# THERE IS ALWAYS TIME FOR COURTESY

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### The New York Central Railroad Company

MOHAWK DIVISION

**HUDSON DIVISION** 

## Time Table No. 69

FOR EMPLOYES ONLY

EFFECTIVE 2:00 A.M., Eastern Standard Time Sunday, April 30, 1950

> J. F. NASH, Superintendent

#### COMPANY SURGEONS

B. L. COLEY, M.D., Chief Surgeon 140 East 54th St., New York City

ALBANY: A. M. Dickinson, 302 State St.
Phone: Office and Residence 3-8422.

Dr. Nicholas P. Teresi, 4 Ten Eyck Ave.
Phone: Office and residence 3-3978.

E. A. Vander Veer, 224 State St.
Phone: Office and Residence 4-9220.

J. H. Helm, 9 Northern Blvd. Phone: Office and Residence 5-9966. T. I. Tyrell, 375 State St. Phone: Office 3-1832.

AMSTERDAM: W. H. Seward, 52 W. Main St. Phone: Office and Residence 429.

BEACON: Julius Haight, 67 Fishkill Ave. Phone: Office and Residence 761. Leo Murphy, 15 Willow St. Phone: Office and Residence 62. L. K. Supple, 50 Fishkill Ave. Phone: Office and Residence 470.

CANASTOTA: Paul A. Ferrara, 136 Chapel St. Phone: Office and Residence 4841. J. H. Sullivan, 203 Main St. Phone: Office and Residence 2021. G. S. Pixley, 129 Center St. Phone: Office and Residence 254.

COLD SPRING: Coryell Clark, 18 Fair St. Phone: Office and Residence 713.

OROTON-ON-HUDSON: N. P. Brooks, 71 Grand St. Phone: Office and Residence 3627.

L. V. Feichtner, 111 Grand St. Phone: Office and Residence 3780.

George Vogel, 87 Grand St.
Phone: Office and Residence 8451.

EAST SYRACUSE: R. B. Seagfrid, 128 Manlius St. Phone: Office 336.

HERKIMER: A. L. Fagan, 208 N. Washington St. Phone: Office and Residence 788.

HUDSON: J. L. Edwards, 555 Union St. Phone: Office and Residence 309.

ILION: C. C. Whittemore, 63 First St. Phone: Office and Residence 151.

LITTLE FALLS: H. D. Vickers, 25 Jackson St. Phone: Office and Residence 162.

MINOA: F. I. Bishop, 24 N. Main St. Phone: Office and Residence E. Syracuse 222-R. T. E. Bishop, 415 East Ave. Phone: Office and Residence East Syracuse 222-R.

ALBANY: R. C. Kemp, 343 State St. Phone: Office and Residence 5-2146. J. L. Holohan, 330 State St. Phone: Office and Residence 4-3424.

BEACON: J. W. Overton, 229 Liberty St., Newburgh. Phone: Office and Residence Newburgh 3260.

PEEKSKILL: Paul F. Barham, 205 Nelson Ave. Phone: Office and Residence 262.

POUGHKEEPSIE: J. E. McCambridge, 77 S. Hamilton St. Phone: Office and Residence 482.

ALBANY: Memorial. 161 N. Pearl St. Phone: 4-9141. St. Peter's. New Scotland Ave. Phone: 2-3322.

AMSTERDAM: St. Mary's. 427 Guy Park Ave. Phone: 2800.

BEACON: Highland. 42 Jones St. Phone: 108.

CANASTOTA: Canastota. 150 Center St. Phone: 73.

COLD SPRING: Julia Butterfield Memorial, Paulding Ave. Phone: 642.

HERKIMER: Herkimer Memorial. W. German St. Phone: 831.

HUDSON: Hudson City. 71 Prospect Ave. Phone: 507.

ILION: Ilion. 295 W. Main St. Phone: 141.

LITTLE FALLS: Little Falls. Burwell St. Phone: 440.

ONEIDA: Oneida City. Broad St. Phone: 600. Main Street. Main St. Phone: 1194.

ONEIDA: C. A. Earl, 131 Lenox Ave. Phone: Office and Residence 189. J. F. Rommel, 131 Lenox Ave. Phone: Office and Residence 189.

PEEKSKILL: W. S. Martens, 122 Nelson Ave. Phone: Office and Residence 110.

POUGHKEEPSIE: J. H. Dingman, 40 S. Hamilton St. Phone: Office and Residence 2414.

Leo Murphy, 70 Market St. Phone: Office 682.

RAVENA: R. Van Woert, 15 Central Ave. Phone: Office and Residence 115.

RENSSELAER: Burton W. Wilcke, 212 Washington Ave. Phone: Office and Residence 3-7271.

ROME: J. H. Whaley, 212 N. Washington St. Phone: Office and Residence 180.

H. N. Reid, 313 North James St. Phone: Office and Residence 60.

D. Mellen, 305 N. Washington St. Phone: Office and Residence 72.

ST. JOHNSVILLE: B. Feldstein, 15 Washington St. Phone: Office and Residence 4-691.

SCHENECTADY: E. M. Stanton, Medical Arts Bldg. Phone: Office 4-5336.

C. W. Woodall, Medical Arts Bldg. Phone: Office 4-5336.

SELKIRK: Robert McDowell, 455 Kenwood Ave., Delmar. Phone: Office and Residence 9-1176.

SYRACUSE: B. W. McCuen, 1206 State Tower Bldg. Phone: Office 2-5520.

L. P. Ransom, 800 S. West St. Phone: Office 5-6397

TROY: D. W. Houston Jr., 18 Second St. Phone: Office and Residence Troy 175.

UTICA: J. F. Kelley, 258 Genesee St. Phone: Office and Residence 2-0217.

G. A. Holden, 286 Genesee St. Phone: Office and Residence 4-5315.

F. G. Nellis, 316 Court St. Phone: Office and Residence 2-4038

#### **OCULISTS**

SCHENECTADY: D. K. Binder, 708 Union Street. Phone: Office 4-5115.

SYBACUSE: D. F. Gillette, State Tower Bldg. Phone: Office 2-0664. H. H. Joy, State Tower Bldg. Phone: Office 2-0664.

UTICA: J. I. Farrell, 250 Genesee St. Phones: Office 2-5107.
Residence 4-2650.

#### HOSPITALS

PEEKSKILL: Peekskill. 151 South St. Phone: 2400.

POUGHKEEPSIE: St. Francis. North Road. Phone: 2263.

Vassar Bros. Lincoln Ave. Phone: 24.

ROME: Rome City. 1500 N. James St. Phone: 2727.

SCHENECTADY: Ellis. Nott St. Phone: 4-8401.

SYRACUSE: St. Joseph's. 103 Prospect Ava. Phone: 3-6123.

TROY: Troy City. Oakwood Ave. Phone: Troy 3148.

UTICA: St. Elizabeth's. 2209 Genesee St. Phone: 2-2161.

St. Luke's Home & Hospital, 1506 Whitesboro St. Phone: 2-3141. Faxon. 1678 Sunset Ave. Phone: 2-3101.

#### FIRST AID STATION

WEST ALBANY: Between Locomotive and Car Shops. Phone: 5-6211 ex. 324.

#### SPECIAL INSTRUCTIONS

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

#### A1. OTHER RAILROADS.

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

#### E3. LAWS AND REGULATIONS.

Safety Appliance Laws.

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

Other defective cars must not be hauled by chains in revenue trains, or in association with cars commercially

used, beyond the first side track.

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

#### Hours of Service Law.

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

Handling Explosives and Dangerous Articles.

Bureau of Explosives, Pamphlets 20F, and 20G, Revised

February, 1948, govern.

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

Except as provided by proper regulations, the handling of

gasoline in any car of a passenger train is prohibited.

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

#### Orders of Commissions.

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

#### M1. THIRD RAIL.

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

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

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

#### 1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CI	OCKS.
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WILDUIND ORGANIA.	
Harmon	Engine dispatchers office. Steam enginemens room.
Croton-on-Hudson	Passenger station.
Peekskill	Passenger station.
Poughkeensie	Passenger station.

	Engine house.
	East bound classification yard
Selkirk Yard	office.
	General yard office.
L Selbirch themsended by	West bound advance yard office.
Rensselaer	Engine house.
Troy	Telegraph office.
The second secon	(Train dispatchers office.
Albany	Station masters office
Schenectady	Engine house.
Schenectady	Passenger station.
Little Falls	Freight office.
Herkimer	Signal Station 26.
	Engine house.
Utica	Yard masters office.
	Station masters office.
	Yard office, west end east bound
De Witt	advance yard.
and the self-self-self-self-self-self-self-self-	Engine house.
	West end, yard office.
	Crew dispatchers office.
Syracuse	Chief train dispatchers office

8. LETTERS AND SIGNS.

△ Stop for mail Saturday.

Stop for mail.

# Stop on signal to discharge passengers.

# Stop on signal daily except Sunday to discharge passengers from Rochester and beyond; Sunday regular stop.

B Stop to discharge passengers from west of Buffelo and

receive passengers for New York.

C Stop at Schenectady to discharge pullman passengers from Detroit and beyond.

D Stops at Poughkeepsie to discharge passengers from Cleveland and beyond.

E Stop on signal to discharge passengers from Utica and beyond.

H Stop on signal to discharge passengers from Buffalo and beyond.

J Stop on signal to receive passengers for Detroit and beyond. K Stop on signal to receive passengers for points west of Buffalo.

M Stop Saturday.

O Stop on signal to receive passengers for Utica and beyond.

P Stop on signal to receive passengers for Troy and beyond. R Stop on signal to receive passengers for Syracuse and

beyond. W Stop on signal daily to discharge or receive passengers

Sunday-Regular stop. X Stop on signal to receive passengers for west of Buffalo and Adirondack Division and Delaware & Hudson points north.

Y Stop daily except Sunday.

Z Stop to discharge passengers from New York.

Ouse Track No. 3 westward or Track No. 4 castward.

☐ Stop Sunday.

#### 12. HAND, FLAG AND LAMP SIGNALS.

Hudson Division.

Beacon and Poughkeepsie.

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

Mohawk Division.

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

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

water at the next water station.

13. EMERGENCY SIGNALS.

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

14. ENGINE WHISTLE SIGNALS.

Sound Indication

Must be sounded to notify signalman that train 0-00 or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.

Hudson Division.

Indication Sound ooooo To be sounded passing Signal Station 90 by trains destined Troy.

At Signal Station 90 for Hudson siding.

Trains requiring water, to be sounded passing Signal Station preceding last facing crossover to the rear of water station.

#### Mohawk Division.

Sound

#### Indication

Trains requiring water at east end of westward receiving yard, Selkirk to be sounded by B. & A. and Hudson Division trains passing Signal Station SM and River Division trains passing

Signal Station RJ. Engine of Eastward freight train requires water at South Schenectady. Signal Station 26. Engine of Westward train

requires water or coal at Utica.

South Utica. To be sounded approaching Public Crossings at grade between 7:00 A. M. and 10:00 P. M. This does not relieve trainmen from flagging trains or engines over crossings

as prescribed in Special Instruction No. 103. Signal Station 34. Engine of freight train on Track No. 4 requires water at Utica.

Train on Track No. 1 or Track No. 2 requires water. To be sounded passing signal station preceding last facing crossover to the rear of water station.

Trains requiring coal or water at Syracuse, to be sounded passing Signal Station 39.

ooo o Train on Track No. 1 or Track No. 2 has defective engine or equipment and should be diverted.

ooooo Signal Station 3, 16, 30, 31 and 48. Train for West Shore. Signal Station 31. Westward train for St.

Lawrence Division, or freight train having work at Rome.

#### 19. MARKERS.

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

On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train. Rule 19 modified accordingly.

#### 21a. OMISSION OF WHITE SIGNALS.

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

#### 83d. CLEARING OF TRAINS.

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

Trains will not leave the following stations without Clear-

ance Form A.

#### West Shore:

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

#### 93. YARD LIMITS.

Main Line:

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

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

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

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

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

#### West Shore:

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

#### T. & G. Branch:

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

#### T. & S. Branch:

Schenectady and Green Island, inclusive.

Dolgeville Branch:

Little Falls and Dolgeville, inclusive.

Herkimer and Poland Branch: Herkimer and Poland, inclusive.

Passenger trains must be given full protection at all times.

#### D-97. WORK EXTRAS.

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

#### 98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Albany, Livingston	Ave. D. & H	Interlocking.
Voorheesville		
*East New York Mil	lsD. L. & W	Interlocking.
New York Mills	N. Y. O. & W	Interlocking.
**Clark Mills	N. Y. O. & W.	Interlocking.
Canastota	L. V	Interlocking.
Green Island		
Schenectady, Center		
		assed only on hand
		on crossing. Train-
		mal, observe that all
		er crossing are indi-
		approaching on any
		as unlocked box at and complied with
		d at the crossing.
		h must be closed and
box locked.	and an area	The second second second
	m 1 37 0	, , m

\*A train standing on Track No. 6 east of crossing. Track No. 5 west of crossing, must not pass "clearing section" signs located 120 feet in rear of dwarf signals governing movements from these tracks ex-

cept to move over crossing.

\*\*When Signal Station "KA" is closed, N. Y. C. signals will govern movements over crossing as interlocking signals only. They will indicate stop and must be operated by trainmen in accordance with instructions in box marked "N. Y. C. Signal Control" located on post adjacent to and southwest of crossing crossing.

#### 93. DRAWBRIDGES.

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

#### 103. PUBLIC CROSSINGS AT GRADE.

All movements against the current of traffic over the following crossings must not exceed slow speed.

#### Hudson Division

Peekskill Chelsea Staatsburg Hudson

Ferry Road Newton Hook Rensselaer Tellers Crossing

#### Mohawk Division-Main Line

East of Hoffmans

Greenway West of Greenway West Shore

Voorheesville Guilderland

So. Schenectady So. Schenectady Pattersonville East of So. Amsterdam

So. Amsterdam

Frankfort So. Utica

T. & G. Branch Rensselaer Trov

Dayton Street Bank Street River Street Atlas Cement Co., Private Siding

Wyatts Crossing, Tracks Nos. 1-2 Greenway Road Blackman's Crossing

Mill Road Voorheesville - Guilderland Road Middle Road Putnan Road Pattersonville Road Cushing Stone Co.,

Private Siding Minaville Street, Track No. 6

Dyke Street Brinkerhoff Avenue

Central Avenue Monroe Street

Trainmen must flag trains or engines over following

Teller's Crossing, yard tracks.

South Bethlehem:

Jevick Road, 11,089 feet west of station.

Feura Bush:

Highway Crossing west of station.

Amsterdam, Kelloggs Branch: Main St. Crossing.

Herkimer:

Caroline St. King St.

Protection Ave.

Albany St.

Harter, Glendale Place and German Streets, industrial tracks.

South Utica:

Kemble St. Oneida St. South Utica: 7.00 A.M. until 7.00 P.M. Rutger St.

Bacon St. Albany St. Kossuth Ave. Mohawk St. Eagle St.

Rome Industrial Track:

Square St. Seymour Ave. Arthur St. George St.

James St.

Ridge St.

Madison St.

Clinton St.

State St.

Court St.

Main St.

Whitesboro St.

Highway No. 302

Dairymen's League Crossing

Genesee St.

Sunset Ave.

Taylor Ave.

Conkling Ave.

Dominick St. Fifth St. Mill St. Bouck St. Clark Mills:

Hecla: Vernon:

Vernon St. Oneida Castle: Broad St.

Wampsville: Canastota, West Shore:

Peterboro St. Chittenango: Aqueduct:

Chittenango Rd. Aqueduct Rd. Manor Ave.

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

Ravena:

State Highway Crossing, 11,035 feet west of station.

Bronson's Crossing, 10,581 feet east of station. Trains must stop not less than 25 feet or more than 75 feet before passing over crossing at:

Kast Bridge. Middleville:

250 feet north of station. Trains will stop and Trainmen must flag over the followlowing crossings:

South Amsterdam: Minaville Road Canajoharie: South Fort Plain:

South Little Falls: Flint Ave.

Jacksonburgh:

River St. Bellinger St.

Bridge St. Church St.

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

#### 103A. AUTOMATIC GATES.

Automatic gate arms are in service at the following crossings and operate by trains in either direction on any main track, but not by trains on side tracks. The gate arms are normally down when flashing light signal is operating. When train or cars are standing on circuit controlling this signal, a member of the train crew must be stationed at the crossing to direct traffic as safety will permit.

Highway Signal Control box located

\*Stuyvesant: Station crossing Castleton: Green Street

South of Track No. 4

Hoffmans:

Rectors crossing

Whitesboro: Mohawk Street, Highway No. 275

Oriskany: River Street

South of Track No. 2

\*Wampsville, Wampsville highway North of Track No. 4

\*North Chittenango: North of Track No. 4 New Boston Road Chittenango Road North of Track No. 4

\*Push buttons to permit manual operation of the gates, and instructions for their use, are in box marked "Highway Signal Control," located at the

Poughkeepsie:

Eastward freight trains stopping at automatic signals No. 7674 and 7672 will not proceed until proceed indication is given or permission is received by telephone from signalman at Signal Station 60.

There is room for 112 cars and engine between Lake St. crossing, Oneida, and Stickney's crossing, east of Oneida. When trains stop at automatic signal No. 26403 instead of standing indefinitely at that location. trains should be moved to Lake St. If more than 114 cars are being handled sufficient number of cars beyond 114 should be cut off to open Lake St. crossing, at the same time leaving Stickney's crossing open.

#### Voorheesville:

Sign reading "End of Highway Circuit," is provided approaching Mill Road crossing Eastward track 6. Trains must not stand or leave cars between sign and Mill Road crossing.

Canajoharie:

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

#### 104. SWITCHES.

At middle sidings, except where derails are provided, the normal position of siding switches is: East end, for eastward track. West end, for westward track.

Spring Switches.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined. Trainmen must not unlatch lever for hand operation until

switch points have completed automatic movement caused by the passage of train or engine.

Unionville:

At junction of Track No. 7 Connection and Track No. 5 Connection. Normal position is for Track No. 7.

Westward movements will trail this switch.

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

#### Electrically Locked Switches.

Switches electrically locked by Signal Station must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch.

Switches electrically locked by time lock on hand thrown switch machine must be operated as follows: To unlock, remove padlock and wait three (3) minutes.

When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will time lock the switch.

Location	Route	Control
Roa Hook	Track No. 1 to siding.	From SS-37.
Hudson	Track No. 1 to siding.	From SS-84.
Albany	Track No. 4 to east- ward siding.	Time Lock.
Carman	Track No. 4 to siding.	From SS-7.
South Schenectady	Carman Detour to Government Plant.	From SS-7.
Schenectady	Track No. 4 to siding.	From SS-8.
Little Falls	Track No. 4 to siding.	Time Lock.
(Dolgeville Conn.)	All Charles and the second	
Little Falls (East of Freight House)	Track No. 4 to siding.	Time Lock.

THE RESIDENCE OF THE PARTY OF T	The second secon
7	20 10 10 10 10 10 10 10 10 10 10 10 10 10
Location	Route Control
Little Falls (Near Lock Street)	Track No. 4 to siding. Time Lock.
Little Falls	Track No. 3 to Track Time Lock.
(Near Lock Street)	No. 4.
Little Falls	Track No. 4 to siding. Time Lock.
(West of Lock Street)	STATE OF THE PROPERTY OF THE PARTY OF THE PA
Little Falls (West end long siding)	Track No. 4 to siding. Time Lock.
Little Falls	Track No. 3 to Track Time Lock.
(Near west end of long	No. 4
siding)	Stored of Trickled Control
North Ilion	Track No. 4 to siding. Time Lock.
East of Schuyler Jet.	Track No. 4 to siding. Time Lock.
Utica (East of SS-30)	Track No. 2 to siding. From SS-30.
Utica	Track No. 4 to yard. From SS-31.
(East of SS-31)	Track No. 4 to yard. From SS-31.
Oneida	Track No. 4 to O. & From SS-39
to golden	W. Connection.
Voorheesville	Track No. 4 to yard. From SS-39. Track No. 5 to Track From SS-NS.
the exact newworld married to	No. 6.
to take golkeoth a synta	Track No. 4 to Track From SS-NS.
of targers signal Mo.	No. 5.
Contract State State State Bullion	Track No. 4 to siding. From SS-NS.
All and property of	Inside Interlocking Limits.
New York Mills	Single track to Track From SS-NF.
THE TOTAL MATERIAL STREET	No. 6.
The state of the state of the state of	Inside Interlocking
Tables on the Cole of	Limits.
104a, NORMAL POSITION	OF SWITCHES.
Kirkville Jct.:	
West Shore for Main	Line connection.
105 SIDINGS	Canada and Americana
Peakskill:	in laction tell quies du marrie et
Eastward movement	must not be made by any engine or
train on the westw	ard station siding, until permission has
been received fro	om signalman at Signal Station 37. not permit another movement to be
Signalman must	not permit another movement to be
	ek, until it is known to be clear.
Two or more Tracks:	ek, until it is known to be clear.
Two or more Tracks: Capacity based on	44-foot cars. Westward
Two or more Tracks: Capacity based on	44-foot cars. Westward
Two or more Tracks: Capacity based on Oscawana:	44-foot cars.  West- ward ward ward ward
Two or more Tracks: Capacity based on Oscawana: Eastward, between	44-foot cars. Westward
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and	44-foot cars.  Westward  West- ward ward ward  remote con-
Two or more Tracks:  Capacity based on  Oscawana:  Eastward, between trolled switch and	44-foot cars.  West- ward ward ward  remote con- d SS-CD
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch ar	44-foot cars.  Westward  West- ward ward ward  remote con- it SS-CD
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch and tion 58	44-foot cars.  Westward  Westward  remote con- il SS-CD
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch and tion 58 Eastward, between	44-foot cars.  Westward  Westward  remote condition in remote cond
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch ar tion 58 Eastward, between 60. To sign re	44-foot cars.  Westward  West- ward ward ward  remote con- al SS-CD
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch an tion 58 Eastward, between 60. To sign re automatic block	44-foot cars.  Westward  West- ward ward ward  remote con- al SS-CD
Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch an tion 58 Eastward, between 60. To sign re automatic block Hudson:	44-foot cars.  Westward West East- and Eastward ward ward remote cond Signal Sta- 154 Signal Station ading end of 160
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Two or more Tracks: Capacity based on Oscawana: Eastward, between trolled switch and Poughkeepsie: Westward, between trolled switch and tion 58 Eastward, between 60. To sign re automatic block Hudson: Westward, between trolled switch and tion 82 Eastward, between trolled switch and tion 82 Eastward, between S4 and remote con east of Signal St Schuyler Jet.: Westward, between 29 and remote con 8500 ft. west of 29 Rome Oneida: Between Tracks No. Voorheesville: First Track north of Track south of Track South Amsterdam New York Mills Single Track: Cohoes Crescent Aqueduct	A4-foot cars.  Westward Westward remote condition Signal Station ation 82

#### 107. STATION STOPS.

#### Hudson:

Eastward passenger, mail and express trains making station stop will not proceed to station platform until proceed indication is given by automatic signal 11502 or permission is received by telephone from signalman at signal station 84.

Eastward passenger, mail and express trains making other than a schedule stop or an extra passenger train stopping to receive or discharge passengers, Conductors will notify Engineman by signal 16-(d) and Engineman will stop at Automatic Signal 11502 and receive permission by tele-phone from Signalman at Signal Station 84 to proceed and make station stop.

#### St. Johnsville and Oneida:

Westward passenger, mail and express trains making station stop, must not proceed to station platform until other than stop indication is displayed by the home signal.

#### 109. BULLETIN BOARDS AND BOOKS.

Harmon	Enginemens room. Rest car. Passenger station.
Poughkeepsie	Engine house. Passenger station.
Hudson	Signal Station 84.
Selkirk	Engine house. Eastbound classification yard office. General yard masters office. Westbound advance yard office.
Rensselaer	Engine house.
	Yard masters office.
Albany	Station masters office.
Troy	Yard office. Telegraph office.
Schenectady	Yard office. Engine house.
Fonda	Signal Station 16.
Herkimer	Freight house.
Utica	Engine house. Yard masters office.
	Station masters office.
	Yard office, North yard.
	Yard office, West end eastbound
DoWitt	advance yard.
DeWitt	Fuel Station, Hump.   Yard office, Midway yard.
	Yard office, West end.
	Engine house.
Syracuse	Crew dispatchers office.

#### DESIGNATION AND USE OF MAIN TRACKS.

Hudson Division.

D-151.

Two Tracks:

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

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

Tracks will be used as follows:

No. 2, Eastward. No. 1, Westward.

Between Signal Station 90 and Signal Station SM.

Tracks are numbered from the south: No. 4, No. 3. Tracks will be used as follows:

No. 4, Eastward. No. 3, Westward.

#### Four Tracks:

Between Croton-on-Hudson and Signal Station 37. Signal Station 43 and Signal Station 71. Tracks are numbered from the south:

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

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

#### Mohawk Division.

Single Track:

Between Signal Station 7 and WH. Ravena and Unionville. Green Island and Schenectady. Dolgeville and Little Falls. New York Mills and Kirkville Junction. Herkimer and Poland.

#### D-151.

Two Tracks:

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

Tracks are numbered from the south;

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward. No. 1, Westward.

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

Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward. No. 3, Westward.

Between Unionville and Voorheesville.

Rotterdam Jct. and New York Mills. Tracks are numbered from the south:

No. 6, No. 5.

Tracks will be used as follows:

No. 6, Eastward. No. 5, Westward.

Between Voorheesville and Fullers.

Tracks are numbered from the south:

No. 4, No. 5.

Tracks will be used as follows:

No. 4, Eastward.

No. 5, Westward.

Between Fullers and Rotterdam Junction.

Tracks are numbered from the south:

No. 5, No. 4.

Tracks will be used as follows:

No. 5, Westward. No. 4, Eastward.

Between Hoffmans and Rotterdam Jct. Harbor and Utica.

Tracks are numbered from the south:

No. 3, No. 4.

Tracks will be used as follows:

No. 3, Westward. No. 4, Eastward.

#### Three Tracks:

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

A point 2,511 feet west of Sand Bank Yard, Schenectady and Signal Station 11. Tracks are numbered from the south:

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

Tracks will be used as follows:

No. 2, Eastward—Passenger. No. 1, Westward—Passenger.

No. 4, Eastward-Freight.

#### Four Tracks:

Between Signal Station 1 and Rock Cut, West Albany. Tracks are numbered from the south:

No. 2, No. 1, No. 4, No. 3. Tracks will be used as follows:

No. 2, Eastward—Passenger. No. 1, Westward—Passenger.

No. 4, Eastward-Freight.

No. 3, Westward-Freight.

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

Signal Station 11 and Signal Station 44. Tracks are numbered from the south:

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

Tracks will be used as follows: No. 2, Eastward—Passenger.

No. 1, Westward—Passenger. No. 3, Westward—Freight.

No. 4, Eastward-Freight.

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

Between Signal Station 7 and WH.

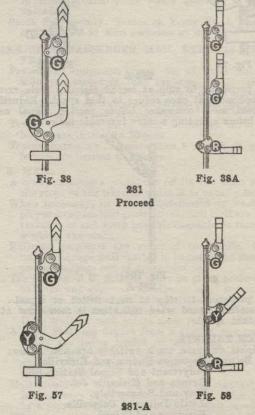
D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

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

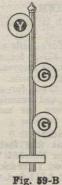
D-261. MOVEMENT OF TRAINS AGAINST THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Between Signal Station 43 and	Tracks
Croton-on-Hudson	No. 1
Between Signal Station D and Signal Station 1	No. 3
Between Signal Station 1 and Signal Station 3	No. 1

#### SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Proceed approaching second signal at medium speed.



281-B

Proceed approaching next signal at limited speed.



Fig. 59-C 281-C

Proceed; limited speed within interlocking limits.





282-A

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



Fig. 104 285-A

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

#### 293. SWITCH TARGETS.

Lights on main track switches are not in use:

Between Croton-on-Hudson and Kirkville.

Stuyvesant and Signal Station SK.

Ravena and Kirkville Jct.

Troy and Schenectady.

Little Falls and Dolgeville.

Herkimer and Poland.

Rule 293 modified accordingly.

#### 305. MANUAL BLOCK SYSTEM.

Manual block system is in use: Single Track:

Between New York Mills and Kirkville Junction. Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

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

Two or more Tracks:

Between a point 220 feet East of Central Ave.
Bridge No. 364 West Albany and Signal
Station 7, Track No. 4.
A point 2,511 feet west of Sand Bank Yard,

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

Harbor and New York Mills.

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

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

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

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

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

#### Single and Two or more Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Issuance of clearance forms A and B, or display of permissive indications will be authorized by the train dispatcher except in case of failure of communication.

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

#### 373. BLOCK STATIONS.

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

#### 505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Signal Station 7 and WH.

Two or more Tracks:

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

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

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

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

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

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

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

Rule 611 modified accordingly.

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

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

#### 515. WHEEL BASE.

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car. Rule 515 modified accordingly.

#### 605. INTERLOCKING LIMITS.

#### Hudson Division:

Interlocking limits extend as follows:

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

#### Mohawk Division:

Interlocking limits extend as follows:

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

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

#### REMOTE CONTROL SWITCHES AND SIGNALS.

I	Hudson Divisi	on:		
	TO COLUMN	Signal		
	Location	Station	Signal	Tracks
	Oscawana			
	Station .	. CD	INT.	No. 4 to Siding
	East of			
	Garrison			
	Station	43	INT.	No. 4 to No. 2
				f No. 2 to No. 4
	East of			No. 2 to No. 1
	drawbridg	e. 54	INT.	No. 1 to No. 2
	44.11.01.11.0			No. 3 to No. 1
				[No. 2 to No. 4
	8,000 feet			No. 1 to No. 3
	east of	58	INT.	No. 3 to Siding
	11,613 feet			(No. 1 to Siding
	east of	. 82	INT.	Siding to No. 2
1	Mohawk Divis	ion.		
			TATITI	No. 4 to Carman Detour.
	WH	7	INT.	No. 5 to No. 4.
				Adirondack Conn. to No. 4
	2 700 foot			No. 4 to No. 3
	3,700 feet east of .	96	INT.	No. 3 to No. 1
	east of .	20	.1141.	No. 1 to No. 2
	West end			No. 2 to No. 1
	of Station			No. 1 to No. 3
	Platform	26	INT.	No. 3 to No. 4
	5,800 feet			SFreight House Conn. to No. 4
	west of .	26	INT.	( No. 4 to No. 3
	5,700 feet			No. 4 to West Shore Conn.
		29	INT.	Utica Yard to No. 4 and to
	west of .	20	11/1.	West Shore Conn.
				West Shore Conn. to No.
	9,500 feet			3.
	west of .	29	INT.	No. 3 to Yard Track
	west of .	20	THIE.	north of No. 3.
		77 1		

Interlocking Rules govern. Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

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

#### 606. INTERLOCKING SIGNALS.

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

#### 703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed. Scale test cars must be hauled only in slow or local freight trains and must be placed on rear of train next ahead of caboose

Snow Loader and Melter units to be coupled and move at rear of train with Loader unit trailing.

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

Multiple Unit equipment must not be handled in freight trains.

#### 705. LEAVING CARS ON SIDE TRACKS.

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

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

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

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

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

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

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

#### 841. U. S. MAIL.

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

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

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

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

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

Mail should not be carried on trains not regularly author-

ized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

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

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

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

1- 46 sacks 3 ft. 231-276 sacks 18 ft. 47- 92 sacks 6 ft. 277-322 sacks 21 ft. 323—368 sacks 24 ft. 369—414 sacks 27 ft. 93-138 sacks 9 ft. 139—184 sacks 12 ft. 185-230 sacks 15 ft. 415-460 sacks 30 ft.

11/2 outside parcels equal one sack, except that one box of baby chicks equal one sack.

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

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

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

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

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

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

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

HAND BRAKE TEST.

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

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

ATR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

Eastward Freight Trains.

Between Voorheesville and Selkirk Yard.

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

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

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

Automatic Signal 14752 to Signal Station 1.

All retaining valves must be turned up before leaving automatic signal 14752 or West Albany yard.

On trains departing from or running through West Albany yard running test must be made at Rock Cut. Other freight trains must be stopped by air brakes at automatic signal 14622.

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

In case of failure of air brakes, engineman will

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

DIESEL-ELECTRIC LOCOMOTIVES

When taking locomotive for service, enginemen must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position; and compressors, blowers and headlights working properly, and know that all valves in engine cooling system are in proper position.

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

When leaving locomotive, engineman must: Lock reverse wrench in proper receptacle. Open main, control and light switches. Shut down Diesel engine.

Shut down compressors unless otherwise instructed. See that hand brakes are set and wheels blocked.

Close windows, and in winter, close movable ventilators.

Drain engine cooling system if Diesel locomotive is to be left in cold weather where facilities for preventing freezing are not provided, except when third rail shoes are in contact with third rail and heaters working.

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

Employes, other than engine crews, must not enter or pass through interior of Diesel locomotives, except in emergency.

Safety chain hooks when not in use must be placed back of the toeboard of switching step and under the drawbar carrier.

When coupling Diesel locomotives to cars or locomotives, care must be used to see that coupler is properly adjusted due to locomotive being equipped with double swivel coupler.

May be operated through water not exceeding in depth three (3) inches above top of rail, but under those circumstances should proceed at slow speed and with caution.

Blowers:

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

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

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rainstorms in winter,

and open at other times.

SPEED RESTRICTIONS.

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

GENERAL Unless Otherwise Restricted. Circus trains with freight equipped cars...... Engines, Classes B and U, under steam or being 30 towed, except when pushing passenger, mail, express and milk trains from Albany to Sig-20 equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory..... Engines, Classes G, H, L-1 and L-2, light or 30 with caboose ... Engines running backward..... Engines running backward by night over public crossings Engines, Classes DCA, DFA, DFB, DPA and DRS light or with caboose.

Engines, Class DES, except Classes DES-1A, DES-1B, DES-1C and DES-4. Engines Classes DES-1A, DES-1B and DES-1C Engines Class DES-4.
Engines, Class DES, may be operated day or 25 35 night in any direction ..... Freight trains with pushers..... Rail motor cars operating under their own power or being towed: M-404
M-10 and M-201
All others Passenger, Mail, Express and Milk Trains: Engines, Class H..... Engines, Class L-2. Engines Class DRS-1
Engines Class DRS-2 Engines, Class L-3 and L-4..... Rail Detector car X8015. Under own power or on rear of passenger train 40 Revenue freight trains with cranes moving on

their own wheels.....

Switches and crossovers, other than interlocking,

when diverging.....

Snow plows and flangers...... Trains with snow loader and snow melter not

in service .....

25

10

Track pans:  Passenger trains when scooping water, except at Tivoli, shall not exceed 60 miles per hour if		200	s . 3 No. 4
a train is moving over the water pan on an	No.		
adjoining track (tracks No. 1 and No. 2). If visibility is such that the engineman cannot	Mile Post 51 and Mile Post 74,		
determine that adjoining track (tracks No. 1	westward trains: Mile Post 74 and Mile Post 52, eastward trains	75 7	5 75
and No. 2) will not be occupied when passing over water pan, he shall proceed over water pan	Mile Post 74 and Rensselaer		0 80
at a speed not exceeding 60 miles per hour.	Signal Station 3 and Signal Station 11	75 4	5 45
This regulation will not apply if engine tender is equipped with overflow control.	Signal Station 11 and Signal Sta-		
Trains with scale test car or Jordan Spreader 25	Signal Station 24, Little Falls and	75 6	60 45
Trains with dead engines not having all side or main rods		80 4	15 45
Work trains with locomotive cranes 30 Work trains with cranes moving on their own	Passenger Trains: 19 to 25 cars inclusive:		
wheels 30	Croton-on-Hudson and Mile Post		
Wrecking Crane except 250 ton Crane handled in wrecking service	51, westward trains: Mile Post 52, and Croton-on-Hudson, east-		
250 ton Wrecking Crane handled in wrecking	ward trains	60 6	30 60
service	Mile Post 51 and Rensselaer, west- ward trains: Rensselaer and Mile		
traffic in automatic block or manual block		75 7	15 75
territory, where switch lamps are not in use: Over all hand operated switches	tion 11	75 4	15 45
When train stop device becomes inoperative after leaving terminal or when forestalling whistle	Signal Station 11 and Signal Station 24	75 6	30 45
fails to sound while forestalling:	Signal Station 24 and Signal Sta-		
Passenger, mail, express and milk trains 35 Other trains	tion 44	75 4	45 45
Tracks	Croton-on-Hudson and Mile Post		
No. 1   No. 3   No. 4	51, westward trains: Mile Post 52, and Croton-on-Hudson, east-		
No. 2	ward trains	60	60 60
Main Line:	ward trains: Rensselaer and Mile		
Engines, Classes DCA, DFA, DFB, DPA,	Post 52, eastward trains Signal Station 3 and Signal Sta-	70	70 70
DRS, J, K, L-3, L-4 and S, light or with caboose:	tion 11	70	45 45
Croton-on-Hudson and Rensselaer 45 45 45	Signal Station 11 and Signal Station 24	70	60 45
Signal Station 3 and Signal Station 44	Signal Station 24 and Signal Sta-		
Freight trains:	tion 44	70	60 45
Croton-on-Hudson and Signal Station 58:	19 to 25 cars inclusive:		
Less than 3500 tons	Croton-on-Hudson and Mile Post 51, westward trains: Mile Post		
3500 to 4800 tons inclusive 55 55 55 4800 to 7800 tons inclusive 50 50 50	52 and Croton-on-Hudson, east-		
More than 7800 tons	ward trains	60	60 60
90:	ward trains: Rensselaer and Mile	75	75 75
Less than 4800 tons	Post 52, eastward trains Signal Station 3 and Signal Sta-	75	
More than 7800 tons 50 50 50	tion 11	75	45 45
Signal Station 90 and Rensselaer: Less than 3500 tons 60	tion 24	75	60 45
3500 to 4800 tons inclusive 55 4800 to 7800 tons inclusive 50	Signal Station 24 and Signal Station 44	75	45 45
More than 7800 tons 45	Mail, Express and Milk Trains:		
Signal Station 3 and Amsterdam: Less than 4800 tons	26 to 40 cars inclusive: Croton-on-Hudson and Mile Post		
4800 to 7800 tons inclusive 55 45	51, westward trains: Mile Post		
More than 7800 tons	52 and Croton-on-Hudson, east- ward trains	60	60 60
Less than 3500 tons	Mile Post 51 and Rensselaer, west-		The second
4800 to 7800 tons inclusive 50 50 45	ward trains: Rensselaer and Mile Post 52, eastward trains	70	70 70
More than 7800 tons	Signal Station 3 and Signal Sta-		
Less than 4800 tons 60 45 45	tion 11	70	45 45
4800 to 7800 tons inclusive 55 45 45 More than 7800 tons 50 45 45	tion 24 Signal Station 24 and Signal Sta-	70	60 45
Signal Station 34 and Signal Sta-	tion 44	70	45 45
tion 44: Less than 3500 tons 60 45 45	Trains NC-1, BN-2, BB-1 and BB-2:		
3500 to 4800 tons 55 45 45.	60 cars or less. Croton-on-Hudson and Mile Post		
4800 to 7800 tons	51, westward trains: Mile Post		
Passenger, Mail, Express and Milk Trains:	52 and Croton-on-Hudson, east- ward trains	60	60 60
18 cars or less.  Croton-on-Hudson and Mile Post	Mile Post 51 and Rensselaer, west- ward trains: Rensselaer and		
51, westward trains: Mile Post	Mile Post 52, eastward trains	65 (	65 65
52, and Croton-on-Hudson, eastward trains 60 60 60	Signal Station 3 and Signal Station 11	65	45 45
7-		00 4	10 10

					T	rack	8			Track	KS.
					0. 1		No. 4			No.   No.	No.
					2 2			1		4   5	6
		G:	1 Station 11 and	-		-				South Schenectady and Rotterdam Jct. 45 50	100
			Station 11 and 24		65	60	45				40
			1 Station 24 and		-	-	-	1	Pas	Harbor and Kirkville Junction 35 senger, mail, express and milk trains,	35
		tion	1 44		65	45	45	-	ILS.	with freight equipped cars.	
			Mail, Express	and Milk				1		Unionville and Rotterdam Junction 45 45	45
		Train With fr	s: eight equipped ca	ra.				De alla		Rotterdam Junction and Kirkville	0-
			n-on-Hudson and		60	60	60	29		Junction 35	35
		Signa	1 Station 3 and	Signal Sta-	-					LOCAL	
		tion	l II	Cional Sta	60	45	45	200		Unless Otherwise Restricted.	
			1 Station 11 and 124		60	55	45	90	M	Iain Line:	
			1 Station 24 and					08		Croton-on-Hudson and Poughkeepsie	
			1 44		60	45	45			Passenger, Mail, Express and Milk Trains with	
			ith steam cranes	except as				- 83		west end of Oscawana tunnel and signal	55
		above:	n-on-Hudson and	Rensselaer.	45	45	45	in.		No. 3861 and Signal No. 3863, Tracks No.	
			1 Station 3 and					1		1 and No. 3	50
			1 11		45	35	35			Peekskill, curve at station and first curve west.	45
			Station 11 and 24		45	45	35	160		" curve east of M.P. 44	50 20
			1 Station 24 and		10	-	00	1		Cold Spring, to discharge mail	20
		tion	1 44		45	35	35	1		Poughkeepsie through station.	
*		Work trai		Pangaslass	10	40	40			Tracks No. 3 and No. 4	40 20
		The second second	n-on-Hudson and 1 Station 3 and	SCHOOL STREET,	40	40	40	- 85		Hudson, to discharge mail	20
			1 11		40	35	35			" curves at station	50
		Signa	1 Station 11 and	Signal Sta-	40	40	0.5	30, 200		Signal Station D.	10
			1 24		40	40	35			Rule 290	10
			1 44		40	35	35			Rules 287, 288 and 290	10
						Trac	ba			Rensselaer, curve at station	20
					No.	A STATE OF THE PARTY OF THE PAR	No.			Rensselaer and West Albany, Tracks No. 3 and No. 4	15
					4	5	6			Hudson River Passenger Bridge.	10
V	Vest	Shore:						1 34		Engines, classes DCA, DFA, DFB, DPA, S,	
	En		or with caboose.	[mastion	25	25	95			J, L, H-5, H-6, H-10 and B. & A. Class A-1	20
	VAZ.	ork trains.	and Kirkville J	unction	35	35	35	100		Albany Passenger Station and Spencer St. bridge No. 354A.	
	VV		and Kirkville J	function	35	35	35	1		Engines, classes DCA, DFA, DFB, DPA, S,	
	Fr	eight trains								J, L, H-5, H-6, H-10 and B. & A. Class A-1	15
			and Voorheesvi		45	45	45	100		Hudson River Freight Bridge and Montgomery St. Bridge No. 354-E together with inter-	
			ille and Rotterds  Jet. and Kirkvi		45	35	35	1 300		mediate bridges.	
	Fr		more than 6,000		30	30	30			Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1	15
			and milk trains	· rest all fit						Broadway Viaduct Bridge No. 355 and Spencer	10
		10 cars or l	ess. and Voorheesvi	lle		60	60			St. Bridge No. 354-A.	
			ille and South So	4 4	45	60		100		Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1	25
			enectady and Ro		45	50	40	1 3		Signal Station A and B.	20
			d Junction and H			35	35			Rule 281, figure 37	15
		11 to 14 car				00	00	1		Albany and Signal Station 3	
			and Voorheesvi	lle		55	55			Passenger, mail, express and milk trains 16 cars or less	
			ille and South So		45	55				Tracks No. 1 and No. 2	40
			nenectady and Ro		45	50	. 40	1 2		17 cars or more	p.o.
			d Kirkville June			35	35	1 8		Tracks No. 1 and No. 2 Freight, work trains and light engines	30
		15 to 25 car	rs inclusive.					15		Track No. 1, westward movements	25
			and Voorheesvi		AE	50	50	1000		Track No. 1, eastward movements	15
			ille and South Sciencetady and Ro		45	50		1 25		Track No. 2	15
			Junction and H			40	40	1		No. 364, West Albany, Track No. 2	70
			d Kirkville June	tion		35	35	1 35		Between Carman and Hoffmans, over bridges.	
		26 to 40 car	and Voorheesvi	lle		45	45			B. & M. R. R. Engines, Classes S-lab, T-lb and T-lab	20
			ille and South So		45	45	20	1 2		Carman	30
		South Sch	nenectady and Ro	tterdam Jct.	45	45		700		Between Signal Station 7 and Signal Station 8	
			Junction and H			40	40			Track No. 3	45
	De	Harbor an	d Kirkville Junct	10II		35	35	73		Schenectady grade curves Between M.P. 158 and M.P. 159	
		10 cars or						- 4		Track No. 1	60
		Unionville	and Voorheesvi		100	60	60	1 9		Track No. 2	55
			ille and South So		45	60 50		E M		Schenectady between State St. and Br. 381	
			nenectady and Ro		20	40	40	1		Tracks No. 1 and No. 2 Tracks No. 3 and No. 4	45 20
		Harbor an	d Kirkville Junct			35	35	1		Hoffmans	200
		11 to 18 car		110		==	EE			Freight trains	
			and Voorheesvi		45	55 55	55	1000		Between Signal Station 11 and Amsterdam Track No. 3	45
10-48	-								-		

Tribes Hill, curve west of station, between east		Little Falls and Dolgeville.
end of the curve and signal bridge located at	100	All Trains 10
mile post 182.2	60	Steam Cranes over Trestles
Tracks No. 1 and No. 2	45	
Fonda	TO	Herkimer and Poland. All Trains
First curve east of Fonda (Fair Ground curve)		
Track No. 3	45	Rensselaer and Madison St., Troy.
Signal Station 16, when diverging Track No.		Engines, Classes J, L-3, L-4 and S. Between Rensselaer and Monroe Street, Trov 40
4 to Track No. 2 and Track No. 1 to Track		Between Rensselaer and Monroe Street, Troy 40  Monroe Street and Madison Street, Troy 30
No. 3	20	
Yosts, Big Nose curve		Freight and work trains: 4000 tons or less
Tracks No. 1 and No. 2	60	Over 4000 tons
Yosts to West End of Big Nose curve		Passenger, mail, express and milk trains.
Track No. 3	45	Between Rensselaer and Madison St., Troy,
St. Johnsville between Water Column east of	50 P.	except between
St. Johnsville and Signal Station 22	AE	Monroe Street and Madison Street 45
Track No. 3Little Falls, Curve between Lock St. and Passen-	45	Monroe Street and Madison Street 30
ger Station		Madison Street and Troy Station.
Tracks No. 1 and No. 2	60	All trains 10
Signal Station 20		Green Island and Schenectady.
Tracks No. 1 and No. 2	50	All Trains 10
C:1 Ct_t: 01		Engines, Classes G, H and K on sidings 5
Track No. 2	50	Over highway crossings at Aqueduct, Dunsbach
Signal Station 34.	To a state of	Ferry, Maxon Road, Mohawk View and
Rule 287, figure 110 and 112	20	Schenectady 6
Rome		PWOINT AND CAD DECEDIOMIONO
Industrial Tracks, from turnout leading to Air		ENGINE AND CAR RESTRICTIONS.
Depot to St. Lawrence Division Connec-	4 3	Steam engines must not be coupled head on when
tion.		double heading or running light. In case of emer-
Engines, Classes J, H-10, K-14, L and S with	10	gency, instructions should be obtained from Super-
15,000 gallon tanks	10	intendent.
Air Depot Reservation track	20	Hudson Division:
Oneida O. & W. tracks	20	250 Ton Wrecking Crane.
Engines, all classes enroute to water column	THE E	
on O. & W	10	Can operate under same restrictions as Class S-1 Locomotives on Main Line between Signal Station
Cararo hi Scitterret (A) time will be		98, Rensselaer and Signal Station CD, Croton and
Hudson River Connecting R.R.		may operate at following locations at a speed not
Signal Station 90 and Signal Station SM.		exceeding.
Tracks No. 3 and No. 4	40	Track Mph
		Peekskill, stop and proceed passing
Track No. 4, Trains 4300 tons or more	30	station platform 2
Signal Station SM and Signal Station SK. Tracks No. 3 and No. 4	30	New Hamburg, passing station plat-
Tracks 140. 5 and 140. T	30	torm 3 6
West Shore.		Poughkeepsie, passing station plat-
Unionville.		form
Track No. 5, eastward movements through		form 4 10
spring switch	6	Beacon, passing station platform 4 10
Westward movements through spring switch.	30	New Hamburg, passing station plat-
Fultonville, over Main St	6	form 4 10
Sprakers, Rock Cut Mile Post 185.2 and Mile	15	Camolet, passing station platform 4 6
Post 185.9	10	Poughkeepsie, passing station plat-
" over Mitchell Street	6	form 4 6
South Fort Plain, Bailey's Side Track	5	NOTE: Crane should be separated by at least one
South Little Falls, Rock Cut Mile Post 207.7	MEET!	light car from motive power or any heavily
and Mile Post 209.2	15	loaded car.
Ilion, over Central Avenue	6	Crane will foul blades on third rail telltale
" " West River street	6	at Garrison.
" " Pleasant avenue	6	Montrose. Clay Products Co. Fraines must not be
Harbor and Kirkville Junction.		Montrose Clay Products Co. Engines must not be operated over pit 487 ft. west of switch on siding
Engines, Classes H-10, L-1, L-2, L-3, L-4a,	0.4	west of track No. 4.
L-4b and S	25	
South Utica, over or through streets	6	Peekskill.
East New York Mills.	10	Yard tracks at freight house. Engines heavier than Classes B-10 or E must not be operated.
Approaching Home Signals	20	P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C.
New York Mills and Clark Mills.	20	gondolas series 726,000 to 726,299 must not be
Approaching Home Signals	10	operated over switch leading to easterly freight yard.
Over N. Y. O. & W. tracks	20	Beacon, N. Y., N. H. & H. R. R.
Canastota, L. V. Connection, Engines Class K	6	Engines heavier than class H-5 and K-3 are restricted
" over L. V. tracks	8	from using any tracks of the N. Y., N. H. & H. R. R.
		except N. H. R. R. main leading to passenger station.
West Shore Connection Harbor and Utica.		
		Poliphkeepsie.
Tracks No. 3 and No. 4	20	Poughkeepsie.  Engines, excepting Classes U and B, must not be oper-
	20	Engines, excepting Classes U and B, must not be oper-
Carman Detour.		Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.
Carman Detour. All trains	20	Engines, excepting Classes U and B, must not be oper-
Carman Detour.  All trains  Bridge D-3.		Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.  J. D. Johnson Co., Inc., track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.
Carman Detour. All trains		Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.  J. D. Johnson Co., Inc., track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.  P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C.
Carman Detour.  All trains Bridge D-3. B. & M. R. R. Engines, Classes S-lab, T-lb and T-lab	35	Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.  J. D. Johnson Co., Inc., track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.  P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be
Carman Detour.  All trains  Bridge D-3.  B. & M. R. R. Engines, Classes S-lab, T-lb and	35	Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.  J. D. Johnson Co., Inc., track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.  P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C.

#### Mohawk Division:

Main Line, West Shore and Branches:

250 Ton Wrecking Crane.

Can operate under same restrictions as Class S-1 Locomotives on Main Line between Albany and Kirkville, except that crane must not operate over the following locations.

Troy Bridge G-10-B on spur to Iron Works Troy Bridge G-11-C in yard at Freight House Utica Tracks 6 and 7—Utica Passenger Station May operate at following locations at a speed not

Between Madison Street, Troy and Cohoes Station platform limits, 6 m.p.h.

Track Mph Signal Station 98 Rensselaer passing Dwarf Signal 6 Signal Station 22 St. Johnsville. 10 Over Bridge 483 west of North Frankfort Signal Station 34 Rome..... 1

Engines, Class S must not operate over Canastota connection or branches except between Rensselaer

and Madison St., Troy

Engines, Classes DCA, DFA, DFB, DPA, J and L, must not operate over Canastota connection or branches except between Rensselaer and Troy. Engines, Class H-10, must not be operated over Cana-

stota Connection.

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

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

Kelloggs Branch.

Engines heavier than Class U-2a, U-2b, U-2d and U-2f must not operate over the Kelloggs Branch.

Main Line:

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

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

West Albany, no engines permitted over the coal pit of John T. D. Blackburn, Inc.

Amsterdam. Kreisel Bros. coal trestle.

Engines heavier than Classes B, F-12 and G-2B. Cars of gross weight exceeding 160,000 lbs. Little Falls. Richmond Coal Co. trestle.

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

Herkimer, Yard back track. Engines heavier than Class "U". North Ilion. Giblin Coal Co.. Inc.

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

Utica Engine House.

Engines, Classes L-3, L-4 and S cannot be turned on turntable.

Skenandoa Rayon Corp.

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

Whitesboro. Mara and Midlam coal trestle. Engines heavier than Class E. Cars of gross weight exceeding 120,000 lbs.

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

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

#### West Shore:

South Bethlehem.

The Callanan Road Improvement Co. Scale.

Engines not heavier than Class L may operate over dead rail at speed of 6 mph. Cars exceeding 240,000 lbs.

Feura Bush. Colprovia siding.

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

Canajoharie.

Beechnut Packing Co.'s siding.

Engines heavier than Class U must not operate on curve east of East Main St. crossing.

Beechnut Packing Co.'s siding, over bridge.

Engines heavier than Class E-16. Cars of gross weight exceeding 160,000 lbs.

South Fort Plain. Luxuray, Inc. and others.

Engines heavier than Class H-6.

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

Mohawk.

Benjamin Schermer trestle.

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

Paper Drapery Corp. trestle.

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

Frank J. Cutter trestle.

Engines heavier than Class E.T.G. Cars of gross weight not exceeding 160,000 lbs.

McLaughlin Bros. coal trestle.

Engines heavier than Class E-T-G. Cars of gross weight not exceeding 160,000 lbs.

Ganim Brothers.

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

New York Mills.

Engines heavier than Classes H and K and steam cranes heavier than X-24 to X-34 inclusive.

#### T. & S. Branch:

250 ton Wrecking Crane must not operate.

Cohoes.

J. H. Riberdy coal trestle.

All engines. Cars of gross weight exceeding 120,000

F. B. Marsolais coal trestle.

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

T. & G. Branch:

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

Herkimer and Poland Branch:

Engines heavier than Class F-12 must not be operated except Class L-1-A may operate between Herkimer and Mile Post 1.

Steam cranes heavier than X-20 must not be operated. Cars weighing more than 210,000 lbs. total, must not

be operated.

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

Engines must not be operated on the Standard Furniture Company's trestle.

Newport:

Engines must not be operated on the Autenrith Coal Company's trestle.

Dolgeville Branch:

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

Steam cranes cannot be operated excepting cranes X-10, X-11 and X-12, provided that brakes are not applied while passing over bridge L-21 and crane must be separated from motive power or special loading weighing in excess of 64,000 lbs. by at least one car weighing

loaded not in excess of 64,000 lbs.

#### RAIL DETECTOR CARS.

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

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

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

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

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

switches in the route lined for such cars while within

interlocking limits.

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

#### WATER STATIONS.

#### Main Line:

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

Yosts. St. Johnsville. Herkimer, Adirondack Divn. Connection. Utica. Rome.

#### West Shore:

South Schenectady. South Amsterdam. Canajoharie. Frankfort.

Dolgeville Branch: Little Falls

Dolgeville.

#### TRACK PANS.

Clinton Point	
Tivoli	
Schenectady Sand Bank	
Yosts	
Rome	

#### PUSHER ENGINES.

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

#### AUTOMATIC TRAIN STOP.

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

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

a-When used as pusher or second engine.

b-By specific authority of Superintendent.

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

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

Form SC-1.

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

#### Mohawk Division:

Double Inductors are located:

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

#### PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

COOR ORE AN	And car	Carry equipment in following location:							
When rear car is	next ahead is	Storm clothing	Container and lanterns						
Private Pullman De Luxe, Obs. coach Pullman	Pullman Pullman Pullman	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear ves- tibule of car next to rear.	next to rear out of passageway and so placed as to avoid						
ADVI COLL ED	Coach	Rear of coach	Rear of coach.						
Pullman, without obser- vation end.	Allower of	On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.						

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

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

#### HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, revised February 1, 1947, govern.

The application of Steam Heat Equipment Rule No. 1724

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Harmon. Peekskill Poughkeepsie Albany Albany Utica Utica Syracuse	Westward Eastward Westward	Camelot	S. S. 58. S. S. 98. S. S. 1. S. S. 31. S. S. 29.

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

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

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

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

#### SNOW PLOW EQUIPMENT.

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect move-ment of train, and in case of emergency, assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed by trains on adjacent tracks where snow is being thrown.

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

#### FATALITIES.

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

The body of a person who dies on a train must be left at first station stop where a health officer is available and station employe on duty. Station employe must not permit the body to be removed from station without

proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

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

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

#### LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire. Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

#### Cooling Compound.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment, in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

#### MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

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

#### ENGINE CREWS.

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

Between SS-99 and SS-1, Albany.

Approaching west end of Schenectady passenger station.

#### OVERHEAD CLEARANCES Employes are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures. Main Line: Location Description Tracks Oscawana Signal Bridge 2 Station Foot Bridge 2-1-3 ...... Oscawana Tunnel...... 4-2-1-3 Crugers..... Overhead Highway Bridge..... 4-2-1-3 Montrose...... Overhead Wire..... Standard Textile Products Co. ...... Temporary Shed...... Montrose Clay Products Company Siding ...... Signal Bridge...... 4-2-1-3 ..... Station Foot Bridge East of Station..... 2-1 Station Siding ...... Station Foot Bridge West of Station..... 2-1 Station ...... Little Tunnel...... 2-1 ..... Livingston Overhead Bridge.... 2-1 ..... Private Overhead Bridge..... 2-1 Garrison Overhead Highway Bridge 4-2-1-3 4 Garrison Tunnel 4-2 Cold Spring..... Breakneck Tunnel..... 4-2-1-3 Dutchess...... N. Y., N. H. & H. R. R. ..... 4-2-1-3 4 Lead ..... Overhead Highway Bridge..... 4-2-1-3 Beacon..... M. of W. Dept. Storehouse.... Shop Track 2 ...... Dennings Point Brick Co..... Brickshed Track Chelsea...... Station Foot Bridge......... 1 New Hamburg... Draw Bridge....... 1-3 "" Overhead Highway Bridge...... 4-2-1-3 Camelot...... N. Y. Trap Rock Corp. Overhead No. 4 1 inside Fence Camelot . . . . . Signal Bridge . . . . . . ..... DeLaphena Overhead Bridge.... 4-2-1-3 Poughkeepsie..... DeLaval Separator Co. Overhead Wires..... Trailing Switch No. 4 ...... Union St. Overhead Bridge.... 4-2-1-3-5 ..... Main St. Overhead Bridge ..... 4-2-1-3-5 ..... Overhead Foot Bridge ..... 2 Former Steam Crane Subway ...... Hoffman St. Overhead Bridge... 2-1-3 Siding Bridge . . . . . . . . . 2 E. B. Siding . . . . . A. C. Dutton Lumber Co. Shed . 2nd Track East of River Dock Hyde Park..... Sexton's Overhead Bridge..... 4-2-1-3 Staatsburg. Signal Bridge. 4-2-1-3 "Overhead Farm Bridge. 4-2-1-3 ...... Hoyt's Overhead Farm Bridge. . 4-2-1-3 ..... O. Mills Overhead Bridge..... 4-2-1-3 Signal Bridge 4-2-1-3 Dinsmore's Overhead Bridge 4-2-1-3 ...... Dinsmore's Overhead Bridge.... 4-2-1-3 Overhead Private Bridge ..... 4-2-1 ...... Miss Parker's Overhead Bridge ... 4-2-1 ...... Signal Bridge..... 4-2-1-3 ...... Signal Bridge..... 4-2-1-3 ....... Baggage Crossing...... 2-1-3

Main Line:— (C	Continued)	D)-seniJ niaM
Location	Description	Tracks
Rhinecliff	D. Merrit Overhead Bridge	4-2-1-3
	DeLano's Overhead Bridge	
4	Private Overhead Bridge Overhead Highway Bridge	4-2-1 2-1
Tivoli		
Germantown		TO A STATE OF THE STATE OF
Hudson		
	head Bridge	2-1-E. B. Siding 1 West
		Yard - W. B.
		Siding, Upper 2-3
4		2-1 Siding 2-1
Newton Hook	Newton Hook Brick Co. Over- head Bridge	2-1
TOTAL TOTAL		
Rensselaer		to Shed 10-8-6-4-2-1-3-
Harris alah	Broadway Viaduet	5-7-9-11-13- 15-17
	Tracket Sand	ga Water, All Engine Ter-
1 th	Maiden Lane Foot Bridge	minal tracks 3-4 Sand Lo
		Lead. WYE t
*	Hudson River Passenger Bridge	3-4
	Broadway Viaduct	
West Albany	Prospect Ave. Bridge Watervliet Ave. Bridge	3 2-1-3-4-6 Yard Tracks North
	Shop No. 7 (Overhead Steam	End of Bridge
	Pipe)	Track North of
	Prospect Ave. Yard	Shop Strope Steel Co.
	the said to not	W. G. Morton (2 tracks)
Carman	High Bridge	2-1-4
	Carman Road	2-1-3-4 2-1-3-4
	Detour Ave	2-1-3-4
Schenectady	Crane Street	2-1-3-4
4	Erie Boulevard	2-1-3-4
1 2 m 8	Glenville Road	2-1-3-4, Yard Tracks 1-2-3- 4-5-6-7-8-
	D 4 M D II	Ladder
S CHILAN IN IS.	B. & M. Bridge	2-1-3-4 2-1-3-4
Hoffmans	Nine Mile Bridge	2-1-4
Amsterdam	Poot Bridge	
4	Near Freight House	Kreisel Bros.
		Arthur Hill & Company
	Bridge Street	
	Bridge Street	House Track
	River Street	
St. Johnsville	Bridge Street	2-1-3-4 Middle House Siding North No. 4
Little Falls	Highway	
North Frankfort	Frankfort Road	
Utica	Jumpover	2-1-3-4
*	Genesee Street	16-14-12-10-8-6

Main Lines—(Continued) Location Description Tracks Whitesboro Caryo Toming, 2-1-3-4 Rome. Molare Birry. 2-1-3-4 Condada. Bridge Signith-Lee Co. Canadota. Labigh Valley Bridge. 2-1-3-4 Long West Shore: West Shore: Condada. Bridge Consultant Shore Elevator Canadota. Labigh Valley Bridge. 2-1-3-4 Long West Shore: Condada. Bridge Consultant Shore Elevator Canadota. Labigh Valley Bridge. 2-1-3-4 Long West Shore: Canadota. Labigh Valley Bridge. 2-1-3-4 Long Willey Canadota. Conjeyria Ma- Feera Blash. Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Brite Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Street Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. track Willes. For Canadotaria. Bowman's Creek Beebaut Pack- ing Co. Canadotaria. Bowman's Creek Beebau				
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Oneida. Beldes. Chanatota. Beldigh Valley Bridge A-3-4-4 Long West Shore: South Belthlebem. Crushed Stone Elevator. Co. Co. Co. Co. Feura Bush.  * Colprovis Materials, Inc. Canajoharie. Bowman's Creek. Beschurt Packing Co. Train Bush.  * Colprovis Materials, Inc. Canajoharie. Bowman's Creek. Beschurt Packing Co. Train Bush.  * Colprovis Materials, Inc. Beschurt Packing Co. Train Bush.  * Colprovis Materials, Inc. Beschurt Packing Co. Train Bush.  * Colprovis Materials, Inc. Beschurt Packing Co. Train Mille. Smith's Highway.  * Colprovis Materials, Inc. Beschurt Packing Co. Train Mille. Smith's Highway.  * Colprovis Materials, Inc. Beschurt Packing Ing Co. track Bleech Wire.  Mille Stanniple.  Frankfort Union Frankfort. Wires.  Frankfort Union Frankfort. Troy Grift Avenue.  Pool Pridge Troy Union R. R.  Troy Manads Highway Ostinuous Rail Joint Co. Troy West Conveyors.  Troy Amads.  Frankfort. Troy Union R. R.  Troy Tunnak.  Troy Amads.  Frankfort.  Troy Amads.  Frankfort.  Troy Amads.  Frankfort.  Frankfort.  Troy Union R. R.  Troy Amads.  Frankfort.  Troy Amads.  Frankfort.  Troy Amads.  Frankfort.  Frankfort	Rome Mohawk River	2-1-3-4	Dolgeville Conveyors	Adirondack Box
Canastota. Lekigh Valley Bridge. 9-1-3-4 Long West Shore: South Bethlebem. Crushed Stone Elevator. Callakas Road Improvements Co. Fourn Bush. * Colprovis Materials, Inc. Bash.			Continue (Constant)	
South Bethelesm. Crushed Stone Elevator. Callahan Road Improvament Co. 2. Fourn Bush. * * * * * * * * * * * * * * * * * * *	Canastota Lehigh Valley Bridge	2-1-3-4 Long	Hudson River Connecting	R. R.:
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Improvement Co.   Colprovis Materials, Inc.   Canajoharie.   Bowman's Creek   Beechnut Packing Co. track   Beechnut Packing Co. track   Beras Co.   General Cable   Brass Co.   General Cable   Brass Co.   General Cable   Brass Co.   General Cable   Gene		Cellahan Road	Rome Old Line Branch:	
Feura Blash.  Colsprovia Materials, Inc. Canajoharie.  Bowman's Creek  Bowman'	South Betmenen Crushed Stone Elevator		Rome Wires	New England
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Simiti's Highway.  Frankfort.  Wires.  Steampipe.  Steampipe.  Frankfort Union Frankfort.  Wires.  Steampipe.  Frankfort.  New York Mills.  Wires.  Mill No.2  Frankfort.  Main Track  Main Track  Main Track  Main Line:  Location  Beacon.  SS-50, 925 feet East.  Main Line:  Location Description  Tracks  Main Line:  Location Description  Beacon.  SS-50, 925 feet East.  Main Line:  Location Description  Tracks  Main Line:  Location Description  Beacon.  SS-50, 925 feet East.  Main Line:  Location Description  Tracks  Main Line:  Location Description  Beacon.  SS-50, 925 feet East.  Main Line:  Location Description  Tracks  Main Line:  Location Description  Beacon.  SS-50, 925 feet East.  Main Line:  Location Description  Tracks  Main Line:  Location Description  Beacon.  SS-50, 925 feet East.  Autonoal Bisenit  Co. Switch, 2000 feet East.  Frankfort.  SS-58, 3,200 feet East.  Frankfort.  Automatic Signal  Indianal Signal  Location SS-54.  Automatic Signal  Indianal Signal  Location SS-54.  Automatic Signal  Indianal Signal  Location Description  Tracks  SS-58, 3,000 feet East.  Lead to South  Automatic Signal  Indianal Signal  Location SS-58.  Lead to Freight  Automatic Signal  Indianal Signal  Location SS-58, 3,000 feet East.  Lead to Freight  Automatic Signal  Indianal Signal  Location SS-58, 3,200 feet East.  Lead to Freight  Automatic Signal  Indianal Signal  Ind	public de Command Bridge 2-4 filling	ing Co. track	The second second	Revere Copper &
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Brass Inc. New York Mills. Wires. Mill No. 2 Vernon. Private Road. Main Track Constitute. Eric Canal. Main Track Troy and Greenbush Branch: Troy and Greenbush Branch: Troy Union R. R.: Troy Mananda Highway. Continuous Rail Joint Co. Troy Union R. R.: Troy Signal Station 1. 2-1  " State Highway. 1  Herkimer and Poland Branch: State Highway. 1  Herkimer and Poland Branch: State Highway. 1  Herkimer and Poland Branch: Co. 3id mile north of Newport. The Bracken Co. 3id mile north of Newport. The Dispatchers. Train Masters. Train Masters. Train Mispat	Frankfort Wires	Frankfort Union	Doorways	Revere Copper &
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Vernon	New York Mills Wires	Mill No. 2	The clear space between th	he lowest signal line conductor and the
Canastoka. Eric Canal. Main Track Troy and Greenbush Branch: Troy and Greenbush Branch: Troy Bridge. 2-1 Iron Works. Troy-Menands Highway. Continuous Rail Joint Co. Troy Union R. R.: Troy Ilon R. R.: Troy Ilon R. R.: Troy Menands Highway. 2-1 Troy. Elith Avenue. 2-1	Vernon Private Road	Main Track	surfaces of track rails at the	following locations is less than 27 feet.
Troy and Greenbush Branch: Renssalear. Foot Bridge. 2-1 Joint Co. Troy Union R. R.:  Troy Union R. R.:  Troy Fifth Avenue. 2-1 Troy Tunned. 2-1 ** Elberty Strees. 2-1 ** Signal Station 2. 2-1 ** Signal Station 2. 2-1 ** Hutton Strees. 2-1 ** Hoosick Street. 2-1 ** Hoosick Street. 2-1 ** Hoosick Street. 2-1 ** Hoosick Street. 2-1 ** Herkimer and Poland Branch: Stockport. The Borden Co. siding. Overhead pipes. 3 0.69 mile north of Newport. Co. siding.  Troy were additive for the first of the street of t			The state of the s	p of freight cars at these locations.
Renseslaer. Foot Bridge. 2-1 Iron Works Troy-Menands Highway Continuous Rail Joint Co. Troy Union R. R.:  Troy Fifth Avenue. 2-1  " Liberty Street. 2-1 Troy Tuned. 2-1  " Signal Station 1 2-1  " Signal Station 2 2-1  " Hutton Street. 2-1  " State Highway. 1  Troy and Schenectady Branch: Niskayuna. Vischer Ferry Road. 1  Crescent. State Highway. 1  Herkimer and Poland Branch: 207 miles north of Newport. The Borden Co. siding. 0-80 mile north of Newport. The Borden Co. siding. 0-80 mile north of Newport. The Borden Co. siding. 0-80 mile north of Newport. Schenectady price. Schenectady Developed Branch:  Troy Land State Highway. 3  Overhead pipes. 3  0-80 mile north of Newport. Schenectady Developed Branch:  Co. siding.  T. E. FLEMING  H. J. GASSETT  E. J. JONES  B. D. ANIELS  F. R. STAFFORD  J. R. MITCHELL  R. D. HENRY, Chief Train Dispatcher.  R. D. HENRY, Chief Train Dispatcher.  M. J. SMITH  V. B. ROGERS  Decaring Continuous Rail  Joint Co. Strick  Chelsea. Harts Switch, 2,000 feet East. Chool Switch  National Blecuit  Chelsea. Harts Switch, 2,000 feet East. Power House  SS-58, 3,200 feet East. Lead to South  Avery Yard  4 2-1-3-5  " SS-58, 3,200 feet East. Lead to Freight  Automatic Signal  Livingston Crossing. 2-1  Rudson. SS-58, 3,000 feet East. Lead to Freight  Automatic Signal  Livingston Crossing. 2-1  Rudson. SS-58, 3,000 feet East. Lead to Freight  Automatic Signal  Livingston Crossing. 2-1  Rudson. SS-58, 3,000 feet East. Lead to Freight  Automatic Signal  Livingston Crossing. 2-1  Rudson. SS-58, 2,000 feet East. Lead to Freight  Automatic Signal  Livingston Crossing. 2-1  Rudson. SS-58, 2,000 feet East. Lead to Freight  ** SS-58, 3,000 feet East. Lead to Freight  ** SS-58, 200 feet East. Lead to Freight  ** SS-58, 5, 300 feet East. Lead to F	Troy and Greenbush Branch:			
Iron Works   Troy-Menands Highway   Continuous Rail Joint Co.   Troy Union R.R.:   Joint Co.   Troy Union R.R.:   Go. System   System   System   Co. System   C		2-1		
Troy Union R. R:  Troy Fifth Avanue 2-1 Try Liberty Street. 2-1 Try Signal Station 1. 2-1 ** Signal Station 1. 2-1 ** Hutton Street. 2-1 ** Hosaic Street. 2-1 ** Hutton Street. 2-1 ** Hosaic Street. 2-1 ** Hosaic Street. 2-1 ** Hutton Street. 2-1 ** Ave. Yard ** SS-58, 3,000 feet East. Lead to South Ave. Yard ** SS-58, 300 feet East. Lead to Freight Yard ** SS-58, 300 feet East. SS-58, 300 feet East. SS-58, 300 feet East. Lead to Suth Yard ** SS-58, 300 feet East. SS-58,	Iron Works Troy-Menands Highway	Continuous Rail	Beacon SS-50, 925	
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Liberty Street		2_1	D. II	
Troy	" Liberty Street	2-1	Poughkeepme SS-58, 3,4	200 feet East Lead to South
Signal Station 2. 2-1 Hutton Street. 2-1 Hoosick Street. 2-1 Troy and Schenectady Branch: Niskayuna. Vischer Ferry Road. 1 Crescent. State Highway. 1 Herkimer and Poland Branch: 2.07 miles north of Middleville Through truss bridge. Main track 0.31 mile north of Newport. The Borden Co. siding. Overhead pipes. 3 Overhead wires. 3 Herkimer Quarries { Co. siding. State Migh. State Might. Migh. State Migh. State Migh. State Migh. State Migh. State			Sentence and a service of the	Ave. Yard
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2.07 miles north of Middleville  Middleville  Through truss bridge  Main track  Middleville  Through truss bridge  Main track  Main track  Selkirk  SS-SK, 200 feet East  South Schenectady. County Storehouse  South Former Track 6  Remington Siding  South Former Track 6.  Remington Siding  South Track 6  South Track 6  South Track 6  Remington Siding  Frankfort  South Track 6  South Track 6  Remington Siding  Frankfort  South Frack 6  Remington Siding  Frankfort  South Track 6  Remington Siding  Frankfort  South Frack 6  Remington  Frack 6  Remington  South Frack 6  Remington	Washings and Daland Branch		Stockport West of S	tation Team Track
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#### WESTWARD-FIRST CLASS

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Miles from New York	STAT	IONS	The Genesee	The Cayuga	The Tuscar- ora	West Side Mail	Railway Express	Albany	Peekskill	Mail	Pough- keepsie	Mail	Peeks- kill
Miles	AND	Dag	Daily except Saturday	Saturday	Daily except Saturday	Daily except Monday	Daily except Monday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday
MA	LEA	VE	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	Р. М.	A. M.	A. M.	A. M.	A. M.
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117.98 121.17 123.54 129.64	Newton I Stuyvesan	Hook at L'd'g	1.28	00 1.31	1.48	1.56	2.21	3.05		4.28	. sloot Finale	s 6.26 s 6.32 s 6.37 s 6.46	10.50
133.56 141.61 142.19 148.35	Rensselae Albany	er	1.45 Rensselaer Yard	1.50 Rensselaer Yard	2.06	2.15 Rensselaer Yard	2.46 Rensselaer Yard	3.26		4.46		s 6.57 7.11 7.15	90.301 10.154 10.241 168.853
.M.S	ARI	RIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 163 will use No. 1 track Signal Station 50 to Signal Station 71.

Nos. 179, 199 and 9 will not carry baggage.

No. 83 will run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.

Nos. 81 and 99 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.

Nos. 135 and 139 will not run May 31, July 5 and September 5, 1950.

Nos. 135 and 139 will not carry passengers.

Time shown at Grand Central Terminal is for information only.

Continued from page 17

WESTWARD-FIRST CLASS

York		175	183 See Note	55	209	51	143 See Note	95	185 See Note	103	165 See Note
Miles from New York	STATIONS	Pough- keepsie	Milk	Advance Empire State Express	Peeks-kill	Empire State Express	The Lauren- tian	The Mohawk	Milk	Peeks- kill	Pough- keepsie
Milles	ally except Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday
H.A.	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
33.86	Grand Cen. Term Croton-on-Hud	6.05 s°7.05	7.37	7.11 8.10	7.33 s°8.57	8.01 8.59	9.01 10.00	9.16 10.15	10.50	10.53 s° 12.21	11.41 12.45
35.68 36.65 38.10 40.56	Crugers Montrose	s 7.10 s 7.14 s 7.18 s 7.29	7.45	8.18	s 9.04 s 9.07½ s 9.11 A 9.17	9.07	10.08	10.20 s 10.25	11.15	\$12.26 \$12.29½ \$12.34 \$12.41	12.50 s 12.55
45.36 49.13 51 83 56.53	Garrison Cold Spring	7.35 s°7.41 s 7.47 7.52	1,23 1,29 1,29 1,26 1,41	8.34	A. M.	n si	12.38	10.32 s° 10.36 10.44	30	Р. М.	s 1.03 s° 1.11 s 1.17 1.24
58.29 61.79 64.38 67.51 72.82	Chelsea	s 8.02 s 8.08 s 8.16 8.21 8.29	8.20	s 8.37 8.48 s 8.55			P 10.25 10.38 s 10.45	s 10.49 10.59 s 11.09	11.35	Besenn, Swissen, New Harr Angalor Orestaken Songalore	s 1.27 s 1.33 s 1.39 1.44 1.57
78.54 82.94 88.42 93.96	Staatsburg Rhinecliff		2,33	9.14		9.54	11.04	11.21 s 11.28 s 11.36		tall plan indexes fill pediff tata year	16,81 16,88 71,88 160,88
98.26 103.63 105.38 113.73	Germantown No. Germantown		2.45 2.55	9.24 s 9.34		10.10	11.21	11.47 s 11.57	aw awanta	ilovili derinante deri denn l'edenn	88,801 88,801 106,881
117.98 121.17 123.54 129.64	Newton Hook		30.8	9.45	15.4	10.19	11.30	12.09	deni	racq force f may ref many ref many ref many rich	188.711 11.198 10.001 15.601
133.56 141.61 142.19 148.35	Rensselaer		10.10 Rensselaer Yard	10.01 10.05		10.34 10.38		12.26 12.30	1.15 Rensselaer Yard	tentiment tentiment theny.	188.60 141.61 141.61 148.84
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	Р. М.	P. M.	P. M.

No. 95 will use Track No. 1, Signal Station 50 to Signal Station 71.

No. 143 First trip June 17, 1950.

No. 165 will not carry baggage.

No. 183 and 185 will not carry passengers.

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

WESTW	ARD-	FIRST	CIA	SS

Continued on page 20

York	EFT SOL	105	39	49 See Note	223	41	161 See Note	1	167	157 See Note	15
Miles from New	STATIONS	Peeks- kill	North Shore Limited	Advance Knicker- bocker	Peeks-kill	The Knicker- bocker	Albany	The Pace- maker	Upstate Special	Pough- keepsie	Ohio State Limited
Miles f	Section Codd	Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Daily
21.39	LEAVE	A. M.	P. M.	Р. М.	P. M.	P. M.	P. M.	Р. М.	P. M.	Р. М.	Р. М.
33.86	Grand Cen. Term. Croton-on-Hud	11.36 s° 12.57	12.01 1.01	1.16 2.12	12.56 s° 2.13	2.31 3.25	2.33 s°3.42	3.01 4.00	3.16 4.11	3.52 4.49	4.01 4.55
35.68 36.65 38.10 40.56	Crugers Montrose	s 1.10	1.06 s 1.11	2.17 s 2.22	s 2.18 s 2.22 s 2.26 A 2.34	3.33	s 3.46 s 3.49½ s 3.53 s 4.00	4.08	4.19	4.54½ s 4.58	5.03
45.36 49.13 51.83 56.53	Garrison Cold Spring	P. M.	1.29	° 2.32 s 2.35 2.41	Р. М.		‡ 4.07 s° 4.14 s 4.20 4.27	10 to a 10 to a 12 to a 14 to	4.35	5.05 s°5.11 s 5.16 5.22	98.64 B 61.64 B 68.14 B
58.29 61.79 64.38 67.51 72.82	Chelsea New Hamburg Camelot	10,0	s 1.33 1.43 s 1.52	s 2.44 2.54 s 3.01	66.0 % 28.0 6 86.0 a 66.6 15.8	R 4.02	s 4.30 s 4.36 s 4.41 s 4.46 s 4.52 5.35	к 4.38	s 4.38 4.48 s 4.56	s 5.26 s 5.32 s 5.38 5.43 5.50 P. M.	5.32
78.54 82.94 88.42 93.96	Staatsburg Rhinecliff		2.03 s 2.11 2.18	3.12 s 3.20 s 3.27		4.20	s 5.43 s 5.50 s 5.59 s 6.06 s 6.26	4.56	5.04 s 5.11 5.18		5.50
98.26 103.63 105.38 113.73	Germantown No. Germantown.		2.29 s 2.39	м 3.34 3.42 s 3.53		4.36	s 6.33 s 6.41 6.44½ s 7.14	5.12	s 5.27 5.30 s 5.40	Bruff Bruff PhD .o.d Poslaci	6.06
117.98 121.17 123.54 129.64	Newton Hook Stuyvesant		2.50	4.00	0.27	4.45	s 7.20 7.24 s 7.29 s 7.36	5.21	5.51	Gardinera Gardinera Gardinera Gardinera	6.15
133.56 141.61 142.19 148.35	Rensselaer		3.11 3.15	м 4.11 4.21 4.25	-9 III 1 59	5.01 5.05	s 7.44 7.54 7.58	5.36 5.40	6.07 6.11		6.31 6.35
	ARRIVE	P. M.	P. M.	Р. М.	P. M.	Р. М.	P. M.	Р. М.	P. M.	P. M.	P. M.

No. 49 will use No. 1 track Signal Station 50 to Signal Station 71. No. 49 will not carry baggage.

No. 161 will not carry baggage Sunday.

No. 157 will not run May 30, July 4 and September 4, 1950.

Time shown at Grand Central Terminal is for information only.

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#### WESTWARD-FIRST CLASS

					1			1			
York		195 See Note	191 See Note	67 See Note	153	111 See Note	25	63 See Note	193 See Note	713 See Note	17
Miles from New York		Pough- keepsie	Pough- keepsie	The Commodore Vanderbilt	Pough- keepsie	Peeks- kill	Twentieth Century Limited	Albany	Pough- keepsie	Peekskill	The Wolver- ine
Miles	Daily compt feet	Daily except Sunday	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	Daily except Sat. and Sun.	Daily	Daily	Daily except Sunday	Sunday	Daily
21.5	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud	s°5.07	4.25 5.22	4.31 5.27	° 5.42	4.39 s° 5.47	5.01 5.55	5.11 6.06	5.36 6.40	5.36 6.41	6.01
35.68 36.65 38.10 40.56	Crugers	5.13 s 5.17	5.27½ s 5.31	5.37	s 5 49	s 5.52 s 5.55½ s 6.00 A 6.08	6.03		$s 6.48\frac{1}{2}$	s 6.44 s 6.47½ s 6.52 A 6.58	7.04
49.13 51.83	Manitou	s°5.32	° 5.44 s 5.48 5.54		s 6.02 s°6.10 s 6.16 6.22	Р. М.	6.13	6.29½	s 7.07 s°7.15 s 7.21 7.27	P. M.	10. 8470 50. 0441 50. 1617 50. 1617 50. 86
61.79 64.38 67.51	Chelsea New Hamburg		6.07 6.10 6.18 P. M.	6.05	s 6.25 s 6.32 s 6.38 6.43 6.51	12.2 p			s 7.30 s 7.37 s 7.43 7.48 7.55	Penson Chonus New St Camelo Pought Pought	7.28 J 7.34
82.94	Hyde Park Staatsburg Rhinecliff Barrytown	56. A.	5 5 50 6 5 6 6 5 6 7 5 18	6.23		21.5 (31.6 a)	6.51	7.01 s 7.07 7.14		Florie 1 State 1 State 1	7.52
			66.83 14.8 at 14.6 24.6 21.7 at	6.39		14.8 H	7.07	$7.24\frac{1}{2}$ s $7.31$		German German No. Ger Modern	8.08
121.17 $123.54$	Stockport Newton Hook Stuyvesant Schodack L'd'g			6.48		0019.19	7.16	7.45	Thorn	Strocking New York Source Schoole	8.17
133.56 141.61 142.19 148.35		10. E 04. 6	21.7	7.03 Rensselaer Yard			7.33 7.37	8.01 8.05	111, 112-11	Candida Rangel Albany Two	8.32 8.36
12.9	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	P. M.	Р. М.	P. M.

Nos. 195, 191, 67, 111, 63, 193 and 713 will not carry baggage.

No. 67 will not run May 27th, 28th, 29th, July 1st, 2nd, 3rd and September 2nd and 3rd, 1950.

Nos. 195 and 191 will not run May 30, July 4, and September 4, 1950.

Time shown at Grand Central Terminal is for information only.

York		19	127	47 See Note	11	57 See Note	21	251 See Note	131 See Note	61	35 See Note
Miles from New York	STATIONS	Lake Shore Limited	Pough- keepsie	The De- troiter	South Western Limited	Cleve- land Limited	The North Star	Peekskill	Mail	Montreal Limited	The Iroquois
Miles		Daily	Daily	Daily except Saturday	Daily	Daily except Saturday	Daily	Daily	Daily except Sunday	Daily	Daily
	LEAVE	P. M.	Р. М.	Р. М.	P. M.	Р. М.	P. M.	P. M.	Р. М.	Р. М.	Р. М.
33.86	Grand Cen. Term. Croton-on-Hud	6.16 7.12	6.41 7.40	7.01 7.58	7.16 8.09	8.01 8.55	8.16 9.12	7.58 s° 9.15	10.20	10.26 11.22	
35.68 36.65 38.10 40.56	Oscawana	7.20	7.44 s 7.47 s 7.52		8.17	9.03	9.20	s 9.20 s 9.23 s 9.27 A 9.33	10.28	11.30	11.36
45.36 49.13 51.83 56.53	Manitou		7.59 s° 8.05 s 8.11 8.18				$9.35\frac{1}{2}$	Р. М.		11.40	EL (IA EL (IA EA - IA EA - IA
58.29 61.79 64.38 67.51 72.82	Beacon Chelsea New Hamburg Camelot PoughkeepsieA	7.47	8.26 8.30 8.35 8.45				s 9.38 9.47½			ACCEPTANCE OF THE PARTY OF THE	12.00
	PoughkeepsieL	s 7.56	P. M.	8.36	8.47	9.33	s 9.56		10.58	NUMBER OF STREET	s 12.05
78.54 82.94 88.42 93.96	Hyde Park Staatsburg Rhinecliff Barrytown	8.05 8.10 8.19	2015 10 3	8.54	9.05	9.51	10.17		11.16	12.18	12.25
98.26 103.63 105.38 113.73	Tivoli	8.35	200	9.10	9.22	10.08	10.27 s 10.37		11.35	12.33	12.41
117.98 121.17 123.54 129.64	Stockport Newton Hook Stuyvesant Schodack L'd'g	8.44	4 22	9.20	9.32	10.18	10.47		11.45	12.42	12.50
133.56 141.61 142.19 148.35	Castleton-on-Hud. Rensselaer Albany Troy	9.01 9.05		9.36 9.40					12.13 Rensselaer Yard		1.19
	ARRIVE	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Nos. 47 and 57 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950. Nos. 57, 251 and 35 will not carry baggage.

No. 131 will not run May 30, July 4 and September 4, 1950.

No. 131 will not carry passengers.

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

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WESTWARD-FIRST CLASS

Contin	ided from page 21			WEST	WARD	-FIRST C	LASS					
*		255 See Note	59	42		1,35	187					
Miles from New York	STATIONS	Peekskill	The Chica- goan	100 M		9 19 19 19 19 19 19 19 19 19 19 19 19 19	-digital planta			-évon	ias T	
Miles f	gag 3500	Daily	Daily		10.0		ellet.		194			
10.10	LEAVE	Р. М.	P. M.	J. 3		L. H. M.	Mary.		3	- Payle		
33.86	Grand Cen. Term. Croton-on-Hud	10.10 s°11.29	11.01 11.58	10. B.	81.8	10.7	73.40			MEL-10	Example endoyed	08.55
35.68 36.65 38.10 40.56	Crugers	s 11.37 s 11.40		00.0	111.8	00.0	株ななな				Oceania Crosson Manufactural Substantia	80.00 80.06 01,86 50.04
45.36 49.13 51.83 56.53	Garrison Cold Spring		7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4				7.59 8.08 8.11 8.13				Manite Carried Ookl St Dutche	46.86 81.88 18 18 86.88
58.29 61.79 64.38 67.51 72.82	Chelsea New Hamburg Camelot		21.0 p	SB.0	TA.8	38.8	8.31 8.35 8.35 8.35 8.45	e 675.		braidon de de d	Sencen Chelsos New B Camala Pought Pought	58, 28 61, 70 64, 38 64, 38 70, 78
78.54 82.94 88.42 93.96			12.54	18.8	30.2	30.8		00.			Hyde I Shibse Dacrys	146.87 140.08 124.88 100.68
98.26 103.63 105.38 113.73	Germantown No. Germantown.		1.10	80,01	9.22	01.0				anglesan	Theody Surrend Sto. Ch Sudhold	82 20 20 801 86 361 67 611
117.98 121.17 123.54 129.64	Newton Hook Stuyvesant		1.19	81.01	128.4	02.0				decil decil de Lalle	riskostii riskostii riskostii abaalaii	20 YE S
			1.35 Rensselaer Yard	65.61 84.61	108:0 108:0 108:0	186.9		100.		Ti de Como in	delived lessoni vestil lessoni	08, 85E 18, 88E 18, 208 35, 23E
	Arrive	P. M.	A. M.								g i	THE P

No. 255 will not carry baggage. Time shown at *Grand Central Terminal* is for information only.

#### EASTWARD-FIRST CLASS

Continued on page 24

bany	William British	52	32 See Note	34 See Note	62	14 See Note	100 See Note	72	6 See Note	200 See Note	250 See Note	192 See Note
Miles from Albany	STATIONS	The Easterner	Mail	The Cayuga	Mon- treal Limited	Mail	Pooks-kill	Mount Royal	Fifth Avenue Special	Peeks-kill	Peeks- kill	Pough- keepsie
MIII	THAT THAT	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday	Daily except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	А. М.	А. М.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58 8.63	Albany	12.15 12.18	2.20 2.23	2.55 2.58	3.30	3.35 3.38		3.30	Rensselaer Yard 4.10	H-00-01	Hensel Castlet	88.0
12.55 18.65 21.02 24.21	Schodack L'd'g Stuyvesant Newton Hook Stockport	12.35 12.41	2.42	3.15	3.51	3.56		4.06	4.27	Hook	Shiyva Newtos Stockpy	18.63 21.02 14.21
28.46 36.81 38.56 43.93	Hudson. No. Germantown. Germantown. Tivoli.	s 12.47	2.52	s 3.25	4.00	4.06		4.15	4.37	wożanie Liwos	No. Clar Charanas Tivoli.	19.88 88.88 80,83
48.23 53.77 59.25 63.65	Barrytown Rhinecliff Staatsburg	1.05	3.13	3.48	4.18	4.25		4.32	4.53		Rimmon Strong Hyde E	77.83 88.91 88.81
69.37 74.68 77.81 80.40 83.90	PoughkeepsieA PoughkeepsieL Camelot New Hamburg Chelsea Beacon		3.35	s 4.11 4.25 s 4.31	4.36	4.44		s 4.52 5.01 s 5.06	5.22	epilic mburg.	Pought Camelo You Hi Chaless Heaven	A. M. °5.02 5.10 s 5.17 s 5.23 s 5.30
85.66 90.36 93.06 96.83	Dutchess Cold Spring Garrison Manitou	2.08 2.12	4.02	4.42 4.46	5.00	5.08	А. М.	5.17 5.21	5.32	А. М.	A. M.	5.34 s 5.42 s 5.48 s 5.55
101.63 104.09 105.54 106.51		s 2.20	4.12	s 4.54	5.10		L°5.18 s 5.23½ s 5.28 s 5.31½	d. 0 pr	5.42	s 5.48½	s 5.53	The hear
108.33 142.19		2.38 4.00	4.25	5.13 6.15	5.20 6.20	5.30 6.30	s 5.37 7.00	5.40 6.40	5.50 6.50	s 6.01 7.13	s 6.01 7.21	6.17
	Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 6 use No. 1 track Signal Station 43 to Croton-on-Hudson.
No. 200 will not run May 30, July 4 and September 4, 1950.
Nos. 32, 34, 14, 200, 250 and 192 will not carry baggage.
No. 100 carries baggage Sunday only.
Nos. 32 and 14 will not carry passengers.
Time shown at Troy and Grand Central Terminal is for information only.

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EASTWARD-FIRST CLASS

any	200 250	44	106 See Note	252 See Note	48 See Note	166 See Note	12 See Note	194 See Note	68 See Note	16	174 See Note	26
Miles from Albany	STATIONS	New York Special	Peekskill	Peekskill	The Detroiter	Pough- keepsie	South Western Limited	Pough- keepsie	The Commodore Vanderbilt	Ohio State Limited	Pough- keepsie	Twentieth Century Limited
Mile	Daily Securing	Daily	Daily except Sat. and Sun.	Saturday	Daily except Sunday	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	Daily	Daily	Daily	Daily
September 1	LEAVE	А. М.	A. M.	A. M.	A. M.	А. М.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58 8.63		4.15 4.18		- 28 82	Rensselaer Yard 4.40	8 8	Rensselaer Yard 4.56	15 21	Rensselaer Yard 5.12	5.27 5.30	Trop Albeny Renned	5.46 5.49
12.55 18.65 21.02 24.21	Stuyvesant	4.36	0.4	ac	4.57	8 6	5.14	2 3	5.30	5.48	Schodes Stayens Newton	6.06
28.46 36.81 38.56 43.93	No. Germantown.	4.45	1.5	at	5.06	5 4.	5.24		5.40	5.57	Hulans No. Cm Ostrans	6.15
48.23 53.77 59.25 63.65	Rhinecliff Staatsburg	5.02		6	5.23		5.40	5 00	5.56	6.13	Barryto Eintrach Elastela	6.31
69.37 74.68 77.81 80.40 83.90	PoughkeepsieL Camelot New Hamburg Chelsea	s 5.22 5.35	8.4.4	N	5.55	**A. M. **5.30		**A. M. ********************************			A. M. °6.35 6.42 s 6.47 s 6.52 s 6.58	6.49 7.02
85.66 90.36 93.06 96.83	Cold Spring Garrison	5.45	A. M.	A. M.	6.05	5.55 s 6.02 s 6.08 6.12	6.25	6.27 s 6.33 s 6.39 s 6.47	6.37	6.54	7.02 s 7.08 s 7.14 s 7.21	7.12
		5.	L°6.06 s 6.12 s 6.17½ s 6.20	$s 6.17\frac{1}{2}$	6.15	s 6.19	6.35	s° 6.56	6.47		s° 7.30 s 7.36 s 7.41 s 7.44	7.22
108.33 142.19	Croton-on-Hud Grand Cen. Term		s 6.25 7.36	s 6.25 7.41	6.29 7.29							7.30 8.30
	Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 48 will not run May 29th, 30th, July 3rd, 4th and September 4, 1950.

Nos. 48 and 12 use No. 1 track, Signal Station 43 to Croton-on-Hudson.

Nos. 106, 252, 166, 194, 68 and 174 will not carry baggage.

No. 166 will not run May 30, July 4 and September 4, 1950.

No. 68 will not run May 28th, 29th, 30th, July 2nd, 3rd, 4th and September 3rd and 4th, 1950.

Time shown at Grand Central Terminal is for information only.

#### EASTWARD-FIRST CLASS

Continued on page 26

OG ku	140 160 See Man	2	8	154	138 See Note	24 See Note	22 See Note	224 See Note	254	226	10	256
Miles from Albany	STATIONS	The Pace- maker	The Wolver- ine	Albany	Upstate Special	The Knicker- bocker	Lake Shore Limited	Peeks-kill	Peeks- kill	Paeks- kill	The Mohawk	Peeks- kill
Miles	which which	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Saturday	Daily except Saturday	Daily	Saturday
11.11	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Р. М.	P. M.	A. M.	P. M.
0.58 8.63	Albany	Rensselaer Yard 6.02	6.25 6.28	6.30 6.33 s 6.43	7.30 7.33	8.00 8.03	9.00 9.03				11.59 12.02	7 286 88.058 50.3
12.55 18.65 21.02 24.21	Stuyvesant Newton Hook	6.20	6.47	6.49 s 6.56 s 7.00 7.04	7.49	8.19				100 T	$   \begin{array}{c c}     12.18 \\     12.22\frac{1}{2}   \end{array} $	12.55 18.65 11.02 21.21
28.46 36.81 38.56 43.93	No. Germantown. Germantown	6.29	s 6.53	s 7.14 7.24 s 7.27 s 7.33	s 8.00	8.28	м 9.30				s12.29	28. 82 (13. 86 -36. 83 -302. 64
48.23 53.77 59.25 63.65	Rhinecliff Staatsburg		s 7.16	s° 7.40 s 7.48 s 7.56 s 8.03	2 - 1-6 3	8.44	9.47				12.47 12.59	125 SF 177 SO 125 SS 126 SS 126 SS
69.37 74.68 77.81 80.40	PoughkeepsieL Camelot New Hamburg Chelsea	7.03	s 7.34	8.43 s 8.48 8.52	8.51	1864	s10.06			one.	s 1.07	77.08 77.811 80.417 80.418
83.90	Beacon	7.16	7.49	s 9.05	s° 8.56	9.17	10.22				s 1.24	100.48
85.66 90.36 93.06 96.83	Cold Spring	7.26	7.59	9.09 s 9.15 s 9.21 9.27	8.59 s 9.05 9.14	9.27	10.32	А. М.	P. M.	Р. М.	1.35	P. M.
104.09	Peekskill. Montrose. Crugers. Oscawana.	7.36		s° 9.38 s 9.43		9.37		s 11.11 s 11.16	L 12.12 s 12.17 $\frac{1}{2}$ s 12.22 s 12.25 $\frac{1}{2}$	s 12.374 s 12.42	. Property	L 1.45 s 1.50 s 1.55 s 1.58
108.33 142.19		7.45 8.45	8.17 9.15	9.50 10.55	9.33	9.45 10.45	10.59 11.59	s 11.22 12.26	s 12.31 2.01	s 12.51 2.14	1.55 2.55	s 2.04 3.29
25.25	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Р. М.	P. M.	P. M.	P. M.	Р. М.

No. 22 will stop at Hudson Saturday only to receive passengers. Effective June 24, 1950. Nos. 138 and 224 will not carry baggage.

No. 24 will use Track No. 1 Signal Station 43 to Croton-on-Hudson.

Time shown at Grand Central Terminal is for information only.

Continued from page 25

#### EASTWARD-FIRST CLASS

bany	01 888	112	232 See Note	146 See Note	40	234	258	230 See Note	140	160 See Note	90
Miles from Albany	STATIONS	Peeks- kill	Peekskill	New York Express	The Missou- rian	Peekskill	Peekskill	Peekskill	New York	Pough- keepsie	The Chica- goan
Mile		Daily except Sat. and Sun.	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday	Daily except Saturday	Daily	Daily	Daily
100	LEAVE	P. M.	P. M.	P. M.	P. M.	Р. М.	Р. М.	Р. М.	P. M.	Р. М.	Р. М.
0.58 8.63	Troy			1.00	2.00 2.03	600.4   600.4   600.4	138/3	PO O	3.00	Progl. Albony Robsson Cambro	3.30 3.33
12.55 18.65 21.02 24.21				1.20	24	09.1 60.1 60.1	80 kg	08.8	3.21	inforter swyu 2 mwaki manaka	3.51
28.46 36.81 38.56 43.93	Hudson			s 1.32 1.43 s 1.47 s 1.55	2.28	2 14 5 2 24 2 24 2 27 2 27 8 8	6 1 1 a	02.6	s 3.35	posbett seb .ok. smicrof) Boult	4.00
48.23 53.77 59.25 63.65	BarrytownRhinecliffStaatsburgHyde Park			s° 2.05 s 2.13	2.44	101 8 8 8 80.1	7. E. S.	6.45	3.54	ni reali Sossidii Sdalasid M. abelii	4.17
69.37 74.68 77.81 80.40 83.90	Poughkeepsie A Poughkeepsie L Camelot New Hamburg Chelsea Beacon		0	s 2.46 2.58 s 3.04	3.02		P 15-73	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )		P. M.  °4.20 s 4.28 s 4.34 s 4.40 s 4.49	4.36
85.66 90.36 93.06 96.83	Dutchess	Р. М.	Р. М.	3.07 s 3.12 3.26 3.30	3.24	Р. М.	Р. М.	Р. М.	north contract of the contract	s 4.54 s 5.01 s 5.08 s 5.16	5.00
101.63 104.09 105.54 106.51		L°1.56 s 2.01½ s 2.06 s 2.09½	s 3.09	s 3.40	3.34	L°3.43 s 3.48 s 3.53 s 3.58		L°4.07 s 4.12 s 4.17 s 4.22	1	s°5.25 s 5.31 s 5.35 s 5.39	5.10
108.33 142.19		s 2.14 3.38	s 3.18 4.49	3.53 4.52	3.42 4.40	s 4.02 5.27	s 4.11 5.31	s 4.26 5.46	5.02 6.00	s 5.44 7.02	5.20 6.20
	Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.

No. 146 will make First trip June 18, 1950. Nos. 232 and 230 will not carry baggage. No. 160 will not carry baggage Sunday. Time shown at Grand Central Terminal is for information only.

Continued from page 26

EASTWARD—FIRST CLASS

oany		122 See Note	144	152	198 See Note	96	50	196 See Note	118 See Note	184 See Note	56 See Note	182 See Note
Miles from Albany	STATUTE	Mail and Express	The Lauren- tian	Albany	Albany	Advance Empire State Express	Empire State Express	Hudson River Express	Peekskill	Milk	Utica	Milk
Mile		Daily	Daily	Daily except Sunday	Sunday	Daily	Daily	Sunday	Daily	Daily	Daily except Sunday	Daily
	LEAVE	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M.	Р. М.	Р. М.	P. M.	P. M.	P. M.
0.58 8.63		Rensselaer Yard 4.00	4.00	4.32 4.35 s 4.45	4.35 4.38 s 4.50	5.48	6.32 6.35	7.15 7.18		Rensselaer Yard 7.26	6.10	7.25 7.58
12.55 18.65 21.02 24.21	Stuyvesant Newton Hook	4.20		s 4.52 s 5.01 s 5.06 s 5.11	s 5.06 s 5.11	6.05	6.51	7.36 7.41		7.45	7.39 7.44	
28.46 36.81 38.56 43.93	No. Germantown		s 4.45	s 5.19 5.29 s 5.31 s 5.38	5.32 s 5.35		7.00	s 7.48	1.0 9	7.55	s 7.50 8.06	
48.23 53.77 59.25 63.65	Rhinecliff Staatsburg		□ 5.11	s° 5.45 s 5.54 s 6.02 s 6.08	s 5.59 s 6.07	s 6.41	7.17	8.07 s 8.14 8.24		8.15	s° 8.13 s 8.21 8.33	8.48
69.37 74.68 77.81 80.40 83.90	PoughkeepsieL Camelot New Hamburg Chelsea	5.12	5.40		s 6.31 s 6.36 6.40			s 8.34 8.47 s 8.53	(4) (4) (4) (4) (4) (4)	8.40	8.50 s 8.55 8.58	
85.66 90.36 93.06 96.83	Cold Spring Garrison	5.44	5.56 6.00		6.50 s 6.58 s 7.04 7.10	7.27	7.58	9.04	Р. М.	9.09	9.15 9.19	9.40
		5.56	s 6.08		s 7.19	7.37	8.08		L° 9.18 s 9.23½ s 9.28 s 9.31½	9.19	s 9.29	9.50
108.33 142.19		6.11	6.19 7.20		7.30 8.30		8.16 9.15		s 9.36 10.59	9.27	9.50 10.50	10.00
	ARRIVE	P. M.	P. M.	Р. М.	P. M.	P. M.	Р. М.	P. M.	Р. М.	P. M.	Р. М.	Р. М.

Nos. 182, 122 and 184 will not carry passengers.

Nos. 198 and 118 will not carry baggage.

Nos. 196 and 56 will run May 30, July 4 and September 4, 1950.

No. 56 use Track No. 2, Signal Station 50 to Signal Station 43.

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

Continu	ned from page 27			EAST	ΓWAR	D-FIRST	CLASS								
bany	30 184 50 50 50 500 50 500	54 See Note	X56 See Note	0 7	is al	tred.	real.		Seiz		TOTAL STREET		100	180	190
Miles from Albany	STATIONS	Syracuse	Mail and Express			the second							Tors.		The same
Mil		Sunday	Daily	6,00	المحا	i Lupton	Indian.			Ī			n Star -	Day 1	18
M. T	LEAVE	Р. М.	P. M.	2.9	Lad	ent use or	1		DO ST	T	a little		To the same		10.70
0.58	TroyAlbanyRensselaerCastleton-on-Hud.	8.25 8.28 s 8.38	Rensselaer Yard 9.10	0	312.0	15075 (8203 (08.4	28.A. 58.A.	18.	i h	(30			TE-00-0	Allenge Seman Seman Seman	8.68
12.55 18.65 21.02 24.21	Schodack L'd'g Stuyvesant Newton Hook Stockport	8.49	T 18	a	any	18. k 30. 6 15. LL 37. 6	\$.50 10.0 10.0 10.0	181		00			g Dal s	or your	85.58 86.8 86.1
28.46 36.81 38.56 43.93	Hudson No. Germantown. Germantown Tivoli	s 9.00 9.16	9.40			20.00 20.00 20.00 20.00	81.8 92.8 15.0 3 88. 6			00			R NS rotuser arnol	acelor III Sign (Signal Signal III	31.8 33.8 33.8 3.03
48.23 53.77 59.25 63.65	BarrytownRhinecliffStaatsburgHyde Park	s°9.23 s 9.31 9.43			120	200.0 200.0	84.8° 86.8 80.8	Total In the least of the least	The state of	03			0.5eg	Startoff formation Startoff Startoff	
69.37 74.68 77.81 80.40 83.90	New Hamburg	s 9.53 10.00 s10.05 10.08 s10.14	s10.25		Test to the second	02.78 176.5 02.3 [th.5]	01:0	100		01	5.		plane Sugar Produc		78.0 38.1 18.1 04.0
85.66 90.36 93.06 96.83	Cold Spring Garrison	10.25	1.0 B		120:	03.0 10.6 10.6 10.5		200	100		4		30h 20h	Digitals Columbs Columbs	88.0 86.1 86.1
01.63 04.09 05.54 06.51	Peekskill Montrose Crugers Oscawana	s10.39	11.10	8	1007	0.7				100	TO LEAT TO		4.00		1.00 1.00 1.53 1.53
08.33 42.19	Croton-on-Hud Grand Cen. Term.	10.50 11.50	11.25	.8	kesti	Ter.				121	Jan Si	1	halfsa	Cablemy.	The same

ARRIVE

No. X56 will not carry passengers. No. 54 use Track No. 2, Signal Station 50 to Signal Station 43. No. 54 will run May 30, July 4, and September 4, 1950. Time shown at *Grand Central Terminal* is for information only.

P. M.

P. M.

#### WESTWARD-FIRST CLASS-TRACK No. 1

At .	29 49	131 See Note	59	35	81 See Note	83 See Note	99 See Note	135 See Note	517 See Note	139 See Note	X35 See Note	45
Miles from Albany	STATIONS	Mail	The Chica- goan	The Iroquois	The Genesee	The Cayuga	The Tuscar- ora	West Side Mail	St. Law- rence Division	Railway Express	Mail and Express	South Shore Express
Miles fr	total start	Daily except Monday	Daily	Daily	Daily except Sunday	Sunday	Daily except Sunday	Daily except Monday	Daily	Daily except Monday	Daily except Monday	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.
2.44 13.49	Albany	Rensselaer Yard 12.28 12.41 12.56	Rensselaer Yard 1.40 1.53 2.07	1.50 1.58 2.13	Rensselaer Yard 1.50 2.03 2.18	Rensselaer Yard 1.55 2.08 2.23	2.15 2.23 2.37	Rensselaer Yard 2.25 2.38 2.51	7000	Rensselaer Yard 2.56 3.09 3.25	Rensselaer Yard 3.00 3.13 3.27	5.00 5.08 5.23
16.88 26.23 32.77 35.59 38.39	Schenectady Hoffmans Amsterdam Fort Johnson Tribes Hill	0 00000					2 C C C C C C C C C C C C C C C C C C C				oomided oomided oomided ynshaas ool oosi	s 5.29 5.40 s 5.49 5.55
43.33 48.59 54.80 57.87	Fonda Yosts Palatine Bridge Fort Plain	1.29	2.34	2.41	2.46	2.51	3.04	3.18		3.52	3.54	s 6.05 6.11 s 6.19 s 6.25
63.78 73.46 80.76 82.89	St. Johnsville Little Falls	0) (4)	0.50				1 00 100 100 100 100 100 100 100 100 10		To the second	rville	obni di N ekyili mikhali	s 6.33 s 6.44 s 6.55 s 6.59
91.97 94.43 98.28	Schuyler Jct		3.19	3.25 s 3.30 3.39	3.33	s 3.38 3.43		4.05	A. M. 4.15	4.38	4.38 s 4.45 5.05	
101.33 105.90 108.21 116.87	Oriskany. Signal Station 34 Rome. Verona	2.58	3.29	3.50	3.43	3.54	4.17	4.15	4.30 A. M.	4.48	5.17	7.32 s 7.37 7.47
121.33 124.14 126.45 132.60	Oneida. Wampsville. Canastota. No. Chittenango.	10000			12.31 1 12.31 1 12.33 1 12.33			202		elfi	Oreside. W sample Oresesso	s 7.55 8.00 s 8.05
136.62 139.24 142.58	Kirkville Minoa East Syracuse	3.34		4.24	4.12			2.6 6		5.21	5.54	138.621 188.661
144.46	Signal Station 48. Syracuse	3.42	4.07	4.32 4.35		4.42	4.57 5.00	4.52	100	5.29	6.02	
	ARRIVE	A. M.	A. M	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 131, 135, 139 and X35 will not carry passengers.

Nos. 81 and 99 will not run May 29th, 30th, July 3rd, 4th and September 4th, 1950.

No. 83 will run May 29th, 30th, July 3rd, 4th and September 4th, 1950.

Nos. 131, 135, 139 and X35 will not run May 31, July 5 and September 5, 1950.

No. 517 use No. 3 track, Signal Station 31 to Signal Station 34.

Time shown at Syracuse is for information only.

Continued from page 29

WESTWARD-FIRST CLASS-TRACK No. 1

Agr	139 X35	43 See Note	X43 See Note	X133 See Note	9	55	51	95	185 See Note	39	49	571
Miles from Albany	STATIONS	Mail	Mail and Express	Mail	Mail	Advance Empire State Express	Empire State Express	The Mohawk	Milk	North Shore Limited	Advance Knicker- bocker	St. Law- rence Division
Mile	stati disti santa antesa santa santa	Daily	Daily except Monday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Р. М.	Р. М.	P. M.	Р. М.	P. M.
2.44 13.49		5.20 5.28 5.44	5.48	5.45 5.53 6.09	9.20 9.28 9.44		10.43 10.51 11.05	12.46 12.54 1.09	Rensselaer Yard 1.30	3.25 3.33 3.47	4.35 4.43 4.58	
16.88 26.23 32.77 35.59 38.39	Hoffmans Amsterdam Fort Johnson	6.04	6.23	\$ 6.33	s 9.52 10.04 s 10.14	10.53	s 11.10 11.21	s 1.18 1.30 s 1.39	2.12	s 3.52 4.03 s 4.11 4.17	s 5.05 5.16	11 & 1
43.33 48.59 54.80 57.87	Fonda	s 6.28 6.35 s 6.43	6.44	s 7.40 7.47	s 10.30			s 1.57 2.05 s 2.16 s 2.26	2.32		Absolution of the control of the con	
63.78 73.46 80.76 82.89	Little Falls Herkimer	s 7.14		s 8.18 s 8.36 s 8.51 s 9.00				s 2.35 s 2.47 s 2.58	3.35	4.44 s 4.56 s 5.07	estated to the state of the sta	
91.97 94.43 98.28	Utica	s 7.49 8.00	s 7.35	9.10 9.35 A. M.	11.30 s 11.35 12.30	s12.01	12.19 s 12.24 12.26	3.11 s 3.16 3.29	3.45	5.19 s 5.24 5.28	6.15 s 6.20 6.24	P. M. 6.40
101.33 105.90 108.21 116.87	Signal Station 34 Rome	8.14 8 8.24		1.5	12.41 s 12.46 12.53		12.36	3.41 s 3.46 3.58	1.8	5.40 s 5.45 5.55	6.35 s 6.42	6.55 P. M.
124.14 126.45	Oneida	s 8.45 8.49 s 8.55			1.12	s12.31 12.35 s12.37		s 4.08 4.13 s 4.17		s 5.59	6.57	100.581
139.24 142.58 144.46	Kirkville	9.09 9.17 9.20	9.32		2.02 2.12 2.15	12.59	1.03 1.11 1.14			6.19 6.27 6.30	7.19 7.27 7.30	
	Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	Р. М.	Р. М.	P. M.	Р. М.	P. M	P. M.

No. X43 will not run May 31, July 5, and September 5, 1950. Nos. X43, X133 and 185 will not carry passengers. No. 43 will carry passengers Sunday only. Time shown at Syracuse is for information only.

WESTWARD-FIRST CLASS-TRACK NO. 1

Continued on page 32

40		41	1	167	27	15	67 See Note	25	97	17	33 See Note
Miles from Albany	STATIONS	The Knicker- bocker	The Pace- maker	Upstate Special	New England States	Ohio State Limited	The Commo- dore Vander- bilt	Twentieth Century Limited	The Paul Revere	The Wolver- ine	New England Wolverine
Mile		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	Р. М.	P. M.	Р. М.	Р. М.	Р. М.	P. M.	P. M.
2.44 13.49		5.15 5.23 5.38	5.45 5.53 6.07	6.16 6.24 6.38	Rensselaer Yard 6.35 6.48 7.02	6.45 6.53 7.06	Rensselaer Yard 7.08 7.21 7.35	7.42 7.50 8.03	8.15 8.23 8.36	8.41 8.49 9.04	8.50 8.58 9.12
16.88 26.23 32.77 35.59 38.39	Hoffmans Amsterdam Fort Johnson	s 5.45 5.56	s 6.12	s 6.41 6.52 s 6.59 7.05	7.18	s 7.11 7.21	Us. or	10.0	s 8.41 8.52	s 9.09 9.20	s 9.18 9.29
43.33 48.59 54.80 57.87	Yosts	6.11	6 36	s 7.11 7.17 s 7.24 s 7.28	7.33	7.36	8.02	8.30	action	9.35	9.44
63.78 73.46 80.76 82.89	Herkimer			s 7.34 s 7.45 s 7.53						ecolol of SAT stock recording pli street	#17. Ko 
91.97 94.43 98.28	UticaL	6.53 s 6.58 7.01	7.15 s 7.27 7.30	8.07 A 8.12 P. M.	8.19	8.19 s 8.23 8.25	8.46	9.15	9.48 s 9.53 9.55	s 10.23	10.30 s 10.36 10.40
101.33 105.90 108.21 116.87	Signal Station 34. Rome	7.13	7.40 s 7.43	2) 21	8.29	8.35	8.56	9.25	10 05 s 10.11	10.35 s 10.39	10.51
126.45	Oneida										s 11.06
136.62 139.24 142.58 144.46	Minoa East Syracuse Signal Station 48.	7.44			9.05		9.30	10.04	10.39	11.12	11.24
146.36		7.55	8.25		9.08	9.14			10.50		11.35
	Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 67 and 33 will not carry baggage.

No. 67 will not run May 27th, 28th, 29th, July 1st, 2nd, 3rd and September 2nd and 3rd, 1950.

Time shown at Syracuse is for information only.

#### WESTWARD-FIRST CLASS-TRACK No. 1

, and	12 76	19	47 See Note	155 See Note	11	57 See Note	21	PASS STATE OF STREET	38	AR .	Paris .
Miles from Albany	STATIONS	Lake Shore Limited	The De- troiter	Local	South Western Limited	Cleveland Limited	The North Star		S aslo	Tier .	
Mile	Daty Daty	Daily	Daily except Saturday	Daily	Daily	Daily except Saturday	Daily	-Verilla	-Dilly		
287.54	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	-14 ·T		ed .	Test a
2.44 13.49		9.15 9.23 9.38	9.45 9.53 10.07	9.50 9.58 10.13	10.11 10.19 10.33	10.56 11.04 11.19	11.30 11.38 11.52		1.5 a 64.	emodia E ference E ference	2.44
16.88 26.23 32.77 35.59 38.39	Hoffmans Amsterdam Fort Johnson	s 9.43 9.54	10.20	s 10.39 10.51 s 11.04 11.09	10.37 10.46		s 11.57 12.08	09.0 8 09.0 2.1		deemadei Daschiel Daschiel Sot John Heschil	10,55 26,25 32,47 - 35,59 - 35,59
43.33 48.59 54.80 57.87	Yosts	10.09	10.35	s 12.15 12.21 s 12.28 s 12.35	11.01	11.47	12.23		Bridge I	Posts. Pataliae Pataliae Post Plai	48.59 48.59 54.80 57.87
63.78 73.46 80.76 82.89	Little Falls Herkimer		7.0	s 12.44 s 12.59 s 1.12		8 7 45 8 7 58				rate Laborate Paralle State Laborate La	78.48 78.48 80.78 52.58
90.97 94.43 98.28	UticaL	10.51 s 10.56 10.58	11.24	1.24 s 1.34 2.06	△ 11.46	12.28 § 12.33 12.35	1.06 s 1.11 1.22	60.0 50.0.6 70.33.6	dal.		94.48 94.48
101.33 105.90 108.21 116.87		11.08	11.34	2.19 s 2.29 2.40	11.56	12.48	1.32	22.7	At goin	de lacrais compli lacrais	08. for 00. a01 10. 808 00. 014
	Wampsville	63A 639 639 639		s 2.47					id III ili	Onedia Estation State Cents	121 25 124 14 126 45 132 80
136.62 139.24 142.58 144.46 146.36	Minoa East Syracuse Signal Station 48	11.38 11.46 11.49	11.59 12.07 12.10	3.17	12.19 12.27 12.30	1.19 1.27 1.30	2.07 2.10	23. T 23. T	causo Lion 48	stiredate about stred suad stredaged atomorphism	120.021 120.24 142.55 144.40 146.50
.38 .5	Arrive	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	3834	37	na.A	

Nos. 47 and 57 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950. No. 155 will not run west of Utica Sunday. No. 57 will not carry baggage.

No. 155 will use Track No. 3 Signal Station 16 to Signal Station 19. Time shown at Syraouse is for information only.

### SYRACUSE to ALBANY

#### EASTWARD-FIRST CLASS-TRACK No. 2

ome	04 01 22	34 See Note	14 See Note	46	44	6	48 See Note	28	12	68 See Note	16
Miles from Syracuse	STATIONS	The Cayuga	Mail	Inter- state Express	New York Special	Fifth Avenue Special	The Detroiter	New England States	South Western Limited	The Commo- dore Vander- bilt	Ohio State Limited
Mile		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.M .K	LEAVE	Р. М.	A. M.	A. M.	A. M.	А. М.	А. М.	A. M.	A. M.	А. М.	A. M.
1.90 3.78 7.12 9.74	Syracuse	11.56		12.54	1.10	1.43	2.08	2.19	2.26	2.47	3.05
13.76 19.91 22.23 25.03	No. Chittenango Canastota Wampsville	s 12.18 s 12.26		1.18	1.34	2.07	2.32	2.43	2.50	3.11	3.29
29.49 38.15 40.46 45.03	Verona Rome Signal Station 34 Oriskany			1.30	1.46	2.19	2.44	2.55	3.02	3.23	3.41
48.08 51.93 55.39	Whitesboro	1.11	s 1.29 1.36	1.37 s 1.41 1.44 1.49	s 2.04 2.30 2.35	2.28	2.55	3.05	3.12	3.33	3.51
63.47 65.60 72.90 82.58	North Ilion		6.25		Ap or					ili dresir naional efi abili naion, ali	115 E0 50 A4 104 65 25 A4
88.49 91.56 97.77 103.03	Fort Plain Palatine Bridge Yosts Fonda	1.57	2.24	2.32	3.20	3.14	3.44	3.51	4.03	4.18	4.37
107.97 110.77 113.59 120.13 129.48	Tribes Hill. Fort Johnson. Amsterdam. Hoffmans. Schenectady.	2.12		2.47	3.35	3.29	3.59	4.06	4.18	4.33	4.52
132.87 143.92 146.36	Signal Station 7 Signal Station 3 Albany	2.28 2.38 2.45	3.01	2.59 3.09 3.25	3.48 3.58 4.05	3.42 3.52 4.05 Rensselaer Yard	4.12 4.22 4.30 Rensselaer Yard	4.18 4.28 4.35	4.31 4.41 4.51 Rensselaer Yard	4.46 4.56 5.07 Rensselaer Yard	5.05 5.15 5.22
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 34 and 68 will not carry baggage.

No. 14 will not carry passengers.

No. 48 will not run May 29th, 30th, July 3rd, 4th and September 4, 1950.

No. 68 will not run May 28th, 29th, 30th, July 2nd, 3rd, 4th and September 3rd and 4th, 1950.

Time shown at Syracuse is for information only.

### SYRACUSE to ALBANY

Continued from page 33

EASTWARD-FIRST CLASS-TRACK No. 2

9	and all	78	26	2	8	138 See Note	X164 See Note	24	X142 See Note	22	10	40	122 See Note
Miles from Syracuse	STATIONS	The Paul Revere	Twentieth Century Limited	The Pace- maker	The Wol- verine	Upstate Special	Mail and Express	The Knicker bocker	Mail and Express	Lake Shore Limited	The Mohawk	The Missou- rian	Mail and Express
Miles fr	Dany Traffe	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
. M .A	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90 3.78 7.12 9.74		3.12	3.28		4.05		1.21,		5.33 s 5.38 s 5.46	10.000	enuncia enuncia	Minon.	1.90.1 3.78. 27.5
13.76 19.91 22.22 25.03	No. Chittenango Canastota Wampsville Oneida	3.36	3.52	4.03	4.29				s 6.00 s 6.10 s 6.14 s 6.19		s 9.06 9.09 s 9.14	REAL PROPERTY.	11.59
29.49 38.15 40.46 45.03	Verona	3.48	4.04	4.15	4.41	.1. 0		в 5.54 5.56				11.46 s 11.55 12.00	112.55
48.08 51.93 55.39	Whitesboro UticaA UticaL Schuyler Jct	3.58	4.14	4.25	4.51	A. M. 5.15 5.20			s 7.00 7.35	s 7.14 7.15	s 9.46 9.49	12.13	
63.47 65.60 72.90 82.58	North Ilion Herkimer Little Falls St. Johnsville					s 5.40	6.10 s 6.31 s 6.43 s 6.53	6.25	s 7.50 s 8.00 s 8.10 s 8.36	Kelle S	s10.02 s10.10		63. ±7 65. 70 72. 30 ±2. 38
88.49 91.56 97.77 103.03		4.44	5.00	5.13		s 6.05 6.14	s 7.06 s 7.14 7.22 s 7.38		s 8.47 s 8.57 9.07 s 9.32	100000	10.32 s10.39		1.20
107.97 110.77 113.59 120.13 129.48	Fort Johnson Amsterdam Hoffmans	4.59 s 5.09	5.15	5.28	5.50 c5.59	s 6.39 6.48	s 7.43 s 7.47 s 7.53 s 8.04 s 8.16	7.16		8.21	s10.56 11.05 s11.15	1.17	1.40
132.87 143.92 146.36	Signal Station 7 Signal Station 3 Albany	5.14 5.24 5.35	5.37	5.50	6.04 6.14 6.20	7.14	8.32	7.41	10.40	8.47	11.20 11.30 11.44	1.42	2.08
	ARRIVE	A. M.	A. M	A.M.	A. M.	A. M.	A. M.	A. M	A. M.	A. M.	A. M.	P. M.	P. M.

Nos. X164, X142 and 122 will not carry passengers. No. 138 will not carry baggage. Time shown at Syracuse is for information only.

### SYRACUSE to ALBANY

#### EASTWARD-FIRST CLASS-TRACK No. 2

Continued on page 36

esnot		140	90	96	570	156	184 See Note	50	56 See Note	54 See Note	X56 See Note	52
Miles from Syracuse	STATIONS	New York	The Chica- goan	Advance Empire State Express	St. Law- rence Division	Local	Milk	Empire State Express	Utica	Syracuse	Mail and Express	The Easterner
Mile		Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily except Sunday	Sunday	Daily	Daily
	LEAVE	А. М	Р. М.	P. M.	Р. М.	Р. М.	Р. М.	Р. М.	Р. М.	Р. М.	Р. М.	P. M.
1.90 3.78 7.12 9.74		11.40	12.45 12.57	2.45		3.05 3.08 s 3.13 s 3.19 s 3.24	3.38	4.00	1.01	4. <i>50</i> 5.02	5.40	7.35
13.76 19.91 22.22 25.03	No. Chittenango. Canastota Wampsville	s12.01 s12.09	1.09	3.09		§ 3.31 s 3.41 s 3.46 s 3.53	4.00	4.24		5.12 s 5.16	No. Ohi Canamo Wenness Oneida	7.51 s 8.00 8.05 s 8.09
29.49 38.15 40.46 45.03	Verona	12.14 s12.24 12.28	1.21	3.13 s 3.20 3.24	Р. м.	s 4.00 s 4.11 4.15 s 4.22		4.36	2.11	5.22 s 5.33 5.37	Vorona- Roman Signal S maken	8.14 8 8.22 8.26
48.08 51.93 55.39	Whitesboro UticaA UticaL Schuyler Jct	12.35 s12.40 12.42 12.47	1.27 s 1.30 1.32	3.31 s 3.35 3.45 3.50	4.00 P. M.	4.27 s 4.32 5.10 5.16	s 4.43 5.00 5.05	4.43 s 4.48 4.50 4.55	P. M. 5.05 5.10		6.30 s 6.35 6.50	8.38 s 8.50 9.00 9.05
63.47 65.60 72.90 82.58	North Ilion Herkimer Little Falls St. Johnsville	s12.59 s 1.07				s 5.23 s 5.33 s 5.50 s 6.19			s 5.28 5.39	s 6.28 6.39	North I	9.14 s 9.19 s 9.29 9.39
88.49 91.56 97.77 103.03	Yosts	s 1.24 s 1.30 s 1.46	2.18	4.31		s 6.31 s 6.40 6.47 s 6.55	5.58	5.38	s 5.50 5.56	s 6.46 s 6.50 6.56 s 7.04	X orms.	s 9.48 s 9.55 10.02 s 10.19
107.97 110.77 113.59 120.13 129.48	Tribes Hill Fort Johnson Amsterdam Hoffmans Schenectady	2.01 s 2.22	2.33 s 2.44	s 4.43 4.53 s 5.05		f 8.00 8.05 s 8.25 8.35 s 9.10	6.17	5.52 s 6.02	6.27	s 7.18	iot voll outena andois sandak	10.29 s 10.33 10.44 s 11.00
132.87 143.92 146.36	Signal Station 7 Signal Station 3 Albany	2.28 2.38 2.50	2.49 2.59 3.15	5.12 5.22 5.40		9.15 9.25 9.50	6.33 6.44 6.55 Rensselaer Yard	6.07 6.17 6.25	6.44 6.54 7.05	7.54	8.45 Rensselaer Yard	11.05 11.15 11.35
	Arrive	P. M.	Р. М.	P. M.	Р. М.	Р. М.	P. M.	P. M.	Р. М.	P. M.	Р. М.	P. M.

Nos. 184 and X56 will not carry passengers. No. 56 will not run May 30, July 4 and September 4, 1950. No. 54 will run May 30, July 4, and September 4, 1950. Time shown at *Syracuse* is for information only.

### SYRACUSE to ALBANY

#### EASTWARD-FIRST CLASS-TRACK No. 2

acuse	SEX AS	32 See Note	OB.	194	881	0744	88 Da	opri	SALT OF	1:00	40	La
Miles from Byracuse	STATIONS	Mail		dila		Silling I				Sion	135	The state of the s
Mile	guara valuera	Daily	12.51	ener,		Alast I		rele vi	BOLES THE			
26.9	LEAVE	Р. М.	4.5	W. 21	14.4	474		14 -5-1		1,334		Line
1.90 3.78 7.12 9.74							1.0 17				Every S.	00.11 22 87.1 87.1 87.1
13.76 19.91 22.22 25.03	No. Chittenango. Canastota Wampsville Oneida				8.8 8 4.8 8 18.8 8				itaa i fee	gonzasti o o di ello	O all	575 SE 129.91 531.538 501.435
40.46	Verona	11.22			10 0 H	Jar Ja 18						0 E 08 0 E 08 0 E 08 80: 08
48.08 51.93 55.39	Utica	s 11.35 11.55	5,4 8 E									180. 84 80. 18 80. 18
65.60 72.90	North Ilion Herkimer Little Falls St. Johnsville									L sol	APPLE TOTAL LANGE Sect. 25	20.55 (0.55
91.56	Fort Plain Palatine Bridge. Yosts Fonda									antibal and	otto de la constanta de la con	100 A00
110.77 113.59 120.13	Tribes Hill Fort Johnson Amsterdam Hoffmans Schenectady	1.03			11.2. 1 10.8. 1 12.8. 1 17.8. 1					20000 20000	Tellor Muck Ind Ameles Ballon School	Y 101
143.92	Signal Station 7. Signal Station 3. Albany	1.33		3						S collect	Lange	
	Arrive	A. M.		Ji as I	u is j	Jan A.J	Vis I	16 .7	w.q.	1 4 7 2	As a	
NT.	29 will not some man-			Total Service						400 N 1000		

No. 32 will not carry passengers. Time shown at Syracuse is for information only.

### ALBANY to TROY

#### WESTWARD-FIRST CLASS-TRACK No. 1

ynac		461	761	X701 See Note	705	711	443 See Note	X727 See Note	X725 See Note		No.
Miles from Albany	STATIONS	Montreal Limited	Mount Royal	Mail and Express	Troy	Troy	The Lauren- tian	Mail and Express	Mail and Express		
Miles !		Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	371 BJ	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	А. М.	Р. М.	Р. М.	and the	
0.58	Iron Works	12.58	L 1.30	th (birth)	s 5.57	10.30	11.49	3.00 3.03	9.50 9.53	Conces Land. Conces Lessen Unsales Monabe h Ferry	100 CO A TO A
6.28 6.59 7.31	Adams St	1.13 1.18	1.50 2.00			M 10.45 M 10.48 10.55	12.05		10.05 10.10	Nistayana Aqueduri Sebenerasiy	28. 26. 11
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	Р. М.	Р. М.	Р. М.	8921013	

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

### TROY to ALBANY

#### EASTWARD-FIRST CLASS-TRACK No. 2

Troy		472	X700 See Note	722	144	706	X736 See Note	Marie Company
Miles from T	STATIONS	Mount Royal	Railway Express	Albany	The Lauren- tian	Albany	Railway Express	
Miles		Daily	Daily	Daily	Daily	Daily	Daily except Sunday	
	LEAVE	А. М.	A. M.	А. М.	Р. М.	Р. М.	Р. М.	TOTAL STATE OF THE
0.72	Madison St	3.34		11.25	4.00	4.45 s 4.48 s 4.50	10.40	H. TIII
	Iron Works Rensselaer Albany	3.50	5.20 Rensselaer Yard	11.42 11.45	4.18 P. M.	s 4.53 s 4.59 5.10	10.57	
	Arrive	A. M.	A. M.	A. M.	Р. М.	P. M.	P. M.	

Nos. X701, X727, X725, X700 and X736 will not carry passengers. No. 443 First Trip June 15, 1950.

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

### TROY and SCHENECTADY

	WESTWARD					200 000	EASTWARD	
Miles from Troy	STATIONS	Mark and	X 282	FAR planting and market	HIV	e from Schenectady	STATIONS	
	LEAVE	column 2				Miles	LEAVE	
3.63 5.92 7.47 9.30 11.59 17.59	Troy. Green Island Cohoes. Crescent. Dunsbach Ferry. Mohawk View. Niskayuna. Aqueduct Schenectady	60.01	00.8 20.8	11,42 12,42 12,72	10.80 10.80 10.40 10.50	9.82 12.11 13.94 15.49 17.78 20.78	Schenectady Aqueduct Niskayuna Mohawk View Dunsbach Ferry Crescent Cohoes Green Island Troy	A Dany.  I Pareselant  I Pareselant  I Pareselant  I Pareselant  I Parese  I
	Arrive						Arrive	

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

### HERKIMER and POLAND

	NORTHWA	ARD	1		SOUTH	WARD	
Miles from Herkimer	STATIONS	YMAS	ALE	Miles from Poland	STATIONS		
	LEAVE	CLOW DIDAGE	- COL. 10	GERF	LEAVE		
3.26 7.00 8.74 13.06 16.52	Herkimer Kast Bridge County Home Middleville Newport Poland	DEVI Luck as constitue con	30	9.52	Poland Newport Middleville County Home Kast Bridge Herkimer	Seminal P	SKELTATE STATE
	Arrive				ARRIVE		

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

### LITTLE FALLS and DOLGEVILLE

	WESTWARD			EASTWARD	THE PERSON NAMED IN
Miles from Litale Falls	SŢATIONS	78.01 Q2 Q0.11 Q1	Miles from Dolgeville	STATIONS	SUBBLE DE ST
	LEAVE			LEAVE	
4.39 9.86	Little Falls		5.47 9.86	Dolgeville	
	Arrive			Arrive	

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

### WEST SHORE R. R.—RAVENA and KIRKVILLE JUNCTION

	WES	TWARD		Laboration ( Laboration	EASTW	ARD	ATTATO	1
Miles from Ravena	STATIONS	AND MAIN COMME	TOP PROPERTY OF THE PROPERTY O	Miles from Kirkville Jet.	STATIONS			
A ALL	LEAVE	to the law a	College August		LEAVE		He is	
4.83	Feura Rush		la Transcription	3.66	Kirkville Jct Chittenango			
10.19 12.30 14.37	Unionville New Scotland Voorheesville	leant (dia) u2:01 loant (da) W2:0	Seal Peabout	15.55 20.73 29.37	Canastota Oneida Castle Vernon Clark Mills New York Mills			
19.53 24.76 31.83	Fullers	in Anny leptin official Anna de Official	buoning its a fill of a interpretation	TELEPHONE CONTRACTOR	East New York Mills South Utica Harbor Frankfort			# 18
33.39 40.18 44.98 46.82 50.50	South Amsterdam Fort Hunter Auriesville		A Property	50.80 58.27 63.12	MohawkSouth Little Falls			
55.21 59.17 62.44 65.91	RandallSprakersCanajoharie	W MARKET CALL	R) Since	73.74 77.21 80.48 84.44	Canajoharie Sprakers			No. 4 St
76.53 81.38	Indian Castle South Little Falls Mohawk	9 49 560 L mid 6 75 160 L mid	de d	89.15 92.83 94.67 99.47 106.26	Fort Hunter South Amsterdam			
98.39 104.08 104.91	Frankfort		outmit in the last	114.89		20		
118.93 124.11	Clark Mills Vernon		De de la companya de	121.67 125.29 127.36 129.47 131.27	Voorheesville New Scotland Unionville	188	field (1913)	
136.00 139.66			The Miles	134.83 139.66	South Bethlehem			
	Arrive			Ten da Pre	Arrive			

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

	STATIONS	Office	Miles			GNAL	8		TELEPHONES		
0.	Location	Calls	New York	Track No. 3		No. 1 West- ward	Track No. 2		Location	Side of Track	Line
				3503		3501			Signal 3503	E	SS CD or
		1						3564	Signal 3564	E	SS CD or
4			SHOT	0500		9501			2000 Ft. W. of Signal 3564	E	SS CD or
				5095		9991			Oscawana at remote controlled switch	W	SS CD OF
		13.6			3640		3642	INT.		_	** **
				3673		3671			Oscawana Station, outside	E	M., S.L. SS CD or
		500	100						Crugers Station, outside		M., S. I
	ST THE PARTY OF TH		S. John	3773		3771	3/52	3754	2350 Ft. W. of Crugers Station	E	SS CD or
		1000	03				3842	3844	Signal 3863	E	SS CD or
				3863			2022	3924	Montrose Station, outside	W	SS CD or
		5	100	*****	****		0944	3924	Standard Textile Switch, track No. 4	w	SS CD or
		1	Famera	INT.					Signal 3983	E	SS CD or
		1000	President and				4022	4024	Standard Brands Switch, track No. 4 in Cabin	W	SS CD or
3		1000							S.S. 37 Westward Int. signal bridge	E	SS CD or
7	East of Peekskill C.S	. KN	40.10	INT.	- The state of the		and the same of the same of	INT.		W	P., T. D., M.,
	Open Day and Night.	HE	1007	157					Eastward Int. signal west of S.S. 37 Peekskill Station, west platform	W	SS 37 SS 37
H	D. COPATILL BAR		- Car	No.	No. of Contract of		2000	The state of	Hudson Ave, crossing Peekskill, in Cabin	E	SS 37 or
		1		-500					200 Ft. E. of Peekskill Frt. House	E	88 37
		1		robil	HIT.	A4.0	4152			mille	
		1						THE	Main St. Crossing	E	SS 37 or
-						4171		-	oliva	HEISTIN .	100.0
		14.63	3	A STATE					Peekskill Bridge Signal Building, outside	E	SS 37 or
		10.00	RIL PIS	及其群					Booth 42.15	E	SS 37 or
			> D1701				4262		Roa Hook Platform, west end	E	QQ 27 o
				1		• • • • • •			Booth 42.45	Ē	SS 37 or
		1		Maria Hi		4311				1000	E Jee a
		1000		press			4372	10-4	Booth 43.7	W	SS 37 or
		1	-	116					Watchman's Cabin 1000 Ft. W. of Signal 4372	W	SS 37 of
								110	Booth 43.61	W	SS 37 or
				ivno		4441			Watchman's Cabin opposite Signal 4441, in Cabin.	W	SS 37 or SS 37 or
			1	History	4450	138.0	4452		Watchman's Cabin 1150 Ft. W. of Signal 4452		SS 37 of
		1	Case	wit					Watchman's Cabin 2650 Ft. W. of Signal 4441	W	SS 37 or
		100	1059100	TA-d	4520	4541	4522		Booth 45.20	E	SS 37 or
			ville:	HATTS		1011	ALLEN TO 1997	The Re	Booth 45.60		SS 37 or
	seralización de la companya del companya del companya de la compan					4621		3153	Manitou Station inside	W	SS 37 or
			100	A PART	4630		4632		Booth 46.55	E	SS 37 or
			10 1- 11	ALITA S	ACETS.			- Barrie	Booth 47.11	W	SS 37 or
	On the second second	1000		ST III		4721		18 B			
		13.33	THUL				4732		Booth 47.41	w	SS 37 or
3	East of Garrison C.S	. BC	47.43			INT	INT.	INT.		W	T.D.,M.,
	Open Day and Night.								Sig. Dept. office	W	SS 43 or SS 43 or
		1000	- 981	4893	DOY.	4891	9		D00011 40.43	VV	DD 45 01
			- Smal	ROSB'	7035	30.			Booth 49.12	W	SS 43 or
	East of Garrison Sta.		49.11		DECEMBER 1		4922 INT.	1924 INT	Garrison Tell-tale Inspector's Cabin, inside Garrison Station, inside	W	T.D.,M., T.D.,M.,
				4993	WELL	4991					1.10.,111.,
370		100	edelsk	PAR A	MISS.	1200	F040	FOAA	Booth 50.29	W	SS 43 or
3		- 2 5	131.25		WEST.		5042	5044	Booth 50.73	E	SS 43 or
-				5103		5101				35	10 01
			REYRE				5132	5134	Booth 51.37	E	gg 49
	.balliogs salwa	dito	as Long	5203	OTTOG	5201			Booth 52.3	E	SS 43 or SS 43 or
					- 5				Booth 52.19	E	SS 43 or
				• • • • •	1		5222	5224	Cold Spring Frt. House, inside 52.25 Cold Spring Station, inside	WE	SS 43 or M., S.
	Lutter Elile		9,687	5303		5301			Booth 53.3	E	SS 43 or
-	St. Little No.	1	PREFE		1			5334		-	
		MER	T 18-1		10.3				Booth 53.38	E	SS 43 or SS 43 or
		1		5393		5391					
SI				HEELS.	1000				E. end Breakneck Tunnel	E	SS 43 or
	The state of the s	1	THE RESERVE OF THE PARTY OF THE						Booth 54.31	E	SS 43 or

						отог	-		SON 7	O RENSSELAE	R	MENT HIDITONING				
	- 1	STATIO	NS	Office	Miles	m 1		NALS	m - 1	SIAMBLE TO THE	BORDE IN	TELEPHONES	Side of	1		-
No.		Locatio	n	Calls	New York	Track No. 3	No. 1	Track No. 2	No. 4	201 1.08 E.OK	Location	in in the last	Track		Line	035
Ton.		300		100	Grand.		8		131	W. end Breakneck	Tunnel		E	gg	43 o	r 50
Low.		1		- Paris	DEJERTISE.								Ē		43 0	
100	5 48 68					5493	5491			Booth 55.20			E	SS	43 0	r 50
-	11 17 17							5532	5534	Booth 55.61			E	88	43 o	r 50
90	15 25 0		*********			5583	5581			100011 00.01				DD	10 0	. 00
80	0 10 00							5622	5624	Booth 56.37			E	SS	43 o	r 50
10.8	Manual T				100 Oc	5662	5661		1125			and the same				THE
186	0-60-62			Foot	Bayes					Booth 56.62	w.m		E	SS	43 o	r 50
50	o 48 88			Slock	Sanga.			5/12	5714	Dutchess Shelter.			E	SS	43 o	r 50
317	N 22									Booth 57.19			E		43 o 43 o	
-									1000	Denning's Point 8	Switch		W	SS	43 0	or 50
60	0 36 66		********	1136	SE Long	5763	5761			Booth 57.55			VV	00	43 o	r 50
100	M CT							5792	5794	Booth 58.15	RC. 77. 38	2.5	E	SS	43 o	r 50
CA .	Passer		C. T. T. T.	g E	57 00	INT	INT	INT	TNIE	Car Inspector's O	ffice in Bridg	ge Yard, outside		37.00	SS 50 D., M.,	0
50	Beacon Open I		Night. C.	S. F	07.88					N. Y., N. H. & H			W	N	1., S.	. L.
-00	10 St 52			1 5000	L. C. C. C.					East End East Ya Beacon Station B			EW		50 o	
on -	200 200		translating from	27/1029	- Amilia	200				Beacon Station, in Beacon Station, o	nside		W	N	1., S.	L.
08	0 88 82		distriction of	al Servi	maite	E- 9	gue A.			eastward platfo	rm		W	aa	SS 5	
08	33 18 or			e WI	100 SM					Booth 58.51 Supervisor of Tra			E		50 o 1., S.	
00	80 88		di Vincenti in	of page	IN THE	arall	lo shi	ST		Booth 59.39			E		50 o	
00	0 85 88		4 4 14 15	300	T Street	190000000000000000000000000000000000000	5961		F004							
90	25 ES							9982	0984				E	SS	50 o	or 54
100	0.30 82				1000					Booth 60.21			E		50 o	
00 3	如题			1		27775	6061		6084					3		
00	· 80 33									Booth 61.10			E		50 o	
						6163	6161			Booth 61.42			E	SS	50 o	r 54
1					-		1331	6172	6174	Cabin 62.06			E	88	50 o	r 54
The second			Vin Laure III De							Chelsea Crossing,			Ē		50 o	
100	100 25		and the same of							Chelsea Station, i	nside		E	I	M., S.	.L.
THE REAL PROPERTY.	0 100 357					6253	6251			Booth 62.52			W	SS	50 o	r 54
A.	0.00 00					6222	6331	6272		Booth 63.22			E	SS	50 o	r 54
100	562					0000		6362		Track No. 3 Int.			E	SS	50 o	r 54
177	0 10 80			-					001	Booth 64.28			W	SS	50 o	r 54
54			mburg C.	s. BU	64.02	INT.	INT.	INT.		the design of the second contract of the seco			W			.,S.L.
377	Open I	ay and	Night.							New Hamburg D	rawbridge E	ng. room	E		54 0	
III	0.00.00			Time.						New Hamburg St New Hamburg St	ation, inside		E	1	54 o M., S.	.L.
13	25 apr 45									Booth 65.14			W	SS	54 o	r 58
57	OV COURSE		de la companya de	STE A	DEC MA	1000	Timis	Jabin.		Booth 65.49 Booth 66.14			E		54 o	
13	e (e (a					A TOWN	6621									
1				1	10000					Clinton Point Pur No. 66.51 Clinton Point Pur	nping Static	on, inside	E	N	A., S. A., S.	.L.
113	10 DO 62			-	- 2/4 m	6713	6711	6712	6714		mping Statio	on Switch	E		54 o	
T. T.	10 CB 283		4-1							Booth 67.9			WE		54 0	
Ti.	100 CO				- Virgini	100	1.78	gonffi	2.25	Booth 67.42 Booth 68.01			W		54 o	
IE			***********				6811		6804							
153				-			8.888 E	Social I	I lest							Party.
T.				100	CIPTIN	1.60	1.08	Boot	348							1
ir				1	and a second	13700	C. 13	Beet					No.	art or		
	10-101 66	1 34	Vernous Karas	1		2322	(B.4	Book	MS I	MAN TANGS ISONS		The second			4	

	STATIONS	Office	Miles from			NALS		TELEPHONES		
No.	Location	Calls	New York	Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
DE.	0 24 08 25		nuis E	Man S.	nat II			Camelot Station, outside Booth 68.17	w	SS 54 or
	o 84 56 Z			6002	6901	6892	6894	Booth 68.66	w	SS 54 or
	D 08 28 3			0000	0001		ela	Booth 69.23. Booth 69.53. Booth 69.71.	EEE	T.D., M. SS 58 or SS 54 or
	o 21 20 S			7003	7001	6982	6984		E	SS 54 or T.D., M. SS 58 or
	8,000 ft. E. of S.S. 58		70.21	INT.	INT.	INT.	INT.	Booth 70.30 Track No. 4 Int. Signal Booth 70.61	W	SS 54 or
							• • • • •	Track No. 3 Int. Signal Booth 70.67  Booth 71.47	E	SS 54 or
	00 盘			7163	7161	7170		Booth 71.62	w	SS 54 or
58		PO	71.75	INT.	INT.	INT.		Booth 72.30	E	SS 54 or T.D., M.
THE REAL PROPERTY.	Open Day and Night.		The state of		and the party of			Eastward Int. Signal Bridge Booth 72.47  Poughkeepsie Frt. House Office, inside	Е	SS 58 o
		John L		7959	7951		7334	Booth 72.69. Booth 73.18. Poughkeepsie Station, eastward platform	E	SS 58 o
	s to a local le p	0.19	spacts	1333	7351			under stairway Poughkeepsie Station, westward platform	W	SS 58 of SS 58 of
	16 16 18 1 (mile) 160							M. of W. Motor Car Shed W. of Station No. side of Hoffman St. Bridge abutment, in	E	SS 58 of SS 58 of
	6 02 86 W	71			10 10 E			Cabin	w	SS 58 o
						7410	7414	Booth 73.41	EW	SS 58 o SS 58 o
	100					7412	7414	Booth 74.34 Booth 74.50		SS 58 o SS 58 o
	9 位化 五	2.00		7453			7494		Е	SS 58 o
30	West of Poughkeepsie C.S Open Day and Night.	. ws	74.76		INT. 7641	INT.	INT.	Booth 75.53 Booth 76.22		T.D., M. SS 60 o SS 60 o
	A.M. II		Telebra.			7672	7674	Booth 76.37	WE	SS 60 o SS 60 o
	0 00 100 177			7733	7731	7762 7852	7764 7854	Booth 77.19	E	SS 60 o SS 60 o SS 60 o
	200 年 平 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			7953	7951			Booth 78.46	10000	SS 60 o SS 60 o
	· · · · · · · · · · · · · · · · · · ·				8051	7962 8052	7964 8054	Booth 79.49 Booth 80.29 Booth 80.53	E	SS 60 o SS 60 o SS 60 o
	n 20 40 1 1			8153	8151	8162	8164	Booth 81.28	E	SS 60 o
	THE PARTY OF THE P	1850	TV 48 A	8263	8261	8262	8264	Booth 82.07. Booth 82.36. Booth 83.15.	E	SS 60 o SS 60 o SS 60 o
	3.以此 4 下 生 4			8383	8381	8362	8364	Staatsburg Crossing Cabin, inside	E	SS 60 o M., S. SS 60 o
			pate.			8472	8474	Booth 84.23 Booth 84.51 Booth 85.20	E	SS 60 o
					8491	8592	8594	Booth 85.45	WW	SS 60 o SS 60 o
	10 B			8603 8693	8601 8691		8704	Booth 86.52	WW	SS 60 o SS 60 o SS 60 o
					8771	8812		Booth 88.07 Booth 88.34		SS 60 o SS 60 o
						8902	8904	Booth 89.10. Booth 89.31.	E	SS 60 o
				8993	8991	8992	8994	Booth 89.54		SS 60 or

	STATIONS	100	Miles		SIGN	NALS		TELEPHONES	Value 3	
No.	Location	Office Calls		Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
71	TOTAL STATE OF THE	S. BA	93.91	9103 9223 9333  INT.	9531 9651 9761 9871 9881 10091 10201	9182 9272 9372 INT. 9562 9672 9792 9902 9982 10092	9184	Booth 90.45. Booth 91.13 Booth 91.4.  Booth 92.07  Barrytown Station, inside. Booth 95.09  Booth 95.39  Booth 95.57  Booth 96.23  Booth 96.41  Booth 96.62  Booth 97.26  Booth 97.26  Booth 97.53  Booth 98.26  Tivoli Station, inside.  Tivoli Station, outside. Booth 99.19  Tivoli Pump House, inside.  Tivoli Pump House Switch  Booth 100.49  Booth 101.29  Booth 102.01  Booth 102.32  Booth 102.32  Booth 103.23  Cheviot Crossing Cabin, inside.  Booth 104.13  Booth 104.22  Booth 104.31	EEEE :::::EEE EEEEEEEEEEEEEEEE W EE	SS 60 or 71 T.D., M., S.L. M., S. L. SS 71 or 82

STATIONS	Office	Miles	SIG	NALS		TELEPHONES	NOTE IN	
No. Location	Calls		Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
17 to 00 22 St				10612		No. Germantown Station, inside	Е	M., S. L.
17 10 00 00 00 H			10621	100-100-100	1818	Booth 106.43	EEE	SS 71 or 82 SS 71 or 82 SS 71 or 82
17 to 00 88				10822	TOR.	Booth 108.16	E	M., S. L. SS 71 or 82
1 10 10 25			10931	10932	774	Booth 109.40	W	SS 71 or 82 SS 71 or 82
E 88 71 06 83			11011			Booth 110.04.	w	SS 71 or 82
第210年間 第210年間 第210年間				11042		Booth 110.30	w	SS 71 or 82
B 5571 or 62			INT			Remote Switch, Booth 111.13	W W W	T.D., M., S.I SS 71 or 82 SS 71 or 82
50 to 17 50 H				INT.		Booth 111.57	WW	SS 71 or 82 SS 71 or 82
82 West end Hudson Siding.	C.8.	112.74		11262 INT.		Booth 112.45	W	SS 71 or 82 T.D., M., S.I
Open Day and Night.		Section 1			789	Booth 113.30, Booth 113.51 Car Inspector's Office, east yard, outside	E	SS 82 or 84
1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		HING B	100.5			Booth 114.12. Booth 114.14. Booth 114.20.	W E W	SS 82 or 84 SS 82 or 84 SS 82 or 84
10 10 17 88 1 S						Booth 114.23, Signal Maintenance	E	SS 82 or 84
84 Hudson	. C.S. UD	113.66		INT. 11502		Booth 114.28	E	T.D., M., S. SS 84 or 90 SS 84 or 90
22 to 17 88 W	- bien	gide	male Lill	11612		Hudson Station, Booth 114.30	E	SS 84 or 90 SS 84 or 90
STA E			11731	11732	740	Booth 115.28. Booth 115.47.	E	SS 84 or 90
				11842		Booth 116.29 Booth 116.46 Booth 117.15	E	SS 84 or 90 SS 84 or 90 SS 84 or 90
STATE OF THE STATE				11042		Booth 117.40	1	SS 84 or 90
TO TOUR DESCRIPTION OF THE PARTY OF THE PART		Total	11941	11952		Stockport Station, outside, Booth 118.37 Outlying Switch to Sta., siding, Booth 118.51	E	SS 84 or 9 SS 84 or 9
				12052		Booth 119.30 Booth 120.04 Booth 120.26	E	SS 84 or 9 SS 84 or 9 SS 84 or 9
			/A 110			Booth 120.47	E	SS 84 or 9 SS 84 or 9
				12182		Booth 121.35	W	SS 84 or 9 SS 84 or 9
			12261	12282		Booth 122.14. Signal 12261, Booth 122.37. Booth 123.16.	E	SS 84 or 9 SS 84 or 9 SS 84 or 9
90 East of Stuyvesant Open Day and Night.	. C.S. XN	123.01		INT		Booth 123.75	WW	T.D., M., S. SS 90
			1945			On bridge structure, Stuyvesant Station island platform	E	SS 90 M., S. L.
				12482		Booth 124.50	WE	SS 90 SS 90
			1255		Fin	Signal 12482, Booth 125.37	E	SS 90 SS 90
			1265	12572 12652		Booth 126.28	E	SS 90 SS 90
			The second second	12742	4	Jump-over bridge, W. of Stuyvesant, Booth 126.44 Booth 126.51	E	SS 90 SS 90
				12822		Booth 127.22	E	SS 90 SS 90 SS 90
			1290	12902		Booth 128.13	E	SS 90 SS 90
						Booth 129.23	E	SS 90 SS 90
			1308	13092		Schodack L'd'g Station, outside, Booth 130.21 Booth 130.53	E	SS 90 SS 90
				1		Booth 131.22.		SS 90

	STATIONS		Miles	SIGN	NALS	TELEPHONES		
No.	Location	Office Calls	from New York	Track No. 1	Track No. 2	Location	Side of Track	Line
	Car Charles	1	ergile (	13181	13192	Booth 131.40	E	SS 90
	NO BET & TOWNSHIP	Process .	ALLES TO		The same of	Booth 132.18	E	SS 90
	LOTE TO SECURE	100	nemail		13282	Booth 132.43	E	SS 90
				10201	10202	Booth 133.13	E	SS 90
		15000		13371	13372	Booth 133.41	E	SS 90
				10 A-200 A-3		M. of W. Tool House, 1000 Ft. E. of Castleton		
						on Hudson, outside, Booth 134.04	E	SS 90
						Castleton on Hudson Station, outside	E	SS 90
	Castleton on Hudson C.S	1	133.56	1	J. 15. C. C. C.	Booth 134.25	W	T.D., M., S.
			100.00	13471		Booth 134.41	W	SS 98
	SOL SE STORY	THE WAY	S EL IN		13472	Booth 134.52	E	SS 98
16	O.T.	AND S	TEXUSET		13562	Booth 135.09	E	SS 98
	100 83	1015	Margaret L.	1	The state of the s	Booth 135.35	E	SS 98
		150			13652	Booth 136.05	E	SS 98
			DE 64 18	13651		Booth 136.26	E	SS 98
						Booth 136.49	E	SS 98
	CT	1				Booth 137.18	E	SS 98
	A STATE OF THE PARTY WAS A STATE OF	Cone	THE PARTY			Booth 137.47	E	SS 98
	1 / 22 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1000	But the same		13742	Booth 138.16	E	SS 98
8		1000		13831	13832	Booth 138.42	E	SS 98
		1	STATE OF THE PARTY			Booth 139.14	E	SS 98
	NEW YORK THE PROPERTY OF THE PARTY OF THE PA	1-1-57	NAME OF THE OWNER.		13922	Booth 139.32	E	SS 98
30	Will The second of the	7.55	DESIGNATION OF THE PARTY OF THE			Booth 139.50	E	SS 98
	1 72 2 2 1 2 1	1	ACCOUNTY TO			Booth 140.22	E	SS 98
						Booth 140.50	E	SS 98
	double to the later of the late	300	1 6					SS 98
- 634	T. LESSON E. CO. STATE OF THE PARTY AND	Harry Co.	HILDRY !					The state of the s

#### HUDSON RIVER CONNECTING LINE

New   184   N   184   184   184	Miles	SIG	NALS	TELEPHONES		
LOCATION Office Calls	from New York	Track No. 3	Track No. 4	Location	Side of Track	Line
Signal Station 90			INT.			
Stuyvesant Station		197		Stuyvesant Station, inside	E	M., S. L.
West of Stuyvesant Station			INT.	INT. Signal SS 90	w	SS 90
12 miles W. of Stuyvesant Station		189		West of Signal 189	E	SS 90 or SM
11 miles W. of Stuyvesant Station.			186	East of Signal 179	E	SS 90 or SM
2½ miles W. of Stuyvesant Station.		179				
3½ miles W. of Stuyvesant Station		169	168	Signal 169	E	SS 90 or SM
4½ miles W. of Stuyvesant Station.		159		In cabin near Signal 159	E	SS 90 or SM
3½ miles E. of S.S. SM		147	148	Signal 147	E	SS 90 or SM
2½ miles E. of S.S. SM		137		Signal 137	E	SS 90 or SM
1½ miles E. of S.S. SM		127	126	East of Signal 127	E	SS 90 or SM SS 90 or SM
Signal Station SM	132.01	INT.	INT.	West end, Hofmeyer's Cut	E	SS 90 or SM T.D., M.,S.L

	STATIONS		Office	Miles from	MASSEL	BALL AND	IGNALS	H-MO-	MOTU	TELEPHO	NES	
No.	LOCATION		Calls	New York		Track No. 1	Track No. 2	Time!		LOCATION	Side of Track	Line
	est Person					13921 14011	14012	1 7 mg			Des I	
98	Rensselaer Open Day and Night.	C.S.		141.7	GLL	14091 INT.	14092 INT.	1816		Signal Station	S	T.D. SS 98
99	Rensselaer Open Day and Night.	C.S.	RS	142.3		INT.	INT.			Signal Station	0	T.D.
											FR.	Buch L
	F 20 10 20 20 20 20 20 20 20 20 20 20 20 20 20				Track No. 3	Track No. 4	Track No. 1	Track No. 2				
100	Rensselaer Open Day and Night.	C.S.		142.4	INT.	INT.	INT.	INT.		Signal Station Troy Road, Int. signal	N	T.D. SS 100
101	E-4 E-1 P	aa		140 =			INT.	INT.		Engine House		T.D. or M SS 99
101	East End Passenger Bridge Open Day and Night.	C.S.		142.5			INT.	INT.		Signal Station		86 99
A	East End Albany	C.S.		142.8			INT.	INT.		Signal Station		T.D.
A	Vard Albany	C.S.		142.0			INT.	INT.	I THE	East end passenger yard,		1.D.
	Open Day and Night.									cabin	N	SS A
									1	cabin	N	SSB
В	West End Albany Yard	C.S.		143.1				INT.		Signal Station	S	T.D. or M SS 1
D	Open Day and Night.  East End Albany	C.S.			INT.	INT.				Signal Station		SS 1, 100
	Freight Bridge Open Day and Night.				INT. 14323	INT.				Booth	N	T.D.
										200000		
1	Albany Viaduet	C.S.	Z	143.4	INT.	INT.	INT.	INT.	S C III	Signal Station	-	T.D. or M
	Open Day and Night.	HORN	ann.		INT.	INT.	14371	INT.		Booth	N	SS 1 -SS 3
	MI MARKET			News S	14433	14434	14431	INT.		Leg of Signal bridge	S	SS 1 -SS 3
							14501			Cabin	N	SS 1 -SS 3
						14524				Rock Cut cabin		SS 1 -SS 3
3	Jones Crossing	C.S.	JC	145.4			INT.	INT.		Signal Station		T.D. or M
	Open Day and Night.						14611			Booth 146	S	SS 3 -SS 7
	780   77						14661	14622		Cabin 50 ft. west of	Innest	
	0 00 100 10				Track No. 4		Track No. 1	Track No. 2		Central Avenue Bridge.	N	SS 3 -SS 7
					110. 4	les training	14751	14752		Booth 147.2	N	SS 3 -SS 7
							14841	14000		Booth 148	N	SS 3 -SS 7
							14941	14882		Booth 149.1	N N	SS 3 -SS 7
	10 00 EE 3					JATE !		15012		Booth 149.6	N N	SS 3 -SS 7 SS 3 -SS 7
	og at the		TE A	gar ta		die di	15031			Karners, west side section cabin 150.6	N	SS 3 -SS 7
	Karner						15131	15132		Booth 151.1	N N	SS 3 -SS 7 SS 3 -SS 7
							15231	15232		Booth 152.1	N N	SS 3 -SS 7 SS 3 -SS 7
	10 10 E E 100 or	-					15331	15332		Booth 153.1	N N	SS 3 -SS 7 SS 3 -SS 7
	11.07 20 21 2					tot (E	15431			Booth 154	N N	SS 3 -SS 7 SS 3 -SS 7
	TO COLOR			000	15520 MB	1	15521	15432	Stell .	Booth 154.5	N	SS 3 -SS 7
					MB			15552		Booth 155.4	N	SS 3 -SS 7 SS 3 -SS 7
				1	INT.		INT.	No. les	1	Language Secretary	1	0.755

	STATIONS	000-	Miles	from							
No.	LOCATION	Offic Call		Track No. 4	Track No. 3	Track No. 1	Track No. 2		LOCATION	Side of Track	Line
7	Carman	S. A	8   156.4	INT.		INT.	INT.		Signal Station		T.D. or M.
	Open Day and Night.	3.261	Think!						Booth 157.1	N	SS 7 -SS 8
E 20		Tion I	A FAST	15774	15773	15771	15772		Booth 157.7	N N	SS 7 –SS 8 SS 7 –SS 8
		Jan Jan	17.57	15874			15872		Booth 158.9	N	SS 7 –SS 8
1 -18		(34)	1	10011	15883	15881			Signal Station		T.D. or M.
12 15	AT BEE M. L. CONT.	131	The said					alta H	Platform No. 2, Station		SS 7 -SS 8
8	Schenectady C.	S. SC	159.7	INT.	INT.	INT.	INT.		Booth 160.5	S	SS 8 -SS 11
	Open Day and Night.	m la la			10050	10051	10050		Switchman's Cabin	N	SS 8 -SS 11
	THE STATE OF THE STATE OF		A COURT	16054	16053	16051	16052		Water Station	N N	SS 8 -SS 11 SS 8 -SS 11
	Carl Service	n de la constante						10/2 1	West End Sand Bank	N	SS 8 -SS 11
Will to	4) 88 Y	1.06	A DOR							the state of	
IT E	ALER K James III	1.70	1 3435		16143	16141		THE REAL PROPERTY.	Booth 161.6	N	SS 8 -SS 11
21 E	を として と	- 181	18008 1	16154			16152		Cabin	N	SS 8 -SS 11
12.5						16241			Booth 162.5	N N	SS 8 -SS 11 SS 8 -SS 11
17.00	SIRE V	dia.		16264		10241	16262	DE !	Booth 163.6	N	SS 8 -SS 11
46.13	A She & Second	100	Street L			16341			Booth 164	N	SS 8 -SS 11
TE	The second	1 451	10000		Male 13			NEET !			22 0 22 11
St 18	-01-22 10 10-2-1-2	- (SOS)	THE WORLD			16441	16382		Booth 164.5	N	SS 8 -SS 11 SS 8 -SS 11
15.15						16441	16512		Rectors crossing booth Booth 165.5	N N	SS 8 -SS 11
F.W.	and it	A Page	A Lar			16531		SIEF	Booth 166	N	SS 8 -SS 11
No.	20 28 12 1.00	1.12	Aces f						Booth 166.4	N	SS 8 -SS 11
N. C.	-0/ 82 in 22 have a large	. 1 381	ALM! TO				16622		Booth 166.9	N	SS 8 -SS 11
HI BY			The state of			10051		1230.7	Booth 167.3 Booth 167.8	N N	SS 8 -SS 11 SS 8 -SS 11
on od	100 CO 10	100			Table Li	16651	16732	1971	BOOKH 107.8	14	11 66- 6 66
100	5/32/3	110							Bolton St.		
LET 216	MIRE X Line	A	THE !					301	Booth 168.3	N	SS 8 -SS 11
112 123	H. B			16760		16761			Booth 168.7	N	SS 8 -SS 11
	ALL VALUE OF THE PARTY OF THE P	F1-20	September 1	M. B.	HE L				East end, 4 Detour, booth Signal Station	N	SS 8 -SS 11 T.D. or M.
101 515	7 24 7			M. B.			16842		Ist Int. Signal booth	N	SS 8 -SS 11
11	Hoffmans	S. NA	169.2	INT.	INT.	INT.	INT.		Booth 169.7	N	SS 11-SS 16
-36	Open Day and Night.	a diam	N-1948	INT.				TVI .	Booth 170.1	N	SS 11-SS 16
	DE SEL LA LANGE OF THE			17014	17012	17011	17010		Booth 170.5	N N	SS 11-SS 16 SS 11-SS 16
160	(1) (3) (1) (2) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	LE PROPERTY.		17014	17013	17011	17012		Booth 171	N	SS 11-SS 16
DE NO	21 62 1	The last	Hart.						Booth 171.5	N	SS 11-SS 16
55 83	27 22 N Jane 1	100	1 8008	17104	17103	17101	17102	SALE	Booth 171.9	N	SS 11-SS 16
1000		1.00	49/801						D 41 150 5	NT.	SS 11-SS 16
		-	The second	17214	17213	17211	17212		Booth 172.5 Booth 172.9	N N	SS 11-SS 16 SS 11-SS 16
		100	a sone						Booth 173.4	N	SS 11-SS 16
JZ	MILT S LILLING	- doctor	THE PART IS		W			1082 3	Kelloggs yard office	N	SS 11-SS 16
SC 156	-01-88   W   100 marks		1	17324	17323	17321	17322	Here In	Kelloggs y'd, W. end booth	N	SS 11-SS 16
100	The second			17/2/	17433	17431	17432	1	Booth 174.5	SS	SS 11-SS 16 SS 11-SS 16
-	37 29 - 10 1 C	1.00	1	17434	17433	17431	17452		Douth 171.3	2	DD 11 DD 10
100 B	AmsterdamC.	S. AN	I 175.7	17544	17543	17541	17542	ator it	Booth 175.6	S	
17.80	4. 经证明 图 图 1	73 F 1505	Receipt 1					THE REAL PROPERTY.		S	00 11 00
				17864	17669	17661	17662		Booth 176.1 Booth 176.6	S	SS 11-SS 16 SS 11-SS 16
17.7				17664	17663	17661	17002	A STATE	Booth 177.1	S	SS 11-SS 16
1 3 1				17754	17753	17751	17752	Day 1	Booth 177.7	N	SS 11-SS 16
122 SE	Fort Johnson	\$ 500	Bend!		17883	17881	17882		Booth 178.3	N	SS 11-SS 16
20.00		N SUS	Hier !	17894					Booth 178.9	N	SS 11-SS 16
	South of the last			17974	17973	17971	17972		Booth 179.3	N N	SS 11–SS 16 SS 11–SS 16
				18054	18053	18051	18052		Booth 180.1	N	SS 11-SS 16
									Booth 180.5	N	SS 11-SS 16
		100							Booth 180.9	N	SS 11–SS 16

	STATIONS				Ant Co	SIGNAL	S	TELEPHONES			
No.	LOCATION	Office Calls	from New York	Track No. 4	Track No. 3	Track No. 1	Track No. 2		LOCATION	Side of Track	Line
100		Per i		10144	18133	18131	10110	MATE !	Booth 181.4	S	SS 11-SS 16
		101	Aprile L	18144	10000	10001	18142		Booth 181.8	N	SS 11-SS 16
			THE STATE OF THE S	18224	18223	18221	18222	MINIS	Booth 182.2	N N	SS 11-SS 16
		1000		18344	18343	18341	18342	13	Booth 182.8	N	SS 11-SS 16 SS 11-SS 16
100		To the last		10011	10040	10041	10042		Booth 183.9	N	SS 11–SS 16
0.00		OF THE R	- 14	18444	18443	18441	18442		Booth 184.4	N	SS 11-SS 16
11 88	9.89	000	Bool						Booth 184.9	N	SS 11-SS 16
11 50		Control of	MARKET !						East end of yard	N	SS 11-SS 16
AL PA		PER I	STAN E	18554	18553	18551	18552	Der L	Booth 185.5	N	SS 11-SS 16
11.8%			mal I						East end, car repairmen.	N	SS 11-SS 16
16	Fonda	VN	186.3	INT.	INT.	INT.	INT.	1 11	Signal Station		T.D. or M.
	Open Day and Night.					40044		·	Booth 186.7	N	SS 16-SS 19
		101 0	MONTH !	18714	18713	18711	18712	0.00	Booth 187.1	N	SS 16-SS 19
		20,000		18804	18803	18801	18802	TOTAL TOTAL	Booth 187.5	N	SS 16-SS 19
P1 -P51						10001	-		Booth 188.4	N	SS 16-SS 19 SS 16-SS 19
17		Shirt	THE REAL PROPERTY.	18884	18883	18881	18882	Set I	Booth 188.8	N	SS 16-SS 19
E1 88-	288 X 1888	MER	Cook			10001			Booth 189.3	N	SS 16-SS 19
			展重情	18994	18993	18991	18992		Booth 189.9	N	SS 16-SS 19
III SEE	THE ME STREET TO .	1991	POSE C						Booth 190.3	N	SS 16-SS 19
14 188	" Say L. V. Landberg man	ENTE PER	THE SECOND	19084		Lat.	19082	- I	Booth 190.8	N	SS 16-SS 19
Id his	BELLEVILLE STATE	GBILD	1968		19113	19111					
HIST	Yosts	10011	1916	19164			19152		Water station	N	T.D. or M.
			MOON TO THE		10000	10001			Booth 192	N	SS 16-SS 19
				19274	19233	19231	19272		Booth 192.5	N	SS 16-SS 19
		707 3	San G	13214				PERM	Booth 193.2	N	SS 16–SS 19 SS 16–SS 19
				19374	19373	19371	19372		Booth 193.7	N	SS 16-SS 19
									Booth 194.2	N	SS 16-SS 19
112-12	8 26 26 20 20 20	. 801	Book	19474	19473	19471	19472		Booth 194.9	N	SS 16-SS 19
17.38	B M M TO THE LAND	.591.4	Book			TALL.		This is	Booth 195.2	N	SS 16-SS 19
11.25	See Manual States	b ,bmb		19564	19563	19561	19562	Fine Ba	Booth 195.6	N	SS 16-SS 19
	<b>这里的一点,</b>							Like Ji	Booth 196	N	SS 16-SS 19
				19654			19652	est in	Booth 196.5	N	SS 16-SS 19
19	Palatine Bridge C.S.	BD	197.1	INT.	INT.	INT.	INT.	THE REAL PROPERTY.	East crossovers booth Signal Station	N	SS 19 T.D. or M.
15	Open Day and Night.	DD	191.1				1111.		West crossovers booth	N	SS 19
			100年第二		19763	19761	0.8.2	Ten II	Section cabin booth	N	SS 19
100		CITE OF	Book 4						Palatine Bridge Station.	-	T.D. or M.
AL PA		ALTERNA	Ber !						Booth 198.3	N	SS 19-SS 22
Part Mary	TEL TOTAL	TYLE	Book	19874	19873	19871	19872	DEL H	Booth 198.7	N	SS 19-SS 22
			De de					1	Booth 199.2	N	SS 19-SS 22
1	The second second	WELL S	tood	19984	19983	19981	19982	41	Booth 199.8	N	SS 19–SS 22
The real	The state of the s				20000	20001		Gal III	Booth 200.3	N	SS 19–SS 22
The same	Fort Plain C.S.	THE REAL PROPERTY.	200.8	20094	20083	20081	20092	15 11 1	Booth 200.8	S	SS 19–SS 22 T.D. or M.
10-22	1010 1 10111 0.53.	- 4 000	200.0	20094			20092		Booth 201.3	N	SS 19–SS 22
10.81		-	TO SET	20174	20173	20171	20172	His II	Booth 201.7	N	SS 19-SS 22 SS 19-SS 22
AT TO	124 2 3 3	Date	<b>新港</b>	20244	20243	20241	20242	BERL IT	Booth 202.4	N	SS 19-SS 22
								100	Booth 202.8	N	SS 19-SS 22
		A CHILL	1008	20324	20323	20321	20322	BEL D.	Booth 203.2	N	SS 19-SS 22
last's		RE						1 - 1 ·	Booth 203.7	N	SS 19-SS 22
111 200		BRITEN	local	20424	20423	20421	20422	1	Booth 204.2	N	SS 19-SS 22
THE STATE OF			1203		20512	20511		10/11/1	Booth 204.7	N	SS 19–SS 22
	St Johnsville		200 7	20524	20513	20511	20522	1000		4	
AT 05	St. Johnsville		206.7	20524	*****		20522		Booth 205.7	N	SS 19-SS 22
ne as			Maria I					Sep. F		N	SS 19–SS 22 SS 19–SS 22
ST BB	192 7	5.851	locks -						Booth 206.8	N	20 10 00 22
101782	TEST IN THE STATE OF THE STATE	and the	Book		artt.	M	1001	1027 T	Water station booth	N	SS 22
REES-	182 Y	CORE	DOE !		193 I			DEF		F 78	
19185	II MED TO THE STATE OF THE STAT	6.00	5008		20613	10611	10612	B-20 E	No. of the last of	113	
0 88		E, REJ E	10000					Con L			
		-	-		-		-	-			

	STATIONS	1	Miles		Om One of the Original Property of the Origina	SIGNALS			Luciony	T	ELEPHO	NES	
N-	LOCATION	Office Calls	from New	Track	Track	Track	Track			LOCATION	10.00	Side of	Line
No.	LOCATION	SECT	York	No. 4	No. 3	No. 1	No. 2		1000	LOCATION		Track	LANC
22	West St. Johnsville C.S.	JU	207.0	INT.	INT.	INT.	INT.		Signal	Station			T.D., M.
	open buy and right.	A 188	Book									N	SS 22 or SS 26
		0 132	Cost	20814	20813	20811	20812		Booth	208.7		N N	SS 22-SS 26 SS 22-SS 26
				20934	20933	20931	20932		Booth	209.3		N N	SS 22–SS 26 SS 22–SS 26
				21054	21053	21051	21052 21112			210.5		N N	SS 22-SS 26 SS 22-SS 26
				21114	21113	21111	21112			211.7		N	SS 22-SS 26
	oc as 2 want of	Marior N		21234	21233	21231	21232		Booth	212.3		N N	SS 22–SS 26 SS 22–SS 26
		SE SUIT		21314	21313	21311	21312		Booth	213.1		N	SS 22-SS 26
	Carl Hender	and the Paris		21424	21423	21421	21422		A CONTRACTOR OF THE PARTY OF TH	213.6 214.2		N N	SS 22–SS 26 SS 22–SS 26
		Carrant	A W			4.00.	7			214.9		N	SS 22-SS 26
	ROTH IN THE STATE OF THE STATE	His		91554	21513	21511	21552	SLANT .		215.4		N	SS 22-SS 26 SS 22-SS 26
	210 1 hamme		Hazzi j	21554			21002	1		216.3		S	SS 22-SS 26
	Little Falls C.S.	on annual	216.3	INT.	INT.	INT.	INT.		Signal	Station 216.7 Es			T.D., M.
		PORT OF	Spirite 1		21733	21731		-2	The second second	ight House		N	SS 22-SS 26
		The St.	3.351	21754			21752			St. crossing,		S	SS 22-SS 26
		To be to				7		THE S		217.0		N	SS 22-SS 26
	La Data Maria La particio	STORAL STORAGE	Section 1			1222	1:15.		700000000000000000000000000000000000000	217.4		N	SS 22–SS 26 SS 22–SS 26
				21844	21843	21841	21842			218.2		N	SS 22-SS 26
			man and						The state of the s	218.3		N	SS 22-SS 26
	12 May 12 Jan 14	1.000	desoft i					Dist		219		N N	SS 22-SS 26 SS 22-SS 26
	F 88 (6	-S-035	Hand Stock	21944	21943	21941	21942	Tols	Booth	219.5		N	SS 22–SS 26
		7.10		22034	22033	22031	22032		Booth	220		N	SS 22-SS 26
		3.50	Acedia.	22134	22133	22131	22132			220.7		N	SS 22–SS 26 SS 22–SS 26
		To the								221.5		N	SS 22-SS 26
100	1 THE TO SERVICE STREET	.B.E.		22234	22233	22231	22232	26224		221.9		N	SS 22–SS 26 SS 22–SS 26
									The state of the state of	222.6		N	SS 22-SS 26
100 52	TO BE THE REAL PROPERTY.	1	Maria I	INT.	INT.	INT.	INT.	1000		223.0		N	SS 22–SS 26 SS 22–SS 26
	ERT R Towns	3.30		IN1.					A STATE OF THE PARTY OF THE PAR	223.6		1,150	SS 22–SS 26
26	Herkimer	. KI	223.7						Herki	mer Station			T.D., M.
108 148	Open Day and Night.	1000	No.						Booth		Station		SS 26
	10 mm	2.11	Mag 1		INT.	INT.	INT.			tform			SS 26
	1 2 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100		INT.						224.1		1	SS 26-SS 29
	CT I	6-318	in is a							224.2		N	SS 26
	10 mm.	Softwee			INT.	22471				224.4		N	SS 26-SS 29 SS 26-SS 29
90 23	· 100 100 100 100 100 100 100 100 100 10	alm by		INT.	11/1.	22411	22482		Doon	1 224. (		-14	00 20 00 20
TIN SEE					-1111			20025	The second second	225.3		N	SS 26-SS 29
20 20	North Ilion C.S.	w draw	TONS!	INT.	22593	22591	22592			225.7			SS 26-SS 29
THE STATE OF		1	BAB!							Ilion, cabir		S	T.D., M. SS 26–SS 29
- NO. W.			0.00	22704	22703	22701	22702		Booth	226.8		N	SS 26-SS 29
STATES	15 82 V	4.50	AND THE					Pettak 1		227.2		N	SS 26-SS 29
10 25	(1 22 %	10.15	Stout !							227.7		N	SS 26-SS 29 SS 26-SS 29
1000			1000	22804	22803	22801	22802		The second second	1 228.6		1 - 1/492	SS 26-SS 29
00.55		0.000	Carlotte a	22904	22903	22901	22902	rema-	Booth	229.1		. N	SS 26-SS 29
100	Incasion films	10.23	11-12							229.6		The second second	SS 26-SS 29
08.83	18 80 TE TOMAN	3.400	Bau-N	23004	23003	23001	23002	25156	The state of the s	1 230 1 230.4		N	SS 26-SS 29 SS 26-SS 29
100		1	1	11			1		DOOU	1 200.4		I IN	100 20 00 29

	STATIONS .			Miles	files SIGNALS					TELEPHONES		
No.	LOCATION	7	Office Calls	New York	Track No. 4	Track No. 3	Track No. 1	Track No. 2		LOCATION	Side of Track	Line
	0.00		1	di di	23094	23093	23091	23092	Jevi I	Booth 230.9	N	SS 26 or SS 29
										Booth 231.4	N	SS 26-SS 29
SIRB.	CE 255 H		-500	GREAT !	23194	23193	23191	23192		Booth 231.8	N	SS 26-SS 29
I I I I I I I I I I I I I I I I I I I			BATE	David I	23294	23293	23291	23292		Booth 232.3	N N	SS 26–SS 29 SS 26–SS 29
		- 2 - 12			20294	20230	20231	20232		D00th 252.9	14	1313 20-1313 23
			200						W. S. Conn.	Booth 233.5	N	SS 26–SS 29
KD 8.0			HE	died !					Conn.			
29		c.s.	J	234.1	23404	INT.	INT.	INT.	INT.	Signal Station		T.D. or M.
00.22	Open Day and Night.				INT.	23513	23511	23512		Yard Office and Eng. House Yard Office and Eng. House	S	SS 29–SS 30 SS 29–SS 30
			ELE	Basel I					HALL T	Yard Office and Eng. House	NS	SS 29-SS 30
										Yard Office and Eng. House	}	SS 29–SS 30
						INT.	23581			Booth 235.3	N	
BY 38	STEEL N		355	ALC:	23614			23602		W. D. Gampovor, Coom.	N	T.D. or M.
	12 12 N					23643	23641			Engine House	8	City Line
					23694			23662		Scrap Yard Siding, Booth.  Yard Office	N	T.D. or M. SS 30
80		.s. T	UA	237.2						Drop Pit Booth	2	T.D. or M.
	Open Day and Night.			000 0		INT.	INT.	INT.	Sec.	Signal Station		T.D. or M.
31	Open Day and Night.	C.S. V	WU	237.8	INT.	INT.	INT.	INT.		Station Platform 5 and 7. Signal Station	N	T.D. or M. SS 31
150.25			196							Washington St., cabin	N	SS 31-SS 34
				NEWS !	23864	23863	23861	23862		Booth 238.6		GG 21 GG 24
100										Outlying switches, booth 239 3	N N	SS 31-SS 34 SS 31-SS 34
The Sa	11.57		0.10	Section 1	23974	23973	23971	23972		Booth 239.7	N	SS 31-SS 34
	Will be all and	10	100	041.4	04074	0.4070	0.071	04070	Mario I	Booth 240.2	N	SS 31-SS 34 SS 31-SS 34
	Whitesboro	C.S.	1000	241.4	24074	24073	24071	24072		Booth 240.7 Booth 241.1	N	SS 31-SS 34
	<b>10 (10)</b> 第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十							24162		Booth 241.5	N	SS 31-SS 34
					24164 24254	24163	24161	24252	Control of	Booth 242.2 Booth 242.6	N N	SS 31–SS 34 SS 31–SS 34
10. 21					24204	24263	24261	24202		Booth 243.2	N	SS 31-SS 34
					24364	24363	24361	24362		Booth 243.6	N	SS 31-SS 34
30.36	Oriskany	c.s.		244.4		24453	24451	24452		Booth 244.1 Booth at Freight House	S	SS 31-SS 34 SS 31-SS 34
100 mil	Olishany	7.10.		227.7	24464	24100	24401	22204		Booth 245	N	SS 31-SS 34
		-			24544	24543	24541	24542	-TVE	Booth 245.4	N	SS 31-SS 34
					24634	24633	24631	24632		Booth 245.9	N N	SS 31-SS 34 SS 31-SS 34
	include:	4 8	200						1	Booth 246.8	N	SS 31-SS 34
E M	20 AS 20 A CO A C		19501		24724	24723	24721	24722		Booth 247.2	N	SS 31-SS 34
122 22		250	20		24804	24803	24801	24802	481	Booth 247.6	N	SS 31-SS 34 SS 31-SS 34
34		C.S.	FY	249.0					the last	Booth 248.5		T.D. or M.
	Open Day and Night.	10	A MAIN	- 10 SE	INT.	INT.	INT.	INT.	BELL	Signal Station	N	SS 34
						24973	24971		1993	East end middle, cabin Booth 249.7	N	SS 34–SS 39 SS 34–SS 39
HE KA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 20		Sec.	24994				- Kar	Rome, cabin	N	SS 34-SS 39
	59 2	E S		CHESE	25074	25072	25071	25072	100	Rome yard, west end cabin	N 8	SS 34-SS 39 T.D. or M.
100 100	AND TO THE				25074	25073	25071	25072	Bres !	Booth 250.7	8	T.D. or M.
42 FG	UC-18   N.	+		Mark 1					AFFEE .	Romefreight station, booth		SS 34-SS 39
me you	A STATE OF THE PARTY OF THE PAR				25164	25163	25161	25162		Booth 251.7 Booth 251.9	N	SS 34-SS 39 SS 34-SS 39
100	selv L	6.13		BARON !	25244	25243	25241	25242	1	Booth 252.4	N	SS 34-SS 39 SS 34-SS 39
1978	ME SEE M	300	6.00G	April 1					PHASE.	Booth 252.8	N	SS 34-SS 39
GD 133	00 02 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1019	(8)	Short A	25324	25323	25321	25322		Booth 253.2	N N	SS 34–SS 39 SS 34–SS 39
No.	100 88 W T.			the PE	25454	25453	25451	25452	16000	Booth 254.5	N	SS 34-SS 39
TE ST	TORRE N		U LOSSE	April 1	25524	25523	25521	25522	Hest	Booth 255.2	N	SS 34-SS 39

2100	STATIONS		Miles			SIGN	IALS	TELEPHONES				
No.	LOCATION	Office Calls	from New York	Track No. 6	Track No. 4	Track No. 3	Track No. 1	Track No. 2	Track W. S.	LOCATION	Side of Track	Line
			1 2012	1 110.0					Conn.	200000000000000000000000000000000000000		
		A A RES		Desc Last		25613	25611					THE RESERVE
- 2									8.8 3	Booth, 256.2	N	SS 34 or SS 39
8 1					25634			25632		Booth 256.5	N	SS 34 or SS 39
					25714	25713	25711	25712		Booth 257.1	N	SS 34 or SS 39
100												
										D 11 055 5	3.7	0001 0000
		154	THE STATE OF	de la companya della companya della companya de la companya della	0.004	05009	95091	05000		Booth 257.7 Booth 258.2	N	SS 34 or SS 39
	are la		1.486	Sures d	25824	25823	25821	25822		Booth 258.7	N	SS 34 or SS 39 SS 34 or SS 39
	AND THE RESERVE OF THE PARTY OF				25914	25913	25911	25912		Booth 259.1	N	SS 34 or SS 39
	ar is had			Law Mile	27.7 P. 7.17	20010	20011	20012		Booth 259.6	N	SS 34 or SS 39
Ser.	Verona	25 74364	260.3	in principal	26014	26013	26011	26012		Booth 260.3	N	SS 34 or SS 39
	verona		200.0			20010				Dooin 200.0		00 01 01 00 00
Pare	TOTAL SECTION AND ASSESSMENT		· mirrir	200 Je								Care leaves
	正当   一直   上	Transie !	A CONTRACTOR			26103	26101	26102		Booth 261	N	SS 34 or SS 39
	C. T. H. Secretary				26114					Booth 261.5	N	SS 34 or SS 39
Beuri	HE RANGE AND THE	54781-5	HEIGH		26214	26213	26211	26212		Booth 262.2	N	SS 34 or SS 39
2		1000	1	HE IN						Booth 262.5	N	SS 34 or SS 39
				The same	26304	26303	26301	26302	No.	Booth 263	N	SS 34 or SS 39
		1000	A LEWIS						NET T	Booth 263.5	N	SS 34 or SS 39
Bally	Area and the second			- 5000	26404	26403	26401	26402		Booth 264	N	SS 34 or SS 39
										Lake St., cabin	8	SS 39
SHIP		KONT	HE STATE							William St., cabin.	N	SS 39
		170								Main St. cabin	N	SS 39
39	Oneida	RX	264.8		INT.	INT.	INT.	INT.		Signal Station		T.D. or M.
MI	Open Day and Night.	1900	1	and the last						Booth 265.4	N	SS 39-SS 41
		1 135	100000	100	26604	26603	26601	26602		Booth 266	N	SS 39-SS 41
- ALT	TO THE PERSON SERVICES	ACTION OF	Di laus in	is gand						Booth 266.5	N	SS 39–SS 41
										Oneida, west end	ME WHIER	GG 00 GG 11
		1 × 0 × 0	Libertal	No.	00004	00700	00701	00700		middle Booth 267	N	SS 39-SS 41
	LEVEL BELLEVILLE		TE H		26704	26703	26701	26702		Booth 207	N	SS 39–SS 41
										Booth 267.5	N	GG 90 GG 41
	The state of the s	1-1-0	Parent !	LESCON	90004	90000	90001	26802		Booth 268	N	SS 39-SS 41
					26804	26803	26801			Booth 268.5	N	SS 39-SS 41 SS 39-SS 41
AL S	and a supplied to the	-	Spirits.	ay de illin	26904	26903	26901	26902		Booth 269	N	SS 39-SS 41 SS 39-SS 41
	The second second		Sex-	- pentan	A STATE OF THE PARTY OF THE PAR		1 8 8 8 8 8			Peterboro St. cab.		SS 41
41	Canastota	CS	269.9	Canada C	INT.	INT.	INT.	INT.		Signal Station	1 ~	T.D. or M.
41	Open Day and Night.	OB	200.0						Sec. 15	Main Street cab.	S	SS 41 or SS 44
										Booth 270.3	N	SS 41 or SS 44
			CI Sen-	- Trans	27124	27123	27121	27122	12.3	Booth 270.9	N	SS 41 or SS 44
			the said	SINK						Booth 271.3	N	SS 41 or SS 44
		Sant	1 1 1 1		27224			27222	DE 21	Booth 271.7	N	SS 41 or SS 44
									Wat by	Booth 272.2	N	SS 41 or SS 44
			18.83	1.30		27243	27241			Booth 272.6	N	SS 41 or SS 44
	LAB ENDER OF	- LEI		- 050ss					17334	Booth 273	N	SS 41 or SS 44
	The second second	-			27344	27343	27341	27342		Booth 273.4	N	SS 41-SS 44
	San Library	osbavi	LESS CHEEK	I ballan					1	Booth 273.9	N	SS 41 or SS 44
			16-7-3	1 1 1 1 1	27454	27453	27451	27452	37 T	Booth 274.5	N	SS 41 or SS 44
		12:00		The state of					333	Booth 274.9	N	SS 41 or SS 44
	Three states in the	2-11		13.35	27534	27533	27531	27532	18 3	Booth 275.3	N	SS 41 or SS 44
		188		September 1						Booth 276.0	N	SS 41-SS 44
	North Chittenango . C.S.		276.0	SAGE		27613	27611	27612	Tok .			
					27614				- BATTLE	Booth 276.5	N	SS 41 or SS 44
		SHERRE	1000		27694	27693	27691	27692	HENT !	Booth 276.9	N	SS 41 or SS 44
				133					1000	Booth 277.3	N	SS 41 or SS 44
		Science .	Photograph	1	27774	27773	27771	27772	3126	Booth 277.7	N	SS 41 or SS 44
	REAL WAR STREET	13-1-1	1 2 3 3 3	1 1	07074	07050	07071	07070	THE REAL PROPERTY.	Booth 278.1	N	SS 41 or SS 44
					27854	27853	27851	27852	1	Booth 278.5	N	SS 41 or SS 44
			G. S. C.	1 1 1 1 1 1	97024	97022	97091	27029	Nass	Booth 278.9	N	SS 41 or SS 44
44	Winkwills C.C.	DW	200 1	TATE	27934 INT	27933	27931	27932 INT	INTE	Booth 279.3	S	SS 41 or SS 44
44	Kirkville C.S.	RV	280.1	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station	D	SS 41 or SS 44
				11				1 2				

		Miles	SIGI	NALS	TELEPHONES		
STATIONS	Office Calls	from Rens- selaer	Track No. 1	Track No. 2	LOCATION	Side of Track	Line
SS 100 Rensselaer C.S.			INT. 071	INT.	Signal Station		T.D. SS 100
Forbes Ave	R Alena T	0.8			Crossover, booth		T.D.
	ELETHONE		141	122	Pole No. 50, booth		Yard
图 五 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图 图	Or Harrist !		221	212			
		- 3 13	331	322			
	20 // 10-00		411	402		-	
							-
Iron Works	SECTION 1	4.7	****		Crossover, booth	532	T.D.
	MAN ST		491	522	Crossing cabin		Yard
	and the same			572	Booth		T.D.
Madison St		5.7			Crossing cabin	N	T.D. and
			021				Yard
Adams St		6.0			Yard office		T.D.
	MO MARKET		CHAPT THOU	072	Station Master	200	T.D.
Troy	UN	6.7		The second	Signal Station		T.D.
Open Day and Night.	Andrew Street			The second second	Telegraph office	1	T.D.

#### SCHENECTADY TO TROY

		Miles	SIGN	IALS	TELEPHONES		
STATIONS	Office Calls	from Scheneo- tady	Single	Track		Side of	
THE RESERVE THE PARTY OF THE PA		cady	West- ward	East- ward	LOCATION	Track	Line
Schenectady SS 8	8C	3.8	INT.	INT. INT.	Signal Station  Booth, D. & H. Crossing  Stoney Lane, east end of siding, booth  Booth	N S N	T.D. SS 8 T.D.
Dunsbach Ferry	С	15.5			Station, booth	N 8	T.D.
Cohoes		17.8 20.7		sw.	Harmony Mills siding, booth	N S	T.D. T.D. T.D.

#### HERKIMER TO POLAND

STATIONS	Office	Miles from	SIGN	TRACK	TELEPHONES		
10 C	Calls	Herkimer	North- ward	South- ward	LOCATION	Side of Track	Line
Herkimer, SS-26	KI	THE STATE OF		THE STATE OF	Signal Station	S	B.T.
Middleville C.S.	MD	8.74			Booth, section house, Adirondack yard	E	B.T.
Newport	NW	13.06	THE ST		2000a, noovot mono, manda jana	e had	
Poland	OD	16.52					

#### LITTLE FALLS TO DOLGEVILLE

STATIONS	Office Calls	Miles from Little Falls	LOCATION	TELEPHONES	Side of Track	Line
Little Falls	FS		Ticket Office			B.T.
Inghams		4.39	Station		N. N.	20 THE SAME
Dolgeville	w	9.86	Station	Test to 80	No.	B.T.

#### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION    Miles   TELEPHONES											
STATIONS	Office Calls	Miles from Wee- hawken	Track No. 3 B&AConn	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Track No. 5	LOCATION	Side of Track	Line
SS SM	s. sm	Lineal as	INT. Albany Single Track	INT. 105 97	INT. 106 96				Signal Station	19	T.D. 1131
Selkirk Jct C.8	s. sk	132.1	INT. INT. 1334	INT.	INT.	INT. INT.	INT. INT. Track No. 6	INT.	W. B. Int. Signal Signal Station	N	SS SK T.D.
100 T.D. 100	and bed	.0.201 n 1.2006d 20 hos Line book			744 Single Track		INT. 746		Short or the shirt 39	majov 60.9 i nagonor	Could Always Life in the second and the second Life in the second
Ravena C.S	B. QR	127.8	lared [			200			8.50 HT 150		
South Bethlehem C.S. Feura Bush C.S.	10	132.7 136.2	Track No. 7 Conn.	Track No. 5 Conn.		Track No. 5	Track No. 6		Station, booth	8	T.D.
Unionville	3.	138.0	13697 INT.	13695 INT.		13865	13816 13866		W. B. Int. Signal		T.D.
New Scotland C.s.		140.1				13975 14055 14125 INT.	14006 14126 INT.	Track No. 4 INT.	Station, booth	8	T.D. T.D. T.D.
Open Day and Night.	3. NS	142.2	Blit			14305	INT.	14334	Booth. 143.9	S	T.D.
Guilderland Center C.8	3.	145.8	loot			14405 14515  14605		14434 14534	siding, booth	N N 8	T.D. T.D. T.D.
Fullers	3.	147.4			Track No. 4	14715 Track No. 5		14624	Station, booth	8	T.D.
0.1 8 5 0.7 8 5 0.1 8 8	. niš	estati de 124 dese 6 de la como 1 de dos	-	Track Westward	14844 14954 15074	14845 14955 15075					Canalobasi 1 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Carman, Main Line C.S. Open Day and Night.	S. AS		INT. 194						Switch to Govt. Plant, Booth	N	T.D.
WH C.S South Schenectady C.S		151.6 152.6	Bool	INT.	INT. 15274 15364 15454 15554	INT. 15255 15365 15455			Booth	N S S	SS 7 T.D. T.D.
Street, S. C. S.		203.0	Book		15644 15724	15615			Booth	S	T.D.
Estrate del 4 8.		ME A	Track No. 4 Detour	Track No. 3 Detour	15804 15894	15805		B & M	Watanini	Q	D.T.
Rotterdam Jet C.S. Open Day and Night.	S. RJ	159.6	INT. 124	103		INT.	INT.	CONN INT.	West end middle booth Signal Station	S	R.J. T.D. R.J.
Hoffmans Main line	3. NA		INT.	INT.		1603 1609	1602 1610				

#### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### RAVENA TO KIRKVILLE JUNCTION

- WEATERSON	100	Miles	(aving		SIG	NALS		TELEPHONES			
STATIONS	Offic Call	e from Wee- hawken				Track No. 5	Track No. 6	harri-	LOCATION	Side of Track	Line
PattersonvilleC	s.	161.2	malid.			1619  1631	1620 1630	TOKE OF	Station, booth 161.2.	S	T.D.
HATE H		iot. Bijos Habbon.	ergiid	PAI 4	191 191	1641 1651 1663 1671	1642 1652 1662 1674		Stone Quarry crossovers, booth 164.8	S	T.D.
South AmsterdamC Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	.S.				SVI				Booth 168.0 Pumphouse, booth 168.3. West end of yard, booth East end middle, booth	SSSS	T.D. T.D. T.D. T.D.
Fort Hunter C	s. FE	172.8	8,0						8.121 Ap 8.0		A Shorth
AuriesvilleC	.S.	174.6	talis Inte						Booth 172.9	S	T.D. T.D.
ar		me lant.		PLI PE		****			Booth 178.9	S	T.D.
FultonvilleC Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	.S.	178.3			THE CO				Booth 178.1	S	T.D.
RandallC	.s.	183.1	logiti		CAL .	20	****		R. Water booth	N	m.D.
Approach da	nod to	Date Ann	HOTE HE			UEAL.	••••		Big Nose, booth	N	T.D.
Sprakers	s	187.0	SALE S				• • • •		Booth 187.0	S	T.D.
6.47 8		rations on		(76) (74)		To		y Religion	dies War or a Ro		- 49
Canajoharie C Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	O FR	190.3	70			4		legonial :	Freight House East end, Middle Booth 191.5	20 20 20	T.D. T.D.
South Fort Plain C	.b.	nd na di	lines.	HER	Klass again			100	Fr. House, booth 193.8	S	T.D.
Telsano, P. S.			Bout Beef						Booth 199.1	a	T.D.
		200				23	••••		Booth 201.1	S	T.D.
Indian Castle C	.s.	204.4				••••			Booth 203.0	S	T.D.
		0 000			LOVE TO SERVICE TO SER				on ( December )		
South Little Falls C	.S.	A STATE OF THE STA	12/8		No.				Freight House, booth 209.4	S	T.D.
Toga Area Constitution of the Constitution of			1.89	Di-Election	TEL.				ENT AN EST	tris	E arrain Bold
					100						

#### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

			RAVI	ENA '	10 KI	RKVII	LLE J	UNCT	ION		
	Office	Miles			SIG	NALS			TELEPHON		
STATIONS	Calls	from Wee- hawken	ATT DIRECT			Track No. 5	Track No. 6	a borning	LOCATION	Side of Track	Line
	Base 8				10000						
200 Test 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			II 267	Diblin.	The Luck						
				3 135							
					Marie State				Freight sta., booth 216.6	N	T.D.
Mohawk						****			D-41 010 0	O	T.D.
						1			Booth 218.3 Station booth 218.7	S	T.D.
(lion C.S.		The Ale	Mines.						Crossover east end of yard		
									booth 220	S	T.D.
						2209	****		Booth 221	S	T.D.
Frankfort		221.0	M CO	AIN LI	NE	2221	2222				
Mon. to Fri. Inclusive.					1	2233	2234				
			Westward Jump-	Con-	Jump-	2243	2244	MainLine Con-			
			over	nection	over	2253	2254	nection		~	-
Harbor		226 2	03		INT	INT.	INT.	INT.	Booth 226.2	S	T.D.
18.07		5 3/4	00	1000	06	188.18	2278				
			11								
				INT.	INT.				Broad St., Utica, Con-		m D
Utica Connection		221 0	INT.						nection, booth Freight Station	8	T.D.
South Utica C.S.		231.9							rieigne beauton		1.1.
			1000		1555						
				E F					aven i		
East New York					1	******	TATO			~	m 50
Mills		232.7				INT.	INT.		Booth 232.6	8	T.D.
							Track   Eastward	1000			
New York Mills C.S.	NF	233.3				The second second	INT-M.B.		Signal Station	8	T.D.
Open 8 A.M. to 5 P.M. Mon. to Fri. Inclusive.											
Clark Mills C.S.	AT	238.1	B. E.					15-65	Station Booth 238.2 Signal Station	8	T.D.
Open 7 A.M. to 4 P.M.	AK	200.1				INT-M.B.	INT-M.B.		oignai otation	0	1.D.
Mon. to Fri. Inclusive.			6.82						Booth 241.9	S	T.D.
Vernon C.S.		246.8		4.37					Freight Station	N	T.D.
10 21											
					1500						
四.红					100						
00.01		5.836.			THE REAL PROPERTY.	1		TA KE			
Oneida Castle C.S.		251.9							Freight Station, booth	S	T.D.
									Freight Station	N	T.D.
					F. C.				是一种 See 19		
						1 To 1 1 1					
Canastota C.S.		257.6			X20 (20)	INT-M.B.			Signal Station	8	T.D.
A.M.				3 3/13	12/2 8		INT-M.B.	F 18150	Booth 263.9	S	T.D.
Chittenango C.S.								No min	Freight Station	N	T.D.
Kirkville Jct C.S.		267.5	The state of						Booth, 267.5	N	T.D. & SS
			134	WE TO	1000	100			A SECOND CO.		
					1333	-					
THE YEST ST					138						
		100			1	2 TENES		110 G.E.S			
				A SHEW	THE PARK			DARKET !			
				Pi bul			W 55 7				
					A STATE OF THE PARTY OF THE PAR						

# SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
O min. 36 sec. O " 37" O " 38" O " 39" O " 40" O " 41" O " 44" O " 45" O " 48" O " 49" O " 50" O " 53" O " 55" O " 56" O " 55" O " 56" O " 57" O " 58" O " 58" O " 59" O " 51" O " 58" O " 50" O " 51" O " 50" O " 51" O " 58" O " 50" O " 51" O " 58"	100.00 97.30 97.30 97.30 90.00 87.80 85.71 83.72 81.82 80.00 78.26 76.60 75.00 73.47 72.00 70.59 69.23 67.92 66.67 65.45 64.29 63.16 62.07 61.02 60.00 59.02 58.06 57.14 56.25 55.38 54.55 53.73 52.94 55.38 54.55 53.73 50.70 5	1 min. 30 sec.  1	40.00 39.56 39.13 38.71 38.30 37.39 37.50 37.11 36.73 36.36 36.00 35.64 35.29 34.95 34.62 34.29 33.96 33.64 33.33 32.73 32.43 32.14 31.86 31.58 31.30 30.77 30.25 30.95 30.95 30.77 30.25 30.95 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.77 30.25 30.00 29.75 29.51 29.27 29.03 28.80 28.57 29.66 27.48 27.27 27.07 26.87 26.67 26.28 26.09 25.71 25.53 25.17	2 min. 24 sec. 2 " 25 " 2 " 26 " 2 " 27 " 2 " 28 " 2 " 29 " 2 " 29 " 2 " 31 " 2 " 32 " 2 " 33 " 2 " 35 " 2 " 36 " 2 " 37 " 2 " 38 " 2 " 36 " 2 " 37 " 2 " 38 " 2 " 40 " 2 " 41 " 2 " 42 " 2 " 44 " 2 " 45 " 2 " 48 " 2 " 48 " 2 " 48 " 2 " 48 " 2 " 48 " 2 " 48 " 2 " 48 " 2 " 49 " 2 " 48 " 2 " 49 " 3 " 50 " 3 " 51 " 4 " 52 " 53 " 54 " 55 " 6 " 7 " 7 " 8 " 56 " 9 " 9 " 9 " 9 " 9 " 9 " 9 " 9 " 9 " 9	25.00 24.83 24.46 24.49 24.32 24.16 24.00 23.84 23.68 23.53 23.38 23.23 22.78 22.64 22.50 22.36 22.22 22.36 21.95 21.82 21.69 21.56 21.43 21.30 21.18 21.05 20.93 20.81 20.69 20.57 20.45 20.22 20.11 20.00 19.89 19.78 19.67 19.57 19.46 19.35 19.25 19.15 19.35 19.25 18.85 18.75 18.85 18.75 18.85	3 min. 18 sec. 3 " 19 " 3 " 29 " 3 " 21 " 3 " 22 " 3 " 23 " 3 " 25 " 3 " 26 " 3 " 27 " 3 " 29 " 3 " 30 " 3 " 31 " 3 " 32 " 3 " 34 " 3 " 35 " 3 " 36 " 3 " 37 " 3 " 42 " 3 " 44 " 3 " 42 " 3 " 44 " 3 " 44 " 3 " 45 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 47 " 3 " 48 " 3 " 50 " 3 " 51 " 3 " 56 " 3 " 56 " 3 " 57 " 3 " 58 " 3 " 59 " 4 " 0 " 4 " 17 " 4 " 3 " 48 " 3 " 59 " 4 " 0 " 6 " 40 " 7 " 30 " 8 " 34 " 10 " 0 " 12 " 0 "	18. 18 18. 09 18. 00 17. 91 17. 82 17. 73 17. 65 17. 48 17. 39 17. 31 17. 22 17. 14 17. 06 16. 98 16. 90 16. 82 16. 74 16. 67 16. 59 16. 51 16. 44 16. 36 16. 22 16. 14 16. 07 16. 00 15. 93 15. 86 15. 79 15. 72 15. 65 15. 58 15. 52 15. 45 15. 32 15. 52 15. 45 15. 38 15. 32 15. 52 15. 19 15. 13 15. 06 15. 00 14. 00 13. 00 14. 00 13. 00 14. 00 15. 00 16. 00 17. 00 19. 00 10

#### ABBREVIATIONS

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

