Hols.	Satur- day only	Sun.& Hols.	Satur- day only	
Leave	P.M.	P.M.	P.M.	P.M.
Grand Cen.Term.....	7.06	7.46	.....	8.46
Croton-Harmon.....	8.03	8.42	9.32	9.44
Croton No.Sta.....	8.08	8.47	s <sup>o</sup> 9.35	<sup>o</sup> 9.48
Oscawana.....	.....	.....	N 9.38	.....
Crugers.....	.....	.....	N.9.40	s 9.54
Montrose.....	.....	.....	s 9.43	.....
Peekskill.....	8.16	8.55	s 9.49	s10.04
Manitou.....	.....	.....	.....	.....
Garrison.....	.....	.....	s10.00	.....
Cold Spring.....	.....	.....	s10.04	.....
Beacon.....	8.34	G 9.14	s10.13	s10.23
Chelsea.....	.....	.....	.....	.....
New Hamburg.....	.....	.....	s10.21	.....
Poughkeepsie.....	s 8.50 9.00	s 9.29	10.33	s10.43
Rhinecliff.....	.....	.....	.....	.....
Barrytown.....	9.18	9.47	.....	11.03
Germantown.....	.....	.....	.....	.....
Hudson.....	s 9.36	10.05	<b>RDC</b>	s11.33
Stuyvesant.....	9.45	10.14	.....	11.43
Int.Station 101.....	10.10	10.45	.....	12.10
Albany.....	10.15	10.50	.....	12.15
ARRIVE	P.M.	P.M.	P.M.	A.M.

Time shown at Grand Central Terminal Croton-Harmon, Int. Sta. 101 and Albany is for information only.

WESTWARD

179

FIRST CLASS						
821	35	59				
	B R-20					
Passen- ger	Passen- ger	Passen- ger				
Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat.Sun. & Hols.				
P.M.	P.M.	P.M.				
.....	10.31	11.01				
11.28	11.28	11.59				
s <sup>o</sup> 11.31	11.33	12.04				
N11.34	.....	.....				
s11.36	.....	.....				
s11.39	.....	.....				
s11.45	11.41	12.12				
.....	.....	.....				
.....	.....	.....				
.....	.....	.....				
12.05	11.59	12.30				
.....	.....	.....				
.....	.....	.....				
.....	s12.13 12.23	12.43				
.....	.....	.....				
.....	12.41	1.00				
.....	.....	.....				
<b>RDC</b>	s 1.01	1.18				
.....	1.10	1.26				
.....	1.28	1.42				
.....	1.33	1.47				
A.M.	A.M.	A.M.				



WHITE PLAINS NORTH STATION TO GHENT BRANCH

180

STATIONS	FIRST CLASS				
	971	901	125	919	905
			P		
	Passen-ger	Passen-ger	Dead-head	Passen-ger	Passen-ger
Sat. Sun. & Hols.	Sat. Sun. & Hols.	Satur-day only	Satur-day only	Sat. Sun. & Hols.	
Leave	A.M.	A.M.	A.M.	A.M.	A.M.
Grand Cen.Term.....	12.16	.....	.....	6.16	8.16
White Plains No.Sta..	1.01	1.58	.....	6.58	8.58
Valhalla.....	N 1.04	N 2.01	.....	.....	f 9.01
Kensico Cemetery.....	.....	.....	.....	.....	f 9.03
Mount Pleasant.....	.....	.....	.....	.....	f 9.05
Hawthorne.....	s 1.10	s 2.07	.....	s 7.06	s 9.08
Thornwood.....	N 1.12	N 2.09	.....	N 7.08	f 9.11
Pleasantville.....	s 1.14	s 2.11	.....	s 7.10	s 9.14
Chappaqua.....	s 1.18	s 2.15	.....	s 7.14	s 9.18
Mount Kisco.....	s 1.24	s 2.21	.....	s 7.20	s 9.24
Bedford Hills.....	N 1.27	N 2.24	.....	N 7.23	f 9.29
Katonah.....	s 1.30	s 2.27	.....	s 7.26	s 9.32
Goldens Bridge.....	N 1.34	N 2.32	.....	N 7.31	f 9.38
Purdy's.....	N 1.37	N 2.36	.....	.....	f 9.42
Croton Falls.....	N 1.39	N 2.39	.....	N 7.38	f 9.44
Brewster.....	s 1.49	s 2.49	6.30	s 7.48	s 9.53
Putnam Jct.....	1.53	2.52	6.32	7.52	9.57
Dykeman's.....	.....	.....	.....	.....	.....
Towner s.....	.....	.....	.....	.....	.....
Patterson.....	.....	.....	.....	.....	.....
Pawling.....	.....	.....	6.45	.....	.....
State Hospital.....	.....	.....	.....	.....	.....
Wingdale.....	.....	.....	.....	.....	.....
Dover Furnace.....	.....	.....	.....	.....	.....
Dover Plains.....	.....	.....	.....	.....	.....
State School.....	.....	.....	.....	.....	.....
Wassaic.....	.....	.....	.....	.....	.....
Amenia.....	.....	.....	.....	.....	.....
Millerton.....	RDC	RDC	RDC	.....	.....
Copake Falls.....	.....	.....	.....	.....	.....
Hillsdale.....	.....	.....	.....	.....	.....
Craryville.....	.....	.....	.....	.....	.....
Philmont.....	.....	.....	.....	.....	.....
Ghent.....	.....	.....	.....	.....	.....
Chatham.....	.....	.....	.....	.....	.....
ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.

Time shown at Grand Central Terminal is for information only.

WESTWARD

181

FIRST CLASS							
973	909	123	925	927	963	987	127
	R-27	P		B		R-26	P
Passen-ger	Passen-ger	Dead-head	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Dead-head
Sat. & Hols.	Sat.Sun. & Hols.	Sunday only	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Satur-day only
A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
.....	9.16	.....	10.16	11.16	12.16	1.16	.....
.....	9.58	.....	10.58	11.58	12.58	1.58	.....
.....	.....	.....	N11.00	.....	N 1.00	.....	.....
.....	.....	.....	N11.02	.....	s 1.02	.....	.....
.....	.....	.....	N11.04	.....	s 1.04	.....	.....
.....	10.05	.....	s11.07	s12.06	s 1.06	s 2.04	.....
.....	.....	.....	N11.09	N12.08	.....	.....	.....
.....	.....	.....	s11.11	s12.10	s 1.10	s 2.07	.....
.....	s10.11	.....	s11.14	s12.14	s 1.14	s 2.10	.....
.....	10.15	.....	s11.20	s12.20	s 1.20	s 2.17	.....
.....	.....	.....	N11.23	.....	.....	N 2.20	.....
.....	.....	.....	s11.26	s12.26	s 1.26	s 2.23	.....
.....	10.23	.....	N11.30	12.30	N 1.30	2.27	.....
.....	.....	.....	N11.34	N12.33	.....	.....	.....
.....	.....	.....	N11.37	.....	.....	N 2.33	.....
s 10.04	s10.35	.....	s11.49	s12.47	s 1.44	s 2.42	3.30
10.06	Δ10.37	11.50	11.52	12.51	1.58	Δ 2.47	3.32
.....	s10.40	.....	.....	.....	.....	.....	.....
f10.13	s10.45	.....	.....	.....	.....	.....	.....
f10.17	s10.49	.....	.....	.....	.....	.....	.....
s10.22	s10.55	12.05	.....	.....	.....	s 3.02	3.45
f10.30	f11.02	.....	.....	.....	.....	.....	.....
s10.32	s11.05	.....	.....	.....	.....	s 3.10	.....
10.42	s11.17	12.20	.....	.....	.....	s 3.19	4.00
.....	f11.23	.....	.....	.....	.....	.....	.....
.....	s11.28	.....	.....	.....	.....	.....	.....
.....	s11.34	.....	.....	.....	.....	s 3.34	.....
.....	s11.49	.....	.....	.....	.....	s 3.47	.....
.....	s12.05	.....	.....	.....	.....	s 4.07	.....
RDC	s12.12	RDC	.....	RDC	.....	s 4.13	RDC
.....	s12.17	.....	.....	.....	.....	s 4.18	.....
.....	s12.28	.....	.....	.....	.....	.....	.....
.....	12.49	.....	.....	.....	.....	4.51	.....
A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.































CROTON NORTH STATION AND WHITE PLAINS NORTH STATION  
TO GRAND CENTRAL TERMINAL

196

STATIONS	FIRST CLASS				
	664	752	Y381	Y141	Y249
	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger
	Sat.Sun. & Hols.	Sat.Sun. & Hols.	Sat. & Hols.	Sat. & Hols.	Sat.Sun. & Hols.
Leave	A.M.	A.M.	A.M.	A.M.	A.M.
Croton No.Sta.....		<sup>o</sup> 10.06			
Croton-Harmon.....		s10.10			
Ossining.....		s10.14			
Scarborough.....		s10.17			
Philipse Manor.....		s10.21			
Tarrytown.....		s10.24			
Irvington.....		s10.28			
Ardsley-on-Hudson....		s10.30			
Dobbs Ferry.....		s10.33			
Hastings-on-Hudson...		s10.35			
Greystone.....		s10.37			
Glenwood.....		s10.39			
Yonkers.....		s10.41			
Ludlow.....		s10.44			
Mount St.Vincent....					
Riverdale.....		s10.48			
Spuyten Duyvil.....		s10.50			
Marble Hill.....		s <sup>o</sup> 10.52			
University Heights...		s10.54			
Morris Heights.....					
High Bridge.....		s10.57			
White Plains No.Sta..					
White Plains.....					
Hartsdale.....					
Scarsdale.....	<b>MU</b>	<b>MU</b>			<b>MU</b>
Crestwood.....					
Tuckahoe.....					
Bronxville.....					
Fleetwood.....					
Mount Vernon.....		<sup>o</sup> 10.42			
Wakefield(241st St.)..					
Woodlawn (233rd St.)..	s 10.44		10.57	11.07	11.19
Williams Bridge (210th St.).....	s 10.46				
Botanical Garden (200th St.).....	s 10.48				
Fordham (190th St.)..	s 10.50				
183rd St.....					
Tremont (177th St.)..	s 10.53				
Morrisania(168th St.)					
Melrose (162nd St.)..	s 10.56				
Mott Haven Jct.(MO)..	10.58	11.00	<sup>o</sup> 11.05	11.15	11.27
138th St.....	s 10.59				
125th St.....	s 11.01	11.03	11.08	11.18	11.30
G.C.T.,Lower Level...					
G.C.T.,Upper Level...	11.12	11.14	11.18	11.28	11.40
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.

EASTWARD

197

STATIONS	FIRST CLASS						
	54	920	Y17	650	Y91	808	742
	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger
	Sat.Sun. & Hols.	Satur-day only	Sun. & Hols.	Sat.Sun. & Hols.	Sunday only	Sat.Sun. & Hols.	Sat.Sun. & Hols.
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
10.43					s <sup>o</sup> 11.00	<sup>o</sup> 11.06	
s10.45 10.51					11.03	s11.10	
						s11.14	
11.03						s11.24	
						s11.33	
						s11.35	
						s11.39	
11.15						s11.41	
						s11.44	
11.21			<b>MU</b>		<b>RDC</b>	11.49	
						s <sup>o</sup> 11.51	
	s11.07 11.11		11.16			<b>MU</b>	
	s11.15		s11.20				
	11.22		s11.23				
			s11.26				
	11.26		s11.30				
	11.28		s11.32				
			s11.34				
			s11.37				
	11.26		s <sup>o</sup> 11.40				
	11.28	11.36	11.42	11.44			
			s11.45				
<sup>o</sup> 11.29	11.36	11.44	<sup>o</sup> 11.51	11.52		<sup>o</sup> 11.56	
	11.39	11.47	11.54	11.55		11.59	
11.45	11.50	11.57	12.05	12.05		12.10	
A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	



































**CROTON NORTH STATION AND WHITE PLAINS NORTH STATION  
TO GRAND CENTRAL TERMINAL**

214

STATIONS	FIRST CLASS				
	660	776	676	Y283	Y59
				B	B
	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Satur- day only	
Leave	P.M.	P.M.	P.M.	P.M.	P.M.
Croton No.Sta.....		<sup>o</sup> 10.06			
Croton-Harmon.....		s10.10			
Ossining.....		s10.14			
Scarborough.....		s10.17			
Philipse Manor.....					
Tarrytown.....		s10.24			
Irvington.....		s10.28			
Ardsley-on-Hudson...					
Dobbs Ferry.....		s10.33			
Hastings-on-Hudson...		s10.35			
Greystone.....					
Glenwood.....		s10.39			
Yonkers.....		s10.41			
Ludlow.....		s10.44			
Mount St.Vincent....					
Riverdale.....					
Spuyten Duyvil.....	<b>MU</b>	10.49	<b>MU</b>	<b>MU</b>	
Marble Hill.....		<sup>o</sup> 10.51			
University Heights...					
Morris Heights.....					
High Bridge.....					
White Plains No.Sta..	10.16	<b>MU</b>			
White Plains.....	s10.20				
Hartsdale.....	s10.23				
Scarsdale.....	s10.26				
Crestwood.....	s10.30				
Tuckahoe.....	s10.32				
Bronxville.....	s10.34				
Fleetwood.....	s10.37				
Mount Vernon.....	s10.40		<sup>o</sup> 10.42		
Wakefield(241st St.)					
Woodlawn(233rd St.)..	10.42		s 10.44	10.51	10.58
Williams Bridge (210th St.).....			s 10.46		
Botanical Garden (200th St.).....			s 10.48		
Fordham (190th St.)..			s 10.50		
183rd St.....					
Tremont (177th St.)..			s 10.53		
Morrisania (168th St)					
Melrose(162nd St.)..			s 10.56		
Mott Haven Jct.(MO)..	10.50	<sup>o</sup> 10.56	s 10.58	10.59	11.06
138th St.....			s 10.59		
125th St.....	t10.53	t10.59	s 11.01	t11.02	t11.09
G.C.T.,Lower Level...					
G.C.T.,Upper Level...	11.05	11.10	11.12	11.12	11.20
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.

**EASTWARD**

215

STATIONS	FIRST CLASS					
	Y43	962	96	622	778	Y285
	R B		B			
	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger
Sun. & Hols.	Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	Sat. Sun. & Hols.	
Leave	P.M.	P.M.	P.M.	P.M.	P.M.	
.....			10.45		<sup>o</sup> 11.06	
.....			s10.47 10.55		s11.10	
.....					s11.14	
.....					s11.17	
.....					s11.21	
.....			11.06		s11.24	
.....					s11.28	
.....					s11.30	
.....					s11.33	
.....					s11.35	
.....					s11.39	
.....			t11.16		s11.41	
.....					s11.44	
.....						
.....	<b>RDC</b>	11.38	<b>MU</b>	11.49		
.....	<b>MU</b>			<sup>o</sup> 11.51		
.....						
.....						
Will Not Run Nov.24 Feb.22	s11.07 11.11		11.16	<b>MU</b>	<b>MU</b>	
.....	s11.15		s11.20			
.....			s11.23			
.....			s11.26			
.....	11.22		s11.30			
.....			s11.32			
.....			s11.34			
.....			s11.37			
.....	11.26		<sup>o</sup> 11.40			
.....						
.....	11.26	11.28		11.42		11.50
.....						
.....						
.....				s11.45		
.....						
.....						
.....	11.34	<sup>o</sup> 11.36	11.46	11.50	<sup>o</sup> 11.56	11.58
.....						
.....	t11.37	t11.39	t11.49	t11.53	s11.59	t12.01
.....						
.....	11.47	11.50	11.59	12.05	12.10	12.11
.....	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.











INT. STA. 101 TO CROTON NORTH STATION

220

STATIONS	FIRST CLASS			
	50	182	824	878
	P			
	Passen- ger	Dead- head	Passen- ger	Passen- ger
	Sat.Sun & Hols.	Satur- day only	Satur- day only	Sun.& Hols.
Leave	P.M.	P.M.	P.M.	P.M.
Albany.....	6.50		.....	.....
Int. Station 101.....	6.55	.....	<b>RDC</b>	<b>RDC</b>
Stuyvesant.....	7.12	.....	.....	.....
Hudson.....	7.21	.....	.....	.....
Germantown.....	.....	.....	.....	.....
Barrytown.....	7.38	.....	.....	.....
Rhinecliff.....	.....	.....	.....	.....
Poughkeepsie.....	7.56	.....	8.15	8.20
New Hamburg.....	.....	.....	.....	s 8.30
Chelsea.....	.....	.....	.....	.....
Beacon.....	8.09	.....	s 8.30	s 8.39
Cold Spring.....	.....	.....	.....	s 8.48
Garrison.....	.....	.....	.....	s 8.53
Manitou.....	.....	.....	.....	s 8.57
Peekskill.....	8.28	8.35	s <sup>o</sup> 8.50	s <sup>o</sup> 9.05
Montrose.....	.....	.....	.....	s 9.10
Crugers.....	.....	.....	.....	s 9.13
Oscawana.....	.....	.....	.....	f 9.15
Croton No.Station....	8.39	8.47	s 9.02	s 9.20
Croton-Harmon.....	8.41	8.50	9.05	9.22
Grand Cen.Term.....	9.40	.....	.....	.....
ARRIVE	P.M.	P.M.	P.M.	P.M.

Time shown at Albany, Int. Sta. 101, Croton-Harmon and Grand Central Terminal is for information only.

EASTWARD

221

FIRST CLASS					
186	96				
P	B				
Dead- head	Passen- ger				
Sun.& Hols.	Sat.Sun. & Hols.				
P.M.	P.M.				
.....	8.35				
<b>RDC</b>	8.40				
.....	8.57				
.....	s 9.07				
.....	.....				
.....	9.24				
.....	s 9.32				
8.40	s 9.55				
.....	.....				
.....	.....				
8.55	s10.10				
.....	.....				
.....	.....				
.....	.....				
9.15	s10.30				
.....	.....				
9.23	10.45				
9.26	10.47				
.....	11.59				
P.M.	P.M.				











**W 30th STREET BRANCH****W 30th Street to Spuyten Duyvil – Westward**

First Class

STATIONS	3	857	853	13	
	P	P	P	P	
	Mail and Express	Mail and Express	Mail	Mail and Express	
	Satur-day only	Sat.Sun & Hols	Sat.Sun & Hols	Satur-day only	
LEAVE	A.M.	A.M.	P.M.	P.M.	
30th St.....	1.40	4.25	12.10	11.55	
105th St.....	2.10	4.55	12.45	12.25	
Spuyten Duyvil.....	2.25	5.10	1.00	12.39	
			Will Not Run Dec.26 Jan.2		
ARRIVE	A.M.	P.M.	A.M.	A.M.	

**Spuyten Duyvil to W 30th Street – Eastward**

First Class

STATIONS	814	854	856		
	P	R P	P		
	Mail and Express	Mail	Mail		
	Sat.Sun & Hols	Sat.Sun & Hols	Sat.Sun & Hols		
LEAVE	A.M.	A.M.	P.M.		
Spuyten Duyvil.....	2.03	10.00	8.20		
105th St.....	2.10	10.30	8.35		
30th St.....	2.50	11.00	9.10		
		Will Not Run Dec.26 Jan. 2			
ARRIVE	A.M.	A.M.	P.M.		



**The  
New York Central  
Railroad Company**

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**NEW YORK DISTRICT**

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**G. C. TERMINAL DIVISION  
HUDSON DIVISION**

**TIMETABLE No. 20  
FOR EMPLOYEES ONLY**

**SPECIAL SCHEDULES EFFECTIVE  
12:16 P.M. TO 7:16 P.M.  
FRIDAYS ONLY**

**December 23 and 30, 1966**

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**R. F. LAWSON**  
*General Manager*

**J. TAYLOR**  
*District Transportation Superintendent*

**L. C. LYTLE**  
*Transportation Superintendent*



























**GRAND CENTRAL TERMINAL TO CROTON NORTH STATION  
AND POUGHKEEPSIE**

240

STATIONS	FIRST CLASS			
	1307	499	1309	1119
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
	Friday only	Friday only	Friday only	Friday only
Leave	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level.....				
G.C.T., Lower Level.....	6.04	6.18	6.34	
125th St.....	† 6.13	s 6.27	† 6.43	
138th St.....		s 6.29		
Mott Haven Jct. (MO)...	6.16	o 6.30	6.46	
High Bridge.....		s 6.33		
Morris Heights.....		s 6.34		
University Heights....		s 6.35		
Marble Hill.....		s 6.37		
Spuyten Duyvil.....	o 6.23	s <sup>o</sup> 6.40	o 6.53	
Riverdale.....		s 6.43		
Mount St. Vincent.....		s 6.45		
Ludlow.....	s 6.27	s 6.47	s 6.57	
Yonkers.....	s 6.30	s 6.50	s 7.00	
Glenwood.....	s 6.33	6.52	s 7.03	
Greystone.....	s 6.35		s 7.05	
Hastings-on-Hudson....	s 6.38		s 7.08	
Dobbs Ferry.....	s 6.40		s 7.10	
Ardsley-on-Hudson....	s 6.43		s 7.13	
Irvington.....	s 6.45		s 7.15	
Tarrytown.....	s 6.49		s 7.19	
Philipse Manor.....	s 6.51		s 7.21	
Scarborough.....	s 6.55		s 7.25	
Ossining.....	s 6.58		s 7.28	
Croton-Harmon.....	7.03		7.33	s 7.36
Croton No. Sta.....				N <sup>o</sup> 7.39
Oscawana.....				
Crugers.....				N 7.44
Montrose.....				N 7.47
Peekskill.....				s 7.53
Manitou.....				N 8.00
Garrison.....				s 8.04
Cold Spring.....				s 8.08
Beacon.....				s 8.17
Chelsea.....				N 8.21
New Hamburg.....				N 8.25
Poughkeepsie.....				8.40
Arrive	P.M.	P.M.	P.M.	P.M.



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SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

- A. Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964 and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

Revised Rules: B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281D, 305a, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938, 939.

Modified Rules: Definitions 12, 14, 16, 104, 293, 295, 300, 317, 342.

New Rules: L-2, 0, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921. Train Order Form Z. Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derrail Targets, Temporary Speed Board.

Rules deleted: 33a, 100, 940, 942.

- A-1. The title Transportation Superintendent will be used instead of Superintendent.

B-2. LAWS AND REGULATIONS.

SAFETY APPLIANCE LAWS.

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

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

EAST END OF HIGH BRIDGE YARD:

EAST OF MORRISANIA:

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

K-1. DISCHARGE OF DUTY.

The use of televisions or radios other than those furnished for Railroad Operations is prohibited.

M-1. THIRD RAIL.

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

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

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

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

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

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

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

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

Alarm boxes for each track are located at:

61st St. 71st St. 81st St. 91st St.  
63rd St. 73rd St. 83rd St. 93rd St.  
66th St. 75th St. 85th St. 95th St.  
68th St. 78th St. 88th St. 97th St.

(Tr. 3 and 4)

When cord is pulled, or when trains are stopped in tunnel because of loss of power telephone report must be made at once to chief train dispatcher. Train employes, and others who work in the tunnel must familiarize themselves with location of cords and alarm boxes. Cords and appliances belonging to this system must not be tampered with.

When emergency requires that power be shut off between 110th St. and 151st St., Park Ave., third rail switch at NK will be closed and held closed 3 seconds. The closing of one of these switches shuts power off Tracks No. 4, No. 2, No. 1 and No. 3 between 110th St. and 151st St. Employes shutting power off must at once notify power supervisor that third rail switch has been closed, and the same employe must also notify power supervisor promptly when it is proper to have power restored.

When communicating by telephone to have power shut off, use words "power emergency." All others using line must give way at once.

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

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

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

CLEARANCE DETECTORS

WEST 72nd STREET:

Color light signals between Tracks Nos. F-1 and F-2 (Nos. 8 and 10, Old Basin Yard) at 72nd St. will go out if third rail telltales on float bridges Nos. 2, 3 or 4 are fouled.

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



DYKEMAN'S:

When eastward trains foul third rail telltales at Dykeman's, signalman at Brewster will hold train at home signal.

PUTNAM JCT.

When Harlem Branch trains originating at Putnam Junction foul third rail telltales located just east of Cabin XN the signalman at Brewster will hold train and notify train crew. If obstruction cannot be removed by train crew, car inspector must be called.

1. STANDARD TIME.

Eastern Standard Time is in use.

11. FUSEESBETWEEN G.C.T. AND WOODLAWN:

The dropping or leaving of lighted fusees is prohibited.

12. HAND, FLAG AND LAMP SIGNALS.G.C.T.:

Signaling device at east end of Tracks Nos. 11 to 42 inclusive, must be operated as follows: When concourse doors are closed at leaving time of train, gateman will push key switch illuminating a green bulb at 45th St. When train has started gateman must extinguish the green light.

If bulb fails train may proceed on verbal instructions from gateman to train crew.

HIGH BRIDGE YARD

Switching movements will be governed by lights which will indicate as follows:

Green - eastward movements.

Yellow - westward movements.

Lights out - Stop.

LUDLOW

When entering side track No. 408, to serve Refined Syrups and Sugars, Inc., crews will be on the lookout for revolving blue lights at the following locations. On building at east end of siding. On building at each car spot. On wall at west end of siding. If lights are revolving or flashing, crew must obtain permission from Refined Syrups and Sugars, Inc. loading and unloading force before cars are coupled onto or moved.

HASTINGS-ON-HUDSON

Switching movements on Sidetrack No. 6, between Hastings-on-Hudson passenger station and MP 19.26 will be governed by searchlight signals which will indicate as follows:

Lights out	No switching
Purple	Stop
Steady White	Switch Slow
Flashing White	Switch Regular

Instructions for operating switching signals are as shown on the control panels.

30th STREET BRANCHWEST 29th ST., PARCEL POST STATIONS:

Position of doors will be governed by lights located above same, which indicate:

Red - Stop, door closed.

Yellow - Proceed at restricted speed, door open

WEST 68th ST. TO WEST 76th ST.

Switching movements from float docks on Tracks Nos. F-1 and F-2 (Nos. 8 and 10, Old Basin Yard) will be governed by color light signals at West 72nd St., which indicate:

Yellow - Proceed at restricted speed.

Light out - Stop.

13. EMERGENCY SIGNALS AT INTERLOCKING AND OTHER POINTS:

Whistles (or horns), are located at Int. Sta. A,B,C, MO,DV and HM.

14. ENGINE WHISTLE SIGNALS

<u>SOUND</u>	<u>INDICATION</u>
--------------	-------------------

o — oo	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 — o	Shut power off Track No. 1.
oo —	Shut power off Track No. 2.
ooo —	Shut power off Track No. 3.
oooo —	Shut power off Track No. 4.
o — — —	Shut power off Track No. 5.
o — —	Shut power off Track No. 6.
— oo —	Shut power off Track No. 7.
— ooo —	Shut power off Track No. 8.
ooooo —	Shut power off N.Y., N.H. & H. tracks.
o — — o	Shut power off other than main tracks.
oo — oo	Engineman of MU train requires assistance from train crew.
— oooo	Jumpers required.

19. MARKERS

When placing markers in brackets, turn handles toward center of car to avoid fouling at close clearance points.

EAST OF 125th ST., PARK AVE.

Trains eastward and westward, will display markers on Lexington Ave. side from location other than in corner post socket, account clearance, except storage trains, light storage engines, trains having electric markers and New Haven MU cars series 4070 to 4109, 4252 to 4313 and 4660 to 4661.

Trains enroute G.C.T. may display markers as above indicated from last station where stop is made.

Optional use of reflectorized markers will not apply to cabooses as follows:

Operations beyond 25 miles of yard limits in New York by day or night.

Cabooses in such service will be equipped with electric markers for display as by rule prescribed.

Trains leaving G.C.T. may display markers as above indicated to the first station where stop is made.



20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted by trains on two or more tracks.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra N.Y.C. trains on two or more tracks.

The display of white signals will be omitted by extra trains except passenger extras on single track.

26. G.C.T. CAR INSPECTION SIGNALS

Signals will normally display an Amber light indicating no inspection being made on train and normal movements are permitted. A Blue light indicates inspection is being made and Rule 26 covering "Blue Signals" will apply.

In event of failure and no light is indicated on a track, it should be treated as being a blue light and reported immediately to the Yardmaster at Tower A.

Signals will be operated by Car Department forces only, from Control Boxes located adjacent to platform for track indicated as stencilled on the Control Box.

28. FLAG STOP SIGNAL.YONKERS.

The display of two (2) flashing horizontal blue lights located on Vark Street overhead bridge, 2300 feet east of Yonkers Station will indicate that westward trains scheduled to make flag stop, will stop for passengers.

30. ENGINE BELL.

Engine bell will not be rung between:

123rd and 127th Sts., Park Ave., except in case of emergency.

72. SUPERIORITY OF TRAINS.

On single track Westward trains are superior by direction to trains of the same class in the opposite direction.

83d. CLEARING OF TRAINS.

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

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

BREWSTER: Westward Harlem Branch trains except trains terminating at Putnam Jct.

PUTNAM JCT.

Putnam Branch conductors will report arrival and clearance by telephone to B.

85. MOVEMENT OF TRAINS.

When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule and extra trains may pass and run ahead of extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section.

Unless otherwise provided, when a superior train leaves the main track, the responsibility for a following inferior train passing such superior train, rests with the superior train.

93. Yard Limits indicated by yard limit boards as follows:

## HUDSON DIVISION

LOCATION	BETWEEN	AND	NOTE
Poughkeepsie Main Line	MP 72	MP 75.35	
30th Street Branch	East of West 153rd St.	Bank Street	
Hudson Branch	Hudson	Claverack	
HARLEM ELECTRIC SUB-DIVISION			
Port Morris Branch	Melrose	Port Morris	
Putnam Branch	Putnam Junction Kingsbridge	Lake Mahopac East View	
HARLEM BRANCH			
Mount Kisco	ABS 385 east of Mount Kisco Passenger Sta.	ABS 387 west of Grand Union Company.	
Brewster	1950 feet east of MP 52	525 feet west of MP 54	
Pawling	1500 feet east of station	1000 west of station	
Dover Plains	2000 feet east of station	2000 feet west of station	
Millerton	1530 feet east of station	MP 94	
Ghent	200 feet east of Union Turnpike	Chatham	

D-93a - MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements may be made without train orders when authorized by the train dispatcher:

## HARLEM BRANCH

TRACKS	BETWEEN	AND	BY PERMISSION OF	NOTE
1	Int. B, Brewster Station	Signal located at MP 51	Signalman at IntB	
1	Automatic Signal 387 west of Grand Union Company, Mount Kisco	Mount Kisco Passenger Station	Train Dispatcher	

DRAWBRIDGES

## HUDSON DIVISION

LOCATION	WATERWAY	SIGNALS	NOTE
Park Avenue Lift Bridge	Harlem River	Interlocking	
Spuyten Duyvil	Harlem River	Interlocking	
New Hamburg	Wappingers Creek	Interlocking	



## COLUMN TABLE FOR RULE 103 - PUBLIC CROSSINGS AT GRADE

X - Indicates method of operation.

Column 1 - Switching movements must be protected by a member of crew over the crossing.

Column 2 - Trains or engines moving against the current of traffic must proceed at slow speed over the crossing.

Column 3 - Trainmen must flag trains or engines over crossing.

Column 4 - Trains and engines must stop before moving over the crossing.

Column 5 - Trains and engines using other than main tracks will approach crossing prepared to stop.

## 103. PUBLIC CROSSINGS AT GRADE

## Hudson Division

LOCATION	CROSSING	TRACK	See Column Table						NOTE
			1	2	3	4	5	6	
Hudson	Atlas Cement Co.	Main		X					
Hudson	South Front St.	Main (Hudson Branch)				X			
Hudson	Union Turnpike	Main (Hudson Branch)				X			
Rensselaer	Tellers	1 and 2							4
Valhalla	Private	1 and 2 (Harlem Branch)		X					
Kensico Cemetery	Commerce Street	1 and 2 (Harlem Branch)							4
Brewster	Brewster Highway	2, Team Track (Harlem Branch)							4
Patterson	Main Street	Main (Harlem Branch)					X		
Wassaic	At Station	Main and Siding (Harlem Branch)					X		
Amenia	Guernsey's	Main (Harlem Branch)					X		
Amenia	At Station	Main (Harlem Branch)					X		
Copake Falls	At Station	Main and Siding (Harlem Branch)					X		
Copake Falls	Snyders Road	Main and Siding (Harlem Branch)					X		
Chatham	Church Street	Main (Harlem Branch)				X			
Nepperhan	Roberts Ave.	8 (Putnam Branch)			X				
	Worth Street	8 (Putnam Branch)			X				
	Islen Street	8 (Putnam Branch)			X				
Chauncey	Lawrence Street	Main (Putnam Branch)							2
Elmsford	White Plains Road	Main (Putnam Branch)			X				3
Lake Mahopac	Mount Hope Road	Main (Putnam Branch)				X			
Mahopac	Reids	Main (Putnam Branch)			X				

NOTE #1: Trains or engines operating on or across 12th avenue between West 26th and West 31st Streets in the City of New York will not exceed 3 miles per hour and all such trains or engines must come to a complete stop and a member of the train crew must stop motor vehicle traffic crossing the track before operating across or on 12th Avenue.

NOTE #2: Sidetracks are provided with track circuits to cause operation of the crossings protection, but trains or engines must not proceed over crossing on side track until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating).

NOTE #3: Elmsford - Except Saturday and Sunday. . . 12:01 A.M. to 7:15 A.M.  
4:15 P.M. to 11:59 P.M.  
Saturday. . . At all times.  
Sunday. . . 12:01 A.M. to 10:59 A.M.  
8:01 P.M. to 11:59 P.M.

NOTE #4: Trains or engines moving against the current of traffic must stop before proceeding over the crossing.

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

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

"X" sign will be used where Close Clearance prohibits the use of "End of Circuit" sign.

## AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds).

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds).

## 103d. SWITCHING PASSENGER EQUIPMENT.

Cars being placed on a station track by an engine must be brought to a stop not less than 10 feet from bumping block or from cars standing on that track. If necessary, after stopping, to place cars closer to bumping block or other cars, hand or lamp signals must be used in directing the movement. The crew must have a complete understanding of the distance cars are to be moved. Conductor must be on station platform in close view of end of train, and if stop signal is not given in time to stop train as directed, conductor must give stop signal at once. Back-up hose must be in use when conditions prevent a continuous view of hand signals.

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



## 104. SWITCHES.

ELECTRICALLY LOCKED HAND OPERATED SWITCHES.

Switches electrically locked must be operated in accordance with instructions posted at each location.

The following switches electrically locked by signal station must be operated in accordance with instructions posted at each location.

LOCATION	ROUTE	CONTROL
High Bridge . . .	Track No. 4. . . . .	From DV
Hastings-on-Hudson . . . . .	Track No. 6. . . . .	From DV
Tarrytown . . . . .	Track No. 4 to Track No. 6. . . . .	From OW
Tarrytown Chevrolet Yard. . . . .	Track No. 4 to Track No. 6 eastward and westward . . . . .	From OW
Mount Vernon. . . . .	Track No. 10 to Track No. 6. . . . .	From JO
Brewster. . . . .	Track No. 2 to Track No. 96 . . . . .	From B
Putnam Jct. . . . .	Putnam Main to siding east end . . . . .	From B
	Harlem Main to siding west end . . . . .	From B

104a. The following switches in TCS Territory are not equipped with electric locks. Trains are not permitted to clear main track at these switches.

## HUDSON DIVISION

LOCATION	TRACK	NOTE
Camelot. . . . .	No. 2 track located 475 feet west of MP 67. No. 1 track located 3379 feet west of MP 67.	
New Hamburg. . . . .	No. 2 track located 370 feet east of MP 65.	
Beacon . . . . .	No. 2 track located 3221 feet west of MP 60.	
Cold Spring. . . . .	No. 2 track located 1426 feet west of MP 52.	
Montrose . . . . .	No. 4 track located 2798 feet west of MP 39. No. 4 track located 3221 feet west of MP 38.	
Garrison . . . . .	No. 1 track located 4330 feet west of MP 48.	
Chelsea. . . . .	No. 1 track located 211 feet west of MP 62. No. 1 track located 1162 feet west of MP 63.	
Staatsburg . . . . .	No. 1 track located 475 feet west of MP 84.	

## 104e. SPRING SWITCHES.

When signal indicates stop, the switch must be examined, and if found in proper position, train may proceed; if not in proper position, switch must be operated by hand before movement is made over it. Rule 104b will govern if switch is found defective.

## HUDSON DIVISION

LOCATION	NORMAL POSITION FOR	NOTE
5565 feet east of Hudson Station. . . . .	No. 1 track.	
Hudson River Connecting RR MP 3.1 west of RI 123. . . . .	No. 4 track.	

## 105. SIDINGS AND YARD TRACKS

SIDING SWITCHES.

Trains taking Siding will take first switch except:

Pawling - Eastward, second switch.

Millerton - Eastward, second switch.

CONTROLLED SIDINGS.

Capacity based on 50 foot cars.

Hudson Division

	Westward	Eastward	Eastward and Westward
CP 58-CP 61. . . . .	. . . . .	. . . . .	264
CP 72-CP 75 North Siding . . . . .	. . . . .	. . . . .	274
CP 72-CP 75 South Siding . . . . .	. . . . .	. . . . .	275

## DESIGNATION AND USE OF MAIN TRACKS

## HUDSON DIVISION

## SINGLE TRACK

TRACK	BETWEEN	AND
Harlem Branch. . . . .	Brewster. . . . .	Chatham
Putnam Branch. . . . .	Kingsbridge. . . . . Putnam Junction. . . . .	East View Lake Mahopac
Hudson Branch. . . . .	Hudson . . . . .	Claverack
Hudson River Connecting Railroad	MP 3.1 . . . . .	RI SM

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Main Line	Between	Numbered From South	Numbered From West	Track No.	Eastward	Westward	Eastward and Westward	Northward	Southward	Northward & Southward
	Mt. Vernon and Brewster	X		1 2	X	X				
	CP 89 and Int. Sta. 101.	X		1 2	X	X				
	West 105th St. and Int. Sta. DV. . . . .	X		1 2	X	X				
	RI FH and Int. Sta. DV	X		1 2		X X				
	CP 40 and CP 89. . . . .	X		1 2		X X				
	RI 123 and MP 3.1. . . . .	X		3		X				
	MP 3.1 and RI 125. . . . .	X		4	X					
	149th Street, Park Ave. and Grand Concourse. . . . .	X		8 6 5		X X X				
	Int. Sta. CD and CP 40	X		4 2 1		X X X				
	Int. Sta. U and 140th St., Park Ave. . . . .	X		4 2 1 3		X X X X				
	149th Street, Park Ave. and Mount Vernon. . . . .	X		4 2 1 3	X X	X X				



Main Line Between	Numbered from South	Numbered from West	Track No.	Eastward	Westward	Eastward and Westward	Northward	Southward	Northward and Southward
Grand Concourse and Exterior St. . . . .	X		8 6 5 7			X X X X			
Exterior St. and RI FH	X		4 2 1 3	X	X	X X			
Int. Sta. DV and Int. Sta. CD. . . . .	X		4 2 1 3	X X		X X			
140th St. and 149th St. Park Ave . . . . .	X		8 6 5 4 2 1 3			X X X X X X X			

## SPECIAL USE OF TRACKS

## YONKERS

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

Westward trains and engines, using Track No. 6, must stop at Yonkers Station and call Yard Clerk for permission to pass Babcock Place.

## CROTON-HARMON

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

## CROTON NORTH STATION

Westward movements from Croton West Yard on Track No. 6, must not be made without permission from Train Dispatcher.

## 107. STATION STOPS.

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

## G.C.T.:

Train crews and Sleeping Car employes must not permit passengers to entrain or detrain except on level station platform at Grand Central Terminal.

Crews of inbound trains will stand on station platform opposite open car doors until all passengers have left cars other than sleeping cars.

Crews of outbound trains will stand on station platform opposite open car doors after concourse doors have been opened, with brakeman at foot of ramp when necessary. Members of train crew must not congregate on platform.

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

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

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

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

Track capacities with rear end of train clearing circuits:

TRACK	HIGH PLATFORM	HIGH AND LOW PLATFORM
	CARS	CARS
38	13	14
39	12	13
40	12	14
41	11	14
42	11	14

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

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

Location of indicators are as follows:

Track No.	First Indicator	Second Indicator
38	At signal 1EB. . . . .	On wall at signal 2E
39	At signal 1EA. . . . .	On wall at signal 2E
40	On wall 154 ft. west of signal 3E. . . . .	At signal 3E
41	On column 102 ft. west of signal 5EB. . . . .	At signal 5E
42	On wall 107 ft. west of signal 5EA. . . . .	At signal 5EA

These indicators do not supersede signal indications.

## HUDSON:

Eastward station approach signal is located below the number plate on Automatic signal No. 11502 displaying a lunar white indication when lighted.

Eastward trains on Track No. 2 making station stop at Hudson will not proceed to station platform until station approach signal is lighted and Automatic Signal No. 11502 displays a proceed indication or unless permission is received by telephone from the Train Dispatcher.

Westward trains on Track No. 1 passing Automatic Signal No. 1131 displaying Rule No. 285 or on Westward Siding at the same location passing dwarf signal displaying Rule No. 288, will proceed to station expecting to find train on Track No. 2 performing station work. If Automatic Signal No. 1131 displays Rule No. 291, or dwarf signal displays Rule No. 292, permission to proceed must be obtained by telephone from the Train Dispatcher.

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



109. - Location of Bulletin Boards & Books  
(83) Train Registers  
(3) Standard Clocks

Bulletin Board and Book	Train Register	Standard Clock	Location	Other Railroads or Divisions	NOTE
X		X	G.C. Terminal		
X		X	Conductor's Room . . . . .	Eastern	
X		X	Brakeman's Room . . . . .	Eastern	
X		X	Yard Building Enginemen's Room . . . . .		
X		X	Yard Building Yardmaster's Office . . . . .		
X		X	Stationmaster's Office . . . . .		
		X	Train Dispatcher's Office . . . . . 466 Lexington Ave., N.Y. City		
X		X	30th Street Branch		
X		X	West 33rd Street Enginemen's Locker Room . . . . .		
X		X	West 72nd Street Engine House . . . . .		
X			Yonkers Crew Locker Room . . . . .		
X		X	Croton-Harmon		
X		X	Engine Dispatcher's Office . . . . .		
X		X	Enginemen's Room . . . . .		
X		X	Inspection Shed . . . . .		
X		X	Yardmaster's Office . . . . .		
X			Croton North Station		
X			Rest Room . . . . .		
X		X	Poughkeepsie Passenger Station . . . . .		
X			Hudson Passenger Station . . . . .		
X		X	Selkirk Yard		
X		X	Diesel Fuel Station . . . . .	Eastern	
X		X	General Yardmaster's Office	Eastern	
X		X	Westbound Departure Yard Office . . . . .	Eastern	
X			Class Yard Office . . . . .	Eastern	
X			YMCA Building . . . . .	Eastern	
X		X	Albany Stationmaster Office	Eastern	
X			Westchester Ave. Yard Office		
X		X	White Plains North Station		
X		X	Engine Dispatcher's Office . . . . .		
X		X	Yardmaster's Office . . . . .		
		X	Brewster Ticket Office . . . . .		
X		X	Putnam Junction		
X			Engine Foreman's Office . . . . .		
X			Chatham Passenger Station . . . . .		

X - Indicates in service.

221. TRAIN ORDER SIGNALS.

Rule 221A, 221B and 221C will apply at offices as listed under "Stations, Office Calls and Office Hours".

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Division	Indication O - No direction N - Northward S - Southward E - Eastward W - Westward	Assigned Direction	X-Indicates Operating Rules in effect.			
			251-254	505-515	550-562	300-373
Track	Between					
1. .U and MO . . . . .	O				X	
1. .MO and Brewster . . . . .	W	X	X			
1. .MO and RI SK . . . . .	O				X	
1. .RI SK and RI FH . . . . .	W	X	X			
1. .RI FH and DV . . . . .	O				X	
1. .DV and CD . . . . .	W	X	X			
1. .CD and CP 89 . . . . .	O				X	
1. .CP 89 and 101 . . . . .	W	X	X			
1. .West 105th St. and DV . . . . .	W	X	X			
2. .101 and CP 89 . . . . .	E	X	X			
2. .CP 89 and CD . . . . .	O				X	
2. .CD and DV . . . . .	E	X	X			
2. .DV and RI FH . . . . .	O				X	
2. .RI FH and RI SK . . . . .	E	X	X			
2. .RI SK and MO . . . . .	O				X	
2. .Brewster and MO . . . . .	E	X	X			
2. .MO and U . . . . .	O				X	
2. .DV and West 105th St. . . . .	E	X	X			
3. .U and MO . . . . .	O				X	
3. .MO and RI VO . . . . .	W	X	X			
3. .MO and RI FH . . . . .	O				X	
3. .DV and CD . . . . .	W	X	X			
3. .RI 123 and SS MP 3.1 . . . . .	W	X	X			
4. .CP 40 and CD . . . . .	O				X	
4. .SS MP 3.1 and RI 125 . . . . .	E	X	X			
4. .CD and Signal 1834 . . . . .	E	X	X			
4. .Signal 1834 and RI GD . . . . .	O				X	
4. .RI GD and DV . . . . .	E	X	X			
4. .RI FH and MO . . . . .	O				X	
4. .RI VO and MO . . . . .	E	X	X			
4. .MO and U . . . . .	O				X	
Middle Track .CP 89 and RI 94 . . . . .	O				X	
Main Brewster and MB Signal 9250 Track . .feet west of Int.Sta. B . . . . .	O				X	
Main MB Signal 9250 feet west of Track . .Int. Sta. B and Chatham . . . . .	O					X
Main Track .MP 3.1 and RI SM . . . . .	O				X	

223. ABBREVIATIONS

The usual abbreviations for the names of the months and stations may be used.

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

294. SWITCH TARGETS.

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



STOP SIGNS

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

296. PERMANENT SPEED BOARDS.

Where two sets of speed numerals are shown, the higher speed numerals apply to passenger, mail, express and deadhead equipment trains and the lower speed numerals apply to freight trains.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.SPUYTEN DUYVIL ROCK CUT:

If either track is not in condition for movement of trains at normal speed the wire on either side of track must be broken promptly to cause signals at RI FH and DV to indicate "Stop".

FORT WASHINGTON CUT:

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

BETWEEN AUTOMATIC SIGNALS 421W and 422W and 461E and 426E.

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

SLIDE DETECTOR FENCES ARE LOCATED AS FOLLOWS:

LOCATION	SIGNALS AFFECTED			
West of Germantown	10521	10615		
West of Germantown	10621	10732		
West of Germantown	10731	10822		
West of Hudson	11941	11952	12052	
East of Schodack Landing	12741	12821	12822	12902
East of Schodack Landing	12821	12902		
East of Schodack Landing	12901	12992		
East of Schodack Landing	12991	12992	13092	

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

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

605. INTERLOCKING LIMITS

Interlocking limits extend as follows:

LOCATION	TRACKS
Between CR and HM	1, 2, 3 and 4
HM and CD	1, 2, 3 and 4

605. INTERLOCKING SIGNALS

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

611. NORMAL POSITION OF INTERLOCKING SIGNALS.

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

OW  
RK

663. INTERLOCKING

Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the Signalman at restricted speed, examining the route and operating switches by hand if required.

663a. REMOTE CONTROL SWITCHES AND SIGNALS

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

## Hudson Division

LOCATION	CONTROL STA.	TRACKS AND SIGNALS	NOTE
F. . . . .	A and B . . . .	Yard Tracks	
VO . . . . .	JO. . . . .	Tracks 1,2,3,4,6 and Yard Lead	
RI SK (Washer). . .	MO. . . . .	Tracks 1,2,4	
RI FH. . . . .	DV. . . . .	Tracks 1,2,3,4 and FH Yard Lead	
RI GD. . . . .	DV. . . . .	Tracks 1,2,3,4,6	
East of Philipse Manor Sta.	OW. . . . .	Tracks 4,2	
Oscawana . . .	CD. . . . .	Track 4 to Siding	
RS . . . . .	West 72nd St. Tower . . . . .	Tracks 1,2,4,6	

668. DETENTION AT INTERLOCKING STATION.

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

701. TRAIN INSPECTION SIGNALS.HUDSON DIVISION

Eastward trains, other than freight trains, equipment of which fouls telltales at MP 48.06 a flashing white signal will be displayed at eastward signal bridge, CP 40, Peekskill. Such trains must stop before reaching third rail at Croton No. Sta. which begins west of station, where car inspector will meet train.

Eastward freight trains, equipment of which fouls telltales at MP 48.06 a flashing white signal will be displayed at eastward signal bridge, CP 40, Peekskill and train routed track No. 4 to siding at Oscawana, and enter Croton No. Sta. west yard, stopping with head car at west end of the yard, unless otherwise ordered, in order that car may be repaired or set out without fouling third rail in east end of yard.

LOCATION DETECTOR	DIRECTION OF OPERATION	TRACKS	LOCATION OF SIGNAL
Hot Journal MP 104.06	Eastward	2	950 feet west of Sig.Br. 94.16
Third Rail MP 48.06	Eastward	2	Sig.Br.40.99
High Load MP 10.95	Eastward	1,2	Sig.Br.922 & 24

30th STREET BRANCH

High Load MP 6.17	Westward	1,2,4,6	DV (Rule 292)
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HIGH LOAD DETECTORS AT INTERLOCKING SK.

The detector for the Hudson Division will pass a fifteen feet 6½ in. (15 ft. 6½ in.) car, but will not pass a car fifteen feet 7 in. (15 ft. 7 in.) or over. If a car of excessive height enroute to the Hudson Division is detected, the Signalman at Interlocking SK must notify the Hudson Division Train Dispatcher immediately so that he may stop the train at RI 125, or other appropriate point.



705. LEAVING CARS ON SIDE TRACKS

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

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

## G.C.T.:

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

708. CAR DOORS, CURTAINS AND GATES.

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

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

## G.C.T.:

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

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

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

NYC TRAINS - Close side vestibule doors of all cars.

NYNH&H TRAINS - Close side vestibule doors of all cars, except head door of head car and rear door of rear car.

MU EQUIPMENT:

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

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

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

709. TRAIN ANNOUNCEMENTS.

## G.C.T.:

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

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

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

## 138th ST.:

Outbound trains must be announced from Int. Sta. DB in a manner to indicate arrival track.

752. RADIO STATIONS AT FIXED LOCATIONS.

## A. Road Train Radio Service.

1. Hudson Dispatcher
2. Int. Sta. DV
3. Int. Sta. SK

## B. Yard and Terminal Radio Service.

1. 72nd St. Tower

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

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

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

878. TRAINS STARTING.

## G.C.T.:

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

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

927. ENGINEMEN

After making inspection, they will then record date and time on the MP-341 card in cab and prepare regular Work Report Form MP-193.

SPECIAL INSTRUCTIONS - GENERALHEATING, LIGHTING AND VENTILATION OF CARS.

Trainmen must when outside temperature is less than 20 degrees above zero, regularly at 15 minutes intervals, open rear steam head end valve wide and fully blow steam trainline free of condensate.

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

<u>APPROACHING</u>	<u>DIRECTION</u>	<u>OPEN REAR END TRAIN PIPE VALVE</u>	<u>ENGINEMAN SHUT OFF STEAM AT</u>
G.C.T.	Eastward	After passing High Bridge or 183rd St. platform.	Bronx Term. Market or Morrisania
Croton-Harmon	Westward	After passing Ossining	CR
Croton-Harom	Eastward	At CD	Loop Bridge
White Plains No. Sta.	Westward	After passing White Plains	Signal 2291
White Plains No. Sta.	Eastward	After passing Valhalla	Signal 2472
W.105th St.	Eastward	After passing W.125th St.	W.105th St.
Poughkeepsie	Westward	Camelot	CP 72
Albany	Westward	Tellers Crossing	101

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



G.C.T.:

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

BETWEEN CROTON-HARMON AND G.C.T.:

Steam heat to provide hot water will be furnished as follows:

Eastward: Nos. 6-16-8-26-54-98-40-90-50

Westward: " 51-39-15-65-25-17-57-19-35-59

CROTON-HARMON:

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

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

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

EAST OF BOTANICAL GARDEN AND MARBLE HILL

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

G.C.T.:

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

TERMINALS OTHER THAN G.C.T.:

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

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

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

Proper illumination must be furnished as conditions warrant.

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

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

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

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

HAND BRAKE TEST:

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

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

RAIL DIESEL CARS, CLASS RDC.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory except:

Engines in switching service, may after receiving permission, occupy Track No.1 between Mount Kisco passenger station and automatic signal 387 for the purpose of switching at the Grand Union Company and will not pass automatic signal 387.

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

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

INSTRUCTIONS FOR MOVEMENT OF BUDD BUILT RDC CARS IN TRAINS, PASSENGER OR FREIGHT.

In passenger trains, RDC cars should be hauled as the rearmost unit, or units, unless car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning, except east of 125th Street.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed except east of 125th Street. If diesel engines are not running, or steam supply is not available, engine cooling water must be drained from system of engine, shut down two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch MUST be closed, to provide ROLOKRON (wheel slide) protection. All lights and air conditioning MUST be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned as posted in RDC cars.

AIR BRAKES

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed:

- (a) 150 cars when handling one (1) to five (5) passenger equipment cars: or
- (b) 100 cars when handling more than five (5) passenger equipment cars.

NOTE: Passenger Train equipment cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on car beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

WESTCHESTER AVE.:

When switching beef Tracks Nos. 30 and 32 air brakes must be used on all cars.



DIESEL EQUIPMENT:A. MOVEMENT OF DIESEL UNITS.

- (1) Road Freight and Road Switch Type Units.  
Road Freight and Road Switch Type units may be operated, coupled together, with a maximum of twelve (12), including those handling train and those in tow.

The total number of units handling train may not exceed seven (7).

The units being towed may be either dead or on idle.

- (2) Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1599.

- (3) Backing Trains with Road Switch and or Yard Switch Type Units Hauling Or In Tow.

To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

MAXIMUM AVERAGE RATING WITH

3 Units working. . . . .	.800 Amps.
4 Units working. . . . .	.600 Amps.
5 Units working. . . . .	.500 Amps.
6 Units or more working. . . . .	.400 Amps.

NOTE:-With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 2020 to 2044 inc., 6100 to 6149, inc., 2500 to 2559, inc., the above amperage restrictions may be disregarded.

Sufficient lead units must be isolated and power of not more than three (3) rear hauling units used against the train.

B. LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING)

- (1) Apply Independent Brake Full On.
- (2) Place Automatic Brake in Running Position.
- (3) Place Throttle in Idle, Selector Handles in "OFF" and Remove Reversor Handle. (At Westchester Avenue, BN Yard, Yonkers Yard, W.33rd St., leave handle in Yard Office. At W.72nd St. leave handle in Terminal Foreman's Office.)
- (4) Pull Out Generator Field Switch or, if equipped, place Generator Field Circuit Breaker in "OFF" (Leave all other switches and circuit breakers in running position).
- (5) Apply Hand Brakes.
- (6) On Grade, Chain or Block Wheels.
- (7) All Electric Control Jumpers must remain connected between Units.
- (8) When leaving diesel or electric locomotives unattended, hand brakes must be applied.

C. AIR BRAKES:

Diesel road locomotives with 24-RL, brake equipment must have Rotair Valve positioned as follows:

Rotair operating "A" unit set in "Pass" position.

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

D. PASSING OVER RAILROAD CROSSINGS AT GRADE:

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

- E. Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided.

When so stopped and engine cannot be promptly moved the fusee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

LUBRICATION AND CARE OF JOURNAL BOXES

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Enginemen and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition 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 use of cooling compound, car should be set out.

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

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

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

COOLING COMPOUND

An approved hot journal cooling compound, and Form 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, it shall be placed 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, using Form NYCS RS-74, at time compound is applied.

INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE.

1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.
2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.



3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the conductor should signal the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings, etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed, as follows:
 

Size of Flat Spot	Restriction
Less than 2" . . . . .	No restriction.
2" to 2½" inclusive ..	Speed not to exceed 40 MPH.
Over 2½" . . . . .	Speed not to exceed 20 MPH to nearest point where car can be set out of train.
9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½".
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built-up metal not in excess of 1/32" depth may continue to destination without restriction. When built-up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.
12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector, must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train (c) to advise next inspection point of any additional or special attention required.
13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

#### FATALITIES

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train, when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify health officer promptly.

When a fatal accident occurs on right-of-way, within the city of New York, the body must be left on right-of-way near point where injuries were received and in charge of an employe until police officer arrives.

When a fatal accident occurs beyond New York City limits, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

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

#### AUTOMATIC TRAIN STOP

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

Engines operated between Croton No. Sta. and Int. Sta. 101 must be equipped with automatic train stop device in working order for direction of movement and cut in, except:

- a. When used as a pusher or second engine.
- b. In emergency and by specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.
- d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.
  - Poughkeepsie, CP 72 to CP 75, 3 miles
  - Barrytown to Rensselaer 48.56 miles.
- e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within the territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

Croton to Poughkeepsie 41.6 miles.

Hudson to Stuyvesant 10 miles.



For periodic inspection - one round trip per month.

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

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

Engine equipped with Automatic Train Stop device operating in territories not equipped with way-side train stop control equipment must have train stop equipment cut in and operative, with MG sets running, on lead unit of all locomotive consists.

#### N.Y.C. ELECTRIC LOCOMOTIVES:

Air brakes must be operative on all engines when two or more engines are coupled.

After brakes have been tested, release hand brakes and see that blocks have been removed.

In case the automatic features fail to control the starting of air compressor on class T locomotives, same may be started by closing compressor contactor No. 103 with flat stick or similar non-conducting object, the contactor must be firmly held in closed position until desired main reservoir pressure is obtained, then must be released and permitted to drop quickly to open position.

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

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

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

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

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

When taking locomotive for service, engineman must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position, and compressors, blowers and headlights working properly.

#### G.C.T. - UPPER LEVEL

N.Y.C. Locomotives, series 257 to 272 inclusive, must not be operated from Track No. 2 to Track No. 3 or from Track No. 3 to Track No. 2 over switch 6 at 43rd Street.

N.Y., N.H. & H. locomotives, series 300 to 326, inclusive, series 370 to 379, inclusive, and class FL-9 must not be operated from loop Track No. 01 to Tracks Nos. 38, 39 and 40.

N.Y., N.H. & H. locomotives, series 300 to 326, inclusive, series 350 to 365, inclusive, series 370 to 379, inclusive, and Class FL-9, must not be operated from Track No. 2 to Track No. 3 or from Track No. 3 to Track No. 2 over switch 6 at 43rd St. or on crossover 7 between Track No. 3 and Track No. 4 at 44th St.

#### LOWER LEVEL:

Equipment, except N.Y.C. multiple unit car series 4240 to 4336 incl. must not be operated over following routes:

<u>TRACK NO.</u>	<u>BETWEEN SIGNALS</u>
103	19WA and 18W
115	189C and 19E
116	18EB and 19E
117	18EA and 19E
201	20W and 18W
102	East of sign "6" located east of stairway.

#### OPERATION OF CONTROLLER:

	<u>CLASSES</u>	
	S-1, S-2	T-1, T-2, T-3
Amperage used must not exceed, except for short periods when necessary. . . . .	1000	1500

#### BLOWERS:

Traction motor blowers must be run continuously as follows:

##### CLASS:

When handling cars.
T When running light or standing, after handling train of 9 or more cars.

#### WHEN LEAVING ELECTRIC LOCOMOTIVE, ENGINEMEN MUST:

Lock reverse wrench in proper receptacle.

Open main, control and light switches.

Shut down compressors unless otherwise instructed.

See that hand brakes are set and wheels blocked.

Close windows, and in winter, close movable ventilators.

In warm weather, open all heater switches.

In moderate and cold weather leave heater switches closed as shown below when locomotive is left with shoes in contact with third rail:

##### WEATHER CONDITIONS

<u>CLASS</u>	<u>MODERATE</u>	<u>COLD</u>
S-1, S-2	None	Left-hand switch (No. 1)
T-1, T-2	One (No.1 end)	Both
T-3	(No.1) in No.1 end	(No.1) in No.1 end and switch in No.2 end.

Know that heater switches left closed are carrying current.

Leave all other heater switches open.

Shut down blowers when instructions do not require them to be left running.

#### CROTON-HARMON:

Enginemen on electric locomotives will be governed as shown below to avoid causing application of automatic train stop to diesel locomotive trains moving between Croton-Harmon and Croton No. Sta.

Avoid shutting off controller abruptly.

Have controller shut off before going on gap.

Avoid operation which may cause circuit breaker on equipment to open.

#### DENSE SMOKE

EAST OF 97th ST., PARK AVE.:

Boilers on electric locomotives must not be operated.

#### N.Y.C. MU EQUIPMENT

##### G.C.T.:

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



Traction motor blowers must not be run while locomotive is standing at block.

Blowers must be kept running on locomotives on trains arriving on Tracks Nos. 38 to 42, inclusive, when train is to be taken out without change of power.

When preparing train for service, engineman must close master control switch on operating end of forward car and main switch on each car.

When leaving cars, engineman must remove controller key and close cut-out cock under brake valve, open main and compressor switches on all cars, open master control and vestibule heater switches and close doors and windows in operating cab. Lock brake valve handle in box.

Brakemen must close all other doors, windows and ventilators to avoid damage by weather conditions.

Engineman must not lock controller handle while train is in motion.

Jumpers when not in use, must be stored in westerly car, in baggage compartment or under westerly seat.

The use of paper in vestibule is prohibited.

Motor generator switch, marked "M.G. Switch" must be left closed.

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

During INITIAL TERMINAL TEST of "MU" equipment train, if the Electro-Pneumatic brake equipment does not function as intended, this feature is to be cut out and train operated with the automatic air brake.

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

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

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

When switching MU equipment, except in G.C.T., before moving forward or back, whistle must be sounded in accordance with Rule 14g or 14h.

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

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

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

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

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

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

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

#### G.C.T.:

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

Communicating whistle must be in service when MU cars are being switched.

#### N.Y.N.H.& H.

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

When making switching movement, before cars are moved and after brake system is fully recharged, enginemen must make a twenty (20) pound pneumatic brake pipe reduction, lap the brake valve, and, when the exhaust port closes, use power forward to determine that brakes are applied and that cars do not move.

N.Y., N.H. & H. multiple unit and trailer cars must not be operated east of baggage elevator shafts on Tracks Nos. 38, 39, 40, 41 and 42, nor on Tracks Nos. 1, 2 or 3 east of point opposite bumping block on Track No. 4.

N.Y., N.H. & H., multiple unit cars and trailers must not be operated east of baggage elevator shafts on Tracks Nos. 119, 120, 122, 123 and 125 or on Track No. 200 east of 44th St.

#### EMERGENCY OPERATION AND EQUIPMENT

If necessary to operate a MU train from other than head car, conductor and engineman will confer, and be held jointly responsible for safe movement of train, at speed permitting full control.

MU equipment, Diesel locomotives, electric locomotives or rail motor cars must be operated with engineman located on end in direction of movement when conditions permit.

When necessary to make backup movement with Diesel or electric locomotives, with engineman operating from end opposite to direction of movement, other members of crew must be located to observe conditions ahead and pass hand signals to engineman.

When necessary to make backup movement with MU train, with engineman operating from end opposite to direction of movement, conductor will be located on leading platform of train with member of train crew at conductor's valve in that car.

In event of irregularity or accident occurring to a train in Park Ave. tunnel which endangers safety of passengers or train, notice must be given promptly to the engineman who will proceed, if safe to do so, to nearest station or first opening to street, if necessary to discharge passengers. Exits to street are located at 59th, 72nd and 86th Sts. and on the viaduct at 110th St.

When the third rail contact shoes are under third rail, all parts being in normal operating condition and contact lost, power may be restored to the locomotive by use of the third rail contact stick.

Caution must be exercised to prevent injury or damage from the possible resulting arc.

#### THIRD RAIL PORTABLE JUMPER MUST BE USED IN THE FOLLOWING MANNER:

Portable emergency jumpers will be used only in moving electric equipment when off third rail and in supplying power for pumping air, and must not be used to move trains when any contact shoes are in contact with third rail, except when authorized by power supervisor or train dispatcher. When jumper is to be used, notice must be given to enginemen who must operate, so as to safeguard men handling jumper and must shut off power immediately when requested.

Controller of car or engine must be in off position.

Jumper must be held manually first to the contact shoe, and then manually in contact with live third rail. Engineman or motorman must be notified when jumper is applied.

Jumper must not be removed until controller is in off position.



When removing jumper:

FIRST - Remove the jumper at third rail end.

SECOND - Remove the jumper at contact shoe end.

THIRD - End of jumper must not come in contact with running rail or ground rail until after both ends are clear of third rail and contact shoe.

Jumper must be removed before engine or car reaches live rail.

The movement must be made in a manner which will properly protect the safety of the employes holding the jumpers.

SPEED RESTRICTIONS:

Speed restrictions are shown in miles per hour.

GENERAL (Unless otherwise restricted)

ENGINES:

Nos. 8092 to 9766 light or with cabooses, limited to maximum track speed but not to exceed . . . . .	45
(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled dead in train).	
Nos. 1000 to 7608	
8062 to 8084	
9900 to 9913 light or with cabooses, limited to maximum track speed but not to exceed . . . . .	60
Nos. 1000 to 1877	
3300 to 3709 operating backwards . . . . .	30
operating backwards by night over public crossings . . . . .	15

(An engine consisting of more than one unit is considered as operating backward when the employe in the leading unit does not have full control of the engine)

Nos. 1009 to 1877 . . . . . 70	Nos. 5510 to 5511 . . . . . 70
2020 . . . . . 85	5512 . . . . . 85
2021 to 2028 . . . . . 70	5513 . . . . . 70
2029 . . . . . 85	5514 . . . . . 85
2030 . . . . . 70	5515 to 5530 . . . . . 70
2031 . . . . . 85	5600 to 5742 . . . . . 70
2032 to 2037 . . . . . 70	5743 to 5744 . . . . . 85
2038 . . . . . 85	5745 to 5749 . . . . . 70
2039 to 2041 . . . . . 70	5750 . . . . . 85
2042 . . . . . 85	5751 to 5759 . . . . . 70
2043 to 2044 . . . . . 70	5760 . . . . . 85
2100 to 2112 . . . . . 70	5761 to 5827 . . . . . 70
2188 to 2193 . . . . . 70	5900 to 5927 . . . . . 85
2194 to 2197 . . . . . 85	5928 to 5930 . . . . . 70
2369 to 2393 . . . . . 70	5991 . . . . . 70
2394 to 2398 . . . . . 85	7300 to 7422 . . . . . 70
2399 . . . . . 70	7423 to 7424 . . . . . 85
2500 to 3709 . . . . . 70	7425 to 7475 . . . . . 70
4000 to 4113 . . . . . 85	7500 to 7519 . . . . . 85
5203 to 5352 . . . . . 70	7600 to 7608 . . . . . 70
5500 . . . . . 70	8062 to 8084 . . . . . 60
5501 . . . . . 85	8092 to 9767 . . . . . 45
5502 . . . . . 70	9900 to 9913 . . . . . 60
5503 . . . . . 85	
5504 to 5507 . . . . . 70	
5508 to 5509 . . . . . 85	

A Flexi-Van train is a freight train consisting of Flexi-Van equipment and or multi-level automobile carrying cars and flat cars carrying trailers in piggy-back service, with or without passenger equipment cars, and freight cabooses.

Cars equipped with friction or solid type bearings are prohibited from being operated in Flexi-Van or Multi-Level trains.

Flexi-Van cars, series MFVX 6800 to 6999 inclusive, 9500 to 9699 inclusive, NYC 9700 to 9799 inclusive, MFVX or NYC 9800 to 9849 inclusive, NYC 9850 to 9899 inclusive, MFVX or NYC 9902 to 9923 inclusive and NYC 9924 to 9926, inclusive, maybe handled in passenger, mail, express and or deadhead equipment trains, at speeds shown for passenger trains.

All unit coal, ore and grain trains . . . . . 40

Trains or engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not to exceed. . . . . 79

Pulpwood loaded in open top equipment is not to be handled in Symbol Freight Trains. Trains containing such cars must not exceed a speed of 25 MPH on tangent track and 15 MPH on curves.

Diesel engines operating through water. . . . . 3

Note: Diesel engines must not be operated through water more than 3 inches above top of rail.

Circus trains with freight equipped cars . . . . .	30
Freight trains with pusher engines . . . . .	30
Revenue freight trains with cranes moving on their own wheels . . . . .	25
Snow Plows and flangers . . . . .	35
Trains with loaded ore cars less than 35 feet in length . . . . .	30
Trains handling speno ballast cleaning equipment . . . . .	30
Trains handling cars loaded with welded rail . . . . .	40
Trains with snow loader and snow melter units not in service . . . . .	30
(Loader and melter units to be coupled and moved in train with loaded unit trailing)	
Work trains with cranes moving on own wheels . . . . .	30
Wrecking cranes handled in wrecking service . . . . .	35
At night, over facing point hand operated switches, when operating against the current of traffic in automatic block signal system territory where switch lights are not in use . . . . .	15
Switches and crossovers, not interlocked, when diverging unless otherwise authorized . . . . .	15

DIVISION (Unless otherwise restricted)

BETWEEN GRAND CENTRAL TERMINAL AND WHITE PLAINS NORTH STATION AND CROTON NORTH STATION

Electric Engines, light or with caboose . . . . .	45
Freight and work trains . . . . .	50
Passenger, mail, express or deadhead equipment and Flexi-Van trains . . . . .	60
Passenger, mail, express or deadhead equipment trains with freight equipped cars . . . . .	50

LOCAL

East of 44th St., G.C.T. Curves . . . . .	6
East of 57th St., G.C.T. N.Y., N.H. & H., multiple unit cars over switches and crossovers, when diverging . . . . .	8
East of 57th St., G.C.T. . . . .	10
Between 57th St., and 60th St., G.C.T. . . . .	15
East of 59th St., G.C.T. G.C.T. Crane No. 1, Cranes X21 and X23 . . . . .	6
Between 59th St. and 98th St., Park Ave . . . . .	25
60th St. to Signals Nos. 103 W, 101 W, 102 W, 104 W . . . . .	20
Signals Nos. 113E, 111E, 112E, 114E to 60th St. . . . .	20
Between 62nd St. and Melrose . . . . .	35
Between 62nd St. and Melrose . . . . .	30
Passenger trains with more than 16 cars . . . . .	30
Mail and express trains with more than 16 cars . . . . .	25
Between 97th St. and 110th St., Park Ave . . . . .	25
G.C.T. Crane No. 1 . . . . .	25
Cranes X21 and X34, inc . . . . .	35
Between 110th St. and 140th St., Park Ave . . . . .	15
G.C.T. Crane No. 1, Cranes X21 to X34, inc . . . . .	15
N.Y.C. electric locomotives, Class S-3 and N.Y., N.H. & H. electric locomotives, series 300 to 365, inc., when passing cranes G.C.T. No. 1, X21 to X34, inc., on adjacent track . . . . .	10



Mott Haven Yard. . . . .	10
MO. . . . . Rules 287 and 288, not to exceed. . . . .	10
MO . . . . . Freight and work trains	
Tracks No.1, No.3 . . . . .	30
Tracks No.2, No.4 . . . . .	30
Between MO and Mile Post 7 . . . . .	30
Freight and work trains	
Tracks No.1, No.3 . . . . .	30
Port Morris Branch . . . . .	15
Between MO and White Plains . . . . .	45
Freight and work trains . . . . .	45
Between Fleetwood and Mount Vernon . . . . .	30
Track No. 6 . . . . .	30
Bridge H48, 4,000 feet east of Bronxville, Cranes X21 to X34, inc . . . . .	20
Bridge H55, 1,300 feet west of Scarsdale Cranes X21 to X34, inc. . . . .	20
White Plains . . . . . Station curve . . . . .	35
NW . . . . .	
{ West of Holland Avenue. . . . .	20
{ through the crossovers and turnouts. . . . .	10
Bridge H61, 100 feet west of White Plains No. Sta., Track No. 2, cranes X21 to X34, inc. . . . .	20
Between NW and Virginia Road Crossing, Track No.1. . . . .	30
Between 149th St. and MP 6.35. . . . .	35
High Bridge. . . . . Canopy Track No. 4, trains with NYC box cars, series 62,000 to 62,599, inc., 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc. . . . .	4
High Bridge Station, Crane X34. . . . .	5
Track No.3. . . . .	5
BN . . . . .	
Track No.1. . . . .	50
Track No.3. . . . .	35
Between RI FH and west end of curve west of DV . . . . .	10
West wye and east wye . . . . .	10
DV . . . . . Rule 287, not to exceed . . . . .	10
Spuyten Duvvyl Drawbridge. . . . .	20
Track No.6, reverse curve. . . . .	10
Ludlow . . . . .	
Track No.2, under Bridge 29A, Trains with NYC 60-Ft. box car series 53000 to 53864, inc . . . . .	10
First curve east of Yonkers. . . . .	40
Between east end Ossining Prison and Harmon. Freight trains, Tracks Nos.1 and 3 . . . . .	45
Croton-Harmon Station platforms. . . . .	35
HM . . . . .	40
Rule 287, not to exceed . . . . .	10
CD . . . . .	
Rules 287 and 288, not to exceed. . . . .	10

BETWEEN CROTON NORTH STATION AND INT. STA. 101

DIVISION (Unless otherwise restricted)

FREIGHT TRAINS:

Croton No. Sta. and Rensselaer . . . . .	60
PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT TRAINS, INCLUDING RAIL DIESEL CARS AND CLASS RDC	
Croton No.Sta. and Mile Post 51, westward trains . . . . .	60
Mile Post 52 and Croton No. Sta. eastward trains . . . . .	60
Mile Post 51 and RI 123, westward trains . . . . .	70
RI 123 and Mile Post 52, eastward trains . . . . .	70
RI 123 and Rensselaer. . . . .	75

FLEXI-VAN TRAINS, MAIL EXPRESS AND DEADHEAD EQUIPMENT TRAINS WITH FREIGHT FLEXI-VAN CARS:

Croton No. Sta. and Mile Post 51, westward trains, Mile Post 52 and Croton No. Sta., eastward trains. . . . .	60
Mile Post 51 and Rensselaer, westward trains, Rensselaer and Mile Post 52, eastward trains . . . . .	70
PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT TRAINS, WITH FREIGHT EQUIPMENT CARS, EXCEPT FREIGHT FLEXI-VAN CARS	
Croton No. Sta. and Rensselaer . . . . .	60
Work trains. . . . .	40
Wrecking Cranes except X13 to X16 handled in wrecking service . . . . .	45
Wrecking Cranes X13 to X16 handled in wrecking service. . . . .	40

LOCAL

Controlled Sidings . . . . .	30
<u>PEEKSKILL</u>	
Curve at Station and first curve west. . . . .	35
Station Platform, Track No. 2, Cranes X13 to X16. Stop and proceed with caution. . . . .	
Curve east of Mile Post 44 . . . . .	50

BEACON

Cranes X13 to X16, passing Station Platform, Track No. 2. . . . .	10
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NEW HAMBURG

Cranes X13 to X16, passing Station Platform, Track No. 2. . . . .	6
New Hamburg Drawbridge . . . . .	50

POUGHKEPSIE

Mile Post 72 to Mile Post 74, Tracks No.1 and No.2	60
Cranes X13 to X16, passing Station Platform, North and South Sidings. . . . .	6

HUDSON

Curves at station. . . . .	45
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RENSSELAER

Columbia Turnpike Bridge No. 345 and Int. Sta.101, Track No. 2, Freight Trains. . . . .	35
Int. Sta. 101, Cranes X13 to X16 passing Dwarf Signal, Track No. 1. . . . .	6

HUDSON AND CLAVERACK

Hudson Upper and Hudson, Eastward. . . . .	10
Hudson to Claverack. . . . .	15

RI 123 TO INT. STA. SK

Between MP 124.5 and MP 124	
Track No. 3, Eastward movement . . . . .	35
RI 123 and RI SM, Track No. 3. . . . .	40
SS MP 3.1 and RI 125. Track No. 4. . . . .	40

BETWEEN WHITE PLAINS NORTH STATION AND GHENT.

DIVISION (Unless otherwise restricted)

Freight and work trains. . . . .	45
Freight trains with pushers. . . . .	30
Passenger, mail, express or deadhead equipment trains. . . . .	60
Passenger, mail, express or deadhead equipment trains with freight equipped cars. . . . .	45
Trains consisting of 50 percent or more of 55 tons capacity or greater, coal cars, loaded . . . . .	30
Cranes X21 and X23 to X34, inc., X59 . . . . .	35

LOCAL

Between Mile Posts 25 and 28, Track No. 2 freight and work trains. . . . .	40
Valhalla, curve west of station, eastward . . . . .	45



Thornwood curve. . . . .	50	
Pleasantville, station curve, Track No.1 . . . . .	45	
Between Mile Posts 39 and 44, Track No. 2, freight and work trains. . . . .	40	
Between Croton Falls and Ghent . . . . .	50	
Between Mile Posts 48 and 50, Track No. 1, freight and work trains. . . . .	40	
Putnam Jct., cabin XN, when diverging. . . . .	10	
Putnam Jct., cranes passing rake-off blocks. . . . .	10	
Putnam Jct., cranes, snow plows and flangers passing third rail telltales . . . . .	10	
Dykeman's, cranes, snow plows and flangers passing third rail telltales . . . . .	10	
Pawling, switch 700 feet east of station . . . . .	30	
Wassaic, Track No. 4, on bridge. . . . .	10	
Millerton, curve east of station . . . . .	40	
Bridge H-138 at Mile Post 100.59. . . . .	Monsanto Chemical Co. Cars (315,000 lbs.) and NYC Flex-Flo covered hoppers series 885,800 to 885,824, inc. . . . .	15
Hillsdale, curve at station. . . . .		30
Between Mile Posts 124 and 127, freight and work trains. . . . .		35
Ghent, Union Pike Highway crossing . . . . .		30
Ghent, School St. Crossing . . . . .		25
Chatham, crossing between Hoffman St. and Bushnell Avenue . . . . .		15

BETWEEN BN AND EAST VIEW  
BETWEEN PUTNAM JUNCTION AND LAKE MAHOPAC

DIVISION (Unless otherwise restricted)

All trains and light engines . . . . .	25	
<u>LOCAL</u>		
BN to MP 6 . . . . .	15	
Nepera Park, crossing west of station. . . . .	6	
Between Mile Post 8 and Mile Post 8.1. . . . .	15	
Bridge P-16 at Mile Post 17.04 . . . . .	Cranes X21 and X23 to X34, inc., X59. . . . .	15
Bridge P-25 at Mile Post 17.04 . . . . .	Cranes X21 and X23 to X34, inc., X59. . . . .	15
Mahopac, crossing east of station, 8:00 P.M. to 5:00 A.M. . . . .		6
Bridge P-56 at Mile Post 45.22. . . . .	Cranes X21 and X23 to X34, inc., X59. . . . .	15
Bridge P-65 at Mile Post 49.90 . . . . .	Cranes X21 and X23 to X34, inc., X59. . . . .	10
Putnam Jct., Between cabin XN and Sheppards Crossing. . . . .	Freight cars having a total weight of 210,000 pounds . . . . .	15

WEST 30TH STREET BRANCH

Between West 37th St. and Bank St., on viaduct . . . . .	10
Between Signal 591, West 107th St. and West 137th St . . . . .	30
Between West 137th St. and east end Spuyten Duyvil Drawbridge . . . . .	45

ENGINE AND CAR RESTRICTIONS:

Flat cars equipped with friction or solid type bearings must not operate in a Flexi-Van train.

Engines 2100 to 2112, 2188 to 2197, 2369 to 2399, 3000 to 3049, 2020 to 2044, 2500 to 2569, 2822 to 2823, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout.

Cars weighing over 190,000 lbs., must not operate between Mott Haven and Grand Central without permission from Transportation Superintendent. Cars weighing over 220,000 lbs. must not be operated on the rest of the Electric Division without permission from the Transportation Superintendent.

If more than two electric locomotives are coupled power must not be used on more than two.

High Cube and other High box cars which have dimensions of 16' 10" or higher from top of rail are not to be operated at the following locations:

Poughkeepsie tracks Nos. 3 and 4  
East of Int. Sta. OW  
East of Chatham

ELECTRIC AND STEAM CRANES

Cranes except G.C.T. No. 1, X21 to X34, inc., must not be moved on main tracks without permission from Transportation Superintendent.

Cranes X13 to X16 must not be operated in third rail territory.

Cranes X21, X23 and X105 must not operate or perform work on main track or sidings without locomotive being attached to provide air brakes.

G.C.T.:

Cranes G.C.T. No. 1, X21 and X34, must not lift to exceed 25 tons on tracks supported by steel structure unless Division Engineer or his representative has given permission.

BETWEEN 59th ST. AND 97th ST., PARK AVE.

Cranes except G.C.T. No. 1, X21 and X34, must not be operated.

BETWEEN 110th ST. and 140th ST., PARK AVE.

Cranes G.C.T.No.1,X21 and X34,inc.,may be moved at a speed of 15 miles per hour under own power or may be hauled by diesel or electric locomotive when 2 cars of moderate weight not heavily loaded are placed between locomotive and crane.

Cranes must not lift loads on structures except in accord with instructions issued by the Division Engineer.

BETWEEN INT. STA. MO AND BN

Crane X33 must not be operated on Track 3 unless boom is lowered to avoid cradle on boom striking station canopies.

POUGHKEEPSIE:

Crane X59 on Track No. 4, under Bridge 201.

BETWEEN CROTON NORTH STATION AND INT. STA. 101

Wrecking cranes must not operate unless separated from motive power or other equipment by at least one car weighing not more than 64,000 lbs.

BETWEEN WHITE PLAINS NORTH STATION AND CHATHAM

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

ENGINE RESTRICTIONS:

Engines must not be operated as shown below:

East of 97th St., Park Ave.:

All Diesels except on permission of Transportation Superintendent.

West of 97th St., Park Ave., in third rail territory:

Engines Nos. 5100 to 5112, 2100 to 2112, 2188 to 2197, 2369 to 2399, 5600 to 5930, 7300 to 7519, 8062 to 8083, 2020 to 2044, 5203 to 5352, 5500 to 5530, 5991, 7600 to 7608, 8092 to 8112, 8204 to 8210, 8300 to 8326, 8600 to 8646, 8683 to 9008, 9200 to 9207, 9600 to 9766, 9900 to 9913, unless end plates are cut back and foot board is removed or reduced to 6 ft. 9 inches.

Park Ave. Viaduct, including Liftbridge:

If adjacent track is occupied by equipment other than MU:

Diesel engines in two or more units coupled.

If adjacent track is occupied by two engine units coupled:

Two or more units of NYNH&H Series 300 to 366 and series 370 to 379, coupled.



Mott Haven - North Wye Track:

NYNH&H locomotive 0972.

Engines Nos. 5100 to 5112, 5203 to 5352, 5991, 5600 to 6236.

MORRIS HEIGHTS

Central Structural Steel Co. on westerly 200 ft. from end of Track No. 308.

Consolidated Ship Building Co., on easterly 186 feet of Track 304.

MORRISANIA:

Windshield wings must be folded in on Track No. 3.

WAKEFIELD

Track No. 58, westerly 300 ft.

WHITE PLAINS NO. STA.

Track No. 34 west of switch to Track No. 34A.  
Engines Class ARS 16-S with footboards installed.

BEDFORD HILLS

Over unloading pit Track No. 11A: All Engines.

PAWLING

Russell snow plows and Jordan Spreaders must use Track No. 2 in passing ice breakers at MP 64.

DOVER PLAINS

P.J. Haight, coal trestle, track No. 25:

All Engines.

WEST 30th STREET BRANCH

Terminal Warehouse Bldg. between W.27th and W.28th Sts. entering building.

Note: Engines permitted in this territory may enter using extreme care on account of close clearance at doorway column.

East of West 72nd Street Yard.

Engines 2100 to 2112, 2188 to 2197, 2369 to 2399, 3000 to 3049, 2020 to 2044, 2500 to 2569, 2822 to 2823, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout, when coupled together due to switch curvatures. Except may be operated on Tracks Nos. 11 and 11-A (Northbound), Tracks Nos. 12 and 12-A (Southbound) and Track No. 172 (commonly referred to as Upper 4), between West 60th Street and West 36th Street.

POUGHKEEPSIE

J.D. Johnson Co., Inc. track, beyond a point 160 ft. from frog. All engines except class AS-6 and ES-6.

HUDSON UPPER

Lone Star Cement Corp. Track No. 14 trestle:

CAR RESTRICTIONS:

Cars must NOT be operated as shown below:

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

LOCATION

TYPE

G.C.T., Lower Level. AT&SF baggage cars, 1710 to 1853, inc., 1890 to 1899, inc., 1920 to 1959, inc., 1990 to 1999, inc.

East of 97th St.,  
Park Ave. . . . . Cars equipped with Propane Gas, AT&SF series 366 to 370, inc., 372 to 381, inc., 1603 to 1708, inc., 1960 to 1989, inc., 2000 to 2060, inc., 2101 to 2116, inc., 3403 to 3408, inc., 3430 to 3452, inc., 3600 to 3603, inc.  
B&O Passenger head end BX cars series 468230, 1850 to 1887, incl.  
CN express refrigerators series 10315 to 10363, inc.  
CB&Q Baggage Cars Series 990 to 1054, inc.  
GN baggage car 330.

MO, PAC, Steel Mail Storage Cars Series 930 to 937, inc., 951 to 956, inc., 969 to 971, inc., 977 to 987, inc.

MO, PAC. Baggage Cars series 732 to 735, inc., 737, 739 and 740.

NYC TLDX 26 cars.

NYC Flexi-Van cars series 9800 to 9899, inc.

REA container cars series 3401 to 3434, inc.

REX series 6900 to 7899 must have hatches closed and markers removed.

SOU. PAC. baggage cars 6027 to 6054, inc., 6223 to 6235, inc., 6414, 6416, 6420, 6427 and 6431, 6454 to 6456 and 6497, to 6501, inc.

Spokane, Portland and Seattle, baggage cars 50, 51 and 52.

T&P passenger head end cars series, 848 to 862 incl., 873, 879 to 882 incl., 889, 891.

PRR baggage cars 6026, 9200 to 9399.

These cars having a gold star on the side.

CMStP&P 1025, 1702, 1721 and 1910.

Unless authorized by Transportation Superintendent. . . . .

CMStP&P 400 to 436, 1056 to 1076, 1100 to 1123, 1200 to 1205, 1300 to 1307, 1337 to 1339, 1600 to 1623, 1915 to 1923, 1950 to 1961, 2000, 2050 and 2100 series.

East of 140th St.

Park Ave. . . . . 210,000 lbs. or heavier.

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

Westchester Ave., Track No. 56. . . . . Well, transformer, self-clearing hoppers, higher than 13 feet 6 inches at eaves.

Tracks Nos. 54, 56 . . . . . Cars 65 ft. and over in length.

Port Morris Branch. CB&O baggage cars series 990 to 1009, inc., 1015 to 1054, inc.

REX 6900 to 7899 must have hatches closed and markers removed.  
NYC 60-ft. box cars series 53,000 to 53,654, inc.

MO, PAC. Steel Mail Storage Cars series 930, 951 to 956, inc., 969, 970, 978 to 987, inc.

MO, PAC. Baggage Cars series 732 to 735, inc., 737, 739 and 740.

Tracks Nos. 10,

61, 70, 73, 77,

78, 79, 80, 89 . . . . . Cars 65 ft. and over in length coupled together.

Tracks Nos. 61,

70, 82, 89. . . . . Well, transformer self-clearing hopper.

Tracks Nos. 70, 82. NYC box cars series 64,000 to 64,499, inc., 91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

FOBX refrigerators.

Melrose . . . . . Cars 65 ft. and over in length.

Tracks Nos.

13, 15 . . . . .

Track No. 15. . . . . Higher than 13 ft. 9 in.

Track No. 12. . . . . Cars 55 ft. and over in length.

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

Track No. 37.

Track No. 3. NYC TLDX 26 cars.

East of Mt.

Vernon. . . . . UP baggage express cars series 9300 to 9399, inc.

White Plains No.

Sta. . . . .

Inside building Cars must be brought to a stop before being placed on Track No. 237. Overhead clearance of the movable overhead bridges over this track inside the building is 10 ft. 9 in. on the low bridge, and 17 ft. 4 in. on the high bridge.



## East of White Plains

No. Sta. . . . . AT&SF 60 foot insulated box cars series 620,000 to 620,024.  
 SOU.60 foot insulated box cars series 16,000 to 16,399.  
 SOU 60 foot box cars series 17,000 to 17,499, incl.  
 SOU.PAC 60 foot insulated box cars series 621,100 to 621,124, 668,100 to 668,399, equipped with 11-foot high doors.  
 GN flat cars, series 65,000 to 65,499, inc., 67,000 to 67,549, inc.  
 GN baggage cars series 308 to 349, inc.  
 PRR flat cars 435,491 and 435,492.  
 PRR coaches in 1600 and 1700 series.  
 CN baggage cars series 8981 to 9080 and 9085 to 9172, inc.  
 CN flat cars series 661,000 to 661,999, inc.  
 MO PAC Steel Mail Storage Cars 954 and 978.  
 CP depressed center cars 309,910, and 309,911 must not be hauled except as a special movement. They must not be operated where there is a third rail.  
 CB&Q Dorm-Lounge car 1395.  
 C&NW baggage express cars 8797 to 8806, inc.  
 CPEX Milk Tank Cars, 950 to 981, inc.  
 GMStP&P 1073 and 1074  
 E-L 10,040 to 10,089, inc.  
 DUPX triple hopper cars series 35,400 to 35,469.  
 NYC 60-ft. box cars series 53000 to 53,684, inc.

East of White Plains  
 No. Sta. unless  
 authorized by Transportation Superintendent. . . . .

East of BN . . . . .  
 CRI&PRy baggage cars 4077,4118 to 4134, inc.  
 E-L 10,040 to 10,089, inc.  
 MO PAC passenger head end cars (Have Smokestacks) series,704 to 708 incl., 766,770 to 771 incl.,774, 777,780,784,789,793 to 794 incl., 797,799 to 800 incl., 803.

Between MO and BN. . .  
 Track No. 3. . . . . NYC box cars, series 64,000 to 64,499, inc.,91,000 to 92,099, inc., 176,000 to 177,299, inc., and P&LE 35,900 to 35,999, inc.

Between MO and BN. . .  
 Tracks Nos. 3 and 4. MO PAC Steel Mail Storage Cars series 930 to 937, inc.,953,969, 970,977 to 983, inc., and 987.  
 MO PAC Baggage cars series 732 to 735, inc., 739 and 740.

Between MO AND RI FH .  
 Track No. 3. . . . . CRI&PRy baggage cars series 4118 to 4134, inc.  
 SOU PAC baggage cars 6027 to 6054 inc., 6228,6229,6230,6232,6234, 6235,6414,6416,6420,6427 and 6431,6454 to 6456 inc. 6497 to 6501, inc.  
 GN baggage car 330

Between High Bridge,  
 Morris Heights and  
 University Heights  
 Track No. 3. . . . . NYC TLDX 26 cars.  
 University Heights . .  
 Track No. 4. . . . . NYC TLDX 26 cars.

## On 30th Street Branch.

Unless authorized by  
 Transportation  
 Superintendent. . . . . CMStP&P 400 to 436,1056 to 1072, 1075,1076,1100 to 1123,1200 to 1205,1300 to 1304,1337 to 1339, 1700 to 1710,1910,1915 to 1923, 1950 to 1961,2000,2050 and 2100 series.  
 Between RI FH and DV. . CRI&PRy baggage cars, series 4118 to 4134, inc.  
 East of Spuyten Duyvil. NYC 60 ft. box cars series 53000 to 53,684, inc.  
 UP baggage express cars series 9300 to 9399, inc.  
 Ludlow Track No. 408. . All except tank cars.  
 Ludlow Tracks Nos. . . . . Cars 65 ft. or over in length 420,422,426. . . . . coupled together.  
 Yonkers,Sugar Refinery,  
 Track No. 409 . . . . . Higher than 15 feet, 4 inches.  
 Cars 65 ft. or over in length.  
 Yonkers,Otis Elevator  
 Co. . . . . Higher than 15 feet, 4 inches.  
 Track No. 433 . . . . . Cars 65 ft. or over in length.  
 Hastings, Anaconda Wire  
 and Cable Co.  
 Track No. 523 . . . . . Cars 65 ft. or over in length.  
 Irvington,  
 Track No. 528 . . . . . Higher than 13 feet, 6 inches.  
 East of MP 23.77 east  
 of Track No. 530 . . . . . Cars 60 ft. in length which  
 Tarrytown . . . . . are 15 ft. 6 inches high.  
 East of Croton-Harmon . RTRX triple hopper cars series 35,400 to 35,469, inc.  
 Croton No.Sta. . . . . AT&SF 60-foot insulated box cars  
 East yard . . . . . series 620,000 to 620,024.  
 East of Croton No.Sta . CRI&P baggage cars, 4118 to 4134  
 CN baggage cars series 8981 to 9080 inc. 9085 to 9172, inc.  
 CN flat cars, series 65,000 to 65,499, inc.,67,000 to 67,549, inc.  
 CN flat cars, series 661,000 to 661,999, inc.  
 CP depressed center cars 309,910 and 309,911 must not be hauled except as a special movement. They must not be operated where there is a third rail.  
 CB&Q 1310,1395,1443.  
 PRR coaches in 1600 and 1700 series.  
 PRR flat cars,435,491 and 435,492.  
 T&P baggage cars series 1100 to 1181, inc.  
 MO PAC Steel Mail Storage Cars 954 and 978.  
 GN 413.  
 CB&Q Dynamometer car D-30.  
 C&NW 8797. UP-2059.  
 GPEX 970.  
 CMStP&P 845,849,854,1073 and 1074.  
 East of Croton No.Sta.  
 Unless authorized by  
 Transportation  
 Superintendent. . . . . CRI&PRy, Baggage cars 4000 to 4051, inc.,4077,4080 to 4099, inc. 4106 to 4140, inc.  
 CRI&PRy,mail cars 5004 to 5027, inc.

## Peekskill:

Over switch leading to easterly freight yard:  
 Cars 65 ft. or over in length.



East of Beacon. . . . .SOU.60 foot insulated box cars series 16,000 to 16,399 inc.  
 SOU.60 foot box cars series 17,000 to 17,499, inc.

East of Poughkeepsie. . . . .SOU.PAC 60-foot insulated box cars series 621,100 to 621,124,668,100 to 668,399 equipped with 11-foot high doors.

POUGHKEEPSIE:

Over most easterly switch leading to yard at Pine St.  
 Cars 65 ft. or over in length.

Between Croton No. . . . .Cars weighing over 220,000 lbs.  
 Sta. and 101. . . . . without permission from Transportation Superintendent.

West 33rd St. . . . . REA Express Container cars series  
 Railway Express 3411 to 3434 inclusive.  
 Building  
 Track No. 1

West 33rd St. . . . . Cars 79 ft. and over in length.  
 Railway Express  
 Building  
 Track No. 45

West 33rd St. . . . . CMStP&P refrigerator cars  
 Railway Express series 4 to 41 and 350 to 379,  
 Building inc.  
 Tracks Nos. 43,45

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

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

PUTNAM BRANCH

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

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

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

EAST OF KINGS BRIDGE

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

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

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

CB&Q baggage cars 1306 to 1317, inc. and 1395.

C&NW 8797 to 8806, inc.

Unless authorized by Transportation Superintendent.

CRI&PRy. baggage cars 4118 to 4134, inc.

EAST OF BN.

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

CRI&PRy. baggage cars, series 4118 to 4134, inc.

SOU. PAC. baggage cars 6027 to 6054, 6228, 6229, 6230, 6332, 6234, 6235, 6414, 6416, 6420, 6427, 6431, 6454 to 6456 and 6497 to 6501, inc.

PASSENGER TRAINMEN

Toilet doors must be kept locked between the following stations to comply with regulations:

G.C.T. and Mott Haven Jct.

Chappaqua and Patterson

Hillsdale and Philmont.

SNOW PLOW EQUIPMENT

When snow plows or flanges 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.

GRADE OPERATION

BETWEEN HUDSON AND CLAVERACK:

Trains making a back-up movement down hill, must always have hand brakes applied to the rear portion.

All pushers must have the air brake coupled and train will stop to detach pusher.

Engineman will be careful to keep pusher up against train until stop is made.

Engineman on pusher engine where air is coupled must cut in automatic brake valve immediately after engine is detached from train.

When air is not coupled pusher must come to a stop as soon as possible after being detached from the rear of the train and not be allowed to drift along after having finished pushing train.

A member of the train crew will be on the rear of the train ready to assist in cutting off pusher.

HUDSON UPPER TO HUDSON

Eastward freight trains must have all pressure retaining valves turned up. Trains limited to 20 cars. All brakemen must ride on top of their train.



## OVERHEAD CLEARANCES

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

LOCATION	DESCRIPTION	TRACK NOS.
East of 97th St., Park Ave . . . . .	G.C.Terminal yard and Park Ave. tunnel . . .	All tracks.
1.39 miles east of 125th St . . . . .	98th St. foot and signal bridge. . . . .	4,2,1,3.
1.30 miles east of 125th St . . . . .	100th St. foot bridge.	4,2,1,3.
1.21 miles east of 125th St . . . . .	102nd St. signal bridge. . . . .	4,2,1,3.
1.02 miles east of 125th St . . . . .	NK tower and signal plant . . . . .	4,2,1,3.
0.85 mile east of 125th St . . . . .	109th St. signal bridge . . . . .	4,2,1,3.
0.66 mile east of 125th St . . . . .	113th St. signal bridge . . . . .	4,2,1,3.
0.49 mile east of 125th St . . . . .	116th St.signal bridge	4,2,1,3.
0.32 mile east of 125th St . . . . .	119th St.signal bridge	4,2,1,3.
0.13 mile east of 125th St . . . . .	123rd St.signal bridge	4,2,1,3.
0.05 mile west of 125th St . . . . .	127th St.signal bridge	4,2,1,3.
0.07 mile west of 125th St . . . . .	127th St.signal bridge	4,2,1,3.
0.27 mile west of 125th St . . . . .	131st St.signal bridge	4,2,1,3.
0.33 mile east of 138th St . . . . .	134th St.signal bridge	4,2,1,3.
0.32 mile east of 138th St . . . . .	Park Ave.,liftbridge	4,2,1,3.
0.11 mile east of 138th St . . . . .	Signal Bridge. . . . .	4,2,1,3.
0.04 mile west of 138th St . . . . .	Signal Bridge . . . . .	4,2,1,3.
0.23 mile west of 138th St . . . . .	144th St. highway and signal bridge. . . . .	8,6,5,west main,east main, 4,2,1,3.
0.38 mile west of 138th St . . . . .	149th St. highway and signal bridge. . . . .	8,6,5,west main,east main 4,2,1,3.
0.54 mile west of 138th St . . . . .	Signal bridge. . . . .	140,4,2,1,3.
0.53 mile west of Melrose . . . . .	153rd St. highway bridge . . . . .	4,2,1,3.
0.42 mile east of Melrose . . . . .	Signal bridge. . . . .	4,2,1,3.
0.38 mile east of Melrose . . . . .	Yard bridge (milk) . . .	4,2,1,3,7.
0.83 mile east of Melrose . . . . .	Morris Ave. highway bridge . . . . .	4,2,1,3.
0.30 mile east of Melrose . . . . .	Pipe bridge. . . . .	4,2,1,3.
0.22 mile east of Melrose . . . . .	158th St.highway and signal bridge. . . . .	4,2,1,3.
0.07 mile east of Melrose . . . . .	161st St. highway and signal bridge. . . . .	4,2,1,3.
Melrose station. . . . .	162nd St. highway and station bridge . . . . .	4,2,1,3.
0.08 mile west of Melrose . . . . .	Signal bridge. . . . .	4,2,1,3.
0.24 mile west of Melrose . . . . .	165th St. highway bridge . . . . .	4,2,1,3.
0.21 mile east of Morrisania . . . . .	166th St.foot bridge	4,2,1,3.

LOCATION	DESCRIPTION	TRACK NOS.
0.11 mile east of Morrisania . . . . .	167th St.highway bridge. . . . .	4,2,1,3.
Morrisania station . . . . .	168th St. highway and station bridge . . . . .	4,2,1,3.
0.13 mile west of Morrisania . . . . .	169th st. Highway bridge . . . . .	4,2,1,3.
0.29 mile west of Morrisania . . . . .	Signal bridge. . . . .	4,2,1,3.
0.31 mile west of Morrisania . . . . .	170th St. highway bridge . . . . .	4,2,1,3.
0.22 mile east of Claremont Park . . . . .	St.Pauls Place foot bridge . . . . .	4,2,1,3.
0.21 mile east of Claremont Park . . . . .	Signal bridge. . . . .	4,2,1,3.
0.10 mile east of Claremont Park . . . . .	171st St.foot bridge .	4,2,1,3.
Claremont Park station	Claremont Park highway and station bridge .	4,2,1,3,12.
0.20 mile west of Claremont Park . . . . .	Signal bridge. . . . .	4,2,1,3.
0.23 mile west of Claremont Park . . . . .	173rd St. highway bridge . . . . .	4,2,1,3.
0.25 mile west of Claremont Park . . . . .	Signal bridge. . . . .	4,2,1,3.
0.28 mile east of Tremont. . . . .	174th St.foot bridge .	4,2,1,3.
0.18 mile east of Tremont. . . . .	175th St. highway bridge . . . . .	4,2,1,3.
0.09 mile east of Tremont. . . . .	176th St.foot bridge .	4,2,1,3.
Tremont station. . . . .	177th St. highway and station bridge . . . . .	4,2,1,3.
0.09 mile west of Tremont. . . . .	178th St. foot and signal bridge. . . . .	4,2,1,3.
0.19 mile west of Tremont. . . . .	179th St.foot bridge .	4,2,1,3.
0.29 mile east of 183rd St . . . . .	180th St. highway bridge . . . . .	4,2,1,3.
183rd St. station. . . . .	183rd St. highway and station bridge . . . . .	4,2,1,3.
0.20 mile west of 183rd St . . . . .	187th St. highway bridge . . . . .	4,2,1,3.
0.17 mile east of Fordham . . . . .	188th St. highway bridge . . . . .	4,2,1,3.
0.06 mile east of Fordham . . . . .	Tunnel and Fordham Station. . . . .	4,2,1,3.
Fordham Freight. . . . .	Operators cab of over- head crane . . . . .	12.
0.12 mile west of Fordham . . . . .	Foot and signal bridge . . . . .	4,2,1,3.
0.09 mile east of Botanical Garden . . . . .	200th St. highway bridge . . . . .	4,2,1,3.
Botanical Garden . . . . .	Atlas Supply Co., building . . . . .	6A.
0.11 mile west of Botanical Garden . . . . .	Mosholu Parkway high- way bridge . . . . .	4,2,1,3.
0.28 mile west of Botanical Garden . . . . .	Signal bridge 1. . . . .	4,2,1,3.
0.36 mile west of Botanical Garden . . . . .	Woodlawn Road highway bridge . . . . .	4,2,1,3.
0.02 mile west of Williams Bridge. . . . .	Gunhill Road highway bridge . . . . .	4,2,1,3,13.
0.27 mile west of Williams Bridge. . . . .	Signal Bridge. . . . .	4,2,1,3.
0.56 mile east of Woodlawn. . . . .	Signal Bridge. . . . .	4,2,1,3.
0.20 mile east of Woodlawn . . . . .	Signal bridge. . . . .	4,2,1,3.
0.01 mile east of Woodlawn . . . . .	233rd St. highway and station bridge . . . . .	4,2,1,3.



LOCATION	DESCRIPTION	TRACK NOS.
0.02 mile west of Woodlawn . . . . .	Overhead highway bridge . . . . .	4,2,1,3.
0.36 mile east of Wakefield . . . . .	N.Y.,N.H.& H.R.R. bridge . . . . .	2,1,3.
0.01 mile east of Wakefield . . . . .	241st St. Viaduct highway bridge . . . .	4.
0.20 mile west of Mount Vernon . . . .	Adlee Coal Co. coal shed . . . . .	9A.
0.01 mile west of Fleetwood . . . . .	Broad St. highway bridge . . . . .	2,1.
	Station foot bridge . .	2,1.
0.31 mile west of Fleetwood . . . . .	Bronx River Bridge . .	2,1.
0.43 mile east of Bronxville . . . . .	Midland Ave. highway bridge . . . . .	2,1.
Tuckahoe station . . .	Station foot bridge . .	2,1.
0.03 mile west of Tuckahoe . . . . .	Main St. highway bridge	2,1.
0.72 mile east of Scarsdale . . . . .	Harney Road highway bridge . . . . .	2,1.
0.06 mile east of Scarsdale . . . . .	Popham Road highway bridge . . . . .	2,1.
0.02 mile west of Scarsdale . . . . .	Station foot bridge . .	2,1.
0.15 mile west of Scarsdale . . . . .	Bronx Parkway highway bridge . . . . .	2,1.
0.38 mile west of Scarsdale . . . . .	Bronx River Bridge . .	2,1.
0.06 mile east of Hartsdale . . . . .	Fenimore Road highway bridge . . . . .	2,1.
0.02 mile west of Hartsdale . . . . .	Station foot bridge . .	2,1.
0.06 mile east of White Plains . . . . .	Judal Realty Corp. . .	115.
0.12 mile west of White Plains No.Sta.	Pfister Coal and Lumber Co.,Inc.,building . . . . .	237.
0.18 mile west of White Plains No.Sta.	Electric Shops building . . . . .	210,228,230.
0.22 mile west of White Plains No.Sta.	Round House building .	All tracks.
0.49 mile west of 138th St . . . . .	Y.M.C.A.foot bridge . .	8,6,5.
0.54 mile west of 138th St . . . . .	Signal bridge . . . . .	8,6,5.
0.57 mile west of 138th St . . . . .	Grand Concourse highway bridge . . . . .	8,6,5 north wye,south wye
0.59 mile west of 138th St . . . . .	Signal bridge . . . . .	8,6,5,north wye
0.66 mile west of 138th St . . . . .	Walton Ave.,highway bridge . . . . .	8,6,5,north wye 7
0.71 mile west of 138th St . . . . .	Signal bridge . . . . .	8,6,5,7
0.73 mile west of 138th St . . . . .	Gerard Ave. highway bridge . . . . .	8,6,5,7
0.74 mile west of 138th St . . . . .	Signal bridge . . . . .	8,6,5,7
0.80 mile west of 138th St . . . . .	River Ave. highway bridge . . . . .	8,6,5,7
0.89 mile west of 138th St . . . . .	Signal bridge . . . . .	8,6,5,7
1.06 mile west of of 138th St. . . . .	Exterior St. highway bridge . . . . .	1,2,3,4,279, 282,285
1.05 mile east of High Bridge . . . . .	Cromwell Ave. highway bridge . . . . .	281
	Bronx Terminal Market Building . . .	282,284.

LOCATION	DESCRIPTION	TRACK NOS.
0.97 mile east of High Bridge . . . . .	Central highway bridge	4,2,1,3,6, 209,276, 280,288.
0.12 mile east of High Bridge . . . . .	Overhead Wire . . . .	Side Track to Flexi-Van Yard.
High Bridge station . .	Station and street bridge . . . . .	4,2,1,3.
0.31 mile west of High Bridge . . . . .	Foot Bridge . . . . .	4,2,1,3.
0.31 mile east of Morris Heights . . . .	Central Structural Steel Co . . . . .	308.
Morris Heights station	Station and street bridge . . . . .	4,2,1,3.
0.04 mile west of Morris Heights . . . .	Pipe (Consolidated Ship Building Corp.)	304.
University Heights station . . . . .	Station and street bridge . . . . .	4,2,1,3.
Marble Hill station . .	Station foot bridge . .	4,2,1,3.
0.03 mile west of Marble Hill . . . . .	Broadway bridge . . . .	4,2,1,3.
0.19 mile west of Marble Hill . . . . .	Signal bridge . . . . .	4,2,1,3.
Spuytten Duyvil station	Station foot bridge . .	2,1.
Spuytten Duyvil . . . .	Drawbridge . . . . .	2,1.
0.28 mile west of Spuytten Duyvil . . . .	Signal bridge . . . . .	6,5,4,2,1,3.
0.47 mile west of Spuytten Duyvil . . . .	Foot bridge . . . . .	6,5,4,2,1,3.
0.69 mile east of Riverdale . . . . .	Foot bridge . . . . .	6,5,4,1,3.
0.38 mile east of Riverdale . . . . .	Signal bridge . . . . .	6,5,4,2,1,3.
0.03 mile east of Riverdale . . . . .	254th St. highway bridge . . . . .	6,5,4,2,1,3.
Riverdale Station . . .	Station foot bridge . .	4,2,1,3.
0.24 mile west of Riverdale, . . . . .	Foot and signal bridge	6,4,2,1,3.
Mount St.Vincent Station . . . . .	Station foot bridge . .	6,4,2,1,3.
0.19 mile west of Mount St.Vincent . . . .	Signal bridge . . . . .	6,4,2,1,3.
0.34 mile west of Mount St.Vincent . . . .	Signal bridge . . . . .	4,2,1,3,396.
Ludlow station . . . . .	Station and street bridge . . . . .	4,2,1,3,396, 402
0.16 mile west of Ludlow . . . . .	Foot bridge . . . . .	4,2,1,3,396A, 414.
0.30 mile west of Ludlow . . . . .	Refined Syrups and Sugars building canopy . . . . .	8.
0.37 mile west of Ludlow . . . . .	Vark St. highway bridge . . . . .	4,2,1,3,396A, 408A.
0.39 mile west of Ludlow . . . . .	Refined Syrups and Sugars building . . .	408A.
0.19 mile east of Yonkers . . . . .	Signal bridge . . . . .	4,2,1,3.
0.44 mile west of Yonkers . . . . .	Babcock Place Highway bridge . . . . .	4,2,1,3,396A, 425,435,442
0.49 mile west of Yonkers . . . . .	Signal bridge . . . . .	4,2,1,3.
0.51 mile east of Glenwood . . . . .	N.Y. Engineering Co. building . . . . .	480A.
0.28 mile east of Glenwood . . . . .	Phelps Dodge building.	486A.
Glenwood Station . . .	Station foot bridge . .	4,2,1,3,396B, 498
0.02 mile west of Glenwood . . . . .	Yonkers Elec.Light & Power Co. building .	501A.
0.11 mile west of Glenwood . . . . .	Signal bridge . . . . .	4,2,1,3,396B, 498.



LOCATION	DESCRIPTION	TRACK NOS.
Greystone station . . .	Station foot bridge . . .	4,2,1,3.
0.40 mile west of Greystone . . . . .	Signal bridge . . . . .	4,2,1,3.
0.60 mile west of Greystone . . . . .	Foot bridge . . . . .	4,2,1,3,510.
0.66 mile east of Hastings-on-Hudson . . . . .	Zinsser & Co., Pipe crossing . . . . .	513A.
0.62 mile east of Hastings-on-Hudson . . . . .	Zinsser & Co., highway bridge . . . . .	4,2,1,3,510, 513.
0.29 mile east of Hastings-on-Hudson . . . . .	Signal bridge . . . . .	4,2,1,3,510.
0.22 mile east of Hastings-on-Hudson . . . . .	Signal bridge . . . . .	4,2,1,3,510, 511.
0.20 mile east of Hastings-on-Hudson . . . . .	Freight house eaves . . . . .	511.
0.15 mile east of Hastings-on-Hudson . . . . .	Anaconda Wire and Cable Co. entrance gate . . . . .	515.
	Washington Ave. foot bridge . . . . .	4,2,1,3,510, 511.
0.09 mile east of Hastings-on Hudson . . . . .	Anaconda Wire and Cable Co. building . . . . .	523.
	Anaconda Wire and Cable Co. entrance gate . . . . .	523A.
Hastings-on-Hudson station . . . . .	Station foot bridge . . . . .	4,2,1,3.
0.01 mile west of Hastings-on-Hudson . . . . .	Dock St. highway bridge . . . . .	4,2,1,3,510.
0.10 mile west of Hastings-on-Hudson . . . . .	Anaconda Wire and Cable Co. overhead Cable . . . . .	522.
0.45 mile west of Hastings-on-Hudson . . . . .	Foot bridge . . . . .	4,2,1,3.
0.53 mile west of Hastings-on-Hudson . . . . .	Foot bridge . . . . .	4,2,1,3.
0.22 mile east of Dobbs Ferry . . . . .	Foot bridge . . . . .	4,2,1,3.
0.05 mile east of Dobbs Ferry . . . . .	High St. highway bridge . . . . .	4,2,1,3.
Dobbs Ferry Station . . . . .	Station foot bridge . . . . .	4,2,1,3.
0.31 mile west of Dobbs Ferry . . . . .	Private highway bridge . . . . .	4,2,1,3.
0.53 mile east of Ardsley-on-Hudson . . . . .	Foot bridge . . . . .	4,2,1,3.
Ardsley-on-Hudson station . . . . .	Station foot and signal bridge . . . . .	4,2,1,3.
0.14 mile west of Ardsley-on-Hudson . . . . .	Foot bridge . . . . .	4,2,1,3.
0.04 mile west of Irvington . . . . .	Highway bridge . . . . .	4,2,1,3.
0.05 mile west of Irvington . . . . .	Private road and signal bridge . . . . .	4,2,1,3.
0.86 mile east of Tarrytown . . . . .	Foot bridge . . . . .	4,2,1,3,530, 531.
0.63 mile east of Tarrytown . . . . .	Signal bridge . . . . .	4,2,1,3,530, 531.
0.46 mile east of Tarrytown . . . . .	Foot and signal bridge . . . . .	4,2,1,3,530, 531.
Tarrytown station . . . . .	Station foot bridge . . . . .	2,1,3.
0.15 mile west of Tarrytown . . . . .	Highway bridge . . . . .	4,2,1,3,541, 542.
0.23 mile west of Tarrytown . . . . .	Foot bridge . . . . .	4,2,1,3.
0.44 mile west of Tarrytown . . . . .	Beekman Ave. highway bridge . . . . .	4,2,1,3.
0.53 mile east of Philipse Manor . . . . .	General Motors Corp. building . . . . .	562A, 566A.
0.45 mile east of Philipse Manor . . . . .	Fisher Body Corp. building . . . . .	569A.

LOCATION	DESCRIPTION	TRACK NOS.
0.31 mile east of Philipse Manor . . . . .	Park foot bridge . . . . .	4.
0.13 mile east of Philipse Manor . . . . .	Palmer Ave. highway bridge . . . . .	4,2,1,3.
Philipse Manor station . . . . .	Station foot bridge . . . . .	4,2,1,3.
0.16 mile west of Philipse Manor . . . . .	Harwood Ave. highway bridge . . . . .	4,2,1,3.
1.03 miles west of Philipse Manor . . . . .	Foot bridge . . . . .	4,2,1,3.
1.55 miles west of Philipse Manor . . . . .	Foot bridge . . . . .	4,2,1,3.
0.97 mile east of Scarborough . . . . .	Highway bridge . . . . .	4,2,1,3.
Scarborough station . . . . .	Station foot bridge . . . . .	4,2,1,3.
0.51 mile east of Ossining . . . . .	N.Y. State Prison tunnel . . . . .	4,2,1,3.
0.32 mile east of Ossining . . . . .	N.Y. State Prison entrance gate . . . . .	586A.
Ossining station . . . . .	Station and Secor Road bridge . . . . .	4,2,1,3,580.
0.06 mile west of Ossining . . . . .	Main St. foot bridge . . . . .	4,2,1,3,580.
0.11 mile west of Ossining . . . . .	Quimby St. food bridge . . . . .	4,2,1,3.
0.92 mile west of Ossining . . . . .	Broadway highway bridge . . . . .	4,2,1,3.
0.69 mile west of Ossining . . . . .	Foot bridge . . . . .	4,2,1,3.
1.23 miles west of Ossining . . . . .	Foot bridge . . . . .	4,2,1,3.
0.63 mile east of Croton-Harmon . . . . .	Croton River bridge . . . . .	2,1.
0.51 mile east of Croton-Harmon . . . . .	Signal bridge . . . . .	4,2,1,3.
Croton-Harmon Station . . . . .	Footbridge (210A) . . . . .	3,5,7,9,11, 13
0.02 mile west of Croton-Harmon . . . . .	Croton Point Avenue highway bridge . . . . .	All main and yard tracks.
Croton-Harmon Yard . . . . .	Electric Shop . . . . .	659, 732, 734, 736, 740, 742, 744, 746, 748, 748A, 750, 752, 754, 754A, 756, 758, 760, 762, 764
0.49 mile west of Croton-Harmon . . . . .	Harmon loop bridge . . . . .	4,2,1,3,621, 629, 632, 637.
Croton No. Sta. . . . .	Station foot bridge . . . . .	4,2,1,905, 907.
Oscawana . . . . .	Signal bridge . . . . .	2,1.
	Station foot bridge . . . . .	2,1.
	Oscawana tunnel . . . . .	4,2,1.
Crugers . . . . .	Overhead highway bridge . . . . .	4,2,1.
	Signal bridge . . . . .	2,1.
Montrose . . . . .	Overhead Wire . . . . .	Standard Coated Products, Inc.
	Signal bridge . . . . .	2,1.
	Overhead highway bridge . . . . .	2,1.
Peekskill . . . . .	Signal Bridge . . . . .	4,2.
	Fleischmann's overhead bridge . . . . .	4,2,1.
	Station foot bridge east of station . . . . .	2,1 station siding.
	Station foot bridge west of station . . . . .	2,1 station siding.
Peekskill . . . . .	Little tunnel . . . . .	2,1.
Manitou . . . . .	MP 43 Tunnel . . . . .	2,1.



LOCATION	DESCRIPTION	TRACK NOS.
Manitou. . . . .	Fort Montgomery tunnel	2,1.
Manitou. . . . .	Livingston overhead bridge . . . . .	2,1.
Manitou. . . . .	Private overhead bridge . . . . .	2,1.
Garrison . . . . .	Overhead highway bridge . . . . .	2,1 Siding.
	Garrison Tunnel. . . . .	2, Siding.
Cold Spring. . . . .	Private overhead bridge . . . . .	1
Cold Spring. . . . .	Breakneck Tunnel. . . . .	2,1
Dutchess . . . . .	N.Y., N.H. & H.R.R. . . . .	2,1 lead.
	Overhead highway bridge . . . . .	2,1.
Beacon . . . . .	Durisol Company. . . . .	Brickshed track.
Chelsea. . . . .	Brockway's overhead bridge . . . . .	1.
	Station foot bridge. . . . .	2,1.
New Hamburg. . . . .	Overhead highway bridge . . . . .	1,2.
Camelot. . . . .	Signal bridge. . . . .	1.
	N.Y. Trap Rock Corp. shed . . . . .	1-D.
	N.Y. Trap Rock Corp. conveyor bridge. . . . .	Trailing switch No.4. 1 inside fence.
	N.Y. Trap Rock Corp. rock crusher overhead bridge. . . . .	2.
	Signal bridge. . . . .	2.
	I.B.M.Co. (overhead bridge). . . . .	2,1.
	I.B.M.Co. (bridge crane and conveyor). . . . .	I.B.M. siding No.2-A.
Poughkeepsie . . . . .	Union St. overhead bridge . . . . .	2,1,5 sidings.
	Main St. overhead bridge . . . . .	2,1,5, sidings.
	Hoffman St. overhead bridge . . . . .	2,1, sidings.
	Signal bridge. . . . .	2.
	Marist Bros. overhead foot bridge. . . . .	2 E.B. sidings.
	A.C. Dutton Lumber Co. shed . . . . .	2nd track east of river dock
Hyde Park. . . . .	Bowman's overhead bridge . . . . .	2.
	Rogers overhead bridge	2,1.
	Signal bridge. . . . .	2.
	Sexton's overhead bridge . . . . .	2,1.
Staatsburg . . . . .	Signal bridge. . . . .	2,1.
	Hoyt's overhead fam bridge . . . . .	2,1, siding.
	O. Mills overhead bridge . . . . .	2,1.
	Dinsmore's overhead bridge . . . . .	2,1.
	Overhead private bridge . . . . .	2,1.
	Miss Parker's overhead bridge . . . . .	2,1.
Rhinecliff . . . . .	Signal bridge 249-S. . . . .	2,1.
	Public footbridge. . . . .	2,1.
	Baggage crossing . . . . .	2,1.
	D. Merritt overhead bridge . . . . .	2,1, Middle Track.
Barrytown. . . . .	Delano's footbridge. . . . .	1, Middle Track.
	Private overhead bridge . . . . .	2,1, Middle Track.
	Overhead highway bridge . . . . .	2,1.
Tivoli . . . . .	Hunt's overhead bridge	2.
	Clarkson's overhead bridge . . . . .	2,1.

LOCATION	DESCRIPTION	TRACK NOS.
Hudson. . . . .	Universal Atlas Cement Co. overhead bridge . . . . .	2,1, E.W. Siding 1 West Yard, W.W. Siding upper 2,3.
	Ferry St., overhead bridge . . . . .	2,1 siding.
<b>HUDSON AND CLAVERACK:</b>		
0.19 mile north of Claverack. . . . .	Overhead bridge H12.79 . . . . .	Main.
1.20 miles south of Claverack. . . . .	Overhead bridge H14.18 . . . . .	Main.
Claverack, V. & O. Press Co. Siding . . . . .	Building . . . . .	37B.
0.64 mile north of Hudson Upper . . . . .	Overhead bridge H15.35 . . . . .	Main.
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.		
<b>MAIN LINE:</b>		
Beacon. . . . .	CP 58, 925 feet east . . . . .	National Biscuit Co. switch.
Chelsea. . . . .	Harts switch, 2,000 feet east. . . . .	Power house siding.
<b>30th STREET BRANCH:</b>		
Washington St. . . . .	Bell Laboratories building . . . . .	118,128.
Washington St. . . . .	Manhattan Refrigerating Co., building . . . . .	13,118,128.
	Cudahy building. . . . .	19,21,118,128.
13th St. to 14th St. . . . .	Armour & Co. canopy eaves. . . . .	19.
10th Ave. between 15th St. and 16th St. . . . .	National Biscuit Co. building . . . . .	24,25,27A, 118,128.
10th Ave. between 16th and 17th St. . . . .	Merchants Refrigerating Co. building . . . . .	19A,198.
12th Ave. between 27th and 30th St. . . . .	Terminal Warehouse building and Express Highway viaduct. . . . .	85.
10th Ave. and 30th St. . . . .	Post Office Building . . . . .	34,35,36,37, 38,39.
11th to 12th Aves. between 27th and 28th Sts. . . . .	Terminal Warehouse Steam Pipe. . . . .	85A.
11th to 12th Aves, between 30th St. and 32nd St. . . . .	Loop track viaduct . . . . .	77A,78,79,82, 85,86,87,89, 92,93.
	Canopy eaves . . . . .	77.
11th Ave. and 32nd St. . . . .	Overhead highway bridge . . . . .	40,48.
30th St. to 37th St. . . . .	Overhead highway bridge . . . . .	All tracks.
11th Ave., between 31st and 42nd St. . . . .	11th Ave. highway viaduct. . . . .	48,55,59,60, 61,66,69,72, 73,82,89,93, 110,111,112, 113.
11th to 12th Ave., between 32nd St. and 33rd St. . . . .	Lift Bridge between freight house and platform . . . . .	106,107,108, 109.
	Canopy eaves . . . . .	109.



LOCATION	DESCRIPTION	TRACK NOS.
11th Ave. and 33rd St.	Railway Express building.	49, 50, 51, 52, 53
11th Ave. and 35th St.	Macy building.	11A, 12A, 131, 201
11th Ave. and 36th St.	Canopy eaves	137, 143, 152, 153.
37th St. to 41st St.	Overhead highway bridges.	All tracks.
39th St. to 41st St.	Building support	12A, 137.
41st St. (stockyard tracks).	Overhead highway bridge and building.	162, 166.
42nd St. to 60th St.	Overhead highway bridges.	All tracks.
	Chrysler Warehouse building	274, 275.
	Pier "G"	296.
	Float bridge No. 2.	335, 336.
	Express highway viaduct.	323, 324, 325, 326, 327, 328, 329, 360.
60th St. yard	Turntable.	Turntable track.
	Canopy eaves	U-1, U-4, U-5, U-8.
	Canopy eaves	P-2, A-1, K-1.
	Express highway.	E-1, E-2, E-5.
	Viaduct (Girder)	CA-1, CA-2, CA-3.
	Pipe.	E-3.
	Diesel house	Diesel house track.
60th St. to 64th St. (60th St. Yard)	Cross over bridge.	U-1, U-2, U-3, U-4.
65th St. Yard	Times Building	271, 272, 273.
78th St. to 124th St.	Express highway viaduct.	All tracks.
79th St.	Communicating cable.	Crossovers 1, 2, 3, 4, 6.
125th St. to 136th St. Manhattanville yard, West 130th St.	Beef house siding.	370.
	135th St. freight house	373.
	Canopy eaves	375, 381, 382.
148th St.	Overhead foot bridge	1, 2.
0.34 miles west of 152nd St.	Express highway viaduct.	1, 2, 372.
0.22 mile east of Inwood	Express highway viaduct.	1, 2.
MOTT HAVEN YARD:		
153rd St.	Highway Bridge	East lead 1, 2, 3, 4, 5, 6, 7; north wye, south wye.
Yard "M"	Steam Lines.	East lead, 78.
	Car repair shop.	73, 74.
LOCATION	DESCRIPTION	TRACK NOS.
0.14 mile east of Melrose.	Melrose Ave. highway bridge	6, 10, 15, 17, 21, 23, 25, 29.
0.23 mile east of Melrose.	163rd St. highway bridge	9, 10.
0.28 mile east of Melrose.	161 st. and 162nd St. highway bridge	9, 10.
0.43 mile east of Melrose.	3rd Ave. highway bridge	9, 10.
0.53 mile east of Melrose.	Brook Ave. highway bridge	9, 10.
0.61 mile east of Melrose.	156th St. highway bridge	9, 10.
0.86 mile east of Melrose.	Westchester Ave. highway bridge	9, 10.
0.88 mile east of Melrose.	Bronx Refrigerating Co building.	54A, 56A.

LOCATION	DESCRIPTION	TRACK NOS.
0.97 mile east of Melrose.	159th St. and St. Anns Ave. highway bridge.	9, 10
0.99 mile east of Melrose.	149th St. highway and St. Marys tunnel	9, 10
1.47 miles east of Melrose.	Wales Ave. highway bridge.	9, 10, 89.
1.50 miles east of Melrose.	Ward Baking Co. building	89.
1.53 miles east of Melrose.	Southern Boulevard Highway bridge	9, 10, 77.
1.58 miles east of Melrose.	Buckner Blvd., highway bridge	9, 10, 70.
1.61 miles east of Melrose.	Sachs Furniture Co. building	82A.
1.61 miles east of Melrose.	Atlantic Warehouse Co. building	68, 70.
1.70 miles east of Melrose.	N.Y., N.H. & H.R.R. bridge	9, 10, 66, 90.
1.73 miles east of Melrose.	Griffen Well Point Corp. and Rees-Volckman Co., Building	61.
0.43 mile west of Thornwood.	Overhead bridge.	2, 1.
0.07 mile west of Chappaqua.	Overhead bridge.	2, 1, Side Track 1.
0.21 mile west of Brewster.	Carmel Ave. overhead bridge	2, 1.
1.09 miles west of Brewster.	Overhead bridge.	18.
0.12 mile east of Towners.	NYNH&H RR bridge	Main track, siding.
0.58 mile west of Patterson. Eastern Mineral Co., Inc.	Crushed Stone bin and buildings.	5A.
0.06 mile west of Dover Furnace.	Overhead bridge.	Main track.
Dover Plains, P.J. Haight Siding.	Coal pocket door	25.
2.74 miles east of Millerton.	Overhead bridge.	Main track.
Millerton, Green Bros., Siding	Overhead wire.	2, 2A.
0.09 mile east of Hillsdale.	Overhead bridge.	Main track.
2.11 miles west of Craryville.	Overhead bridge.	Main track.
2.75 miles east of Philmont.	Overhead bridge.	Main track.
0.22 mile east of Kings Bridge.	225th St., highway bridge.	10, 11, 12, 14, 34, Main track.
0.24 mile east of Kings Bridge.	Seeman Bros. Building	16.
0.02 mile west of Kings Bridge.	230th St. highway bridge	Main track siding.
0.16 mile west of Kings Bridge.	231st St. highway bridge	Main track siding.



LOCATION	DESCRIPTION	TRACK NOS.
0.30 mile west of Kings Bridge . . . .	233rd St. highway bridge . . . . .	Main track.
0.37 mile west of Kings Bridge . . . .	234th St. highway bridge . . . . .	Main track.
0.39 mile east of Van Cortlandt . . . .	238th St. highway bridge . . . . .	Main track.
0.26 mile east of Van Cortlandt . . . .	Van Cortlandt Park So. highway bridge . . . .	Main track.
0.79 mile east of Lincoln . . . . .	Mosholu Parkway . . . .	Main track.
0.37 mile east of Nepperhan . . . . .	Overhead bridge . . . .	Main track.
0.04 mile east of Nepperhan . . . . .	Overhead bridge . . . .	Main track.
Nepperhan, Track No.8 former Alexander Smith building . . . .	Overhead pipe . . . . .	4,7.
Nepperhan, Track No.8, Westchester Lumber Co. . . . .	Building eaves . . . . .	14.
Nepperhan, Track No.8, 2500 feet east of main track switch . . . .	Overhead bridge . . . .	8.
Gray Oaks . . . . .	Overhead bridge . . . .	Main track Siding.
0.05 mile east of Ardsley . . . . .	Overhead bridge . . . .	Main track, Siding.
0.54 mile west of Elmsford . . . . .	A&P Company perishable building . . . . .	67A.
1.05 miles west of Elmsford . . . . .	A&P Company (meat building) . . . . .	66A.
0.87 mile west of Mahopac . . . . .	Overhead bridge . . . .	Main Track.
0.96 mile west of Mahopac . . . . .	Overhead bridge . . . .	Main Track.
1.55 miles west of Carmel . . . . .	Laights overhead bridge . . . . .	Main Track.
Mile Post 52 . . . . .	Benedict Dairy Farms Co. building . . . . .	2,2A.
The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than 27 feet. Employes must not ride on top of freight cars at these locations:		
<u>BETWEEN GRAND CENTRAL TERMINAL AND WHITE PLAINS NORTH STATION AND CROTON NORTH STATION:</u>		
0.11 mile east of Hartsdale . . . . .	Overhead cable . . . . .	5,7.
0.35 mile east of White Plains . . . .	Overhead cable . . . . .	37,39.
0.15 mile east of NW . . . . .	Overhead cable . . . . .	10.

LOCATION	DESCRIPTION	TRACK NOS.
Morris Heights . . . .	Overhead cable . . . .	8A.
Morris Heights . . . .	Overhead cable . . . .	8.
0.07 mile east of Hastings-on-Hudson . . . .	Overhead cable . . . .	16.
0.03 mile east of Irvington . . . . .	Overhead cable . . . .	6.
0.09 mile west of Tarrytown . . . . .	Overhead cable . . . .	6,8.
West end and Chevrolet Yard . . . . .	Overhead cable . . . .	8 and yard lead.
CR . . . . .	Overhead cable . . . .	96,98,100.
East end Croton-Harmon Yard . . . . .	Overhead cable . . . .	Lead to 18,20
Croton-Harmon . . . . .	Overhead cable . . . .	Crossover between 10 and 10A.
Croton-Harmon . . . . .	Overhead cable . . . .	East and east loop track.
West end Croton-Harmon Yard . . . . .	Overhead cable . . . .	146 and yard lead.

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

	Chief Train Dispatcher	Power Supervisor
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WHEN AT LOCATION:

G.C.T. to 110th St . . . . .	2383	2384	2385	2221	2222
111th St. to Crestwood . . . .	12383	12384	12385	12221	12222
Scarsdale to White Plains No. Sta. . . . .	012383	012384	012385	012221	012222
MO to Tarrytown . . . . .	12383	12384	12385	12221	12222
Ossining to Croton No.Sta. . . . .	02383	02384	02385	02221	02222
West 29th St. to West 60th St . . . . .	82383	82384	82385	82221	82222
West 60th St. to DV, including crew cabin-145th St. & freight agent 135th Street . . . . .	52383	52384	52385	52221	52222



## GCT TELEPHONES

STREET LEVEL	TYPE OF CIRCUIT
Engine Room . . . . . Biltmore Hotel . . . . .	Dial Phone
Engine Room . . . . . Commodore Hotel . . . . .	Dial Phone
Service Elevator. . . . . Entrance 43rd St. . . . .	Dial Phone
Lost and Found. . . . . Hall "A" . . . . .	Dial Phone
Clock Repair Shop . . . . . Hall "B" . . . . .	Dial Phone
Newspapers Chutes . . . . . Depew Place-NY Times. . . . .	Dial Phone
Chutes M&E Deck . . . . . 466 Lex. Ave.- NY Times. . . . .	Dial Phone
M&E Deck-North End. . . . . 466 Lex. Ave. . . . .	Dial Phone
Travelers Aid . . . . .	Dial Phone

## UPPER LEVEL

## 43rd Street to 44th Street

Incoming Sta.	
Bulletin Board. . . . .	Dial Phone
Under Platform 35 and 36. . . . .	Transformer House #7.
West Wall at Block. . . . .	Track #37 . . . . .
West Wall (Track #35). . . . .	Behind Resvn. Check counter . . . . .
E Wall. . . . .	Inside 34-35 Train Gate. . . . .
Baggage Counter . . . . .	Hall "A" Upper Level.
Station Master. . . . .	Booth at Block Track #33 . . . . .
North of Column . . . . .	South End Platform #30-32. . . . .
Baggage Dept. Desk. . . . .	Platform #30-32 . . . . .
South Wall. . . . .	Inside Gates #28-29 . . . . .
Police Booth. . . . .	Track #27 . . . . .
South Wall. . . . .	Inside Gates #25-26 . . . . .
Car Dept. Foreman's Room . . . . .	Track #24 . . . . .
Station Master. . . . .	Booth at Block Track #20 . . . . .
Baggage Foreman's Room. . . . .	Track #19 . . . . .
Newspaper Chutes. . . . .	South End Track #18 . . . . .
Newspaper Chutes. . . . .	South End Track #18- NY Times. . . . .
South Wall. . . . .	Inside Gate Track #17-18. . . . .
Desk. . . . .	On Platform #14 . . . . .
Desk. . . . .	On Platform #14 U.S. Post Office (MU-4-5130) . . . . .
West Wall . . . . .	At Block Track #13. . . . .
Desk (Baggage Dept.). . . . .	Under Stairs Platform #11-13. . . . .
Western Union . . . . .	Upper Level . . . . .

## 44th Street to 45th Street

South of Block Track #31 . . . . .	General Yardmaster Phone . . . . .
Linen Room. . . . .	Platform #22-23 . . . . .
Dining Car Service. . . . .	Platform #22-23 . . . . .
South Wall Outside of Building. . . . .	Platform #22-23 . . . . .
Opposite Paper Car. . . . .	Platform #21-22 (Out of Svc.) . . . . .

## 45th Street to 46th Street

Upstairs. . . . .	Platform #16-17 . . . . .
Hot Spot Belt Control	Platform #14-15 . . . . .

## 46th Street to 47th Street

Platform #32 and 33 . . . . .	General Yardmaster Phone.
Platform #31 and 32 . . . . .	General Yardmaster Phone.
Platform #29 and 30 . . . . .	Dial Phone
Platform #25 and 26 . . . . .	Dial Phone
Platform #23 and 24 . . . . .	Dial Phone
Platform #14 and 15 . . . . .	Dial Phone
Tracks #4 and 5 . . . . .	At Oil Drum Storage . . . . .

## 47th Street to 48th Street

Platform #41 and 42 . . . . .	General Yardmaster Phone.
N.Y.C. Mechanical Shop . . . . .	Near Track 34. . . . .
Platform #27 and 28 . . . . .	Dial Phone
Platform #20 and 21 . . . . .	Dial Phone
Platform #18 and 19 . . . . .	Dial Phone

## 48th Street to 49th Street

Sub Interlocking Station "V" . . . . .	49th St. at N.Wall. . . . .
Platform #36 and 37 . . . . .	Dial Phone
Platform #34 and 35 . . . . .	Dial Phone
Tracks #91 and 92 . . . . .	At 49th St. . . . .
Tracks #93 and 94 . . . . .	At 48th St. . . . .
Track #65. . . . .	At 49th St. . . . .
Platform . . . . .	Tracks 53 and 54. . . . .

## 51st Street

Between Tracks C. & D. on Col. . . . .	General Yardmaster Phone.
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## 53rd Street

Sub-Interlocking Sta. "T" . . . . .	Between Tracks E. & G. . . . .
Upper Level Loop Track . . . . .	On Wall Under Commo- dore Passage. . . . .

## LOWER LEVEL

## Concourse 43rd Street

South End . . . . .	Tracks #39 and 40 at Elevator. . . . .
Inside Gate . . . . .	Tracks 111 and 112. . . . .
Inside Room . . . . .	Tracks 110 and 111. . . . .
Inside Gate . . . . .	Tracks #105 . . . . .
Upper Level Loop Track . . . . .	On Wall Under Commo- dore Passage. . . . .
Western Union . . . . .	Lower Level . . . . .

## 43rd Street

West Wall. . . . .	Track #125. . . . .
Platforms 116 and 117 . . . . .	Dial Phone
Porters Room. . . . .	Track #113. . . . .
Platform #114 and 115 . . . . .	Dial Phone
Platform #112 and 113 . . . . .	Dial Phone
Platform #111 and 112 . . . . .	Dial Phone
South Wall. . . . .	Tracks 109 and 110. . . . .
Platform #109 and 110 . . . . .	Dial Phone
Platform #107 and 108 . . . . .	Dial Phone
Platform #105 and 106 . . . . .	Dial Phone
Kit Room. . . . .	Track #105. . . . .
Platform #103 and 104 . . . . .	Dial Phone
Platform #102 and 103 . . . . .	Dial Phone
Platform #101 and 102 . . . . .	Dial Phone
Refrigeration Plant . . . . .	Dial Phone
Store Room Counter. . . . .	Dial Phone
Store Room Office . . . . .	Dial Phone
Carpenter Shop. . . . .	Dial Phone
Steam Meter Room. . . . .	Track #200. . . . .
Electrician Shop. . . . .	Dial Phone
Machine Shop. . . . .	Dial Phone
Plumbing Shop . . . . .	Dial Phone
Pipe Fitters Shop . . . . .	Dial Phone

## 44th Street to 45th Street

N.Y. RR Tfr. Corn. . . . .	Platform #112 and 113 . . . . .
Battery Repair. . . . .	Platform #130 . . . . .

## 45th Street to 46th Street

Platform #114 and 115 . . . . .	Dial Phone
Platform #114 and 115-Sub Interlock Sta. "S" . . . . .	Dial Phone
Platform #111 and 112 . . . . .	Dial Phone



## 46th Street to 47th Street

Foot of Emergency Stairs Track #127. . . . .Dial Phone  
Under Emergency Stairs Platform #130 . . . . .Dial Phone

## 47th Street to 48th Street

Blacksmith Shop . . . . .Dial Phone  
Track #122 and 123. . . . .Dial Phone  
Inspection Pit Track #141. . . . .Dial Phone

## 49th Street

Sub Interlocking Sta. "P". Bet.#165 and 166 . . . . .Dial Phone

## 51st Street

Tracks #186 & 187. . . . .Dial Phone

## Steam Tunnels and Trucking Subway

West End . . . . .43rd Street. . . . .Dial Phone  
East End . . . . .43rd Street. . . . .Dial Phone  
Service Plant. . . . .43rd Street. . . . .Dial Phone  
E.Side Steam Tunnell. . . . .45th Street. . . . .Dial Phone

## 45th Street Trucking Subway

Electricians Shop . . . . .Dial Phone  
Pipe Shop. . . . .Dial Phone  
Store Room . . . . .Dial Phone  
Foreman's Room . . . . .Dial Phone  
Foreman's Room . . . . .Dial Phone  
Elevator Foreman. . . . .Dial Phone  
Truck Repair Shop . . . . .Dial Phone  
East Side Steam Tunnel 47th Street . . . . .Dial Phone  
West End Steam Tunnel . . . . .48th Street . . . . .Dial Phone  
Steam Tunnel N of Waldorf Fr Elevator . . . . .49th Street . . . . .Dial Phone

## HARLEM ELECTRIC SUB-DIVISION

## LEGEND

SS-PL-Sub-Station Party Line  
Auto - Dial Telephone  
Local Line - To Towers

LOCATION:	MILE POST FROM GCT	TYPE OF CIRCUIT
West End 138th St. Platform.	5.0 Trk. 4	Int. Sta.-"M.O." Local Line
	Trk. 2	
East End 138th St. Platform.	4.9 Trk. 3	" " " "
	Trk. 4	
Middle 138th St. Platform.	5.0 Trk. 4	Auto. - 18
Between 138th & 139th St.	5.2 Trk. 4	Int. Sta.- "M.O." Local Line
South 143rd St. . . . .	5.3 Trk. 4	" " " "
North of 143rd St. . . . .	5.3 Trk. 4	" " " "
North of 143rd St. . . . .	Trk. 2	" " " "
South of 149th St. . . . .	5.4 Trk. 4	" " " "
North of 149th St. . . . .	5.4 Trk. 1	" " " "
152nd St. . . . .	5.5 Trk. 3	" " " "

153rd St. Shanty. . . . .		Int.Sta.-"M.O." Yd. Line
154th St. Shanty. . . . .		(S.S.P.L. "Auto. 215-Auto. 220 S.S.-"M.O." Yd. Line
South of 158th St. . . . .	5.6 Trk. 4	Int.Sta.-"M.O." Local Line
North of 158th St. . . . .	5.6 Trk. 3	" " " "
South of Melrose. . . . .	5.9 Trk. 4	" " " "
South end of Melrose . . . . .	6.0 Trk. 1	" " " "
North end of Melrose . . . . .	6.1 Trk. 4	S.S.P.L.-M.O. Local Line
Tower MY. . . . .	Trk. 3	Auto. 327
C.B.H. #45. . . . .	6.2	S.S.P.L.
Westchester Switch. . . . .	6.3	Int.Sta.-"M.O." Local Line
163rd St.C.B.H. . . . .	6.3	S.S.P.L.
Morrisania. . . . .	6.6 Trk. 1	S.S.P.L.
C.B.H. #32. . . . .	6.7	S.S.P.L.
Claremont P"way . . . . .	7.2	Int.Sta.-"J.O." Local Line- Auto. 07 S.S.P.L.
173rd St. . . . .	7.5	Int.Sta.-"J.O." Local Line
177 St. . . . .	7.8 Trk. 4	" " " "
177th St. . . . .	Trk. 3	" " " "
		and S.S.P.L.
183rd St.C.B.H. #34 . . . . .	8.5	S.S.P.L.
Fordham . . . . .	8.9	Auto. 08-S.S.P.L.
Fordham Switch. . . . .	9.1	Int. Sta. -"J.O." Local Line
"BG" Station. . . . .	9.6	Int. Sta.-"J.O." Local Line
North of BG Station Coal Switch. . . . .	9.9	" " " " "
204th St. . . . .	10.0	Auto. 18
Williams Bridge Station . . . . .	10.4 Trk. 4	S.S.P.L.
Williams Bridge Station . . . . .	Trk. 3	Auto. 07 - S.S.P.L.
C.B.H. #35. . . . .	10.6	S.S.P.L.
North of Williams Bridge Station . . . . .	10.7	S.S.P.L.
Ohlssen Coal Switch. . . . .		S.S.P.L.
Ohlssen Coal Yard. . . . .		Int.Sta.-"J.O." Local Line
North of Ohlssen Coal Yard . . . . .	11.0	" " " "
C.B.H. #36. . . . .	11.3	S.S.P.L.
East of Woodlawn. . . . .	11.5	S.S.P.L.
Woodlawn Station. . . . .	11.8 Trk. 4	Auto. 400 - S.S.P.L.
East of Woodlawn Station. . . . .	11.6 Trk. 3	Int.Sta.-"J.O." Local Line
Int."J.O." Tower . . . . .	11.9	Auto. 400 S.S.P.L.
West of Int. "J.O." Tower . . . . .	12.0 Trk. 2	Auto. 400
Mt.Vernon Station W.B. Platform. . . . .	13.1 Trk. 3	Elec. Disp. Auto. 18
Mt.Vernon Station E.B. Platform. . . . .	13.1 Trk. 4	S.S.P.L.
Mt.Vernon Freight . . . . .	13.4	{S.S.P.L.-SS-"J.O." Local Line Auto. 32-Auto. 211-Auto. 431 Int.Sta."J.O." Local Line
M.P. 14-00. . . . .		
Fleetwood Station . . . . .	14.3	Auto. 431 - S.S.P.L.
M.P. 14-35. . . . .	14.6	S.S.P.L.
East of Bronxville O.H. Bridge. . . . .	14.9	S.S.P.L.
Bronxville Station . . . . .	15.3	Auto. 17
C.B.H.#39-A . . . . .	15.4	S.S.P.L.
M.P.15-19 . . . . .	15.6	S.S.P.L.



Tuckahoe Station . . . . .	16.0	Trk. 3	Auto.44-Local Line to Crestwood
Tuckahoe Station . . . . .		Trk. 4	S.S.P.L.
Sub-Station No. 8 . . . . .	16.1		S.S.P.L.-Load Disp.Auto.208
Crestwood Yard. . . . .	16.4	Trk. 3	S.S.P.L.-Local Line to Crestwood Auto. 44
C.B.H. #41. . . . .	16.7		S.S.P.L.
Crestwood Station . . . . .	16.8		Auto.44-Local Line
Crestwood W. Switch. . . . .	17.3		Local Line
C.B.H. #40. . . . .	17.5		S.S.P.L.
M.P. 18-38. . . . .	18.3		S.S.P.L.
M.P. 18-51. . . . .	18.6		Auto. 44
Scarsdale Station . . . . .	18.9		Auto. 42 - S.S.P.L.
Sub-Station No. 8-A . . . . .	18.8		Load Disp. Auto. 13
M.P. 19-33. . . . .	19.3		S.S.P.L.
M.P. 19-63. . . . .	19.9		S.S.P.L.
C.B.H.#42 . . . . .	20.4		S.S.P.L.
Hartsdale Station . . . . .	20.6	Trk. 4	Auto 33 - S.S.P.L.
M.P. 21-34. . . . .	21.4		S.S.P.L.
Sub-Station No. 9 . . . . .	21.8		Load Disp.-Auto.19-S.S.P.L.
Sub-Station No. 9 . . . . .		Trk. 3	Elec. Disp. - Auto. 33
M.P. 22-29. . . . .	22.3	Trk. 3	Auto. 43
M.P. 22-41. . . . .	22.6	Trk. 3	S.S.P.L.
M.P. 23-22. . . . .	23.2	Trk. 3	S.S.P.L.
M.P. 23-24. . . . .	23.2	Trk. 3	Yard Local Line
Cabin E. of N.W. . . . .			Auto. 31-Yd. Local Line
N.White Plains Station . . . . .	24.0		Auto. 30
M.P. 24-28. . . . .	24.3		Yd. Local Line
Virginia Ave. Crossing. . . . .	24.5		Block - Yd. Local Line

HARLEM BRANCH

Valhalla Station . . . . .	25.4		Block - 23-24
Valhalla West Switch. . . . .	25.5		Block - 23-24
Kensico Cemetery. . . . .	26.4		Block - 23-24
Mt.Pleasant Cemetery. . . . .	27.3		Block - 23-24
Hawthorne E. Switch. . . . .	28.1		Block - 23-24
Thornwood Station . . . . .	29.4		Block
Pleasantville E.Switch. . . . .	30.2		Block
Pleasantville Station . . . . .	30.5		Auto. 40
Chappaqua Station . . . . .	32.4		Auto. 40
Chappaqua W.Switch. . . . .	32.5		Block
Mt.Kisco E.of Station . . . . .	36.5		Block
Mt.Kisco W.of Station . . . . .	37.5		Block
Young and Hallstead Siding. . . . .			Block
Hubbell Crossing. . . . .			Block
Grand Union . . . . .			Block
Bedford Hills W.Switch. . . . .	39.5		Block
Katonah W. Switch. . . . .	41.4		Block
Goldens Bridge-G.N.Cabin . . . . .			Block
Goldens Bridge-Station . . . . .	43.6		Block
Purdys W. of Station . . . . .	46.3		Block

Croton Falls E.Switch. . . . .	47.6		Block
Casey Crossing E.of Brewster . . . . .	49.5		Block
Brewster Station . . . . .	51.9		Bell Co. Phone
Brewster W.of Station. . . . .	52.1		Block
East End Put.Jct.Yard. . . . .	52.3		Block
W.End Put.Jct. . . . .	53.7		Block
Towners E.Switch. . . . .	57.8		Bell Co. Phone
Patterson Station. . . . .	60.2		Bell Co. Phone
Pawling E. Switch. . . . .	63.6		Bell Co. Phone
Pawling Station. . . . .	63.7		Bell Co. Phone
Pawling W. Switch. . . . .	64.2		Bell Co. Phone
State Hospital E.Switch. . . . .	68.7		Bell Co. Phone
Dover Plains Booth . . . . .	76.8		Bell Co. Phone
Dover Plains Station . . . . .	76.8		Bell Co. Phone
Wassaic Station. . . . .	81.4		Bell Co. Phone
Wassaic W.Switch. . . . .	81.6		Bell Co. Phone
Amenia Station . . . . .	84.5		Bell Co. Phone
Millerton No.End of Station. . . . .	92.6		Bell Co. Phone
Mt.Regis Crossing. . . . .	95.5		Bell Co. Phone
Ghent. . . . .	124.8		Bell Co. Phone

HUDSON ELECTRIC SUB-DIVISION

Concourse Bridge . . . . .	5.5		Local Phone
Bronx Terminal . . . . .	5.6		Local Phone
Bronx Terminal . . . . .	5.7		Local Phone
Highbridge Flexi-Van . . . . .	6.8		Local Phone
Highbridge Station . . . . .	7.1		Local Phone
Highbridge . . . . .	7.5		Local Phone
Morris Heights . . . . .	7.8		Local Phone
Morris Heights Station . . . . .	8.1		Local Phone
Morris Heights . . . . .	8.4		Local Phone
University Heights . . . . .	8.8		Local Phone
University Heights . . . . .	9.2		Local Phone
Marble Hill. . . . .	9.4		Local Phone
Marble Hill. . . . .	9.8		Local Phone
Spuyten Duyvil Cut . . . . .	11.0		Local Phone
Spuyten Duyvil . . . . .	11.5		Local Phone
Spuyten Duyvil . . . . .	11.6	E	Local Phone
Spuyten Duyvil . . . . .	11.6	W	Local Phone
Spuyten Duyvil . . . . .	12.1		Local Phone
Riverdale. . . . .	12.4		Local Phone
Riverdale. . . . .	13.3		Local Phone
Mt. St.Vincent. . . . .	13.5		Local Phone
Ludlow . . . . .	14.4		Local Phone
Yonkers. . . . .	15.4		Local Phone
Yonkers. . . . .	15.5	E	Local Phone
Yonkers. . . . .	15.5	W	Local Phone
Yonkers Yard . . . . .	15.6		Local Phone
Yonkers Yard . . . . .	16.1		Local Phone
Glenwood . . . . .	16.3		Local Phone
Glenwood . . . . .	16.6		Local Phone
Glenwood . . . . .	17.2		Local Phone
Greystone. . . . .	17.5		Local Phone
Greystone. . . . .	18.0		Local Phone
Greystone. . . . .	18.4		Local Phone
Hastings . . . . .	18.7		Local Phone
Hastings . . . . .	19.0		Local Phone
Hastings . . . . .	19.3		Local Phone
Hastings . . . . .	19.8		Local Phone
Dobbs Ferry. . . . .	20.3		Local Phone
Dobbs Ferry. . . . .	20.9		Local Phone
Ardsley Station. . . . .	21.7		Local Phone
Ardsley. . . . .	22.2		Local Phone
Irvington. . . . .	22.4		Local Phone
Irvington. . . . .	22.8		Local Phone
Sunnyside. . . . .	23.1		Local Phone
Sunnyside. . . . .	23.5		Local Phone
Tarrytown. . . . .	23.9		Local Phone
Tarrytown. . . . .	24.2		Local Phone
Tarrytown. . . . .	24.5		Local Phone
Tarrytown. . . . .	24.9		Local Phone
Tarrytown. . . . .	25.5		Local Phone
Tarrytown. . . . .	25.7		Local Phone
Tarrytown. . . . .	25.9		Local Phone
Tarrytown. . . . .	26.3		Local Phone
Phillipse Manor. . . . .	26.5	E	Local Phone
Phillipse Manor. . . . .	26.5	W	Local Phone
Phillipse Manor. . . . .	26.8		Local Phone
Phillipse Manor. . . . .	27.3		Local Phone
Phillipse Manor. . . . .	27.8		Local Phone
Phillipse Manor. . . . .	28.3		Local Phone
Phillipse Manor. . . . .	28.5		Local Phone
Phillipse Manor. . . . .	28.9		Local Phone



Phillipse Manor . . . . .	29.3	Local Phone
Scarsborough . . . . .	29.5	Local Phone
Scarsborough . . . . .	30.2	Local Phone
Scarsborough . . . . .	30.3	Local Phone
Ossining . . . . .	30.5	Local Phone
Ossining . . . . .	31.3	Local Phone
Ossining . . . . .	31.4	Local Phone
Ossining . . . . .	32.2	Local Phone
Ossining . . . . .	32.5	Local Phone

HUDSON SUB-DIVISION

West of Croton . . . . .	35.5	Dispatcher
West of Croton . . . . .	35.8	Dispatcher
Oscawana . . . . .	36.4	Dispatcher
Oscawana . . . . .	36.8	Dispatcher
Montrose . . . . .	39.3	Dispatcher
Montrose . . . . .	39.6	Dispatcher
Montrose . . . . .	40.4	Dispatcher
Montrose . . . . .	40.8	Dispatcher
Peekskill . . . . .	41.4	Dispatcher
Peekskill . . . . .	43.5	Dispatcher
Peekskill . . . . .	44.4	Dispatcher
Peekskill . . . . .	44.8	Dispatcher
Manitou . . . . .	46.2	Dispatcher
Manitou . . . . .	48.6	Dispatcher
Garrison . . . . .	49.9	Dispatcher
Garrison . . . . .	51.8	Dispatcher
Cold Spring . . . . .	52.1	Dispatcher
Cold Spring . . . . .	53.8	Dispatcher
Cold Spring . . . . .	54.6	Dispatcher
Cold Spring . . . . .	55.2	Dispatcher
Cold Spring . . . . .	57.1	Dispatcher
Cold Spring . . . . .	57.9	Dispatcher
Cold Spring . . . . .	58.4	Dispatcher
Cold Spring . . . . .	58.5	Dispatcher
Beacon . . . . .	58.8	Dispatcher
Beacon . . . . .	58.9	Dispatcher
Beacon . . . . .	61.4	Dispatcher
Beacon . . . . .	61.6	Dispatcher
Chelsea . . . . .	62.1	Dispatcher
Chelsea . . . . .	62.5	Dispatcher
Chelsea . . . . .	64.7	Dispatcher
Chelsea . . . . .	64.8	Dispatcher
New Hamburg . . . . .	67.1	Dispatcher
New Hamburg . . . . .	67.2	Dispatcher
Camelot . . . . .	69.1	Dispatcher
Camelot . . . . .	69.3	Dispatcher
Camelot . . . . .	69.7	Dispatcher
Camelot . . . . .	70.8	Dispatcher
Camelot . . . . .	72.4	Dispatcher
Camelot . . . . .	72.6	Dispatcher
Poughkeepsie . . . . .	72.9	Dispatcher
Poughkeepsie . . . . .	74.2	Dispatcher
Poughkeepsie . . . . .	75.2	Dispatcher
Poughkeepsie . . . . .	77.2	Dispatcher
Hyde Park . . . . .	79.1	Dispatcher
Hyde Park . . . . .	79.2	Dispatcher
Hyde Park . . . . .	80.3	Dispatcher
Hyde Park . . . . .	81.3	Dispatcher
Staatsburg . . . . .	83.1	Dispatcher
Staatsburg . . . . .	83.4	Dispatcher
Staatsburg . . . . .	84.1	Dispatcher
Staatsburg . . . . .	86.0	Dispatcher
Rhinecliff . . . . .	89.6	Dispatcher
Rhinecliff . . . . .	89.7	Dispatcher
Rhinecliff . . . . .	90.6	Dispatcher
Rhinecliff . . . . .	91.5	Dispatcher
Rhinecliff . . . . .	92.1	Dispatcher
Rhinecliff . . . . .	93.2	Dispatcher
Rhinecliff . . . . .	94.2	Dispatcher
Barrytown . . . . .	95.5	Dispatcher
Barrytown . . . . .	96.4	Dispatcher
Barrytown . . . . .	96.6	Dispatcher
Barrytown . . . . .	96.8	Dispatcher
Barrytown . . . . .	97.4	Dispatcher
Barrytown . . . . .	97.7	Dispatcher
Tivoli . . . . .	98.4	Dispatcher
Tivoli . . . . .	99.2	Dispatcher
Tivoli . . . . .	99.7	Dispatcher
Tivoli . . . . .	100.6	Dispatcher
Tivoli . . . . .	102.2	Dispatcher
Tivoli . . . . .	102.6	Dispatcher
Germantown . . . . .	103.6	Dispatcher
Germantown . . . . .	104.1	Dispatcher
Germantown . . . . .	104.4	Dispatcher
Germantown . . . . .	105.1	Dispatcher

No.Germantown . . . . .	105.4	Dispatcher
No.Germantown . . . . .	106.1	Dispatcher
No.Germantown . . . . .	106.6	Dispatcher
No.Germantown . . . . .	106.2	Dispatcher
No.Germantown . . . . .	108.2	Dispatcher
No.Germantown . . . . .	109.2	Dispatcher
No.Germantown . . . . .	110.1	Dispatcher
No.Germantown . . . . .	110.4	Dispatcher
No.Germantown . . . . .	112.3	Dispatcher
No.Germantown . . . . .	113.3	Dispatcher
No.Germantown . . . . .	113.4	Dispatcher
Hudson . . . . .	113.7	Dispatcher
Hudson . . . . .	114.2	Dispatcher
Hudson . . . . .	115.0	Dispatcher
Hudson . . . . .	116.4	Dispatcher
Hudson . . . . .	117.2	Dispatcher
Stockport . . . . .	118.2	Dispatcher
Stockport . . . . .	118.8	Dispatcher
Stockport . . . . .	119.4	Dispatcher
Stockport . . . . .	120.5	Dispatcher
Newton Hook . . . . .	121.8	Dispatcher
Newton Hook . . . . .	122.5	Dispatcher
Stuyvesant . . . . .	123.6	Dispatcher
Stuyvesant . . . . .	123.7	Dispatcher
Stuyvesant . . . . .	124.8	Dispatcher
Stuyvesant . . . . .	125.4	Dispatcher
Stuyvesant . . . . .	127.3	Dispatcher
Stuyvesant . . . . .	128.2	Dispatcher
Stuyvesant . . . . .	129.0	Dispatcher
Schodack Landing . . . . .	129.7	Dispatcher
Schodack Landing . . . . .	130.8	Dispatcher
Schodack Landing . . . . .	131.6	Dispatcher
Schodack Landing . . . . .	132.6	Dispatcher
Schodack Landing . . . . .	133.6	Dispatcher
Castleton . . . . .	134.2	Dispatcher
Castleton . . . . .	134.6	Dispatcher
Castleton . . . . .	135.5	Dispatcher
Castleton . . . . .	136.3	Dispatcher
Castleton . . . . .	137.2	Dispatcher
Castleton . . . . .	138.2	Dispatcher
Castleton . . . . .	139.2	Dispatcher
Castleton . . . . .	140.0	Dispatcher

30th St. BranchLOCATIONTYPE OF CIRCUIT

17th Street . . . . .	Dial Phone
30th Street . . . . .	Dial Phone
33rd Street . . . . .	Dial Phone
35th Street . . . . .	Dial Phone
36th Street East Side . . . . .	Dial Phone
36th Street West Side . . . . .	Dial Phone
39th Street . . . . .	Dial Phone
46th Street . . . . .	Dial Phone
50th Street . . . . .	Dial Phone
56th Street . . . . .	Dial Phone
58th Street . . . . .	Dial Phone
60th Street . . . . .	Dial Phone
63rd Street . . . . .	Dial Phone
64th Street . . . . .	Dial Phone
65th Street West Side . . . . .	Dial Phone
67th Street East Side . . . . .	Dial Phone
79th Street . . . . .	Dial Phone
96th Street . . . . .	Dial Phone
105th Street . . . . .	Dial Phone
123rd Street . . . . .	Dial Phone
156th Street East Side . . . . .	Dial Phone
156th Street West Side . . . . .	Dial Phone
166th Street . . . . .	Dial Phone
194th Street . . . . .	Dial Phone
Washington Cut-East Side . . . . .	Dial Phone
East End Spuyten Duyvil Bridge, Int. "DV"	Local Line



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



