

INDEX.

	PAGE
Albany to Syracuse.....	9
Syracuse to Albany.....	12
Troy and Schenectady.....	15
Albany to Troy.....	16
Troy to Albany.....	17
Ravena to Utica (Genesee St.).....	18
Utica (Genesee St.) to Ravena.....	19
Utica (Genesee St.) to Syracuse (W. S.).....	20
Syracuse (W. S.) to Utica (Genesee St.).....	22
Remsen to Malone.....	24
Malone to Remsen.....	26
Herkimer and Remsen.....	28
Hinckley Branch.....	29
Raquette Lake Ry.....	30
Saranac Branch.....	31
St. Lawrence & Adirondack Ry.....	32

New York Central AND Hudson River Railroad

MOHAWK DIVISION.

Time Table No. 8A

FOR EMPLOYEES ONLY

Taking effect

AT 12.01 A. M.

Sunday, Jan. 19, 1908

Superseding Time Table No. 8, dated Oct. 27, 1907

STUDY the SPECIAL INSTRUCTIONS and NOTE
ALL CHANGES.

C. F. SMITH
L. H. VAN ALLEN
General Superintendents

P. E. CROWLEY
Asst. General Manager

F. A. HARRINGTON
Superintendent

SPECIAL INSTRUCTIONS.

MAIN LINE, ALBANY TO SYRACUSE — WEST SHORE, RAVENA TO UTICA (GENESEE ST.), TROY AND SCHENECTADY, AND TROY AND ALBANY BRANCHES.

1.

2. Standard Clocks are located at:

Albany,	
Train Dispatcher's Office.	Syracuse, Pass. Station.
Station Master's Office.	Troy, Telegraph Office.
Dewitt, Yard Master's Office.	Utica,
Frankfort, (W. S.) Tel. Office.	Telegraph Office.
Minoa, Engine House.	Yard Master's Office.
Ravena,	West Albany,
Yard Master's Office.	Gen'l Yard Master's Office.
Engine House.	Engine House.
Rensselaer, Eng. House.	
Schenectady, T. & S. Waiting Room.	

3. Bulletin Cabinets are located at:

Albany, Passenger Station.	Schenectady.
Dewitt, Yard Master's Office.	Syracuse, Pass. Station.
Frankfort, (W. S.)	Engine House.
Telegraph Office.	Troy, Passenger Station.
Engine House.	Utica, Engine House.
Minoa, Engine House.	Passenger Station.
Ravena,	Yard Master's Office.
Engine House.	West Albany,
Yard Master's Office.	Engine House.
Rensselaer, Engine House.	Gen. Yard Master's Office.
Rotterdam Jct.,	
Engine House.	
Yard Master's Office.	

4. Register Books are located at:

Albany, Station Master's Office.	Schenectady (T. & S. Trains).
Dewitt, Yard Master's Office.	Syracuse, Telegraph Office.
Frankfort (W. S.)	Troy, Telegraph Office.
Telegraph Office.	Utica, Telegraph Office.
Green Island, Block Station.	Yard Master's Office.
Ravena, Yard Master's Office.	West Albany, Yard Master's Office.
Telegraph Office.	Office.
Rensselaer, Engine House.	
Rotterdam Junction,	
Yard Master's Office.	

First-class trains may throw off register card to operator at Green Island block station, except when they display green signal. In the latter case the conductor will register in person.

5. Yard Limits, designated by signs, are located at

Cohoes.	South Schenectady.
Frankfort (West Shore).	St. Johnsville (for Nos. 3 & 4
Minoa (for No. 3 track).	tracks).
Rensselaer.	Utica (for Nos. 3 & 4 tracks).
Rotterdam Junction.	Voorheesville.
Schenectady (for Nos. 3 & 4	West Albany (for Nos. 3 & 4
tracks).	tracks).

Between Albany and East Syracuse on Nos. 1 and 2 tracks full protection is required at all times.

6. Water Stations, designated by signs, are located at:

Chittenango.	Oneida.	Tribes Hill.
Factory Village, (Rome).	Red Bank.	Utica.
Herkimer.	St. Johnsville.	Yosts.
Hoffmans.		

Trains on Nos. 3 and 4 tracks are permitted to stand within such limits while taking water without protection.

At water stations where such signs are not in use, or at any water station, when location or weather conditions are such as will not afford a clear view, full protection is required.

Other water stations, are located at:

South Amsterdam.	Niskayuna.
Canajoharie.	Sand Bank (Schenectady).
Frankfort (W. S.)	South Schenectady.
Fultonville.	Voorheesville.
Indian Castle.	

The location of track pans on Nos. 1 and 2 tracks at the following places will be indicated by blue light at each end of the pan:

Factory Village, (Rome).	Sand Bank, (Schenectady).
Herkimer.	Yosts.

7. Sidings. (See page 37.)

At sidings for meeting or passing trains the inferior train must take the first switch unless otherwise designated.

Where sidings for second-class and extra trains with intermediate crossovers are in use, such train will take the first switch and will use only that part of the siding between the first switch and the crossover. If necessary to run beyond such first switch or to use such siding beyond the crossover it shall be done only by special orders in each case or under protection as per Rule 99, Book of Rules of the Operating Department.

At middle sidings, in service between Nos. 3 and 4 main tracks, the normal position of the switches on the siding will be as follows:

At east end, the switch will be set for a movement from the siding to No. 4 main track; the switches at the center of the siding (when provided) for the straight; and at the west end, for a movement to No. 3 main track.

At points where switches are interlocked, and operated from a block station, train movements will be governed by the signals provided.

Trains moving to or from middle or passing sidings at switches controlled from block stations by means of electric switch locks, will be governed by special instructions bulletined in the switch cabins, and exchange proper signals with signalman over bell circuit before and after using switches, or over telephones where they are provided.

Locomotives must not be placed on the trestle of Stockwell's siding, east of Little Falls, W. S.

F—2, G—2 and G—5 engines must not be placed on the Bailey Knitting Mill track at Fort Plain, W. S.

G—4, G—5 and Class "I" engines may use the two southerly tracks over the Poestenkill creek bridge at Madison St., Troy. These are the two tracks nearest the fence which are used by engines going to and from the engine house and leaving the yard.

8. Normal Position of Main Track Switches.

Hoffmans — Track 4, for the detour track.

9. Use of Main Tracks.

Single track is in use as follows:

Between Green Island and Schenectady.

Double track is in use as follows:

Between Hoffmans and Rotterdam Jct.

Between Ravena and Utica (Genesee St.).

Between South Schenectady and Carman.

Between Troy and Rensselaer.

When running on double track all trains will keep to the right, excepting as follows:

On detour line between South Schenectady and Carman, where east bound trains will use the northerly track, and west bound trains the southerly track; and on Hoffmans connection, between Hoffmans and Rotterdam Jct., where east bound trains will use the northerly track, and west bound trains the southerly track. In other words, on these connections, trains will keep to the left.

Four tracks are in use between Albany and East Syracuse, and are to be used as follows:

No. 1 by east bound passenger trains.

No. 2 by west bound passenger trains.

No. 3, between Albany and West Albany, by east bound freight trains; between West Albany and East Syracuse, by west bound freight trains.

No. 4, between East Syracuse and West Albany, by east bound freight trains; between West Albany and Albany, by west bound freight trains.

Nos. 3 and 4 tracks, between Albany and East Syracuse, may be used by extra trains without procuring train order excepting that No. 4 track is out of service for steam locomotives from a point east of Block Station No. 11, Hoffmans, where the overhead detour tracks cross the main line, a normally open derail being provided at this point, to Block Station No. 9, west of Sand Bank, Schenectady, and the track will be devoted to the use of the electric experimental train. Tell tales have been installed on No. 4 track one-half mile east of Hoffmans station for the protection of 3rd rail on experimental track between Hoffmans and Schenectady, and no steam locomotive must enter upon or use this track without the engineman and conductor first receiving a train order to use the track. No train, except those shown on time table, may use Nos. 1 and 2 tracks between Albany and Syracuse without permission under Rule 101.

The third main track between Rotterdam Junction and South Schenectady, north of and parallel with the West Shore west bound main track, will be used by east bound freights from main line No. 4 track without special orders.

The fifth main track between Minoa and Kirkville, north of and parallel with No. 4 main track, will be used by east bound trains only when permission is received from the Superintendent.

West Shore tracks between BS "MX" and BS "FJ" are used in common by steam and electric trains. The movement of both will be governed by signal indication. (See Time Table Rule 101.)

The electric service between the above points is frequent and the men in charge of steam trains to be moved over this section of track must know that their trains are in condition to insure prompt movement in order to avoid delay to the electric trains.

10.

On Nos. 3 and 4 main tracks, and on double track, work extras are authorized to work within specified limits. Before starting, the conductor will wire the Superintendent each morning between what points on the division they will work that day, and must not go outside of such limits without receiving permission from the Superintendent, and will report when through work for the day and clear of main track.

11. Extra Trains may run ahead of second class trains.

12. Train Order or Clearance Card.

Trains will not leave the following stations without train order or clearance card:

Albany, Passenger Station. Schenectady (T. & S. Trains).
Green Island, Block Station. Syracuse, Passenger Station.
Ravena. Troy.

At any of the above designated stations that are not night offices this rule will not be in effect after such office has been closed for the night.

Orders addressed to all concerned or to all trains will not fulfil requirements of above rule.

All extra trains on West Shore, starting from Utica (Genesee st.), Harbor, Frankfort, and Ravena, and all light engines authorized above, must, before starting, receive a clearance

card stating, over operator's signature, that he has no orders for them.

No. 38 will obtain clearance at Oneida.

No. 48 will obtain clearance at Herkimer.

Nos. 54, 1008, 66 and 1020 will obtain clearance at Utica.

No. 91 will obtain clearance at Canajoharie.

R. W. & O. Trains will obtain clearance at Utica and Rome.

The issuance of clearance cards must be authorized by the train dispatcher, except when wires are not working, in which case the operator may issue without such authority, providing he has no orders for such trains.

13. The speed of trains is restricted as follows:

Little Falls, Gulf Curve—

Nos. 1 and 2 tracks....not to exceed 45 miles per hour.

Nos. 3 and 4 tracks...." " " 20 " " "

Rome—Curve in front of

station—

Nos. 1 and 2 tracks...." " " 40 " " "

Nos. 3 and 4 tracks...." " " 20 " " "

Rensselaer—Curve in front

of station

" " " 15 " " "

Syracuse—Across or through

streets

" " " 8 " " "

Utica—Across or through

streets

" " " 8 " " "

Between Albany and East

Syracuse, Passenger trains

using Nos. 3 and 4 tracks..

" " " 35 " " "

New Scotland, Wolf Hill High-

way crossing, west of station

" " " 6 " " "

Track pans while scooping

water

" " " 45 " " "

Detour Line, between Hoff-

mans and South Schenec-

tady

" " " 15 " " "

Between West Albany and Al-

bany—

First-class trains and

specials, east bound....

" " " 30 " " "

Other trains, including

light engines, east

bound

" " " 15 " " "

Cranes Village—Reverse curve

at west end of new work...

" " " 60 " " "

Little Falls, W. S.—Rock

Cuts

" " " 40 " " "

South Amsterdam—Yankee

Hill, west of station, east

bound trains

" " " 40 " " "

Canajoharie

" " " 35 " " "

South Schenectady—West

end of yard where piles are

being driven for new D. &

H. Co. crossing, All trains..

" " " 8 " " "

Schenectady—Between State

street and present tempor-

ary station west of Canal

Bridge, Nos. 1 and 2 tracks.

" " " 35 " " "

Nos. 3 and 4 tracks.....

" " " 20 " " "

Trains entering passenger yard at Albany must not exceed a speed of six miles per hour between Block Stations "A" and "B," and over the switches at these points.

Trains using sidings, crossovers or switches to and from main tracks or sidings, a speed of 10 miles per hour must not be exceeded, and as much less as may be necessary to insure absolute safety. This applies not only to switching movements, but also to movements made against the current of traffic.

When blocks on Nos. 3 and 4 tracks are used permissively, the speed of trains on caution signal must not exceed 10 miles per hour and as much less as in the judgment of the engineman is necessary to insure absolute safety.

Class I and G—2 engines may be used between Schenectady and Green Island, but must not exceed a speed of 25 miles per hour.

The speed of class F—2, G—5, and G—6 engines, west bound on West Shore between Harbor and Utica; and east bound between Mohawk and Little Falls is restricted to 20 miles

per hour; and east bound between Little Falls and Rotterdam Jct. to 35 miles per hour.

The speed of class I, F—2, F—3, and G—5 engines, east bound on West Shore, hauling freight trains between Little Falls and Rotterdam Junction, is restricted to 35 miles per hour.

The speed of class I, F—2 and F—3 engines, east bound on West Shore, hauling passenger trains between Utica and Frankfort, and Mohawk and Little Falls, is restricted to 25 miles per hour; between Little Falls and Canajoharie, east bound, 45 miles per hour; and between Harbor and Utica, west bound, 25 miles per hour.

A clearance indicator or tell-tale for third rail protection has been erected on the West Shore at Harbor.

Conductors will be particular to see that all cars in their trains clear this tell-tale, or they must not be allowed to enter upon the tracks of the West Shore Electric Sub-division at Utica, Genesee street.

All trains will reduce speed not to exceed (15) fifteen miles per hour, west bound, that proper inspection can be made.

14.

15. Train Order and Block Signals. (See Book of Block Signal Rules, governing the use of telegraph and automatic block systems, in effect March 15, 1906, and Book of Block Signal Rules, in effect Dec. 15, 1903.)

Lock and block signals are in use as follows:

Between Albany and Syracuse on Nos. 1 and 2 tracks.

Between Albany and Fort Plain, and between Utica and Syracuse on Nos. 3 and 4 tracks.

Block is out of service as follows: (See last paragraph, page 5, Book of Block Signal Rules, in effect Dec. 15, 1903.)

On No. 1 track,

Between B.S. "A" and Hudson Div. B.S. "98."

Between B.S. "9" and B.S. "8."

West of B.S. "48."

On No. 2 track,

Between Hudson Div. B.S. "98" and B.S. "A."

Between B.S. "8" and B.S. "9."

West of B.S. "48."

On No. 3 track,

Between B.S. "D" and B.S. "C."

Between B.S. "2" and B.S. "4."

Between B.S. "7" and B.S. "9."

Between B.S. "12" and B.S. "13."

Between B.S. "21" and B.S. "21-A."

Between B.S. "30" and B.S. "31."

West of B.S. "46."

On No. 4 track,

West of B.S. "46."

Between B.S. "31" and B.S. "30."

Between B.S. "21-A" and B.S. "21."

Between B.S. "13" and B.S. "12."

Between B.S. "9" and B.S. "7."

Between B.S. "4" and B.S. "2."

Between B.S. "C" and B.S. "D."

Telegraph block signals are in use as follows:

West Shore, between Ravena and B. S. "W. U."

Troy and Schenectady Branch, between Schenectady and Green Island.

These rules govern the operation of block signals in territory mentioned.

Train order signals will be used as block signals, as follows: (See Rule 603, Book of Block Signal Rules.)

Troy and Schenectady Branch, between Schenectady and Green Island.

Caution signals are in use as follows: (See Rule 605, Book of Block Signal Rules.)

Crawford's Grade, east bound on Detour track.

Fort Plain, W. S., east bound track.

Fullers, east bound track.

Harbor, west bound track.

New Scotland, west bound track.

Block signals are located at all telegraph offices, except as follows:

Auriesville,
Mohawk,

Utica (Genesee St.),

The letter in station column to the right of the station name in the Time Table designates day and night telegraph offices.

Day telegraph offices are open from 7:00 A. M. until 7:00 P. M., except as follows:

Aqueduct, from 6:25 A. M. to 6:25 P. M.

Cohoes, from 5:55 A. M. to 6:55 P. M.

Crescent, from 6:00 A. M. to 6:45 P. M.

Dunsbach Ferry, from 6:05 A. M. to 6:55 P. M.

Niskayuna, from 6:15 A. M. to 6:35 P. M.

South Bethlehem, from 6:30 A. M. to 6:30 P. M.

Automatic block signals of the disc pattern are in use on T. & G. Branch, between Rensselaer and Iron Works, Troy. (See Book of Block Signal Rules in effect Dec. 15, 1903.)

Automatic block signals of semaphore pattern are in use between Fort Plain and Utica on Nos. 3 and 4 tracks. (See Rules 701 to 712, inclusive, Block Signal Rules, in effect March 15, 1906.)

Rule 708, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, effective March 15, 1906, reads as follows:

"When a train is stopped by a Permissive Block Signal, it may proceed at once, and run cautiously, expecting to find a train, an open switch, a broken rail or some other obstruction in the block."

A permissive block signal, as referred to in the above rule, is an automatic block signal with arm pointed at the end and painted red, as covered by Rule 705 and the sketch in connection therewith, under the head of "Automatic Block System" on page 16, Book of Rules governing the use of Telegraph and Automatic Block Signal Systems, effective March 15, 1906, or automatic signals of the disc pattern. (See Book of Block Signal Rules, in effect Dec. 15, 1903.)

The above rule does not apply to semi-automatic signals operated from a block station. The arm of such signals has a square end with a vertical white stripe and must not be passed when in stop position without receipt of proper card or hand signal given with yellow flag or light from the signalman.

For Main Line (See Book of Block Signal Rules in effect Dec. 15, 1903.)

Where a caution card is authorized, as per Rules 9 and 10, Book of Block Signal Rules in effect December 15, 1903, a "Proceed" hand signal given by a signalman with a yellow flag by day or a yellow light by night for No. 3 track; or a "Proceed" hand signal given by a signalman with a yellow flag by day, or a yellow light by night, for No. 4 track, will be accepted in place of a caution card.

Enginemen receiving such caution signal together with clear home signal, must acknowledge it by 2 short sounds of the whistle and must reduce speed to 8 miles per hour passing block station.

Absolute block will be maintained on No. 3 track between Block Station 2 and Block Station 1; and between Block Station 7 and Block Station 8, excepting that between Block Station 2 and Block Station 1, light engines will be permitted to enter block occupied by freight trains, and the use of yellow flag by day and yellow light by night will be authority to pass the block signals.

Referring to rule 614, Book of Block Signal Rules in effect March 15th, 1906.

When a train which has taken a siding is to return to the main track, the operator, in addition to obtaining control of the block before permitting a train on such siding to re-enter the block, shall also, in cases where train in leaving the siding enters the block in advance, display signal in stop position against following trains until such train from the siding is clear at the first block station in advance.

Rule 609, page 7, Book of Telegraphic Block Signal Rules taking effect March 15th, 1906, is modified as follows:

If circumstances render it necessary to card a passenger train into an occupied block or to card another train into a block occupied by a passenger train, it will be done after the operator has secured a 19 order for the train to be carded and the train which is so forwarded must have a caution card, Form 132, in addition to the train order. When any trains are carded in accordance with rule 609, they will be held until 10 minutes after the departure of the preceding train instead of 5 minutes.

Between Green Island and Schenectady, Rules Nos 608 and 609 of the Block Signal Rules governing the use of Telegraphic and Automatic Block Signal Systems, effective March 15th, 1906, are modified as follows:

To admit train into block, signalman must examine block record, and, if block is clear, will give "74" to next block station in advance. The signalman receiving this signal, if block is clear, must display stop signal to the opposing train and reply "SD for". If block is not clear, he must reply "78 of". The signalman at entrance of block must then display proper signal indication to the train to be admitted.

If the block is already occupied by train in opposite direction, the train must not be admitted to the block unless movement is protected by train order or caution card.

This does not supersede any instructions now in effect. Signalmen must be prompt in blocking so as to avoid unnecessary delay to trains.

74 — Display stop signal. 77 — Train has entered block.

75 — Block clear. 78 — Block is not clear.

76 — Block wanted.

The above code is to be followed so far as practicable.

16.

17.

18. Signals at Railroad Crossings at Grade. (See Rule 98, Book of Rules of the Operating Department, and where interlockings are in service, see Book of Block Signal Rules, in effect Dec. 15, 1903.)

Voorheesville, D. & H. Co.

Crossing gates bearing a red target by day, and in addition a red light by night, govern movements over these crossings.

Green Island, D. & H. Co.

Schenectady (T. & S.), D. & H. Co.

Signal is of the ball type.

A red ball by day or a red light by night, displayed at the top of signal mast, located near the intersection, indicates that the trains of the D. & H. Co. have the right to cross. When no signal is displayed from top of mast, trains of the N. Y. C. & H. R. R. Co. have the right to cross.

Albany (Livingston ave.), D. & H. Co. (Interlocked.)

(See D. & H. Book of Rules governing the use of block signals, issued Jan. 11th, 1903.)

South Schenectady, D. & H. Co. (Interlocked.) (See Book of Block Signal Rules in effect Dec. 15, 1903.)

19.

Employees of the Hudson River Bridges will be governed by the rules and regulations of the N. Y. C. & H. R. R. Co.

20.

101. On Nos. 1 and 2 main tracks between Albany and Syracuse, trains will run with the current of traffic by block signal indication, which, instead of train orders, will supersede time table superiority. (See Rules 251, 252, 253, and 254, Book of Rules of the Operating Department).

When a blue signal is displayed on the side of a block station toward which a train is approaching, the train must promptly turn out from Nos. 1 or 2 tracks at such block station.

When, in accordance with the rules, a train running on Nos. 1 or 2 tracks should take a siding or divert to Nos. 3 or 4 tracks to clear a following train, the engineman of such train will give four short sounds of the whistle passing the block station preceding the one at which the turn-out is to be made.

The above instructions permitting the crossing of main tracks by trains on signal indication apply only at interlocking block stations. At crossovers where switches are not controlled from an interlocking block station, conductors must first obtain permission to use such crossover switches as provided in block signal rules.

The above instructions govern the movement of West Shore trains (including electric trains of the Utica and Mohawk Valley Railway Company) between Block Station MX and Block Station FJ.

Nos. 1 and 2 tracks, between Albany and Syracuse, are considered high speed tracks.

Nos. 3 and 4 tracks between Albany and East Syracuse, are considered slow speed tracks.

Rule 21, Book of Rules of the Operating Department, reading, "extra trains will display two white flags, and in addition, two white lights by night, in the places provided for that purpose on the front of the engine," is modified to the extent that between Albany and East Syracuse, it will only apply to extra passenger trains, fast freight trains and any extra train or engine using Nos. 1 or 2 tracks. In other words slow freight trains, while using Nos. 3 or 4 tracks, need not display extra train signals.

102. Between Albany and East Syracuse the rules for calling in of Flagmen by steam whistle signals (Rule 14) will not apply on Nos. 1 and 2 tracks. In every instance Flagmen will remain out until picked up by following train.

103. At stations where trains are scheduled to stop on signal, passengers will be required to purchase or exhibit ticket to the Agent before train is flagged.

104. Conductors must know that their brakes are in good condition before descending a grade, or, in other words, that they have sufficient brake power to keep their trains under perfect control and descend grades with safety. Freight trains on Nos. 1 and 3 tracks, between West Albany and Block Station No. 1, in descending what is known as West Albany Grade, must be held by hand brakes. If for any reason it becomes necessary for the engineman to use the air, he must bring the train to a full stop and not proceed until he has a full pressure of air; the train to be held by hand brakes after the stop, as before.

105. When freight trains are overtaken by stock and provision trains they must let them pass without delay.

106. Between Rensselaer and Troy the following rule for detached trains will apply:

Whenever a freight train becomes separated, great care is required to prevent detached parts from colliding; the forward part must be kept in motion until rear part is known to be stopped. Should it part without the immediate knowledge of engineman, he must not back up for it (unless it is in sight), but must proceed to the first siding or middle track, leave the forward part of train and immediately return on the opposite track to find the rear portion. Should a following train of any class find a detached portion of a freight train between stations, they must couple on and push it cautiously to the first siding, at a speed not exceeding six (6) miles per hour, but must first send a man with danger signals at least five hundred (500) yards in advance, which distance must be maintained until the siding is reached, and also place a man on top of the first car with signals in view of the engineman, that may be plainly seen and acted upon in case of necessity. Should the train pushing the rear portion of a detached train find that the forward part is not on the siding at point where the rear portion is placed, they must continue to run cautiously until the forward portion is found and passed, in order to avoid any possibility of collision with other detached parts.

Enginemen having occasion to go back after detached part of train and finding it being pushed, will cross over to the proper track and follow cautiously behind the shoving train.

Trains have no right to back over the road except in emergencies, and must then be protected with signals sufficiently in advance to stop following train.

107. When necessary to place two engines behind a train on a grade, the engines must be coupled to avoid side shove on curves.

108. The attention of employees, particularly conductors and brakemen, is called to the scant clearance between the east end of the canopy along track 3 at Schenectady, and large size cars, particularly carriage and furniture equipment. Employees riding on the decks of such cars on No. 3 track through Schenectady should be on the alert and careful, especially to avoid sitting on the edge of such cars passing the above point.

109. Rules 10 and 27, Book of Rules, of the Operating Department, effective January 19th, 1908, are modified so as to continue the use on the West Shore between Rotterdam Junction and Utica (Genesee St.) of white and green color signals as indication for "Proceed" and "Proceed with caution," respectively.

M. & M. AND ST. L. & A. INCLUDING HERKIMER, HINCKLEY AND SARANAC BRANCHES, AND RAQUETTE LAKE RY.

1.

2. Standard Clocks are located at:

Herkimer, Passenger Station. Utica,
Malone Jct., Passenger Station. Telegraph Office.
Saranac Lake, Pass. Station. Yard Master's Office.
Tupper Lake Jct.,
Passenger Station.

3. Bulletin Cabinets are located at:

Fulton Chain. Tupper Lake Junction,
Herkimer, (M. & M. Trains). Engine House.
Malone Jct. { Engine House, Passenger Station.
{ Pass. Station. Utica, Engine House.
Raquette Lake. Passenger Station.
Remsen. Yard Master's Office.
Saranac Lake. Valleyfield.

4. Register Books are located at:

Adirondack Junction. Prospect Junction, (Hinckley
Clearwater, (Raquette Lake Branch Trains).
Rd. Trains). Raquette Lake.
Fulton Chain. Remsen.
Herkimer, (M. & M. Trains). Saranac Lake.
Lake Clear Jct. Tupper Lake Jct.
Malone Jct. Utica.
Poland, (Nos. 67, 61, 56 and Valleyfield.
74).

5. Yard Limits, designated by signs are located at

Adirondack Junction. Malone Junction.
Clearwater. (Raquette Lake Poland.
Trains.) Prospect Junction.
Fulton Chain. Raquette Lake.
Herkimer, (M. & M. Trains). Remsen.
Hinckley. Saranac Lake.
Huntingdon. Tupper Lake Jct.
Lake Clear Junction. Valleyfield.

6. Water Stations, are located at:

Beaver River. Malone Jct.
Chateaugay. Newport.
Fulton Chain. Owls Head.
Herkimer (M. & M.) Raquette Lake.
Horseshoe. Remsen.
Huntingdon. Tupper Lake Jct.
Lake Clear Jct. Valleyfield.
Lake Kushaqua. White Lake.

7. Sidings.

At sidings for meeting or passing trains the inferior train must take the first switch unless otherwise designated.

The exceptions to the above are as follows:

Beaver River, east of main track.
Big Moose, east of main track.
Fulton Chain, south of station, west of main track.
Huntingdon, south of station, west of main track.
Loon Lake, west of main track.
Poland, north of station, east of main track.
Remsen, east of station.
Robinwood, east of main track.
Valleyfield, south of station.

8.

9. Use of Main Tracks.

Single track is in use as follows:

Between Remsen and Malone Junction.
Between Malone Junction and Adirondack Junction.

Between Herkimer and Remsen.

Between Prospect Junction and Hinckley.

Between Lake Clear Junction and Saranac Lake.

Between Clearwater and Raquette Lake.

10.

11. Extra Trains may run ahead of second class trains.

12. Train Order or Clearance Card.

Trains will not leave the following stations without train order or Clearance Card:

Adirondack Junction.	Malone Junction.
Clearwater (For trains from Raquette Lake Ry. only).	Prospect Jct. (For trains from Hinckley Branch only).
Fulton Chain.	Remsen.
Herkimer (M. & M. Trains).	Saranac Lake.
Lake Clear Jct. (For trains to and from Saranac Branch only).	Tupper Lake Junction.

All south bound trains will get orders at Adirondack Jct., and all trains will get orders at Remsen, except when wires are not working, in which case the operator may issue clearance card, providing he has no orders for such trains.

Nos. 21, 23, 25 and 27 will obtain clearance at Valleyfield.

The issuance of clearance cards must be authorized by the train dispatcher, except when wires are not working, in which case the operator may issue without such authority, providing he has no orders for such trains.

13. The speed of trains is restricted as follows:

Middleville — Curve in front of station	not to exceed 20 miles per hour.
Between Owls Head and Malone Jct., and Malone Jct. and Constable.	
First-class trains and specials.	35 " " "
All other trains including light engines	20 " " "
Between Onekio and McKeever	45 " " "
Between Beaver River and Clearwater	45 " " "
Between Rondaxe and Skenesawane	15 " " "
Over crossing frogs at Grand Trunk Ry. at Cecile Jct.—	
First-class trains	12 " " "
All other trains including light engines	8 " " "

Trains using sidings, crossovers or switches to and from main tracks or sidings, a speed of 10 miles per hour must not be exceeded, and as much less as may be necessary to insure absolute safety. This also applies to switching movements.

Class I and G—2 engines may be used between Herkimer and Malone Jct. including the Saranac Branch, but must not exceed a speed of 25 miles per hour.

No heavier engines than class C—B and E—1—A will be allowed over the Hinckley Trestle.

No heavier engines than class C—12 and E will be allowed over the Raquette Lake Ry.

No heavier engines than class C—B and E—1—C will be allowed over the Fulton Chain Ry. between Fulton Chain and Old Forge.

14. On single track trains displaying green signals will sound whistle as per rule 14k, Book of Rules of the Operating Department, while passing caboose as well as while passing engine.

15. Train Order and Block Signals. (See Book of Block Signal Rules, governing the use of telegraph and automatic block systems, in effect March 15, 1906.)

Telegraph block signals are in use as follows:

Between Herkimer and Adirondack Jct.

These rules govern the operation of block signals in territory mentioned.

Train order signals will be used as block signals, as follows: (See Rule 603, Book of Block Signal Rules.)

Mohawk & Malone, between Herkimer and Adirondack Jct.

At the following stations no train will be permitted to enter a block occupied by a preceding train except on instructions from the Superintendent, or in case of wire failure. (See Rule 609, Book of Block Signal Rules.)

Big Moose, in both directions.

Owls Head, north bound trains.

Prospect Jct., south bound trains.

Block signals are located at all telegraph offices, except as follows:

Herkimer,

Hinckley,

Raquette Lake,

Remsen,

Saranac Lake.

The letter in station column to the right of the station name in the Time Table designates day and night telegraph offices. Day telegraph offices are open from 7:00 A. M. until 7:00 P. M., except as follows:

Beauharnois, from 7:00 A. M. to 9:20 P. M.

Chateaugay, from 7:15 A. M. to 9:30 P. M.

Constable, from 7:00 A. M. to 10:20 P. M.

Gabriels, from 5:50 A. M. to 6:45 P. M.

Huntingdon, from 6:45 A. M. to 9:40 P. M.

Lake Kushaqua, from 6:00 A. M. to 6:15 P. M.

Middleville, from 7:15 A. M. to 7:30 P. M.

Owls Head, from 6:45 A. M. to 7:45 P. M.

St. Stanislas, from 7:15 A. M. to 9:25 P. M.

St. Timothee, from 6:45 A. M. to 9:10 P. M.

Valleyfield, from 6:45 A. M. to 9:10 P. M.

Referring to rule 614, Book of Block Signal Rules in effect March 15th, 1906.

When a train which has taken a siding is to return to the main track, the operator, in addition to obtaining control of the block before permitting a train on such siding to re-enter the block, shall also, in cases where train in leaving the siding enters the block in advance, display signal in stop position against following trains until such train from the siding is clear at the first block station in advance.

Rule 609, page 7, Book of Telegraphic Block Signal Rules taking effect March 15th, 1906, is modified as follows:

If circumstances render it necessary to card a passenger train into an occupied block or to card another train into a block occupied by a passenger train, it will be done after the operator has secured a 19 order for the train to be carded and the train which is so forwarded must have a caution card, Form 132, in addition to the train order. When any trains are carded in accordance with rule 609, they will be held until 10 minutes after the departure of the preceding train instead of 5 minutes.

Between Herkimer and Adirondack Jct., including Hinckley and Saranac Branches, Rules Nos. 608 and 609 of the Block Signal Rules governing the use of Telegraphic and Automatic Block Signal Systems, effective March 15th, 1906, will be modified as follows:

To admit train into block, signalman must examine block record, and, if block is clear, will give "74" to next block station in advance. The signalman receiving this signal, if block is clear, must display stop signal to the opposing train and reply "SD for". If block is not clear, he must reply "78 of". The signalman at entrance of block must then display proper signal indication to the train to be admitted.

If the block is already occupied by train in opposite direction, the train must not be admitted to the block unless movement is protected by train order or caution card.

This does not supersede any instructions now in effect. Signalmen must be prompt in blocking so as to avoid unnecessary delay to trains.

74 — Display stop signal.

75 — Block clear.

76 — Block wanted.

77 — Train has entered block.

78 — Block is not clear.

The above code is to be followed so far as practicable.

16.

17.

18. Signals at Railroad Crossings at Grade. (See Rule 98, Book of Rules of the Operating Department.)

Tupper Lake Junction, N. Y. & O. Ry.

M. & M. trains will be governed by home signal located ten (10) feet south of crossing and west of M. & M. track.

N. Y. & O. trains will be governed by home signal located ten (10) feet south of crossing and east of M. & M. track.

Malone Junction, Rutland R. R.

Signal is of the ball type.

A red ball by day or a red light by night, displayed at the top of signal mast located near intersection, indicates that the trains of this company have right to cross the Rutland R. R. tracks. When no signal is displayed from top of mast, trains of the Rutland R. R. have the right to cross.

Huntingdon, G. T. Ry.

All trains must stop for at least one minute before crossing Grand Trunk Ry. track.

Cecile Jct., G. T. Ry. (Interlocked.)

Derailing switches are provided fifty (50) feet in advance of all home signals and are interlocked with them.

19.

20.

103. At stations where trains are scheduled to stop on signal, passengers will be required to purchase or exhibit ticket to the agent before train is flagged.

104. Conductors must know that their brakes are in good condition before descending a grade, or, in other words, that they have sufficient brake power to keep their trains under perfect control and descend grades with safety. If for any reason it becomes necessary for the engineman to use the air, he must bring the train to a full stop and not proceed until he has a full pressure of air; the train to be held by hand brakes after the stop, as before.

105. When necessary to place two engines behind a train on a grade, engines must be coupled to avoid side shove on curves.

106. When pusher engines are cut off from passenger trains which they have been assisting over grades, the moment they are cut off the emergency brake must be applied and every effort made to stop the engine in the least possible distance.

107. Rules 10 and 27, Book of Rules of the Operating Department, effective January 19th, 1908, are modified so as to continue the use on Mohawk and Malone and on Raquette Lake Ry. of white and green color signals as indication for "Proceed" and "Proceed with caution," respectively.

New Book of Rules of the Operating Department will not apply on the St. L. & A. Ry.

WEST SHORE R. R. — ELECTRIC SUB-DIVISION.

1.

2. Standard Clocks are located at:

Syracuse, (O. Ry.)	Utica, (O. Ry.)
Waiting Room.	Waiting Room.
Syracuse, (W. S.)	Utica, (Genesee St.)
Yard Master's Office.	Train Dispatcher's Office.

3. Bulletin Cabinets are located at:

Syracuse, (O. Ry.)	Utica, (O. Ry.)
Waiting Room.	Waiting Room.
Syracuse, (W. S.)	Utica, (Genesee St.)
Yard Master's Office.	Train Dispatcher's Office.

4.

5. Yard Limits, designated by signs, are located at:

Syracuse (W. S.)	New York Mills.
------------------	-----------------

6. Water Stations are located at:

Chittenango (W. S.)	Oneida Castle.	Clark's Mills.
---------------------	----------------	----------------

7. Sidings.

At sidings the inferior train must take the first switch unless otherwise designated.

At points where switches are interlocked, and operated from a block station, train movements will be governed by the signals provided.

Trains moving to or from middle or passing sidings at switches controlled from block stations by means of electric switch locks, will be governed by special instructions bulletined in the switch cabins, and exchange proper signals with Signalman over bell circuit before and after using switches, or over telephones where they are provided.

8.

9. Use of Main Tracks.

Double track is in use as follows:

Between Syracuse (W. S.) and Utica (Genesee St.).

When running on double track all trains will keep to the right.

Three tracks are in use as follows:

Between Clarks Mills and Vernon Grade.

No. 2 (northerly track) by west bound electric trains.

No. 2 middle (middle track) by west bound steam trains.

No. 1 (southerly track) by east bound combined electric and steam trains.

Between Vernon Grade and Vernon.

No. 2 (northerly track) by combined west bound electric and steam trains.

No. 2 middle (middle track) by east bound steam trains.

No. 1 (southerly track) by east bound electric trains.

Four tracks are in use between B.S. "CV," Lenox Avenue, located $1\frac{3}{4}$ miles west of Oneida Castle, and B.S. "CD," Canastota, and are to be used as follows:

No. 2 (northerly track) by west bound electric trains.

No. 2 middle (second track from the north) by combined west bound electric and steam trains.

No. 1 middle (third track from the north) by combined east bound electric and steam trains.

No. 1 (southerly track) by east bound electric trains.

Four tracks are also in use between B.S. "WU" and Utica (Genesee Street) and are to be used as follows:

No. 2 (northerly track) by west bound electric trains.

No. 2 middle (second track from the north) by west bound steam trains.

No. 1 middle (third track from the north) by east bound steam trains.

No. 1 (southerly track) by east bound electric trains.

All trains using No. 1 middle or No. 2 middle, will display one green light by night to the rear in addition to the markers.

10.

11. Extra Trains may run ahead of second class trains.

12.

13. The speed of trains is restricted as follows:

First-class trains and passenger extras:

On curves and through station limits, not to exceed 45 miles per hour.

On curve, No. 1 track west of Wampsville, not to exceed 20 miles per hour.

All trains:

Across or through streets in cities, not to exceed 8 miles per hour.

On No. 2 track between Clarks Mills and Vernon, not to exceed 30 miles per hour.

Trains using sidings, crossovers or switches to and from main tracks or sidings, a speed of 10 miles per hour must not be exceeded, and as much less as may be necessary to insure absolute safety. This not only applies to switching movements, but also to movements made against the current of traffic.

14.

15. Train Order and Block Signals.

Rule 609, page 7, Book of Telegraphic Block Signal Rules taking effect March 15th, 1906, is modified as follows:

If circumstances render it necessary to card a passenger train into an occupied block or to card another train into a block occupied by a passenger train, it will be done after the operator has secured a 19 order for the train to be carded and the train which is so forwarded must have a caution card, Form 132, in addition to the train order. When any trains are carded in accordance with rule 609, above mentioned, they will be held until 10 minutes after the departure of the preceding train instead of 5 minutes.

16.

17.

18. Signals at Railroad Crossings at Grade. (See Rules 10a and 98, Book of Rules of the Operating Department, and Book of Block Signal Rules in effect Dec. 15, 1903.)

B. S. "W. U." D., L. & W. R. R.

New York Mills, N. Y., O. & W. R. R.

Crossing gates bearing a red target by day, or a red light by night, govern movements over these crossings.

Trains will stop not less than two hundred (200) nor more than eight hundred (800) feet from and before crossing, and will not proceed until gates have been swung clear of track.

125. All accidents or trouble occurring on the West Shore Electric Sub-division must be promptly reported, following the instructions given below, so far as possible:

(A) By joint message by telegraph or telephone, giving details, to the Assistant Superintendent of the N. Y. C. at Utica and the Electrical Engineer of the O. Ry. Company at Utica, who will issue the necessary instructions to the employees of their respective Companies.

(B) The Assistant Superintendent of the N. Y. C. at Utica will also notify the Electrical Engineer of the O. Ry. of all troubles.

(C) The Electrical Engineer of the O. Ry. Company shall acknowledge as promptly as possible the receipt of report of the accident and take care of his portion of the trouble.

(D) In case it is deemed necessary to shut off the current, employees should notify the Assistant Superintendent of the N. Y. C. at Utica and the Electrical Engineer of the O. Ry. Company promptly, also the nearest sub-station, giving details.

(E) Whenever the electric current has been shut off the third rails for repairs or trouble, the Assistant Superintendent at Utica shall be promptly notified.

(F) Whenever the trouble is cleared the Department concerned shall notify the Assistant Superintendent at Utica and the Electrical Engineer of the O. Ry. Company to that effect.

In case the current is shut off on any section of the third rail, the third rail is to be considered alive in that section up to the point of trouble.

List of Available Telephones in West Shore, Electric Sub-division.

Utica — (Genesee St.), Assistant Superintendent 1978 — 30 — Utica Exchange.
Utica — Oneida Ry. Co., 1978 — Utica Exchange.
Utica, (Genesee St.) 959 — Utica Exchange.
New York Mills, 1948 — Utica Exchange.
Sub-station No. 1, Clarks Mills, 1978 — Utica Exchange.
Hecla, private telephone line to Vernon Grade Block Station.
— Vernon, Bell telephone in station — Vernon Exchange.
Sub-station No. 2, two miles west of Vernon, telephone 1978 — Utica Exchange.

Oneida Castle, Oneida Ry. Company barn — Oneida Exchange.

Canastota, public telephone in station.

Sub-station No. 3, two miles west of Canastota, 1978 — Utica Exchange.

Sub-station No. 4, Manlius Center, 1978 — Utica Exchange.

NOTE. — All of the above telephones are on the Bell Telephone System with the exception of the one at Hecla.

126. When the electric power has been off, each electric train, when power is on again, must wait one-half minute before starting, so that the proper distribution of power to all such trains will not be affected.

127. Clearance indicators or tell-tales for third rail protection have been erected on the West Shore Electric Sub-division at New York Mills, on the tracks where interchange is made with the D., L. & W. and N. Y., O. & W.; at Clark's Mills, where interchange is made with the N. Y., O. & W.; at Canastota, where interchange is made with the Lehigh Valley Road, and also where trains are crossed over from the Main Line to the West Shore, and at Kirkville Jct. on the connection.

Conductors will be particular to see that all cars in their trains clear these tell-tales, or they must not be allowed to enter upon the tracks of West Shore Electric Sub-division.

128. Trains will run with the current of traffic by block signals whose indications will supersede time table superiority. (See Rules 251, 252, 253 and 254, Book of Rules of the Operating Department.)

129. Train orders will be numbered consecutively each day beginning with No. 101 at midnight.

130. Rules 10 and 27, Book of Rules of the Operating Department, effective January 19th, 1908, are modified so as to continue the use on West Shore Electric Sub-division, of white and green color signals as indication for "Proceed" and "Proceed with caution," respectively.

F. A. HARRINGTON,
Superintendent.

W. K. McCOY,
Assistant Superintendent.

I. H. McEWEN,
Assistant Superintendent, West Shore Electric Sub-division.

F. B. HARRINGTON,
Assistant to the Superintendent.

W. H. SPICE,
G. D. DAGER, } Train Masters.
D. B. FLEMING,

M. H. MURRAY,
C. H. STECKEL, } Assistant Train Masters.
L. PHELPS,

D. E. McKAY,
Chief Train Dispatcher.

A. J. TESSIER,
Chief Train Dispatcher,
M. & M. and St. L. & A.

ALBANY TO SYRACUSE.

WEST BOUND — FIRST CLASS — TRACK 2.

Continued on page 10.

Miles from Albany.	STATIONS.	31	1019	27	35	33	37	59	547	1091	39	43	555	201	203	57
		Spec'l Amer. Exp.	Nat'l Exp.	Amer. Exp.	Spec'l Mail Lim.	West. New York Exp.	Pacific Express.	North'm and Western Express.	R. W. & O. Passenger.	Can 'jo-harie Local.	Milk.	Fast Mail.	R. W. & O. Passenger.	Che-nango Branch.	Che-nango Branch.	Buffalo Exp.
		Daily except Mon.	Daily except Mon.	Daily except Mon.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday	Daily. (See note.)	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily.
	LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	NOON.	A. M.
3.07	Albany	12 05		12 30	12 45	1 05	1 50	3 15			6 25	6 40				7 40
8.11	West Albany..															
13.65	Karner	12 22		12 47	1 01	1 23	2 08	3 33			6 46	6 56				8 00
	Carman	12 30		12 55	1 10	1 32	2 18	3 42			6 55	7 02				8 09
16.91	Schenectady...	12 36	A. M.	1 01	1 16	1 38	s 2 27	3 48			7 12	7 07				s 8 20
26.17	Hoffmans	12 48	1 00	1 13	1 29	1 50	2 43	4 00			7 29	7 19				8 36
32.76	Amsterdam ...						s 2 58									s 8 50
35.78	Akin															
38.38	Tribes Hill....															
43.32	Fonda	1 11	1 24	1 36	1 52	2 13	s 3 18	4 24			8 05	7 38				s 9 10
48.58	Yosts															
51.85	Sprakers															
54.79	Palatine Bridge						s 3 40									s 9 29
57.87	Fort Plain															s 9 37
63.78	St. Johnsville..	1 38	1 51	2 03	2 20	2 40	3 58	4 51			8 43	8 01				s 9 47
66.90	East Creek.....															
73.50	Little Falls....	1 51	2 04	2 16	2 33	2 53	s 4 19	5 04			9 03	8 13				s10 05
80.55	Herkimer	2 00	2 14	2 25	2 42	3 03	s 4 34	5 13			9 15	8 22				s10 18
83.03	Ilion															
85.13	Frankfort	2 07	2 21	2 32	2 49	3 11	4 44	5 20		A. M.	9 27	8 28				10 26
91.09	Schuyler Junc..	2 15	2 29	2 40	2 56	3 19	4 54	5 28		7 44	9 39	8 34				10 33
94.59	Utica	A s 2 20	s 2 35	s 2 45	s 3 01	s 3 24	s 5 00	s 5 33	A. M.	s 7 50	s 9 45	s 8 39	A. M.			s10 38
	Utica	L 2 25	2 40	2 50	3 04	3 29	5 10	5 43	6 00	7 53	10 00	8 44	9 00			10 44
98.46	Whitesboro ...								s 6 07	7 59			E 9 06			
101.47	Oriskany								6 13	8 03			E 9 10			
109.00	Rome	2 45	3 01	3 10	3 25	3 50	s 5 36	s 6 06	A 6 25	s 8 18	10 25	9 02	A 9 20			s11 10
113.20	Greenway								A. M.	s 8 28			A. M.			
117.33	Verona								s 8 37							s11 22
121.79	Oneida	3 01	3 17	3 26	3 41	4 07	s 5 57	s 6 26		s 8 48	A 10 50	9 17				s11 30
124.59	Wampsville ...									8 53	A. M.					
126.90	Canastota						s 6 08	s 6 35		s 9 00						s11 40
130.70	Sullivan	3 12	3 28	3 37	3 52	4 18	6 13	6 42		9 06		9 27				11 45
133.06	Chittenango....									s 9 12						
137.08	Kirkville	3 21	3 37	3 46	4 01	4 27	6 22	6 51		s 9 19		9 34				11 55
139.64	Minoa									s 9 25						
143.04	East Syracuse..	3 30	3 45	3 55	4 10	4 35	6 30	7 00		s 9 30		9 42		A. M.	NOON.	12 05
145.16	B. S. "48"													L10 53	L 12 00	
147.71	Syracuse	3 45	4 00	4 10	4 25	4 50	6 45	7 15		9 45		9 55		11 05	12 12	12 20
	ARRIVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

E-No. 555 will stop at Whitesboro and Oriskany on signal to receive passengers for Rome and stations on R., W. & O. Division.

Nos. 31, 27 and 35 will not carry passengers.

No. 1019 will use connection between Rotterdam Junction and Hoffmans from West Shore.

No. 1091 will use connection between Harbor and Schuyler Junction from West Shore.

No. 39 will not carry passengers, and will stop as indicated by special order.

No. 39 will use track 3 from Carman to Schenectady.

ALBANY TO SYRACUSE.

Continued from page 9.

WEST BOUND — FIRST CLASS — TRACK 2.

Miles from Albany.	STATIONS.	1009	61	63	51	541	3	1021	45	7	205	41	543	9	11	15
		West Shore Local.	Milk.	Accom- modat'n	Empire State Express.	R. W. & O. Passen- ger.	Fast Mail.	The West Shore Lim.	Syrac'e Ex- press.	Day Ex- press.	Che- nango Branch	The Second Empire	R. W. & O. Passen- ger.	Chic'go Special	South- west'rn Limit'd	Boston and Chicago Special.
		Daily.	Daily.	Daily.	Daily except Sunday.	Daily except Sund'y.	Daily.	Daily.	Daily. (See note.)	Daily.	Daily except Sunday	Daily.	Daily except Sund'y.	Daily.	Daily.	Daily.
		LEAVE.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany	7 45	7 55	9 30	11 28		12 10		1 00	1 35		4 00		4 15	4 30	4 35
8.07	West Albany..	7 53		s 9 40					s 1 09							
8.11	Karner.....	8 04	8 16	s 9 50	11 41		12 27		s 1 19	1 52		4 15		4 32	4 47	4 52
13.65	Carman.....	8 14	8 26	s 10 00	11 47		12 35		1 27	1 58		4 21		4 39	4 54	5 00
16.91	Schenectady...	A. M.	8 33	s 10 10	11 51		s 12 44	P. M.	s 1 35	s 2 10		4 28		s 4 46	s 5 01	s 5 07
26.17	Hoffmans		8 50	s 10 27	12 01		12 58	1 13	s 1 49	2 24		4 40		4 59	5 14	5 20
32.76	Amsterdam....			s 10 41				s 1 24	s 2 02	s 2 35						
35.78	Akin			s 10 48					s 2 08							
38.38	Tribes Hill			s 10 55					s 2 14							
43.32	Fonda		9 26	s 11 08	12 18		1 18	s 1 42	s 2 26	s 2 53		4 58		5 19	5 34	J 5 42
48.58	Yosts			s 11 17					s 2 35							
51.85	Sprakers.....			s 11 24					s 2 42							
54.79	Palatine Bridge			s 11 32				s 1 57	s 2 48							
57.87	Fort Plain.....			s 11 40				s 2 03	s 2 54							
63.78	St. Johnsville..		9 55	s 11 51	12 39		1 41	s 2 12	s 3 05	3 20		5 21		5 43	5 58	6 09
66.90	East Creek....			s 11 57					s 3 11							
73.50	Little Falls....		10 10	s 12 12	12 49		1 54	s 2 27	s 3 25	s 3 35		5 32		5 54	6 09	6 21
80.55	Herkimer		A 10 25	s 12 26	12 57		2 03	s 2 39	s 3 37	s 3 48		5 40		6 04	6 19	6 31
83.03	Ilion.....		A. M.	s 12 33					s 3 47	3 52						
85.13	Frankfort			s 12 40	1 02		2 09	2 46	s 4 00	3 55		5 46		6 10	6 25	6 38
91.09	Schuyler Junc.			12 50	1 08		2 16	2 55	4 12	4 02		5 52		6 16	6 31	6 44
94.59	Utica.....A			12 55		P. M.	s 2 21	s 3 00	s 4 20	s 4 07			P. M.	s 6 20	s 6 35	s 6 49
	Utica.....L			P. M.	s 1 14	1 20	2 24	3 05	4 25	4 12		s 5 59	6 05	6 23	6 38	6 52
98.46	Whitesboro ...					1 26			s 4 34				6 11			
101.47	Oriskany.....					1 30			s 4 41				6 16			
109.00	Rome				1 31	A 1 40	2 44	s 3 30	s 4 56	s 4 37		6 17	A 6 25	6 41	6 56	7 11
113.20	Greenway....					P. M.			s 5 07				P. M.			
117.33	Verona.....								s 5 18							
121.79	Oneida.....				1 44		3 00	3 48	s 5 30	s 4 57		6 32		6 57	7 12	K 7 27
124.59	Wampsville...								s 5 36							
126.90	Canastota								s 5 44	s 5 07						
130.70	Sullivan.....				1 53		3 10	3 58	s 5 52	5 12		6 42		7 08	7 23	7 38
133.06	Chittenango... P. M.								s 5 58							
137.08	Kirkville	1 35			2 00		3 18	4 08	s 6 03	5 21		6 49		7 15	7 30	7 45
139.64	Minoa								s 6 08							
143.04	East Syracuse.				2 06		3 25	4 15	s 6 15	5 30	P. M.	6 56		7 22	7 37	7 55
145.16	B. S. "48"....	A 1 50									L 6 33					
147.71	Syracuse				2 18		3 40	4 30	6 30	5 45	6 45	7 10		7 35	7 50	8 10
	ARRIVE.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 61 will not carry passengers, and will stop as indicated by special order.

No. 1009 will use detour line between Carman and South Schenectady to West Shore.

No. 1009 will use connection between Kirkville Junction and Kirkville from West Shore.

No. 51 is superior to all trains.

No. 1021 will use connection between Rotterdam Junction and Hoffmans from West Shore.

J — No. 15 will stop at Fonda on signal to receive passengers for stations west of Buffalo.

K — No. 15 will stop at Oneida on signal to discharge passengers from New York and New England and to receive passengers for stations west of Buffalo.

No. 45 will use track 3 from Ilion to Frankfort.

ALBANY TO SYRACUSE.

WEST BOUND — FIRST CLASS — TRACK 2.

1007	47	25	1001	67	17	21	19	23	49	1003	55	29				
West Shore.	New Y'k & Syra'e Accommodat'n	The 20th Century Limited.	West Shore Contin'al Limited.	New Y'k Mohawk Valley Express.	The Wolverine.	Fast Mail.	The Lake Shore Limited.	West-ern Ex-press.	Boston and Buffalo Special.	Chica'o Limit'd Ex-press.	Adiron-dack and Montre'l Express.	Buffalo and Clev'l'd Special.				
Daily except Sun'dy.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.				STATIONS.
	5 00	5 57		7 20	8 00	8 43	8 55	10 00	10 45		11 05	11 40				Albany.
s 5 09				7 27												West Albany.
s 5 19	6 12			7 36	8 17	8 59	9 11	10 17	11 01		11 21	11 57				Karner.
s 5 29	6 18			7 45	8 24	9 07	9 19	10 26	11 10		11 30	12 06				Carman.
s 5 39	6 23	P. M.	s 7 52	s 8 31	9 13	c 9 25	s10 36	s11 17			11 35	s12 15				Schenectady.
s 5 54	6 33	7 40	8 05	8 43	9 25	9 38	10 48	11 29			11 48	12 28				Hoffmans.
s 6 07			s 8 15				s11 00									Amsterdam.
s 6 13			8 20													Akin.
s 6 19			s 8 25													Tribes Hill.
s 6 32	6 51	8 02	s 8 35	9 06	9 43	10 00	11 18	11 52			12 10	12 49				Fonda.
s 6 40			8 41													Yosts.
s 6 46			8 45													Sprakers.
s 6 54			s 8 51													Palatine Bridge
s 7 11	7 06		s 8 58													Fort Plain.
s 7 22	7 12	8 30	s 9 08	9 33	10 08	10 28	11 44	12 20			12 37	1 15				St. Johnsville.
s 7 27			9 13													East Creek.
s 7 41	7 22	8 43	s 9 23	9 46	10 20	10 41	11 57	12 34			12 50	1 30				Little Falls.
s 7 55	7 30	8 53	s 9 35	9 55	10 29	10 51	12 07	12 44			12 59	1 40				Herkimer.
s 8 01			s 9 40													Ilion.
P. M.	8 05		9 00	9 44	10 02	10 35	10 58	12 14	12 52		1 06	1 47				Frankfort.
7 09	8 15	7 40	9 07	9 53	10 09	10 42	11 05	12 20	12 59		1 13	1 55				Schuyler Junc.
7 15	8 20		s 9 11	10 00	s10 15	s10 47	s 11 09	s12 26	s 1 05		1 18	s 2 00				Utica.
P. M.	8 25	R 7 45	9 14	P. M.	10 18	10 50	11 12	12 32	1 08		A. M.	2 03				Utica.
s 8 33																Whitesboro.
s 8 38																Oriskany.
s 8 53	8 02	9 33		B10 39	11 10	11 31	s12 54	1 29				2 25				Rome.
s 9 01																Greenway.
s 9 09																Verona.
s 9 20	8 15	9 49			10 56	11 25	11 47	s 1 14	1 45			2 41				Oneida.
9 26																Wampsville.
s 9 32																Canastota.
s 9 40	8 24	10 00			11 07	11 35	11 58	1 27	1 57			2 52				Sullivan.
s 9 46										A. M.						Chittenango.
s 9 53			10 07		11 16	11 42	12 07	1 36	2 06	2 28		3 01				Kirkville.
s 9 58					11 25	11 50	12 15	1 45	2 15	2 32		3 10				Minoa.
s 10 05			10 15							2 37						East Syracuse.
	10 20	8 46	10 30		11 40	12 05	12 30	2 00	2 30	2 50		3 25				B. S. "48"
																Syracuse.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				ARRIVE.

No. 1007 will use connection between Harbor and Schuyler Junction from West Shore.

R-No. 25 will stop at Utica on signal to receive passengers for Chicago.

No. 25 is superior to all trains except No. 51.

c-No. 19 will stop at Schenectady on signal to receive passengers for Erie and stations west.

No. 1001 will use connection between Rotterdam Junction and Hoffmans from West Shore.

No. 1003 will use connection between Kirkville Junction and Kirkville from West Shore.

B-No. 17 will stop at Rome on signal to discharge passengers from New York and New England, and to receive passengers for stations west of Buffalo.

SYRACUSE TO ALBANY.

EAST BOUND—FIRST CLASS—TRACK 1.

Miles from Syracuse.	STATIONS.	44	4	46	6	8	54	68	26	1008	10	56	202	16	542
		Cleved N. York Special.	Fast Mail	New England Special. East	Chicago, Cleved & N. York Special.	The Wolverine	Adirondack and Montreal Express	Mohawk Valley N. York Express.	The 20th Century Limited.	West Shore.	Chicago and Boston Special.	Accommodat'n	Chenango Branch	N York and New England Express.	R. W. & O Passenger.
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily (See note)	Daily.	Daily except Sunday	Daily.	Daily.	Daily except Sunday.	Daily.	Daily except Sunday.
	LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Syracuse	12 15	12 41	12 46	1 20	1 55		2 30	3 31		5 35	6 25	7 45	8 00	
2.55	BS "48".....												A 7 57		
4.67	East Syracuse..											s 6 40			
8.07	Minoa											s 6 46			
10.63	Kirkville.....	12 36	1 00	1 07	1 39	2 14		2 50	3 48		5 58	s 6 52		8 23	
14.65	Chittenango...											s 6 58			
17.01	Sullivan	12 45	1 09	1 16	1 46	2 21		3 01	3 55		6 07	s 7 03		8 31	
20.81	Canastota							s 3 05				s 7 10			
23.12	Wampsville....											s 7 15			
25.92	Oneida	12 55	1 20	1 27	1 56	2 31		s 3 13	4 04		6 19	s 7 22		8 43	
30.38	Verona											s 7 29			
34.51	Greenway											s 7 38			A. M.
38.71	Rome	1 11	1 35	1 43	2 11	2 47		s 3 30	4 18		6 36	s 7 48	s 9 00	L 9 20	
46.24	Oriskany											s 8 02			9 32
49.25	Whitesboro...											s 8 08			9 38
53.12	Utica	s 1 30	s 1 53	s 2 02	s 2 29	s 3 06	A. M.	s 3 55		A. M.	s 6 55	s 8 15		s 9 23	9 45
	Utica	1 35	1 57	2 05	2 31	3 09	4 10	5 20	4 35	6 35	7 00	8 20		9 25	A. M.
56.62	Schuyler Junc.	1 40	2 02	2 10	2 36	3 14	4 15	5 25	4 39	6 41	7 05	8 26		9 30	
62.58	Frankfort	1 46	2 08	2 16	2 43	3 22	4 22	5 33	4 46	A. M.	7 11	s 8 37		9 38	
64.68	Ilion							s 5 37				s 8 42			
67.16	Herkimer	1 52	2 15	2 23	2 49	3 29	4 29	s 5 42	4 51		7 17	s 8 50		9 45	
74.21	Little Falls....	2 02	2 23	2 32	2 57	3 37	4 38	s 5 52	4 59		7 27	s 9 05		9 55	
80.81	East Creek							6 02				s 9 17			
83.93	St. Johnsville..	2 17	2 35	2 44	3 08	3 49	4 51	s 6 08	5 09		7 40	s 9 25		10 09	
89.84	Fort Plain.						5 18	s 6 18	5 15		7 48	s 9 35			
92.92	Palatine Bridge							s 6 24				s 9 45			
95.86	Sprakers							6 28				s 9 50			
99.13	Yosts							6 32				s 9 57			
104.39	Fonda	2 43	3 00	3 09	3 32	4 14	5 38	s 6 41	5 32		8 08	s 10 12		10 36	
109.33	Tribes Hill							s 6 50				s 10 21			
111.93	Akin							6 54				s 10 26			
114.95	Amsterdam....							s 7 02			s 8 22	s 10 37			
121.54	Hoffmans.....	3 08	3 20	3 29	3 51	4 34	5 58	7 11	5 49		8 32	s 10 49		11 00	
130.80	Schenectady..	3 25	3 35	3 43	s 4 02	4 48	6 13	s 7 27	5 59		s 8 46	s 11 09		s 11 18	
134.06	Carman	3 30	3 40	3 50	4 08	4 53	6 18	7 32			8 52	s 11 33		11 24	
139.60	Karner	3 38	3 50	3 59	4 15	5 00	6 26	7 39	6 11		9 03	s 11 45		11 33	
144.64	West Albany..							7 49				s 11 59			
147.71	Albany	3 55	4 05	4 15	4 30	5 15	6 40	7 55	6 23		9 20	12 05		11 50	
	ARRIVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.

No. 26 is superior to all trains except No. 50.

No. 1008 will use connection between Schuyler Junction and Harbor to West Shore.

No. 68 will not run between Utica and Albany on Sunday.

SYRACUSE TO ALBANY.

EAST BOUND — FIRST CLASS — TRACK 1.

Continued on page 14

1004	2	58	22	1018	18	544	14	38	1002	40	204	66	48	72	50	STATIONS.
West Shore Contine'l Limited.	Day Express.	The Metro- politan.	The Lake Shore Limited	West Shore Local Exp.	South- west- ern Lim.	R.W. & O. Pas- senger.	East- ern Exp.	Milk.	The West Shore Lim.	The New Y'ker.	Chen- ango Branch	Accom- modat- ion	Milk.	Accom- modat'l.	Empire State Express.	
Daily.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily except Sun- day	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday	Daily except Sunday	LEAVE.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
9 05	9 25	10 40	10 55	11 10	11 15		12 30		12 55	1 25	2 00			3 00	3 57	Syracuse.
	9 40										A 2 12			s 3 15		B s "48."
	s 9 45										P. M.			s 3 21		East Syracuse.
9 28	9 48	10 59	11 14	11 25	11 37		12 53		1 17	1 43				s 3 26	4 14	Minoa.
	9 53			A. M.										s 3 33		Kirkville.
9 37	9 57	11 06	11 21		11 45		1 01		1 25	1 51				s 3 38	4 22	Chitt-nango.
	s 10 02								s 1 31					s 3 46		Sullivan.
	10 06							P. M.						s 3 52		Canastota
9 50	s 10 12	11 16	11 31		11 56		1 11	1 12	1 35	1 39	2 02			s 3 58	4 31	Wampsville.
	f 10 18													s 4 07		Oneida.
	f 10 25					P. M.								s 4 15		Verona
10 07	s 10 33	11 31	11 47		12 11	L 12 16	s 1 35	A 1 05	s 1 58	2 17				s 4 23	4 43	Greenway.
	10 47					12 26		L 1 40						s 4 37		Rome.
	10 53					12 31								s 4 43		Oriskany.
s 10 27	s 11 00	s 11 51	s 12 07		s 12 29	12 36	s 1 55	s 2 05	s 2 18	s 2 35		P. M.		s 4 50		Whitesboro.
10 30	11 05	11 54	12 10		12 32	P. M.	2 00	2 43	2 22	2 38		3 05		s 6 00	s 5 02	Utica.
10 35	11 11	11 59	12 15		12 37		2 05	2 50	2 28	2 43		3 11		6 06	5 07	Utica.
10 41	11 20	12 07	12 22		12 43		2 13	3 00	P. M.	2 50		s 3 22		s 6 16	5 14	Schuyler Junc.
	s 11 25													s 6 16		Frankfort.
10 47	s 11 30	12 14	12 29		12 50		s 2 26	3 12		2 57		s 3 28	P. M.	s 6 21		Ilion.
10 57	s 11 42	12 22	12 37		12 58		s 2 40	3 30		3 05		s 3 34	L 4 00	s 6 28	5 19	Herkimer.
	11 53											s 3 46	4 15	s 6 43	5 27	Little Falls.
11 10	s 12 00	12 35	12 49		1 10		s 2 55	3 45		3 17		s 3 58		s 6 55		East Creek.
												s 4 05	4 30	s 7 03	5 38	St. Johnsville.
	s 12 10						s 3 05	4 05				s 4 17		s 7 14		Fort Plain.
	s 12 16						s 3 14	4 10				s 4 25		s 7 23		Palatine Bridge
	12 21											s 4 31		s 7 29		Sprakers.
	12 26											s 4 38		s 7 35		Yosts.
11 37	s 12 36	1 01	1 14		1 35		s 3 46	4 30		3 41		s 4 52	5 05	s 7 49	6 01	Fonda.
	12 44											s 5 02		s 7 59		Tribes Hill.
	12 47											5 07		s 8 05		Akin.
	s 12 55						s 4 08					s 5 14	5 23	s 8 13		Amsterdam.
12 00	1 07	1 22	1 34		1 55		4 18	4 56		4 02		s 5 26	5 33	s 8 25	6 19	Hoffmans.
NOON	s 1 25	s 1 36	K 1 48	P. M.	s 2 10		s 4 35	5 10		4 14		s 5 45	5 53	s 8 45	6 31	Schenectady.
	1 32	1 41	1 53	5 00	2 16		4 41	5 18		4 19		5 52	6 00	s 8 51	6 36	Carman.
	1 40	1 50	2 00	5 10	2 25		4 50	5 27		4 28		s 6 03	6 11	s 9 01	6 42	Karner.
	1 49			5 20								s 6 14		s 9 14		West Albany.
	1 55	2 05	2 15	5 30	2 40		5 05	5 45		4 42		6 20	6 30	9 20	6 57	Albany.
NOON	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	ARRIVE.

No. 1004 will use connection between Hoffmans and Rotterdam Junction to West Shore.

No. 50 is superior to all trains.

K — No. 22 will stop at Schenectady on signal to discharge passengers from stations west of Buffalo.

Nos. 38 and 48 will not carry passengers and will stop as indicated by special order.

No. 1018 will use connection between Kirkville and Kirkville Junction to West Shore.

No. 1018 will use detour line between South Schenectady and Carman, from West Shore.

No. 1002 will use connection between Schuyler Junction and Harbor to West Shore.

SYRACUSE TO ALBANY.

Continued from page 13.

EAST BOUND—FIRST CLASS—TRACK 1.

Miles from Syracuse.	STATIONS.	206	1092	34	28	548	32	42	1020	24	36	1006	30		
		Chen- ango Branch.	Canajo- harie Local.	Ameri- can and National Express.	N. York Express.	R. W. & O. Pass- enger.	Fast Mail.	Boston and N. York Express.	National Express	Ameri- can Express.	Atlantic Express.	West Shore Atlantic Exp.	Buffalo Special		
		Daily except Sunday.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.		
	LEAVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Syracuse	4 15	5 00	7 20	7 40		8 40	8 57		10 05	11 05	11 25	11 40		
2.55	B S "48"	A 4 27													
4.67	East Syracuse..	P. M.	s 5 15												
8.07	Minoa		s 5 21												
10.63	Kirkville		5 27	7 43	8 00		9 01	9 17		10 26	11 27	11 47	12 03		
14.65	Chittenango ...		s 5 35									P. M.			
17.01	Sullivan		5 40	7 53	8 10		9 10	9 25		10 36	11 35		12 11		
20.81	Canastota		s 5 48		s 8 18			s 9 30					s 12 18		
23.12	Wampsville...		5 52												
25.92	Oneida		s 6 00	8 06	s 8 29		9 20	9 37		10 48	11 47		s 12 28		
30.38	Verona		s 6 08												
34.51	Greenway		s 6 16			P. M.									
38.71	Rome		s 6 26	8 27	s 8 49	L 9 25	9 36	s 9 55		11 05	s 12 04		12 48		
46.24	Oriskany		s 6 38			9 37									
49.25	Whitesboro ...		s 6 42			9 43									
53.12	Utica	A	s 6 50	s 8 48	s 9 13	9 50	s 9 55	s 10 13	P. M.	s 11 28	s 12 25		s 1 08		
	Utica	L	6 55	8 58	9 18	P. M.	10 00	10 20	10 45	11 33	12 30		1 10		
56.62	Schuyler Junc.		7 00	9 04	9 23		10 05	10 25	10 51	11 38	12 35		1 15		
62.58	Frankfort		P. M.	9 12	9 30		10 11	10 32	P. M.	11 46	12 43		1 23		
64.68	Ilion				s 9 35										
67.16	Herkimer			9 20	s 9 42		10 17	10 39		11 53	12 50		1 30		
74.21	Little Falls...			9 31	s 9 55		10 27	10 48		12 03	1 00		1 40		
80.81	East Creek...														
83.93	St. Johnsville.			9 45	s 10 10		10 42	11 01		12 17	1 14		1 53		
89.84	Fort Plain.....				s 10 21										
92.92	Palatine Bridge				s 10 28										
95.86	Sprakers														
99.13	Yosts														
104.39	Fonda,			10 12	s 10 50		11 08	11 27		12 44	1 41		2 20		
109.33	Tribes Hill ...														
111.93	Akin														
114.95	Amsterdam ...				s 11 09										
121.54	Hoffmans...			10 40	11 19		11 31	11 49		1 02	2 05		2 45		
130.80	Schenectady...			s 10 55	s 11 37		s 11 50	s 12 05		s 1 28	s 2 23		3 00		
134.06	Carman			11 00	11 43		11 55	12 11		1 33	2 29		3 05		
139.60	Karner			11 09	11 53		12 03	12 20		1 43	2 38		3 13		
144.64	West Albany..														
147.71	Albany			11 25	12 10		12 20	12 35		2 00	2 55		3 30		
	ARRIVE.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.		

Nos. 34, 32 and 24 will not carry passengers.

No. 1006 will use connection between Kirkville and Kirkville Jct. to West Shore.

No. 1020 will use connection between Schuyler Junction and Harbor to West Shore.

No. 1092 will use connection between Schuyler Junction and Harbor to West Shore.

TROY TO SCHENECTADY.

WEST BOUND — FIRST CLASS.

Miles from Troy.	STATIONS.	873		857		845		847							
		ACCOMMO- DATION.		BUFFALO EXPRESS.		EXPRESS.		SYRACUSE ACCOMMO- DATION.							
		Daily except Sunday.		Daily.		Daily except Sunday.		Daily.							
		LEAVE.		A. M.		A. M.		P. M.		P. M.					
	Troy	N	5 45			7 15		12 30		4 15					
0.62	Green Island	Ds	5 50	s	7 20	s	12 34	s	4 20						
3.65	Cohoes	Ds	5 57	s	7 27	s	12 42	s	4 27						
5.91	Crescent	Ds	6 03	s	7 32	s 8 48	12 48	s	4 32						
7.46	Dunsbach Ferry	Ds	6 07	s	7 35	s	12 52	s	4 35						
9.30	Mohawk View	f	6 11	f	7 39	f	12 56	f	4 39						
11.58	Niskayuna ..	Ds	6 15	s	7 46	s	1 01	s	4 45						
17.57	Aqueduct	Ds	6 26	s	7 56	s	1 11	s	4 55						
21.39	Schenectady ...	N	6 35		8 05		1 20		5 05						
	ARRIVE.		A. M.		A. M.		P. M.		P. M.						

SCHENECTADY TO TROY.

EAST BOUND — FIRST CLASS.

Miles from Schenectady.	STATIONS.	848		810		858		866							
		ACCOMMO- DATION.		ACCOMMO- DATION.		DAY EXPRESS.		ACCOMMO- DATION.							
		Daily except Sunday.		Daily.		Daily except Sunday.		Daily.							
		LEAVE.		A. M.		A. M.		P. M.		P. M.					
	Schenectady	N	7 00			9 00		2 00		6 05					
3.82	Aqueduct	Ds	7 08	s	9 08	s	2 12	s	6 14						
9.81	Niskayuna	Ds	7 18	s	9 18	s	2 21	s	6 23						
12.09	Mohawk View	f	7 22	f	9 22	f	2 25	f	6 27						
13.93	Dunsbach Ferry	Ds	7 26	s	9 26	s	2 30	s	6 32						
15.48	Crescent	Ds	7 32	s 8 57	9 30	s	2 34	s	6 40						
17.74	Cohoes	Ds	7 37	s	9 35	s	2 40	s	6 45						
20.77	Green Island	Ds	7 43	s	9 40	s	2 45	s	6 51						
21.39	Troy	N	7 50		9 45		2 50		6 55						
	ARRIVE.		A. M.		A. M.		P. M.		P. M.						

On single track, west bound trains are superior to east bound trains of the same class unless otherwise specified.

ALBANY TO TROY.

WEST BOUND — FIRST CLASS.

Miles from Albany.	STATIONS.	27	73	731	11	733	37	735	737	739
		AMERICAN EXPRESS.	NEW YORK CONNECTION.	BELT LINE.	D. & H. EXPRESS.	BELT LINE.	D. & H. EXPRESS.	BELT LINE.	BELT LINE.	BELT LINE.
		Daily except Monday.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily.
		LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	Albany N		6 25	7 30	8 30	9 30	10 00	10 30	12 30	1 30
0.57	Rensselaer N	L 12 12	s 6 30	s 7 35		s 9 35		s 10 35	s 12 35	s 1 35
1.40	Forbes Ave D		s 6 33	s 7 38		s 9 38		s 10 38	s 12 38	s 1 38
5.27	Iron Works D		s 6 41	s 7 46		s 9 46		s 10 46	s 12 46	s 1 46
6.27	Madison St. D		s 6 44	s 7 49		s 9 49		s 10 49	s 12 49	s 1 49
6.60	Adams St. D		s 6 46	s 7 51		s 9 51		s 10 51	s 12 51	s 1 51
7.31	Troy N	12 28	6 50	7 55	8 50	9 55	10 20	10 55	12 55	1 55 ⁶⁵
	ARRIVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

Miles from Albany.	STATIONS.	65	741	743	745	747	749	751	753	71
		RUTLAND.	BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE EXPRESS.	BELT LINE.	NORTHERN EXPRESS.
		Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
		LEAVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany N	1 40	3 30	4 30	5 30	6 30	7 30	8 40	10 30	
0.57	Rensselaer N		s 3 35	s 4 35	s 5 35	s 6 35	s 7 35		s 10 35	10 45
1.40	Forbes Ave D		s 3 38	s 4 38	s 5 38	s 6 38	s 7 38		s 10 38	
5.27	Iron Works D		s 3 46	s 4 46	s 5 46	s 6 46	s 7 46		s 10 46	
6.27	Madison St. D		s 3 49	s 4 49	s 5 49	s 6 49	s 7 49		s 10 49	
6.60	Adams St. D		s 3 51	s 4 51	s 5 51	s 6 51	s 7 51		s 10 51	
7.31	Troy N	2 00 ⁷⁵²	3 55	4 55	5 55	6 55	7 55	9 00	10 55 ⁷¹	11 00 ⁷⁵³
	ARRIVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Miles from Albany.	STATIONS.	755								
		BELT LINE.								
		Daily except Sunday.								
		LEAVE.	P. M.							
	Albany N	11 30								
0.57	Rensselaer N	s 11 35								
1.40	Forbes Ave D	s 11 38								
5.27	Iron Works D	s 11 46								
6.27	Madison St. D	s 11 49								
6.60	Adams St. D	s 11 51								
7.31	Troy N	11 55								
	ARRIVE.	P. M.								

No. 27 will not carry passengers.

TROY TO ALBANY.

EAST BOUND — FIRST CLASS.

Miles from Troy	STATIONS.	96	62	66	732	734	736	70	738	14	740
		AMERICAN EXPRESS.	NORTHERN EXPRESS.	NEW YORK CONNECTION.	BELT LINE.	BELT LINE.	BELT LINE.	TROY SPECIAL.	BELT LINE.	D. & H. EXPRESS.	BELT LINE.
		Daily except Monday.	Daily.	Daily.	Daily except Sunday.	Daily except Sunday.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily.
		LEAVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	TroyN	2 50	3 00	5 20	6 30	7 30	8 30	10 00	10 30	10 50	11 30
0.71	Adams St.D			f 5 23	s 6 33	s 7 33	s 8 33		s 10 33		s 11 33
1.04	Madison St. . . .D				s 6 35	s 7 35	s 8 35		s 10 35		s 11 35
2.04	Iron Works. . . .D			s 5 26	s 6 38	s 7 38	s 8 38		s 10 38		s 11 38
5.91	Forbes Ave. . . .D			s 5 31	s 6 46	s 7 46	s 8 46		s 10 46		s 11 46
6.74	Rensselaer. . . .N	3 05	3 20	s 5 40	s 6 50	s 7 50	s 8 50	10 15	s 10 50		s 11 50
7.31	Albany.N			5 45	6 55	7 55	8 55		10 55	11 10	11 55
	ARRIVE.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Miles from Troy.	STATIONS.	742	744	746	748	64	750	752	754	756	758
		BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE.	RUTLAND.	BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE.	BELT LINE.
		Daily.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.
		LEAVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Troy.N	12 30	1 30	2 30	3 30	4 20	5 30	6 30	7 30	9 30	10 30
0.71	Adams St.Ds	12 33	s 1 33	s 2 33	s 3 33		s 5 33	s 6 33	s 7 33	s 9 33	s 10 33
1.04	Madison St. . . .Ds	12 35	s 1 35	s 2 35	s 3 35		s 5 35	s 6 35	s 7 35	s 9 35	s 10 35
2.04	Iron Works. . . .Ds	12 38	s 1 38	s 2 38	s 3 38		s 5 38	s 6 38	s 7 38	s 9 38	s 10 38
5.91	Forbes Ave. . . .Ds	12 46	s 1 46	s 2 46	s 3 46		s 5 46	s 6 46	s 7 46	s 9 46	s 10 46
6.74	Rensselaer. . . .Ns	12 50	s 1 50	s 2 50	s 3 50		s 5 50	s 6 50	s 7 50	s 9 50	s 10 50
7.31	Albany.N	12 55	1 55	2 55	3 55	4.40	5 55	6 55	7 55	9 55	10 55
	ARRIVE.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Miles from Troy.	STATIONS.	760									
		BELT LINE.									
		Daily except Sunday.									
		LEAVE.	P. M.								
	Troy.N	11 30									
0.71	Adams St.Ds	11 33									
1.04	Madison St. . . .Ds	11 35									
2.04	Iron Works. . . .Ds	11 38									
5.91	Forbes Ave. . . .Ds	11 46									
6.74	Rensselaer. . . .Ns	11 50									
7.31	Albany.N	11 55									
	ARRIVE.	P. M.									

No. 96 will not carry passengers.

WEST SHORE R. R.—RAVENA TO UTICA.

WEST BOUND — FIRST CLASS.

SECOND CLASS.

Miles from Ravena.	STATIONS.	91	9	1021	7	1001	3	1019	81			
		Canajoharie Local.	Local Express.	The West Shore Limited.	Mohawk & Hud'n River Express.	Continental Limited.	Chicago Limited Express.	National Express.	Mixed.			
		Daily, except Sunday.	Daily.	Daily.	Daily except Sunday.	Daily.	Daily.	Daily except Sunday.	Daily except Sunday.			
		LEAVE.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
	Ravena	N			12 15	3 50	6 30	10 25	11 45	6 30		
4.43	So. Bethlehem	D			12 22 s	3 58	6 37	10 32	11 52 s	6 42		
8.00	Feura Bush	N			12 28 s	4 05	6 42	10 38	11 58 s	6 55		
11.91	New Scotland	D			12 34 s	4 12	6 47	10 44	12 05 s	7 05		
13.97	Voorheesville	N			12 39 s	4 17	6 52	10 49	12 10 s	7 15		
			Leave Albany N.Y.C. Stat'n 7.45.									
17.59	Guilderland Center	D			12 44 s	4 24	6 58	10 55	12 16 s	7 25		
19.13	Fullers	N	A. M.		12 47 s	4 27	7 01	10 58	12 20 s	7 40		
	Carman (Main Line)		8 14									
24.35	So. Schenectady	N	s 8 27	12 57 s	4 37	7 09	11 06	12 32	A 7 50			
28.12	Crawford's Grade	N	8 33	1 02	4 42	7 15	11 11	12 37	A. M.			
31.43	Rotterdam Junction	N ^A _L	s 8 40	1 08 s	4 50 s	7 25 s	11 20 s	12 45				
						7 35	11 30	12 55				
33.00	Pattersonville	D	s 8 45	P. M.	s 4 53	P. M.	11 33	A. M.				
39.79	South Amsterdam	N	s 8 57		s 5 05		11 43					
44.58	Fort Hunter	N	s 9 09		s 5 13		11 49					
46.43	Auriesville	D	s 9 13		s 5 17		11 52					
50.10	Fultonville	N	s 9 30		s 5 27		11 58					
54.83	Downing	N	s 9 45		s 5 36		12 06					
58.78	Sprakers	D	A. M. s 9 54		s 5 43		12 11					
62.05	Canajoharie	N ^L	6 30 s 10 10		s 5 51		12 16					
65.51	Fort Plain	N ^S	6 38 s 10 22		s 5 59		12 21					
70.93	St. Johnsville	N ^S	6 48 s 10 33		s 6 09		12 29					
72.82	Mindenville	D	s 6 51 f 10 38		s 6 13		12 32					
76.13	Indian Castle	N ^S	6 58 s 10 53		s 6 19		12 37					
80.99	Little Falls	N ^S	7 08 s 11 05		s 6 29		12 43					
84.86	Jacksonburgh	S	7 16 s 11 15		s 6 38		12 48					
88.45	Mohawk	D	7 22 s 11 25		s 6 45		12 52					
88.78	B. S. "M. X."	N	7 23 11 26		6 46		12 53					
90.58	Ilion	N ^S	7 26 s 11 30		s 6 51		12 55					
91.34	B. S. "F. J."	N	7 27 11 33		6 52		12 56					
92.81	Frankfort	N ^S	7 34 s 11 45		s 6 57		1 02					
97.99	Harbor	N ^S	7 42 f 11 58		s 7 06		1 11					
	Utica (Main Line)	A	7 50		A 7 15							
103.73	Utica (Genesee Street)	D	12 15				1 22					
	ARRIVE.		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			

No. 91 and 7 will use connection between Harbor and Schuyler Junction to Main Line.

No. 9 will use Detour Line between Carman and South Schenectady from Main Line.

Nos. 1021, 1001 and 1019 will use connection between Rotterdam Junction and Hoffmans to Main Line.

No. 81 will carry passengers.

WEST SHORE R. R.—UTICA TO RAVENA.

EAST BOUND — FIRST CLASS.

Miles from Utica.	STATIONS.	6	8	1004	18	2	92	20				
		Atlantic Express.	Mohawk & Hud'n River Express.	Continental Limited.	Local Express.	The West Shore Limited.	Canajoharie Local.	National Express.				
		Daily.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily except Sunday.				
	LEAVE.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
	Utica (Genesee Street).....D	12 54			1 16							
	Utica (Main Line).....		L 6 35			L 2 22	L 6 55	L 10 45				
5.74	Harbor.....N	1 04 s	6 44		s 1 29	2 30 s	7 02	10 55				
10.92	Frankfort.....N	1 16 s	6 54		s 1 41 s	2 40 s	7 14	11 05				
12.39	B. S. "F. J.".....N	1 19	6 57		1 44	2 42	7 17	11 08				
13.15	Ilion.....N	1 20 s	6 58		s 1 47	2 43 s	7 18	11 09				
14.95	B. S. "M. X.".....N	1 22	7 01		1 49	2 45	7 20	11 11				
15.28	Mohawk.....D	1 23 s	7 02		s 1 51	2 46 s	7 22	11 12				
18.87	Jacksonburgh.....	1 29 s	7 09		s 2 02	2 51 s	7 29	11 18				
22.74	Little Falls.....N	1 35 s	7 19		s 2 10	2 58 s	7 38	11 25				
27.60	Indian Castle.....N	1 43 s	7 28		s 2 25	3 05 s	7 49	11 33				
30.91	Mindenville.....D	1 47 s	7 34		s 2 34	3 10 s	7 55	11 38				
32.80	St. Johnsville.....N	1 50 s	7 39		s 2 39	3 13 s	7 58	11 41				
38.22	Fort Plain.....N	1 58 s	7 49		s 2 49	3 20 s	8 08	11 49				
41.68	Canajoharie.....N	s 2 05 s	7 58		s 3 00 s	3 26 A	8 15 s	11 58				
44.95	Sprakers.....D	2 10 s	8 04		s 3 08	3 31	P. M.	12 03				
48.90	Downing.....N	2 19 s	8 12		s 3 18	3 37		12 12				
53.63	Fultonville.....N	2 29 s	8 22		s 3 35 s	3 46		12 21				
57.30	Auriesville.....D	2 34 s	8 29		s 3 55	3 52		12 26				
59.15	Fort Hunter.....N	2 38 s	8 33		s 4 08	3 55		12 29				
63.94	South Amsterdam.....N	2 48 s	8 43		s 4 18 s	4 04		12 39				
70.73	Pattersonville.....D	3 00 s	8 55	P. M.	s 4 30	4 12		12 50				
72.30	Rotterdam Jct.....N	s 3 05	s 9 00	s 12 05	s 4 33 s	4 20		s 12 55				
		L 3 15		12 15				1 05				
75.61	Crawford's Grade.....N	3 22	9 07	12 22	4 40	4 26		1 12				
79.38	So. Schenectady.....N	3 27 s	9 12	12 27	s 4 46 s	4 31		1 17				
	Carman (Main Line).....				5 00							
84.60	Fullers.....N	3 36 s	9 21	12 36	P. M.	f 4 39		1 27				
86.14	Guilderland Center.....	3 38 s	9 24	12 38		f 4 42		1 29				
89.76	Voorheesville.....N	3 43 s	9 34	12 43	Arrive Albany N.Y.C. Stat'n 5.30.	s 4 50		1 35				
91.82	New Scotland.....D	3 46 s	9 38	12 46		f 4 55		1 39				
95.73	Feura Bush.....N	3 52 s	9 45	12 52		f 5 03		1 45				
99.30	So. Bethlehem.....D	3 57 s	9 51	12 57		f 5 10		1 50				
103.73	Ravena.....N	4 05	10 00	1 05		5 20		2 00				
	ARRIVE.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				

Nos. 8, 2, 92 and 20 will use connection between Schuyler Junction and Harbor from Main Line.

No. 2 will stop on signal to discharge passengers holding foreign tickets to local stations, sold at stations west of Buffalo or Clifton.

No. 18 will use Detour Line between South Schenectady and Carman to Main Line.

No. 1004 will use connection between Hoffmans and Rotterdam Junction from Main Line.

WEST SHORE R. R.—UTICA TO SYRACUSE.

WEST BOUND—FIRST CLASS.

Miles from Utica (Gene- see St.).	STATIONS.	101	3	103	105	107	109	111	113	115	117	119	121	123
		Oneida Ry. Co.	Chi.L't'd Express.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.
			Daily.	Daily.	Daily.		Daily.		Daily.		Daily.		Daily.	
		LEAVE.	A. M.	A. M.	A. M.		A. M.		A. M.		A. M.		A. M.	
	Utica (O. Ry.).....			5 30	6 30		7 30		8 30		9 30		10 30	
	Utica (Genesee St.)D		L 1 24											
.83	B. S. "W.U."...N		1 26	L 5 46	L 6 46		L 7 46		L 8 46		L 9 46		L 10 46	
1.32	New York Mills...N													
6.20	Clarks Mills.....N		1 37	s 5 57	s 6 57		s 7 57		s 8 57		s 9 57		s 10 57	
9.98	Hecla.....N			s 6 04	s 7 04		s 8 04		s 9 04		s 10 04		s 11 04	
11.48	Vernon Grade.....N		1 48	6 07	7 07		8 07		9 07		10 07		11 07	
14.84	Vernon.....N		1 53	s 6 13	s 7 13		s 8 13		s 9 13		s 10 13		s 11 13	
17.40	Sherrill.....N			s 6 18	s 7 18		s 8 18		s 9 18		s 10 18		s 11 18	
20.03	Oneida Castle...N		2 01	s 6 24	s 7 24		s 8 24		s 9 24		s 10 24		s 11 24	
23.41	Wampsville.....N			s 6 30	s 7 30		s 8 30		s 9 30		s 10 30		s 11 30	
25.72	Canastota.....N		2 11	s 6 34	s 7 34		s 8 34		s 9 34		s 10 34		s 11 34	
29.50	Sullivan.....N			f 6 40	f 7 40		f 8 40		f 9 40		f 10 40		f 11 40	
31.91	Chittenango...N		2 21	s 6 44	s 7 44		s 8 44		s 9 44		s 10 44		s 11 44	
35.58	Kirkville Jct....N		A 2 28											
35.85	Kirkville.....D			s 6 51	s 7 51		s 8 51		s 9 51		s 10 51		s 11 51	
38.54	Manlius Centre...D			s 6 56	s 7 56		s 8 56		s 9 56		s 10 56		s 11 56	
40.08	B. S.....N													
43.39	B. S. "W.X."...N			A 7 04	A 8 04		A 9 04		A 10 04		A 11 04		A 12 04	
46.49	Syracuse (W. S.)..N													
	Syracuse (O. Ry.)..			7 20	8 20		9 20		10 20		11 20		12 20	
	ARRIVE.		A. M.	A. M.	A. M.		A. M.		A. M.		A. M.		P. M.	

Miles from Utica (Gene- see St.).	STATIONS.	125	127	9	129	131	133	135	137	139	141	143	145	147
		Oneida Ry. Co.	O. Ry.Co Limited.	Local Express.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	O. Ry.Co Limited.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	O. Ry.Co Limited.
		Daily.		Daily.	Daily.		Daily.		Daily.		Daily.		Daily.	
		LEAVE.	A. M.	P. M.	P. M.		P. M.		P. M.		P. M.		P. M.	
	Utica (O. Ry.).....	11 30			12 30		1 30		2 30		3 30		4 30	
	Utica (Genesee St.)D			L 12 16										
.83	B. S. "W.U."...N	L 11 46		12 18	L 12 46		L 1 46		L 2 46		L 3 46		L 4 46	
1.32	New York Mills...N													
6.20	Clarks Mills.....N	s 11 57		f 12 29	s 12 57		s 1 57		s 2 57		s 3 57		s 4 57	
9.98	Hecla.....N	s 12 04		f 12 37	s 1 04		s 2 04		s 3 04		s 4 04		s 5 04	
11.48	Vernon Grade...N	12 07		12 40	1 07		2 07		3 07		4 07		5 07	
14.84	Vernon.....N	s 12 13		f 12 48	s 1 13		s 2 13		s 3 13		s 4 13		s 5 13	
17.40	Sherrill.....N	s 12 18			s 1 18		s 2 18		s 3 18		s 4 18		s 5 18	
20.03	Oneida Castle...N	s 12 24		f 1 00	s 1 24		s 2 24		s 3 24		s 4 24		s 5 24	
23.41	Wampsville.....N	s 12 30		f 1 07	s 1 30		s 2 30		s 3 30		s 4 30		s 5 30	
25.72	Canastota.....N	s 12 34		f 1 13	s 1 34		s 2 34		s 3 34		s 4 34		s 5 34	
29.50	Sullivan.....N	f 12 40		f 1 19	f 1 40		f 2 40		f 3 40		f 4 40		f 5 40	
31.91	Chittenango...N	s 12 44		f 1 23	s 1 44		s 2 44		s 3 44		s 4 44		s 5 44	
35.58	Kirkville Jct....N			A 1 28										
35.85	Kirkville.....D	s 12 51			s 1 51		s 2 51		s 3 51		s 4 51		s 5 51	
38.54	Manlius Centre...D	s 12 56			s 1 56		s 2 56		s 3 56		s 4 56		s 5 56	
40.08	B. S.....N													
43.39	B. S. "W.X."...N	A 1 04			A 2 04		A 3 04		A 4 04		A 5 04		A 6 04	
46.49	Syracuse (W. S.)..N													
	Syracuse (O. Ry.)..	1 20			2 20		3 20		4 20		5 20		6 20	
	ARRIVE.	P. M.		P. M.	P. M.		P. M.		P. M.		P. M.		P. M.	

The times shown at *Utica (O. Ry.)* and *Syracuse (O. Ry.)* are for information only.

BS "CV" is located east of M. P. 254.

No. 9 will not carry passengers but will stop on signal for baggage and express.

Nos. 3 and 9 will use connection between Kirkville Junction and Kirkville to Main Line.

WEST SHORE R. R.—UTICA TO SYRACUSE.

WEST BOUND — FIRST CLASS.

149	151	153	155	157	159	161	163	165	167	169	171	173	STATIONS.
Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	
Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.	
P. M.		P. M.		P. M.		P. M.		P. M.		P. M.		P. M.	
5 30		6 30		7 30		8 30		9 30		10 30		11 30	LEAVE. <i>Utica (O. Ry.)</i>
L 5 46		L 6 46		L 7 46		L 8 46		L 9 46		L 10 46		L 11 46	Utica (Genesee St.).
s 5 57		s 6 57		s 7 57		s 8 57		s 9 57		s 10 57		s 11 57	B. S. "W. U."
s 6 04		s 7 04		s 8 04		s 9 04		s 10 04		s 11 04		s 12 04	New York Mills.
6 07		7 07		8 07		9 07		10 07		11 07		12 07	Clarks Mills.
s 6 13		s 7 13		s 8 13		s 9 13		s 10 13		s 11 13		s 12 13	Hecla.
s 6 18		s 7 18		s 8 18		s 9 18		s 10 18		s 11 18		s 12 18	Vernon Grade.
s 6 24		s 7 24		s 8 24		s 9 24		s 10 24		s 11 24		s 12 24	Vernon.
s 6 30		s 7 30		s 8 30		s 9 30		s 10 30		s 11 30		s 12 30	Sherrill.
s 6 34		s 7 34		s 8 34		s 9 34		s 10 34		s 11 34		s 12 34	Oneida Castle.
f 6 40		f 7 40		f 8 40		f 9 40		f 10 40		f 11 40		f 12 40	Wampsville.
s 6 44		s 7 44		s 8 44		s 9 44		s 10 44		s 11 44		s 12 44	Canastota.
s 6 51		s 7 51		s 8 51		s 9 51		s 10 51		s 11 51		s 12 51	Sullivan.
s 6 56		s 7 56		s 8 56		s 9 56		s 10 56		s 11 56		s 12 56	Chittenango.
A 7 04		A 8 04		A 9 04		A 10 04		A 11 04		A 12 04		A 1 04	Kirkville Jct.
7 20		8 20		9 20		10 20		11 20		12 20		1 20	Kirkville.
P. M.		P. M.		P. M.		P. M.		P. M.		A. M.		A. M.	Manlius Centre.
													B. S.
													B. S. "W. X."
													Syracuse (W. S.)
													<i>Syracuse (O. Ry.)</i>
													ARRIVE.

																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Oneida R'y trains will make the following additional stops on signal:

Stop 1, W. of MP 232.	Stop 4, W. of MP 235.	Stop 9 W. of MP 240.	Stop 13, E. of MP 244.	Stop 20, E. of MP 251.	Stop 31, E. of MP 267.
" 2, " " 233.	" 5, E. " 237.	" 10, E. " 241.	" 14, " " 245.	" 22, " " 254.	" 36, " " 272.
" 3, " " 234.	" 8, W. " 239.	" 12, " " 243.	" 18, " " 249.	" 30, " " 265.	" 37, " " 274.
					" 38, " " 275.

No. 104 and No. 149 will stop on signal at Cowasson crossing, east of M. P. 255.

WEST SHORE R. R. — SYRACUSE TO UTICA.

EAST BOUND — FIRST CLASS.

Miles from Syracuse (W. S.)	STATIONS.	102	104	106	108	110	112	114	116	118	120	122	124	126
		Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	O. Ry. Co Limited.	Oneida Ry. Co.	Oneida Ry. Co.
			Daily.		Daily.		Daily.		Daily.		Daily.		Daily.	
		LEAVE.	A. M.		A. M.		A. M.		A. M.		A. M.		A. M.	
	<i>Syracuse (O. Ry.)</i> ...		5 30		6 00		7 00		8 00		9 00		10 00	
	Syracuse (W. S.)..N													
3.10	B. S. "W.X." ...N		L 5 46		L 6 16		L 7 16		L 8 16		L 9 16		L 10 16	
6.41	B. S.													
7.95	Manlius Centre...D		s 5 54		s 6 24		s 7 24		s 8 24		s 9 24		s 10 24	
10.63	KirkvilleD		s 5 59		s 6 29		s 7 29		s 8 29		s 9 29		s 10 29	
10.91	Kirkville Jct.....N													
14.57	ChittenangoN		s 6 06		s 6 36		s 7 36		s 8 36		s 9 36		s 10 36	
16.99	SullivanN		f 6 10		f 6 40		f 7 40		f 8 40		f 9 40		f 10 40	
20.77	CanastotaN		s 6 16		s 6 46		s 7 46		s 8 46		s 9 46		s 10 46	
23.07	Wampsville... ..		s 6 20		s 6 50		s 7 50		s 8 50		s 9 50		s 10 50	
26.46	Oneida Castle... ..N		s 6 27		s 6 57		s 7 57		s 8 57		s 9 57		s 10 57	
28.09	SherrillN		s 6 32		s 7 02		s 8 02		s 9 02		s 10 02		s 11 02	
31.64	VernonN		s 6 38		s 7 08		s 8 08		s 9 08		s 10 08		s 11 08	
35.01	Vernon Grade....N		6 43		7 13		8 13		9 13		10 13		11 13	
36.51	HeclaN		s 6 46		s 7 16		s 8 16		s 9 16		s 10 16		s 11 16	
40.29	Clarks Mills.....N		s 6 53		s 7 23		s 8 23		s 9 23		s 10 23		s 11 23	
45.16	New York Mills..N													
45.65	B. S. "W.U."... ..N		A 7 04		A 7 34		A 8 34		A 9 34		A 10 34		A 11 34	
46.49	Utica (Genesee St) D													
	<i>Utica (O. Ry.)</i>		7 20		7 50		8 50		9 50		10 50		11 50	
	ARRIVE.		A. M.		A. M.		A. M.		A. M.		A. M.		A. M.	

Miles from Syracuse (W. S.)	STATIONS.	128	18	130	132	134	136	138	140	142	144	146	148	150
		Oneida Ry. Co.	Local Express.	O. Ry. Co Limited.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	O. Ry. Co Limited.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	O. Ry. Co Limited.
		Daily.	Daily.		Daily.		Daily.		Daily.		Daily.		Daily.	
		LEAVE.	A. M.		P. M.		P. M.		P. M.		P. M.		P. M.	
	<i>Syracuse (O. Ry.)</i> ...	11 00			12 01		1 00		2 00		3 00		4 00	
	Syracuse (W. S.)..N													
3.10	B. S. "W.X." ...N	L 11 16			L 12 16		L 1 16		L 2 16		L 3 16		L 4 16	
6.41	B. S.													
7.95	Manlius Centre...D	s 11 24			s 12 24		s 1 24		s 2 24		s 3 24		s 4 24	
10.63	KirkvilleD	s 11 29			s 12 29		s 1 29		s 2 29		s 3 29		s 4 29	
10.91	Kirkville Jct.....N		L 11 37											
14.57	Chittenango.....N	s 11 36	f 11 50		s 12 36		s 1 36		s 2 36		s 3 36		s 4 36	
16.99	SullivanN	f 11 40	f 11 55		f 12 40		f 1 40		f 2 40		f 3 40		f 4 40	
20.77	CanastotaN	s 11 46	f 12 05		s 12 46		s 1 46		s 2 46		s 3 46		s 4 46	
23.07	WampsvilleN	s 11 50	f 12 12		s 12 50		s 1 50		s 2 50		s 3 50		s 4 50	
26.46	Oneida Castle... ..N	s 11 57	f 12 20		s 12 57		s 1 57		s 2 57		s 3 57		s 4 57	
28.09	SherrillN	s 12 02			s 1 02		s 2 02		s 3 02		s 4 02		s 5 02	
31.64	VernonN	s 12 08	f 12 40		s 1 08		s 2 08		s 3 08		s 4 08		s 5 08	
35.01	Vernon Grade....N	12 13	12 47		1 13		2 13		3 13		4 13		5 13	
36.51	HeclaN	s 12 16	f 12 54		s 1 16		s 2 16		s 3 16		s 4 16		s 5 16	
40.29	Clarks MillsN	s 12 23	f 1 08		s 1 23		s 2 23		s 3 23		s 4 23		s 5 23	
45.16	New York Mills..N													
45.65	B. S. "W.U."... ..N	A 12 34	1 13		A 1 34		A 2 34		A 3 34		A 4 34		A 5 34	
46.49	Utica (Genesee St) D		A 1 15											
	<i>Utica (O. Ry.)</i>	12 50			1 50		2 50		3 50		4 50		5 50	
	ARRIVE.	P. M.	P. M.		P. M.		P. M.		P. M.		P. M.		P. M.	

The times shown at *Syracuse (O. Ry.)* and *Utica (O. Ry.)* are for information only.

B. S. "CV" is located east of M. P. 254.

No. 18 will not carry passengers, but will stop on signal for baggage and express.

No. 18 will use connection between Kirkville and Kirkville Jct. from Main Line.

WEST SHORE R. R.—SYRACUSE TO UTICA.

EAST BOUND — FIRST CLASS.

152	154	156	158	160	162	164	166	168	170	172	174	6	176	
Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Oneida Ry. Co.	Atlantic Express.	Oneida Ry. Co.	STATIONS.
Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.	Daily.	
P. M.		P. M.		P. M.		P. M.		P. M.		P. M.		P. M.	P. M.	LEAVE.
5 00		6 00		7 00		8 00		9 00		10 00			11 30	<i>Syracuse (O. Ry.)</i>
L 5 16		L 6 16		L 7 16		L 8 16		L 9 16		L 10 16			L 11 46	Syracuse (W. S.)
														B. S. "W.X."
s 5 24		s 6 24		s 7 24		s 8 24		s 9 24		s 10 24			s 11 54	B. S.
s 5 29		s 6 29		s 7 29		s 8 29		s 9 29		s 10 29			s 11 59	Manlius Centre.
												L 11 47		Kirkville.
s 5 36		s 6 36		s 7 36		s 8 36		s 9 36		s 10 36		11 53	s 12 06	Kirkville Jct.
f 5 40		f 6 40		f 7 40		f 8 40		f 9 40		f 10 40			f 12 10	Chittenango.
														Sullivan.
s 5 46		s 6 46		s 7 46		s 8 46		s 9 46		s 10 46		12 05	s 12 16	Canastota.
s 5 50		s 6 50		s 7 50		s 8 50		s 9 50		s 10 50			s 12 20	Wampsville.
s 5 57		s 6 57		s 7 57		s 8 57		s 9 57		s 10 57		12 15	s 12 27	Oneida Castle.
s 6 02		s 7 02		s 8 02		s 9 02		s 10 02		s 11 02			s 12 32	Sherrill.
s 6 08		s 7 08		s 8 08		s 9 08		s 10 08		s 11 08		12 25	s 12 38	Vernon.
6 13		7 13		8 13		9 13		10 13		11 13		12 30	12 43	Vernon Grade.
s 6 16		s 7 16		s 8 16		s 9 16		s 10 16		s 11 16			s 12 46	Hecla.
s 6 23		s 7 23		s 8 23		s 9 23		s 10 23		s 11 23		12 40	s 12 53	Clarks Mills.
														New York Mills.
A 6 34		A 7 34		A 8 34		A 9 34		A 10 34		A 11 34		12 50	A 1 04	B. S. "W.U."
												A 12 52		Utica (Genesee St.).
6 50		7 50		8 50		9 50		10 50		11 50			1 20	<i>Utica (O. Ry.)</i>
P. M.		P. M.		P. M.		P. M.		P. M.		P. M.		A. M.	A. M.	ARRIVE.

														STATIONS.
														LEAVE.
														<i>Syracuse (O. Ry.)</i>
														Syracuse (W. S.)
														B. S. "W.X."
														B. S.
														Manlius Centre.
														Kirkville.
														Kirkville Jct.
														Chittenango.
														Sullivan.
														Canastota.
														Wampsville.
														Oneida Castle.
														Sherrill.
														Vernon.
														Vernon Grade.
														Hecla.
														Clarks Mills.
														New York Mills.
														B. S. "W.U."
														Utica, (Genesee St.).
														<i>Utica (O. Ry.)</i>
														ARRIVE.

Oneida R'y trains will make the following additional stops on signal:

Stop 1, W. of MP 232.	Stop 4, W. of MP 235.	Stop 9, W. of MP 240.	Stop 13, E. of MP 244.	Stop 20, E. of MP 251.	Stop 31, E. of MP 267.
" 2, " " 233.	" 5, E. " 237.	" 10, E. " 241.	" 14, " " 245.	" 22, " " 254.	" 36, " " 272.
" 3, " " 234.	" 8, W. " 239.	" 12, " " 243.	" 18, " " 249.	" 30, " " 265.	" 37, " " 274.
					" 38, " " 275.

No. 6 will use connection between Kirkville and Kirkville Junction from Main Line.

No. 104 and No. 149 will stop on signal at Cowasslon crossing, east of M. P. 255.

REMSSEN TO MALONE.

NORTH BOUND — FIRST CLASS.

Miles from Herkimer.	STATIONS.	5		1													
		MONTREAL EXPRESS.		MAIL.													
		Daily.		Daily except Sunday.													
		A. M.		P. M.													
	UticaN	1	25		1	30											
27.67	Remsen.....N L	2	20		L	2 30											
31.66	Honnedaga	2	28		f	2 37											
35.57	Forestport.....D f	2	36		s	2 45	8 6										
38.03	Anos.....	2	42			2 50											
42.50	White Lake.....N f	3	00	4	s	3 05	2										
47.57	Otter (Otter Lake) ..	3	11		f	3 16											
49.15	McKeever D f	3	15		s	3 21											
52.19	Nelson (Nelson Lake)	3	20			3 26											
53.75	Minnehaha.....	3	23			3 29											
55.01	Onekio	3	26			3 32											
57.93	Fulton Chain...N A s	3	33		s	3 38											
	Fulton Chain...L	3	38			3 45											
64.12	Clearwater D f	3	50		s	3 59											
69.31	Big Moose.N f	4	05		s	4 12											
73.47	Woods (Woods Lake)	4	13			4 19											
77.69	Beaver River... D f	4	23		s	4 28											
82.77	Keepawa	4	33			4 36											
87.82	Nehasane... ..D f	4	42		f	4 46											
90.89	Robinwood ...	4	47		f	4 51											
94.78	Long Lake, West.N s	4	56		s	5 00											
99.91	Horse Shoe.....D f	5	06		s	5 10											
106.75	Childwold..... f	5	19		f	5 22											
109.23	PiercefieldD f	5	24		s	5 28											
113.64	Tupper Lake Jct.N A s	5	33		s	5 35											
	Tupper Lake Jct.L	5	38			5 40											
121.57	Floodwood..... f	5	51		f	5 53											
128.56	Saranac Inn... ..D f	6	04		s	6 05											
131.70	Lake Clear Jct..N A s	6	09		s	6 10											
	Lake Clear Jct...L	6	19			6 15											
136.69	Gabriels..... D s	6	29		s	6 24											
139.19	Rainbow (Rainbow L) f	6	33		f	6 28											
142.51	Onchiota	f	6 38			6 33											
144.50	Lake Kushaqua..D f	6	42		f	6 37											
148.76	Loon Lake... ..N s	6	51	8 4	s	6 45											
150.13	Tekene.....	6	53			6 47											
153.48	Plumadore	6	59			6 53											
160.19	Mountain View.... f	7	11		s	7 04											
162.83	Owls HeadD s	7	17		s	7 12											
165.51	Chasm Falls..... f	7	23		f	7 18											
166.52	Todds Pit.	7	25			7 22											
169.28	Whippleville . . . f	7	30		f	7 28											
173.31	Malone JctN	7	39			7 36											
	ARRIVE.	A. M.			P. M.												

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

Trains run via R., W. & O. Div., Utica to Remsen. Time shown at *Utica* being for information only.

No. 1 will stop on signal at Minnehaha, Onekio, Moulin, Woods and Brandreth Lake to discharge passengers from Utica and stations beyond.

REMSEN TO MALONE.

NORTH BOUND — SECOND CLASS.

					91	81	83	85	STATIONS.
					MIXED.	MIXED.	FREIGHT.	FREIGHT.	
					Daily except Sunday. See note.	Daily except Sunday.	Daily except Monday.	Daily except Monday.	
					A. M.	A. M.	A. M.	P. M.	LEAVE.
						6 45	9 10		Utica.
						L 8 30 f 8 40 s 8 55 9 04 s 9 20 f 9 35	L 10 40 10 50 11 00 11 08 11 25 11 45		Remsen. Honnedaga. Forestport. Anos. White Lake. Otter (Otter Lake).
						s 9 50 f 10 00 f 10 04 f 10 10 s 10 30 11 10 ⁸⁰	11 54 ⁸⁰ 12 03 12 08 12 12 12 30		McKeever. Nelson (Nelson Lake). Minnehaha. Onekio. Fulton Chain. A Fulton Chain. L
						s 11 45 s 12 20 ⁸⁶ f 12 32 s 12 45 f 1 00	12 55 ⁸⁶ 2 08 ² 2 20 2 37 2 49		Clearwater. Big Moose. Woods (Woods Lake) Beaver River. Keepawa.
						s 1 28 ² f 1 37 s 2 00 s 2 30 f 2 55 s 3 10	3 01 3 08 3 17 3 30 3 47 3 57		Nehasane. Robinwood. Long Lake, West. Horse Shoe. Childwold. Piercesfield.
					A. M. 7 00 f 7 20 s 7 45 s 8 05 ⁸⁴ 8 15	3 30 P. M.	4 20 P. M.	P. M. 6 05 6 27 6 50 7 05	Tupper Lake Junction. A Tupper Lake Junction. L Floodwood. Saranac Inn. Lake Clear Junction. A Lake Clear Junction. L
					s 8 40 f 8 48 f 9 00 s 9 10 s 9 40 9 45			7 20 7 30 7 41 7 48 8 00 8 05	Gabriels. Rainbow (Rainbow Lake). Onchiota. Lake Kushaqua. Loon Lake. Tekene.
					f 9 55 s 10 25 s 10 49 ² f 11 02 11 07 f 11 17 11 33			8 15 8 35 8 45 8 55 8 59 9 07 9 20	Plumadore. Mountain View. Owls Head. Chasm Falls. Todd's Pit. Whippleville. Malone Junction.
					A. M.	P. M.	P. M.	P. M.	ARRIVE.

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

Trains run via R., W. & O. Div. Utica to Remsen. Time shown at Utica being for information only.
No. 81 will stop on signal at Moulin, Brandreth Lake and Pleasant Lake.
No. 91 is superior to No. 90. Nos. 81 and 91 will carry passengers.

MALONE TO REMSEN.

SOUTH BOUND — FIRST CLASS.

[illegible]

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

Trains run via R., W. & O. Div., Remsen to Utica. Time shown at *Utica* being for information only.

No. 2 will stop on signal at Brandreth Lake, Woods, Moulin, Onekio and Minnehaha to receive passengers for Utica and stations beyond.

MALONE TO REMSEN.

SOUTH BOUND — SECOND CLASS.

				84		80		86		90		STATIONS.
				FREIGHT.		MIXED.		FREIGHT.		MIXED.		
				Daily except Monday.		Daily except Sunday.		Daily except Monday.		Daily except Sunday. See note.		
				A. M.		A. M.		A. M.		P. M.		
				4 30						12 10		Malone Jct. Whippleville. Todd's Pit. Chasm Falls. Owls Head. Mountain View. Plumadore. Tekene.
				4 47						f 12 24		
				4 55						12 32		
				5 10						f 12 40		
				5 30						s 1 00		
				5 40						s 1 10		
				6 10						f 1 35		
				6 25						1 45		
				6 51 ^s						s 1 55		Loon Lake. Lake Kushaqua. Onchiota. Rainbow (Rainbow Lake). Gabriels.
				7 15						s 2 10		
				7 24						f 2 20		
				7 38						s 2 30		
				7 47						s 2 42		
				8 05 ^{s1}						s 3 15		Lake Clear Jct. A Lake Clear Jct. L Saranac Inn. Floodwood. Tupper Lake Jct. A Tupper Lake Jct. L
				8 15						s 3 25		
				8 45						f 3 45		
				9 15		A. M.		A. M.		4 05		
				A. M.		6 45		9 40		P. M.		
						s 7 00		9 55				Piercefield. Childwold. Horse Shoe. Long Lake, West. Robinwood. Nehasane.
						f 7 07		10 02				
						s 7 40		10 25				
						s 8 05		10 42				
						f 8 12		10 55				
						f 8 22		11 03				
						f 8 37		11 20				Keepawa. Beaver River. Woods (Woods Lake). Big Moose. Clearwater.
						s 8 50		11 35				
						f 9 05		11 55				
						s 9 20		12 20 ^{s1}				
						s 9 50		12 55 ^{ss}				
						s 10 30 ^{s1}		1 15				Fulton Chain. A Fulton Chain L Onekio. Minnehaha. Nelson (Nelson Lake). McKeever.
						11 25		1 26				
						f 11 35		1 32				
						f 11 40		1 40				
						f 11 45		1 50				
						s 11 54 ^{ss}		1 50				
						f 12 00		1 55				Otter (Otter Lake). White Lake. Anos. Forestport. Honnedaga. Remsen.
						s 12 25		2 10				
						12 40		2 25				
						s 1 00		2 45 ¹				
						f 1 12		2 54				
						A 1 30		A 3 02				
						3 25		4 55				
				A. M.		P. M.		P. M.		P. M.		Utica.
												ARRIVE.

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

Trains run via R., W. & O. Div., Remsen to Utica. Time shown at Utica being for information only.

No. 91 is superior to No. 90. Nos. 80 and 90 will carry passengers. No. 80 will stop on signal at Pleasant Lake, Brandreth Lake, and Moulin.

HERKIMER TO REMSEN.

NORTH BOUND — FIRST CLASS.						SECOND CLASS.			
Miles from Herkimer.	STATIONS.	61	39	63	67				89
		LOCAL PASSENGER.	R. W. & O. MILK.	MAIL.	LOCAL PASSENGER.				WAY FREIGHT.
		Daily except Sunday. (See note.)	Daily.	Daily except Sunday.	Daily except Sunday. (See note.)				Daily except Sunday. (See note.)
	LEAVE.	A. M.	A. M.	P. M.	P. M.				A. M.
	HerkimerN	7 50	10 50	12 40	5 50				8 14
3.26	Kast Bridgef	7 57	s 11 02	f 12 48	f 5 57				8 23
5.51	Countrymansf	8 02	f 11 07	f 12 51	f 6 02				8 29
7.00	County Home.....f	8 07	f 11 12	f 12 55	f 6 07				8 34
8.74	MiddlevilleD	s 8 13	s 11 19	s 1 00	s 6 13				9 05 ^{ss}
13.06	NewportD	s 8 23	s 11 34	s 1 09	s 6 23				9 40
16.52	PolandD	A 8 32	s 11 45	s 1 16	A 6 32				10 10
20.49	GravesvilleA. M.		12 00	f 1 24	P. M.				10 30
23.66	Trenton Chasmf		f 12 11	f 1 32					10 45
25.60	Prospect Jct.....D ^A		s 12 18	s 1 37 ^{ss}					10 55
27.67	RemsenN		12 25	2 12					11 10
	ARRIVE.	A. M.	P. M.	P. M.	P. M.				A. M.

REMSEN TO HERKIMER.

SOUTH BOUND — FIRST CLASS.						SECOND CLASS.			
Miles from Remsen.	STATIONS.	56	38	72	74				88
		LOCAL PASSENGER.	R. W. & O. MILK.	MAIL.	LOCAL PASSENGER.				WAY FREIGHT.
		Daily except Sunday. (See note.)	Daily.	Daily except Sunday.	Daily except Sunday. (See note.)				Daily except Sunday. (See note.)
	LEAVE.	A. M.	P. M.	P. M.	P. M.				A. M.
	RemsenN		2 22	3 40					11 40
2.07	Prospect Jct... ..D ^A		s 2 30	s 3 45					11 50 ^{ss}
4.01	Trenton Chasm.....L		f 2 34	f 4 12					1 37
7.18	GravesvilleA. M.		f 2 43	f 4 18	P. M.				1 43
11.15	PolandD	L 8 45	s 2 53	s 4 25	L 6 40				1 53
14.61	NewportD	s 8 55	s 3 02	s 4 32	s 6 48				2 08
18.93	MiddlevilleD	s 9 05 ^{ss}	s 3 12	s 4 40	s 6 58				2 23
20.67	County Homef	9 09	f 3 15	f 4 43	f 7 02				2 43
22.46	Countrymansf	9 13	f 3 19	f 4 47	f 7 06				2 47
24.41	Kast Bridge.....f	9 18	s 3 35	f 4 51	f 7 11				2 52
27.67	HerkimerN	9 25	3 50	5 02	7 20				2 56
	ARRIVE.	A. M.	P. M.	P. M.	P. M.				3 07

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

No. 89 is superior to No. 88.

No. 61 is superior to No. 56.

No. 67 is superior to No. 74.

Nos. 39 and 38 will carry passengers on Sundays only.

HINCKLEY BRANCH.

NORTH BOUND — FIRST CLASS.										SECOND CLASS.			
Miles from Prospect Junction.	STATIONS.	65		69								89	
		PASSENGER.		PASSENGER.								WAY FREIGHT.	
		Daily except Sunday. (See note.)		Daily except Sunday. (See note.)								Daily except Sunday. (See note.)	
		P. M.		P. M.								A. M.	
2.70	Prospect Jct.....D	1	37	3	45							11	55
	HinckleyD	1	46 ⁶⁴	3	58 ⁶⁶							12	10
	ARRIVE.	P. M.		P. M.								P. M.	

SOUTH BOUND — FIRST CLASS.										SECOND CLASS.			
Miles from Hinckley.	STATIONS.	64		66								88	
		PASSENGER.		PASSENGER.								WAY FREIGHT.	
		Daily except Sunday. (See note.)		Daily except Sunday. (See note.)								Daily except Sunday. (See note.)	
		P. M.		P. M.								P. M.	
2.70	HinckleyD	1	48 ⁶⁵	4	00 ⁶⁹							1	00
	Prospect JctD	2	05	4	08							1	15
	ARRIVE.	P. M.		P. M.								P. M.	

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

No. 65 is superior to No. 64.

No. 69 is superior to No. 66.

No. 89 is superior to No. 88.

RAQUETTE LAKE RAILWAY.

CLEARWATER TO RAQUETTE LAKE

NORTH BOUND — FIRST CLASS.						SECOND CLASS.					
Miles from Clearwater.	STATIONS.	251									
		MAIL.									
		Tuesday, Thursday, Saturday.									
		P. M.									
	LEAVE.										
	Clearwater..... D	4	05								
2.49	Rondaxe..... f	4	17								
5.55	Bald Mountain..... s	4	37								
7.00	Fair View..... f	4	46								
8.06	Skensowane..... f	4	53								
9.14	Eagle Bay..... s	4	57								
12.14	Uncas Road..... f	5	09								
17.89	Raquette Lake..... D	5	30								
	ARRIVE.		P. M.								

RAQUETTE LAKE TO CLEARWATER.

SOUTH BOUND — FIRST CLASS.						SECOND CLASS.					
Miles from Raquette Lake.	STATIONS.	252									
		MAIL.									
		Tuesday, Thursday, Saturday.									
		P. M.									
	LEAVE.										
	Raquette Lake..... D	12	40								
5.75	Uncas Road..... f	1	00								
8.75	Eagle Bay..... s	1	15								
9.83	Skensowane..... f	1	20								
10.89	Fair View..... f	1	26								
12.34	Bald Mountain..... s	1	36								
15.40	Rondaxe..... f	1	52								
17.89	Clearwater..... D	2	05								
	ARRIVE.		P. M.								

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

Employees will be governed by the rules of the New York Central and Hudson River R. R.

SARANAC BRANCH.

NORTH BOUND — FIRST CLASS.

Miles from Lake Clear Jct.	STATIONS.	47	29	37	41						
		PASSENGER.	PASSENGER.	PASSENGER.	PASSENGER.						
		Daily.	Daily.	Daily except Sunday.	Daily except Sunday.						
		A. M.	A. M.	A. M.	P. M.						
5.82	Lake Clear Jc.....N	12 05	6 25	11 57	6 15						
	Saranac Yard	12 23	6 43	12 15	6 33						
	Saranac Lake (D. & H.).N	12 25	6 45	12 17	6 35						
	ARRIVE.	A. M.	A. M.	P. M.	P. M.						

SOUTH BOUND — FIRST CLASS.

Miles from Saranac Yard.	STATIONS.	32	34	42	46						
		PASSENGER.	PASSENGER.	PASSENGER.	PASSENGER.						
		Daily.	Daily except Sunday.	Daily except Sunday.	Daily.						
		A. M.	A. M.	P. M.	P. M.						
5.82	Saranac Lake (D. & H.).N	5 50	11 25	5 45	11 25						
	Saranac Yard	5 52	11 27	5 47	11 27						
	Lake Clear Jc.....N	6 07	11 45	6 05	11 45						
	ARRIVE.	A. M.	A. M.	P. M.	P. M.						

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified.

All trains must come to a full stop before going on D. & H. Co.'s tracks at Saranac Lake, and not proceed until proper signals are displayed.

ST. L. & A. R'Y.-(MALONE JCT. TO MONTREAL.)

NORTH BOUND — FIRST CLASS.

SECOND CLASS.

Miles from Malone Jct.	STATIONS.	21	5	23	25	27	1	97	85
		LOCAL PASSENGER.	MONTREAL EXPRESS.	LOCAL PASSENGER.	LOCAL PASSENGER.	LOCAL PASSENGER.	MAIL.	WAY FREIGHT.	FREIGHT.
		Daily except Sunday.	Daily.	Daily except Saturday and Sunday.	Saturday Only.	Sunday Only.	Daily except Sunday.	Daily except Sunday. (See note.)	Daily except Monday.
		LEAVE. A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
	Malone Jct.....N		7 42				7 40	6 20	10 13 ⁴
5.29	Constable.....D		s 7 51				s 7 50	6 40	10 30
14.09	Athelstan.....N		s 8 08				s 8 01	7 13	10 55
17.93	Huntingdon....D		s 8 17				s 8 08	7 27	11 05
22.43	New Erin.....		f 8 25				f 8 15	7 42	11 16
24.61	St. Stanislas...D	A. M.	s 8 30	P. M.	P. M.	P. M.	s 8 19	7 52	11 22
30.19	Valleyfield....D	L 7 00	s 8 42 ⁹⁷	L 12 50 ⁹⁸	L 3 25	L 7 30	s 8 32	8 05 ⁵ 9 03 ²	11 37
32.07	Cecile Jct.....N	s 7 04	8 46	s 12 54	s 3 28	f 7 34	f 8 38	9 15	11 42
35.34	St. Timothee...D	s 7 10	G 8 52 ²	s 1 00	s 3 34	s 7 40	f 8 49 ⁴	9 24	11 55
43.49	Beauharnois...D	s 7 24	s 9 07	s 1 15	s 3 48	s 7 56	s 9 04	9 48	12 30 ⁸²
46.73	Bellevue.....	s 7 30	9 13	f 1 22	f 3 54	f 8 07	f 9 11	9 56	12 41
48.86	Woodlands.....	s 7 34	f 9 18	f 1 26	f 3 58	s 8 14	f 9 15	10 02	12 47
50.92	Chateauguay...D	s 7 39	s 9 23	s 1 32	s 4 04	s 8 25 ⁴	s 9 20	10 10	12 55
53.79	Primeau.....	f 7 44	9 28	f 1 37	f 4 11	f 8 33	9 24	10 18	1 05
56.33	Adirondack Jct..N	s 7 50	s 9 35 ²⁰	f 1 43	s 4 18	s 8 40	s 9 30	A 10 35 ²²	1 20
65.09	Montreal.....N	8 15	9 55	2 05	4 40	9 00	9 50		2 00
	ARRIVE.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

MONTREAL TO MALONE JCT.

SOUTH BOUND — FIRST CLASS.

SECOND CLASS.

Miles from Montreal.	STATIONS.	2	20	22	24	26	4	98	82
		MAIL.	LOCAL PASSENGER.	LOCAL PASSENGER.	LOCAL PASSENGER.	LOCAL PASSENGER.	MONTREAL EXPRESS.	WAY FREIGHT.	FREIGHT.
		Daily except Sunday.	Sunday Only.	Daily except Saturday and Sunday.	Saturday Only.	Daily except Sunday.	Daily.	Daily except Sunday. (See note.)	Daily except Sunday.
		LEAVE. A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.
	Montreal.....N	8 00	9 15	10 20	1 35	5 10	7 55		11 00
8.76	Adirondack Jct..N	8 20	s 9 35 ⁵	s 10 40 ⁹⁷	s 1 55	s 5 30	8 15	L 11 00	11 40
11.30	Primeau.....	8 25	f 9 41	f 10 45	f 2 00	f 5 34	8 20	11 07	11 48
14.17	Chateauguay...D	s 8 30	s 9 48	s 10 52	s 2 08	s 5 42	s 8 25 ²⁷	11 15	11 58
16.23	Woodlands.....X	8 33	s 9 53	s 10 57	s 2 13	s 5 47	f 8 29	11 20	12 05
18.36	Bellevue.....	8 37	f 9 57	f 11 01	f 2 17	s 5 51	8 32	11 25	12 11
21.60	Beauharnois...D	s 8 42	s 10 05	s 11 08	s 2 25	s 5 58	s 8 38	11 35	12 30 ⁸⁵
29.75	St. Timothee...D	8 52 ⁵	s 10 20	s 11 24	s 2 40	s 6 13	G 8 49 ¹	11 53	12 50
33.02	Cecile Jct.....N	f 8 57	f 10 27	f 11 31	f 2 46	f 6 20	f 8 55	12 04	1 00
34.90	Valleyfield....D	s 9 03 ⁹⁷	A 10 30	A 11 35	A 2 50	A 6 25	s 9 03	12 45 ²³	1 25
40.48	St. Stanislas...D	s 9 13	A. M.	A. M.	P. M.	P. M.	s 9 13	1 10	1 43
42.66	New Erin.....	9 17					f 9 18	1 20	1 50
47.16	Huntingdon....D	s 9 27					s 9 28	1 50	2 05
51.00	Athelstan.....N	s 9 34					s 9 38	2 20	2 20
59.80	Constable.....D	s 9 49					s 9 54	3 00	2 55
65.09	Malone Jct.....N	10 08					10 13 ⁸⁵	3 45	3 30
	ARRIVE.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.

On single track, south bound trains are superior to north bound trains of the same class unless otherwise specified. No. 97 is superior to No. 98. All north bound trains must stop at Athelstan for custom inspection. Trains run via C. P. R. between Adirondack Jct. and Montreal. Nos. 21, 23 and 26 will stop at Chateauguay Freight Station to pick up milk and express. Nos. 2 and 4 will stop on signal at Adirondack Jct. to receive passengers. No. 5 will stop at Cecile Jct. to discharge passengers from Utica and stations beyond destined to stations on the G. T. Ry. Nos. 20, 21, 22, 23, 24, 25, 26 and 27 will stop on signal at Maple Grove and Melocheville.

CAR CAPACITY PASSING SIDINGS BASED ON 40 FOOT CARS.

Adirondack Junction	38	Huntingdon	27
Anos	18	Keepawa	27
Aqueduct	21	Kirkville (W. S.), south of east bound track.....	76
Athelstan	48	Lake Clear Junction.....	81
Bald Mountain	10	Little Falls (W. S.), north of west bound track.....	64
Beauharnois	43	Long Lake West.....	60
Beaver River	30	Loon Lake	20
Big Moose	35	McKeever	30
Block Station 16 A, between Fonda and Yosts, south of No. 1 track.....	60	Middleville	25
Block Station 25, between Little Falls and Herkimer, be- tween Nos. 3 and 4 tracks.....	211	Nehasane	31
Block Station 28 A, between Frankfort and Schuyler Jet., south of No. 1 track.....	59	Nelson (Nelson Lake).....	45
Canajoharie	85	Niskayuna	85
Carman, east of station, south of No. 1 track.....	39	Onchiota	20
Cecile Junction	49	Oneida, west of station, between Nos. 3 and 4 tracks....	202
Chateauguay, south of passenger station.....	42	Oneida, west of station, south of No. 1 track.....	69
Childwold, north of passenger station.....	40	Oneida Castle, east of station, north of west bound track.	53
Clark's Mills, north of west bound track.....	67	Oriskany, south of No. 1 track.....	60
Clearwater	28	Otter (Otter Lake).....	34
Clearwater (on Raquette Lake Road), south of station, east of main track.....	8	Owls Head	46
Clearwater (on Raquette Lake Road), north of station, west of main track.....	14	Piercefield	22
Cohoes, north of main track.....	28	Plumadore	34
Constable	46	Poland	20
Crescent	49	Remsen	12
Downing	70	Robinwood	16
Factory Village, south of No. 1 track.....	76	Saranac Inn	22
Feura Bush, east of station, south of east bound track....	91	Schenectady (Block Station 9), between Nos. 3 and 4 tracks	112
Feura Bush, east of station, north of west bound track...	91	South Schenectady	110
Floodwood	52	St. Johnsville, east of coal trestle, between Nos. 3 and 4 tracks	88
Fonda, south of No. 1 track.....	15	St. Johnsville, east of station, south of No. 1 track.....	65
Forestport	37	St. Johnsville, west of station, between Nos. 3 and 4 tracks	80
Fort Hunter	62	St. Stanislas	20
Fort Plain, west of station, south of No. 1 track.....	62	St. Timothy	49
Fort Plain (W. S.), north of west bound track.....	42	Sullivan, west of station, south of No. 1 track.....	44
Frankfort (W. S.), east of station, north of west bound track	101	Sullivan, west of station, between Nos. 3 and 4 track....	302
Frankfort (W. S.), east of station, south of east bound track	120	Utica (Block Station 30-A), south of No. 1 track.....	50
Fulton Chain	42	Valleyfield	36
Gabriels	44	Voorheesville, west of station, 1st track north of west bound track	73
Green Island	62	Voorheesville, west of station, 2nd track north of west bound track	73
Greenway, west of station, south of No. 1 track.....	62	Voorheesville, west of station, 1st track south of east bound track	74
Greenway, west of station, between middle and No. 3 track.	104	Voorheesville, west of station, 2nd track south of east bound track	74
Greenway, west of station, between middle and No. 4 track.	104	White Lake	37
Herkimer (Main Line), south of No. 1 track.....	62	Woods (Woods Lake).....	64
Horseshoe, east of main track.....	65	Yosts, between Nos. 3 and 4 tracks.....	100

MOHAWK DIVISION.

BLOCK STATIONS.

ALBANY TO SYRACUSE.		
MAIN LINE.		
Block Station.	Location.	Telegraph Call.
A	East end Albany Yard	--
B	West end Albany Yard	--
1	Albany Viaduct	Z
2	Albany Grade	M
3	Jones' Crossing	JC
4	Millers Crossing	CN
5	East Karner	CR
6	West Karner	KC
7	Carman	AS
8	East of State Street, Schenectady	SD
9	Sand Bank, west of Schenectady	S
10	Experimental track Power House	RJ
11	Hoffmans	NF
12	Cranes Village	CV
13	Amsterdam	DN
14	Akin	AK
15	Tribes Hill	C
16	Fonda	FO
16-A	Foster's Curve	WN
17	Yosts	SW
18	Sprakers	SU
19	Palatine Bridge	BD
20	Fort Plain	RN
21	St. Johnsville	JN
21-A	St. Johnsville	JU
22	East Creek	GS
23	Timmerman's Flats	RS
24	Little Falls	FS
25	Little Falls, east end of middle	FA
25-A	Little Falls, west end of middle	BF
26	Herkimer	KI
27	Ilion	BN
28	Frankfort	RA
28-A	Sterling Creek	WF
29	Schuyler Jet	J
30	East Utica	UA
30-A	Utica, Second Street	KR
31	Utica, Genesee Street	WU
32	Whitesboro	B
33	Oriskany	MC
34	Oriskany Swamp	G
35	Factory Village	FY
36	Rome	WR
37	Greenway	GR
38	Verona	SB
39	Oneida	RX
40	Red Bank, Wampsville	VN
41	Canastota	CS
42	Sullivan	X
43	Chittenango	GN
44	Kirkville	RV

45	Minoa	MO
46	Rotnour Bridge	RD
47	East Syracuse	WI
48	Fertilizer Switch	XN
49	Syracuse Tunnel	ST

SYRACUSE TO RAVENA.

WEST SHORE.		Telegraph Call.
Block Station.		
Eastwood		WX
Manlius Center		MU
Kirkville Jct.		KR
Chittenango		CT
Canastota		CD
Lenox Avenue		CV
Oneida Castle		YO
Vernon		VO
Vernon Grade		VG
Clarks Mills		AK
East Clarks Mills		CR
New York Mills		NF
East New York Mills		WU
Harbor		WF
Frankfort		FK
Frankfort Jct.		FJ
Ilion		ON
Mohawk Jct.		MX
Little Falls		FA
Indian Castle		IC
Mindenville		MV
St. Johnsville		SJ
Fort Plain		FO
Canajoharie		CN
Sprakers		SP
Downing		DN
Fultonville		FV
Fort Hunter		FH
Amsterdam		AM
Pattersonville		PN
Rotterdam Jct.		CJ
Rotterdam Jct.		RJ
Crawfords Grade		CW
South Schenectady		NE
Fullers		FR
Guilderland Center		GC
Voorheesville		NS
New Scotland		SD
Feura Bush		FB
South Bethlehem		SB
West end, Ravena Yard		Q

TROY AND SCHENECTADY BRANCH.

Block Station.	Telegraph Call.
Schenectady	WJ
Aqueduct	U
Niskayuna	NY
Dunsbach Ferry	FN
Crescent	C
Cohoes	CH
Green Island	GY
Troy	UN

HERKIMER TO ADIRONDACK JCT.

Block Station.	Telegraph Call.
Middleville	MD
Newport	NW
Poland	OD
Prospect Jct.	RO
Remsen	RM
Forestport	FO
White Lake	W
McKeever	MC
Fulton Chain	FN
Clearwater	CW
Big Moose	BM
Beaver River	BE
Nehasane	WB
Long Lake, West	SD
Horseshoe	HO
Piercefield	FC

Tupper Lake Jct.	JC
Saranac Inn	NA
Lake Clear Jct.	CN
Gabriels	AU
Lake Kushaqua	QA
Loon Lake	ON
Owls Head	G
Malone Jct.	MO
Constable	CO
Athelstan	N
Huntingdon	HU
St. Stanislas	SN
Valleyfield	FD
Cecile Jct.	NY
St. Timothee	SA
Beauharnois	B
Chateauguay	UG
Adirondack Jct.	DZ

HINCKLEY BRANCH.

Block Station.	Telegraph Call.
Hinckley	CY

SARANAC BRANCH.

Block Station.	Telegraph Call.
Saranac Lake	SC

ACCIDENT REPORTS.

Read carefully instructions on back of Form C. C. A. 10, Report of Injury to Persons or Property, and follow such instructions.

All accidents must be reported by telegraph as soon as possible. Follow telegraphic report with mail report on Form C. C. A. 10.

In serious accidents to passenger trains secure the names, addresses and destination addresses (street and number) of all persons on train, whether injured or not, sending same to Superintendent by first train.

No accident involving personal injury is too slight to be reported. Report all accidents.

Where an employee is an eye witness to an accident, even though the duty of making the report does not devolve upon him, he will bring the matter to the attention of the proper official, giving all the information he may be able to secure.

In giving the names of witnesses bear in mind that any persons who were at or near the scene of the accident are witnesses. Even though they have no knowledge of the occurrence, their names may be essential to the proper protection of the Company's interests.

If an accident occurs resulting in personal injury, damage to clothing, etc., by persons falling, a careful examination must be made of the premises at once to ascertain the cause; whether refuse was responsible for the fall, or whether platform, steps, etc., were wet or slippery from water, snow, ice, or grease.

If accidents occur in which wagons are involved, the name and address of owner and driver and the extent of injury or damage received must be given.

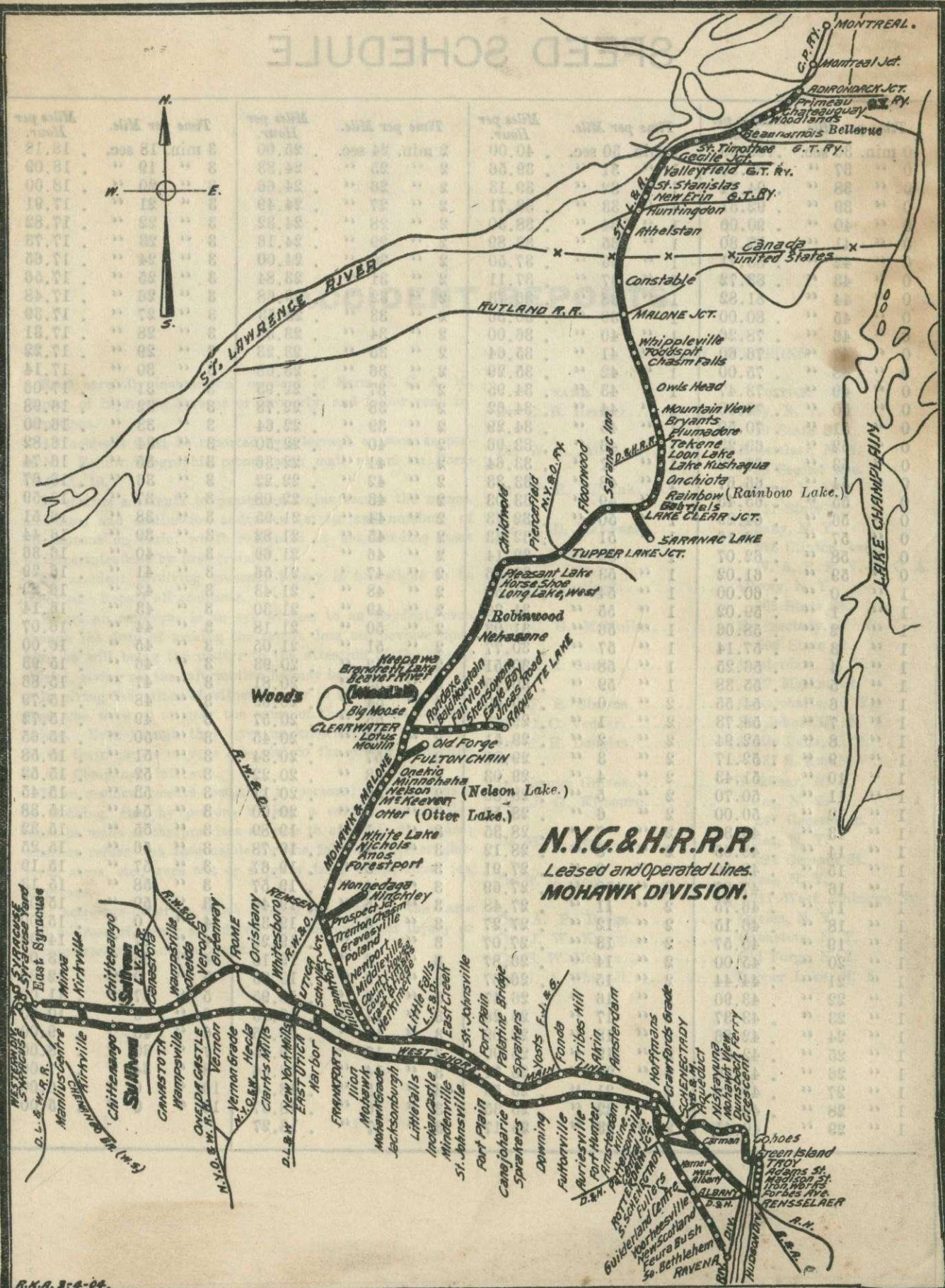
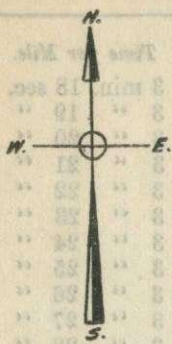
COMPANY SURGEONS.

NAME.	OFFICE.
Dr. C. B. Herrick.....	Troy, N. Y. 40 State St.
Dr. W. L. Allen.....	Rensselaer, N. Y. 38 Second Ave.
Dr. W. E. Milbank.....	Albany, N. Y. 111 State St.
Dr. E. D. McKenna.....	Albany, N. Y. 545 Clinton Ave. W. A. R. R. Y. M. C. A.
Dr. W. M. Nead.....	Albany, N. Y. 205 State St.
Dr. C. G. McMullen.....	Schenectady, N. Y. 506 State St.
Dr. R. R. Canna.....	Amsterdam, N. Y. 27 Market St.
Dr. F. E. Simons.....	Canajoharie, N. Y.
Dr. C. C. Vedder.....	St. Johnsville, N. Y.
Dr. E. H. Douglas.....	Little Falls, N. Y. 337 S. Ann St.
Dr. George Graves.....	Herkimer, N. Y.
Dr. J. G. Kilbourn.....	Utica, N. Y. 247 Genesee St.
Dr. H. G. Jones.....	Utica, N. Y. 224 Genesee St.
Dr. T. G. Nock.....	Rome, N. Y. 211 West Embargo St
Dr. A. P. Dodge.....	Oneida, N. Y.
Dr. J. W. Knapp.....	Canastota, N. Y.
Dr. S. W. Nelson.....	Old Forge, N. Y.
Dr. J. A. Thissell.....	Tupper Lake, N. Y.

SPEED SCHEDULE

<i>Time per Mile.</i>	<i>Miles per Hour.</i>	<i>Time per Mile.</i>	<i>Miles per Hour.</i>	<i>Time per Mile.</i>	<i>Miles per Hour.</i>	<i>Time per Mile.</i>	<i>Miles per Hour.</i>
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

STANDARD SCHEDULE



N.Y.C. & H.R.R.R.
Leased and Operated Lines.
MOHAWK DIVISION.