

**THERE IS ALWAYS TIME
FOR COURTESY**

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**Make
SAFETY
Your
POLICY**

**The
New York Central
Railroad Company**

MOHAWK DIVISION

Time Table No. 3

FOR EMPLOYES ONLY

EFFECTIVE

2:00 A. M., Eastern Standard Time

Sunday, April, 27, 1958

**E. D. JOSLIN,
Transportation Superintendent**

COMPANY SURGEONS

N. L. Higinbotham, M.D., Chief Surgeon
140 East 54th St., New York City

ALBANY: A. M. Dickinson, 302 State St.
Phone: Office and Residence 3-3422.
Dr. Nicholas P. Teresi, 4 Ten Eyck Ave.
Phone: Office and Residence 3-3978.
J. H. Helm, 9 Northern Blvd.
Phone: Office and Residence 5-9966.
T. I. Tyrell, 375 State St.
Phone: Office 3-1832.
Rudolph L. Del Giacco, 4 Ten Eyck Ave.
Phone: Office 3-3978; Residence 62-1698, 19 Hampton St.

AMSTERDAM: W. H. Seward, 52 W. Main St.
Phone: Office and Residence VI 2-4031.

CANASTOTA: Paul A. Ferrara, 136 Chapel St.
Phone: Office and Residence 2207.
J. H. Sullivan, 203 South Main St.
Phone: Office 7226; Residence 7558.
G. S. Pixley, 129 Center St.
Phone: Office and Residence 7753.

EAST SYRACUSE: J. R. Holmes, 128 W. Manlius St.
Phone: Office Hempstead 7-3500

HERKIMER: James F. Gallo, Alvaro Bldg.
Phone: Office 623; Residence TO 6-3081.

ILION: C. C. Whittemore, 63 First St.
Phone: Office and Residence TW 4-3524.

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

MINOA: T. E. Bishop, 245 Main St.
Phone: Office and Residence Oldfield 6-7031

ONEIDA: J. Frederick Rommel, Jr., 214 Broad St.
Phone: Office 189; Residence 1007, 530 Main St.

RAVENA: John F. Mosher,
Ira D. Le Fevre, } Coeymans, N. Y.
Phone: Ravena 8-2701.

RENSELAER: Burton W. Wilcke, 212 Washington Ave.
Phone: Office 3-7271; Residence 3-0412, 203 Washington Ave.

ROME: H. N. Reid, 123 East Garden St.
Phone: Office and Residence 60.

ST. JOHNSVILLE: B. Feldstein, 15 Washington St.
Phone: Office and Residence 4-691.
Raymond E. Wyrwal, 71 West Main St.
Phone: Office and Residence 2501.

SCHENECTADY: D. J. Rourke, 1328 Union St. Ex 3-9507
R. L. Woodruff, Medical Arts Bldg.
Phone: Office FR 4-5336; Residence FR 2-9511, 2285 Cayuga Rd.

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

SYRACUSE: J. G. Reidel, 300 W. Onondaga St.
Phone: Office Granite 5-4181
Phone: Nights, Holidays and Sundays 2-1167.
Albert C. DeFuria, 310 North McBride St.
Phone: Office Granite 4-2201

TROY: D. W. Houston Jr., 18 Second St.
Phone: Office and Residence Ashley 4-4473.

UTICA: J. F. Kelley, Niagara Mohawk Bldg. 258 Genesee St.
Phone: Office and Residence 2-0217.
G. A. Hoiden, 236 Genesee St.
Phone: Office and Residence 4-5315.
F. G. Nellis, 316 Court St.
Phone: Office and Residence 2-4038
Harry M. Friedman, 1004 Park Ave.
Phone: Office 5-2323; Residence 4-3622.

OCULISTS

ALBANY: R. C. Kemp, 343 State St.
Phone: Office and Residence 5-2146.

SCHENECTADY: D. K. Binder, 708 Union Street.
Phone: Office FR4-5115; Residence D16-1366,
1706 Eastern Parkway.

SYRACUSE: D. F. Gillette, State Tower Bldg.
Phone: Office Granite 1-5179
H. H. Joy, State Tower Bldg.
Phone: Office 3-5179.

UTICA: J. I. Farrell, 250 Genesee St.
Phones: Office 2-0959. Residence Hart's Hill 6-4525.

HOSPITALS

ALBANY: Memorial, Northern Blvd.
Phone: 4-9141.
St. Peter's, New Scotland Ave.
Phone: 8-7811

AMSTERDAM: St. Mary's, 427 Guy Park Ave.
Phone: VI 2-1900.

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

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

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

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

ONEIDA: Oneida City, Broad St.
Phone: 600.

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

SCHENECTADY: Ellis, Nott St.
Phone: FR 7-3361.

SYRACUSE: St. Joseph's, 103 Prospect Ave.
Phone: Granite 4-6011

TROY: Saint Mary's, Oakwood Ave.
Phone: Ashley 2-5000.

UTICA: St. Elizabeth's, 2209 Genesee St.
Phone: 2-2161.
St. Luke's Home & Hospital,
1506 Whitesboro St.
Phone: 2-3141.
Faxton, 1678 Sunset Ave.
Phone: 2-3101.

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

SPECIAL INSTRUCTIONS

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

A. The title Transportation Superintendent will be used instead of Superintendent.
Rules of the Operating Department dated October 28, 1956 modified accordingly.

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.

B2. LAWS AND REGULATIONS.

Safety Appliance Laws.

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

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

Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets govern.
20-F Yardmasters, Yard Crews and Yard Clerks.
20-G Trainmasters and Train and Engine Crews.

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

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

Orders of Commissions.

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

M. SAFETY.

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Selkirk Yard	.....	Diesel Fuel Station. East bound classification yard office. General yard office. West bound advance yard office.
Rensselaer	.....	Diesel Fuel Station. Yard office.

Albany	.....	Train dispatchers office. Station masters office.
Little Falls	.....	Freight office.
Herkimer	.....	Signal Station 26. Engine house.
Utica	.....	Yard masters office. Station masters office. Yard office, Minoa.
De Witt	.....	Yard office, west end. Fueling Station.
Syracuse	.....	Crew dispatchers office. Chief train dispatchers office.

4. SCHEDULES.

Times shown at *Syracuse* are for information only.

6. LETTERS and SIGNS.

B	Will not carry baggage.
P	Will not carry passengers.
M	Stop for mail and express only.
C	Stop regularly to discharge revenue passengers from points east of Albany and receive revenue passengers for points west of Buffalo.
D	Stop on signal to receive revenue passengers for points west of Buffalo.
E	Stop Sunday only.
G	Stop Wednesday only.
H	Will not operate east of Albany on Sunday.
J	Will not operate east of Albany on Monday.
K	Stop Friday only.
I	Stop Sunday to discharge revenue passengers.
o	Use track No. 3 westward.
R-1	Will not operate May 30th, July 4th and August 31st.
R-2	Will not operate May 31st, July 5th, and September 1st.
R-3	Will not operate September 1st.
R-4	Will not operate May 30th, July 4th, and September 1st.
R-5	Will not operate May 30th, 31st, July 4th, 5th, September 1st.
R-6	Will not operate May 31st, June 1st, July 5th, 6th and September 2nd.
R-7	Will not operate May 31st, July 5th and September 2nd.
R-8	Will also operate May 30th, July 4th, and August 31st.
R-9	Will also operate May 31st, July 5th, and September 1st.
R-10	Will also operate September 1st.

12. HAND, FLAG AND LAMP SIGNALS.

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 flag or light displayed at SS-44 Kirkville indicates that westward freight trains will operate on Track No. 1 and will stop with the engine opposite air brake inspectors building at west end of Dewitt Yard.

13. EMERGENCY SIGNALS.

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

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
o — o o	Must be sounded to notify signalman that train or engine is stopped and will not proceed until proper indication has been received in accordance with Rule 615.
— — o —	South Utica. To be sounded approaching Public Crossings at grade between 6:00 A. M. and 9:00 P. M. This does not relieve trainmen from flagging trains or engines over crossings as prescribed in Special Instruction No. 103.
	Oneida. To be sounded, before departing from station, by passenger, mail and express trains which have stopped to perform work.

20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted.

21a. OMISSION OF WHITE SIGNALS.

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

34. USE OF SIGNALS.

The following signals will be used by flagmen:

Day Signals—A red flag.

Torpedoes.

Fuses.

Night Signals—A white light.

Torpedoes.

Fuses.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared by signal indication, except as follows:

West Albany: Westward trains, verbally by telephone by Signalman at INT-7, during hours station is open; at other hours by Signalman at Signal Station 8.

West Shore:

Engines and Trains must obtain permission from Signalman at Signal Station 30 before passing Harbor, or before occupying West Shore Main Track at Harbor and must report to Signalman when clear of West Shore Main Track at Harbor.

Engines and Trains must obtain permission from Signalman at INT-30 before occupying Jumpover between Harbor and Utica and must report to Signalman at INT-30 when clear of Jumpover.

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

INT-RJ, Westward Trains.

Frankfort, Eastward Trains, during hours station is open.

93. YARD LIMITS.

Main Line:

Signal Station 99 and Sand Bank, inclusive. Tracks No. 3 and No. 4.

Signal Station 98 and automatic signal 14882, 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.

Utica except Tracks No. 1 and No. 2.

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

West Shore:

Signal Station SM and Voorheesville, inclusive.

Signal Station 7 and South Schenectady, inclusive.

Rotterdam Jet.

South Amsterdam.

Canajoharie and South Fort Plain, inclusive.

Ilion and Canastota, inclusive.

Harbor and Utica, inclusive, via jump over.

T. & G. Branch:

Rensselaer 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.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

May be made between:

Signal Station SM and Signal Station SK Track Nos. 3 and 4, by permission of Signalman at Signal Station SK on authority of Assistant General Yardmaster at Selkirk.

Signal Station 1 and Automatic Signal No. 14882, Track No. 2, by permission of Signalman at Signal Station 1 on authority of Train Dispatcher.

A point 1,145 ft. east of Central Ave. Bridge No. 364, West Albany and Signal Station 7, Track No. 4, by permission of Signalman at Signal Station 7 during hours station is open, at other hours by Signalman at Signal Station 8, on authority of Train Dispatcher.

Signal Station 7 and SB, Sand Bank, Track No. 4, by permission of Signalman at Signal Station 8 on authority of Train Dispatcher.

WH and Automatic Signal 15274, Track No. 4, by permission of Signalman at Signal Station 7 on authority of Train Dispatcher.

L. F. & D. connection, Little Falls, and Signal Station 26, Herkimer, track No. 4, by permission of Signalman, Signal Station 26, on authority of the Train Dispatcher.

Main Street, Troy, N. Y. and Madison Street, Troy, N. Y. track No. 2 by permission of Signalman at Signal Station 2, Troy, N. Y., on the authority of the Train Dispatcher.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

D-97. WORK EXTRAS.

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

98a. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Albany, Livingston Ave.	D. & H.	Interlocking.
Voorheesville	D. & H.	Interlocking.
*East New York Mills	D. L. & W.	Interlocking.
*New York Mills	N. Y. O. & W.	Interlocking.
* **Clark Mills	N. Y. O. & W.	Interlocking.
***Canastota, West Shore	L. V.	Stop signs.
Green Island	D. & H.	Interlocking.
Schenectady, Center St.	D. & H.	Interlocking.

*Rule 663b governs.

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

***After stopping, trains will proceed over crossing under protection of a member of the train crew.

DRAWBRIDGES.

Location	Signals
Albany, Passenger	.....Hudson River.....Interlocking.
Albany, Freight	.....Hudson River.....Interlocking.

101a. When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engine-man from using necessary caution to avoid accident in returning.

103. PUBLIC CROSSINGS AT GRADE.

Trains or engines moving against the current of traffic must proceed at slow speed over the following highway crossings:

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

WEST SHORE

Voorheesville	Mill Road
Guilderland	Voorheesville-Guilderland Road
So. Schenectady	Putnam Road

T. & G. BRANCH

Rensselaer	Central Avenue
Troy	Monroe Street

Trainman must flag trains or engines over the following highway crossings:

Location	MAIN LINE	Crossing
Rensselaer	Tellers Crossing (Yard Tracks)	
Amsterdam	Route 5 (Kelloggs Branch)	
WEST SHORE		
So. Bethlehem	Jericho Road	
Feura Bush	Route 32	
Pattersonville	Route 5-S	
	Route 5-S MP 164.50	
	Route 5-S MP 165.05	
So. Amsterdam	Bridge Street	
Canajoharie	Church Street	
So. Fort Plain	River Street	
Mindenville	Minden Road	
So. Little Falls	Flint Avenue	
	Bellinger Street	
	Rutger Street	
	Bacon Street	
	Albany Street	
	Kossuth Street	
	Mohawk Street	6 A.M. to 6 P.M.
	Eagle Street	
	Conkling Avenue	
	Taylor Avenue	
	Square Street	
	Brinkerhoff Avenue	
	Seymour Avenue	6 A.M. to 6 P.M.
	Arthur Street	
	Kemble Street	
	Oneida Street	
	Genesee Street	
	Sunset Avenue	
New York Mills	French Road	
Hecla	Hecla Road	
Vernon	Vernon Street	
	Dairymans League Crossing	
Oneida Castle	Broad Street	
	State Street	
Wampsville	Court Street	
Canastota	Peterboro Street	
	Main Street	
T. & G. BRANCH		
Troy	Main Street	(Yard Tracks)
T. & S. BRANCH		
Aqueduct	Aqueduct Road	
Cohoes	Manor Avenue	
HERKIMER-POLAND BRANCH		
Herkimer	Caroline Street	
	King Street	
	Harter Street	
	German Street	
	Protection Avenue	
	Glendale Place	
	Eastern Avenue	
	Albany Street	
	State Street	
Kast Bridge	Kast Bridge Road	
Middleville	Main Street	
INDUSTRIAL TRACKS		
Rome	Dominick Street	
	Fifth Street	
	Mill Street	
	Bouck Street	
	George Street	
	Whitesboro Street	
	James Street	
	Ridge Street	
	Madison Street	

Trains or engines must stop before moving over the following crossings:

Location	WEST SHORE	Crossing
East of Vernon	Bronsons Crossing	

Automatic Flashing Light Signals With or Without Gates.
At all crossings where signs are provided on other than main track to indicate "End of Circuit", trains or engines operating on such tracks must proceed slowly

past sign located adjacent to track and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating.)

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

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

"X" sign will be used when close clearance prohibits use of "END OF CIRCUIT" sign.

Side tracks at the following crossings are provided with track circuits to cause operation of crossing protection, but trains or engines must not proceed over crossing on side tracks until gates are in horizontal position. Where flashing light signals are in service without gates, the flashing lights must be operating.

Location	Crossing
Troy	T. & G. BRANCH Monroe Street (Side Tracks south of Track 2)

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

Albany:
All train or engine movements from Bull Run Yard northward on D. & H. Main No. 2 must not exceed a speed of ten (10) miles per hour between Bull Run Yard and Colonie Street, and in addition, must approach Colonie Street prepared to stop and not enter this crossing until gates are in horizontal position.

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

Voorheesville:
Manual controls for flashing light signal and electric short arm gates at Voorheesville Road operated by train crew member only during switching moves. Signalman in passenger station operates controls at all other times. Notice must be given to Signalman when switching moves are to be made and when completed.

104. SWITCHES.
Electrically locked trailing point switch in track 4 located seven hundred feet (750) west of Lock St., Little Falls, N. Y., will be operated in accordance with instructions posted at that location.

Note: (1) For movement from main track, engine or car must occupy a portion of the track section between Yellow rail joints to release electric lock without time delay.
(2) For movement from auxiliary track there may be a delay of 3 minutes before electric lock is released.

Type 22 Switches.
Before using a Type 22 switch in the trailing position, adjoining tracks must not be fouled until it is known the route is clear.
During periods of accumulation of snow or ice, type 22 switches should not be trailed and must be properly lined by hand before using in either direction.
Rules 104 and 104d modified accordingly.

104a. Spring Switches.	Location	Normal Position
	Unionville, Track Nos. 5 and 7	Track No. 7
	Rensselaer Diesel Fuel Station	Inbound engine track

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

Location	Route	Control Station
Carman (2 switches)	Track No. 4 to side tracks.	INT-7.
South Schenectady	Carman Detour to Government Plant.	INT-7.
Sand Bank		
East end of yard	Track No. 3 to Track No. 4.	INT-8.
East end of yard	Track No. 4 to Yard.	INT-8.
Fonda		
East of INT-16	Track No. 4 to Yard.	INT-16.
West of INT-16	Track No. 3 to Track No. 4.	INT-16.
	Track No. 4 to Yard.	INT-16.
Utica		
East of INT-30	Track No. 2 to side track.	INT-30.
East of INT-31 (2 switches)	Track No. 4 to Yard.	INT-31.
West of INT-31	St. Lawrence Main Track to South Siding.	INT-31.
Oneida	Track No. 4 to O. & W. Connection.	INT-39.
	Track No. 4 to Yard.	INT-39.
Voorheesville	Track No. 5 to Track No. 6.	INT-NS.
	Track No. 4 to Track No. 5.	INT-NS.
	Track No. 4 to side track.	INT-NS.

Carman Detour:
Switches leading to new team track and to Dagostino Building Block Co. are not equipped with electric locks. While these tracks are being used, the main track switch must remain in reverse position or cars left on main track. If, in emergency, the track is used to clear for other movements over the Detour, the train or engine which is in the clear must not reopen switch or enter main track without train order authority.

104a. NORMAL POSITION OF SWITCHES.
Harbor: For West Shore Main Track.

105. SIDINGS.

Two or more Tracks:

Capacity based on 44-foot cars.	Westward	Eastward
Rome	194	
Oneida:		
Between Tracks No. 3 and No. 4....	187	

Single Track:

	Westward	and Eastward
South Amsterdam	40	
Canajoharie	191	
New York Mills	21	
Oneida Castle	17	

107. STATION STOPS.

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

109. BULLETIN BOARDS AND BOOKS.

Selkirk: Diesel Fuel Station; eastbound classification yard office; general yard masters office; westbound advance yard office.
Rensselaer: Diesel Fuel Station; yard masters office.
Albany: Station masters office.
West Albany: Yard office.
Troy: Yard office.
Mechanicville: B. & M. engine house; yard office.
Schenectady: Yard office.
Fonda: Signal Station 16.
Little Falls: Freight house.

Herkimer: Freight house.
Utica: Engine house; yard masters office; passenger station.
Rome: Freight house.
Oneida: Freight house.
DeWitt: Yard office, Minoa; Diesel Terminal; yard office, Midway yard; yard office, West end.
Syracuse: Crew dispatchers office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:
Between Signal Station 7 and WH.
Green Island and Schenectady.
Little Falls and Dolgeville.
Herkimer and Poland.
Signal Station RJ and Canastota.
Harbor and Utica via Jumpover.

D-151
Tracks are numbered from the south and will be used as follows:

Two Tracks:
Between INT-98 and INT-A.
INT-100 and Troy.
INT-B and INT-1.
JC and a point 1145 feet east of Central Avenue Bridge No. 364, West Albany.
No. 2, Eastward.
No. 1, Westward.
Between INT-99 and INT-D.
No. 4, Eastward.
No. 3, Westward.
Between INT-D and INT-1.
No. 4, Eastward.
No. 3, Westward and Eastward.
Between Unionville and Voorheesville.
No. 6, Eastward.
No. 5, Westward.
Between Voorheesville and Fullers.
No. 4, Eastward.
No. 5, Westward.
Between Fullers and INT-RJ.
No. 5, Westward.
No. 4, Eastward.
Between INT-RJ and NA.
No. 3, Westward and Eastward.
No. 4, Eastward.

Three Tracks:
Between a point 1145 feet east of Central Avenue Bridge No. 364, West Albany and INT-7.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward—Freight.
Between INT-SB and INT-NA.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward and Westward—Freight.

Four Tracks:
Between INT-1 and Rock Cut, West Albany.
No. 2, Eastward—Passenger.
No. 1, Westward and Eastward—Passenger.
No. 4, Eastward—Freight.
No. 3, Westward—Freight.
Between INT-7 and INT-8.
INT-HF and INT-FE.
Eastward signals at Mile Post 187.3 and Westward signals at Mile Post 200.2.
INT-FW and INT-44.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.
Between INT-8 and INT-SB.
INT-NA and INT-HF.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward and Eastward—Freight.
No. 4, Eastward—Freight.

Between INT-FE and Eastward signals at Mile Post 187.3.
 No. 2, Eastward and Westward—Passenger.
 No. 1, Westward—Passenger.
 No. 3, Westward—Freight.
 No. 4, Eastward and Westward—Freight.

Between Westward signals at Mile Post 200.2 and INT-FW.
 No. 2, Eastward—Passenger.
 No. 1, Westward and Eastward—Passenger.
 No. 3, Westward and Eastward—Freight.
 No. 4, Eastward—Freight.

221. TRAIN ORDER SIGNALS.

Rules 221 (A), 221 (B), and 221 (C) will apply at offices as listed under "Station Office Calls and Office Hours."

223. ABBREVIATIONS.

Automatic Block Signal System.....ABS
 Manual Block Signal System.....MBS
 Traffic Control System.....TCS

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Track	Between	Assigned Direction	Operation Rule Nos.
1	INT-98 and INT-1	Westward	251-254
1	INT-1 and INT-JC	None	550-562
1	INT-JC and Westward signal at Mile Post 200.2	Westward	251-254
1	Westward signal at Mile Post 200.2 and FW	None	550-562
1	INT-FW and INT-44	Westward	251-254
1	INT-100 and Troy	Westward	251-254
2	INT-44 and Eastward signal at Mile Post 187.3	Eastward	251-254
2	Eastward signal at Mile Post 187.3 and INT-FE	None	550-552
2	INT-FE and INT-98	Eastward	251-254
2	Troy and INT-100	Eastward	251-254
3	INT-99 and INT-D	Westward	251-254
3	INT-D and INT-1	None	550-562
3	INT-1 and Rock Cut	Westward	251-254
3	INT-7 and INT-8	Westward	251-254
3	INT-8 and INT-SB	None	550-562
3	INT-RJ and INT-HF	None	550-562
3	INT-HF and Westward signal at Mile Post 200.2	Westward	251-254
3	Westward signal at Mile Post 200.2 and INT-FW	None	550-562
3	INT-FW and INT-44	Westward	251-254
3	INT-90 and INT-SK	Westward	251-254
4	INT-98 and Eastward signal at Mile Post 187.3	Eastward	251-254
4	Eastward signal at Mile Post 187.3 and INT-FE	None	550-562
4	INT-FE and Voorheesville	Eastward	251-254
4	INT-NA and INT-SB	None	550-562
4	INT-SB and INT-7	Eastward	251-254
4	Rock Cut and INT-99	Eastward	251-254
5	Unionville and INT-RJ	Westward	251-254
6	Voorheesville and Unionville	Eastward	251-254
	Single INT-RJ and Frankfort	None	300-373
	Single East New York Mills and New York Mills	None	550-562
	Single INT-7 and WH	None	550-562

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

281B

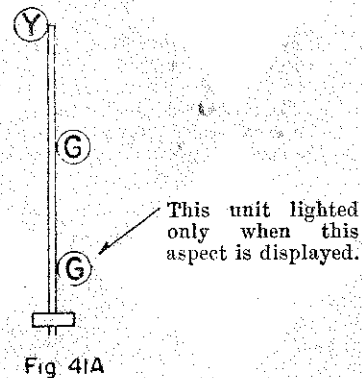


Fig. 41A

Indication

Proceed approaching next signal at limited speed. Train exceeding 60 M. P. H. must at once reduce to that speed. Reduction to 60 M. P. H. must commence before passing signal and be completed before accepting a more favorable indication.

Name

Approach limited.

281C



Fig. 51A

Indication

Proceed; limited speed within interlocking limits.

Name

Limited clear.

284

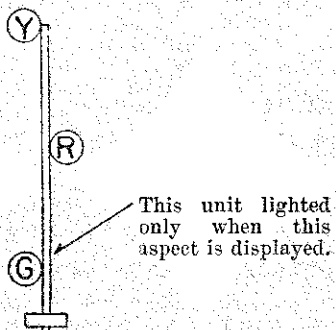


Fig. 121B

Indication

Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.

Name

Approach slow.

290. When a train or engine finds interlocking signal at INT-FE or INT-FW displaying Rule 290, Figure 181 indication, train will proceed under signal indication, and unless routed against the current of traffic, will move entire train through and stop clear of interlocking limits. Member of crew must then report by telephone to Signalman at INT-16 for instructions.

292. When a westward train or engine on Track No. 4 receives stop indication from signal at Mile Post 155.2, train or engine must stop adjacent to telephone box No. 155 and call Signalman for instructions.

294. SWITCH TARGETS.

Lights on main track switches are not in use, except at Harbor.

Rule 294 modified accordingly.

300. MANUAL BLOCK SIGNAL SYSTEM.

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.

Automatic signals in use in Manual Block Signal System territory will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block".

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.

305a. Interlocking signals which serve also as Manual Block signals will display Manual Block indications on the top arm or light. When other than top indication is used to display a "proceed" indication, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided, Manual Block Signal System Rules will govern movements against the current of traffic.

605. INTERLOCKING LIMITS.

Interlocking limits extend as follows:

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

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

611. NORMAL POSITION OF INTERLOCKING SIGNALS.

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

INT-98	INT-A	INT-NA
INT-99	INT-B	INT-HF
INT-100	INT-D	INT-30
INT-101	INT-1	INT-31

Rule 611 modified accordingly.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Control Station	Tracks
INT-JC, Jones Crossing	INT-1	1 and 2.
INT-SB, Sand Bank	INT-8	3, 4 and Yard.
INT-NA, Hoffmans	INT-8	3, 4, Detour 3 and side track.
INT-HF, West of Hoffmans	INT-8	1, 2, 3, and 4.
INT-FE, East of Fonda	INT-16	1, 2, 3, and 4.
INT-FW, West of Fort Plain	INT-16	1, 2, 3, and 4.
INT-WH, South Schenectady	INT-7	4, 5 and Carman Detour.
D&H Crossing, Schenectady	INT-8	T. & S. Main and D. & H. Mains.

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the telephone booth at the location and in the controlling Signal Station.

701. TRAIN INSPECTION SIGNALS.

Signal Station 16 Tracks 2, 1, 3, 4

Indications given by these signals are as follows:

ASPECT	INDICATION
Flashing Lunar White	No apparent defects
Flashing Red	Stop and inspect train
Steady Lunar White or absence of a light	No inspection

Rule 701 modified accordingly.

703. MAKE-UP OF FREIGHT TRAINS.

Snow Loader and Melter units must be coupled and moved at rear of train with Loader unit trailing. Trains containing cars equipped with "K" type brake equipment, limited to 50 cars. Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to train being made up in the yard.

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.

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 handled, also such steel underframe passenger cars as are used under special arrangement.

HAND BRAKES.

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

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

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

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

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

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal govern.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal govern.

Passenger Equipment cars handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

Note: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment trains of over 30 cars shall be conditioned for Direct Release on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for Direct Release and water raising system air supply must be cut out.

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.

Between Automatic Signal 14752 and Signal Station I. 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. train must be stopped and not proceed until full pressure is restored.

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 EQUIPMENT.

A. Leaving Diesel Locomotive Unattended (Engines Running).

1. Apply independent brake full on.
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breaker in running position if desired.)
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

B. Air brakes.

Diesel road locomotives must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing Over Railroad Crossings at Grade.

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

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System 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.

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.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power

Cars must be brought to full stop before movement is made on to turn tables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

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.

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

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.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car. Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

AUTOMATIC TRAIN STOP.

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

Road engines and motors, operated between INT-98 and Kirkville, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as pusher or second engine.
- b. By specific authority of Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 30 miles per hour. Enginemen must notify Superintendent at the first point of communication and relief engine, if available, must be obtained at the first engine terminal. When authorized by train order Form U, train may proceed at normal speed on signal indication but not exceeding 79 MPH, (except in TCS territory train may proceed at normal speed on signal indication, but not exceeding 79 MPH, between specified points, on verbal instructions from train dispatcher or signalman at control points). Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order (except in TCS territory train dispatcher or signalman at control station will arrange for clear block in advance of such train between controlled signals).

d. Engines not equipped with automatic train stop device operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

e. Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed not exceeding 30 miles per hour when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When acknowledging whistle fails to sound while acknowledging a signal indication, engineman will reduce speed of train to and operate at speed specified in paragraph c (not to exceed 30 MPH) until he has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds; normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to the Transportation Superintendent on Form SC-1.

DRAGGING EQUIPMENT DETECTORS.

Dragging Equipment Detectors are located as follows:

Location	Track Nos.
MP 180.4	1 and 3
MP 188.7	2 and 4
MP 199.9	1 and 3
MP 207.5	2 and 4

Dragging equipment striking a detector will automatically cause interlocking signal at FE or FW to display stop indication for the track affected. Enginemen or trainmen finding interlocking signals displaying stop indication must call Signalman at INT-16 for instructions.

ENGINE AND CAR RESTRICTIONS.

Engines and Cars must not be operated as shown below:

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

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

Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Mohawk Division

Little Falls: Richmond Coal Co. trestle: Cars weighing over 210,000 lbs.

Utica: Station tracks 6 and 7: Cranes X13 to X16. Skenandoa Rayon Corp.: Cars weighing over 210,000 lbs.

Whitesboro: Mara and Midlam Fuel Co.: Cars weighing over 120,000 lbs. All engines except Nos. 506 to 513.

Canastota Connection: Cranes X13 to X16.

West Shore

South Bethlehem:

The Callanan Road Improvement Co., scale: Cars weighing over 240,000 lbs.

Feura Bush:

The Callanan Road Improvement Co., under overhead crane located approximately 200 feet west of switch: Cars over 14 feet high and all engines.

Canajoharie:

Beechnut Packing Co., track over bridge: Cars weighing over 160,000 lbs. All engines except Nos. 506 to 513.

Beechnut Packing Co., curve east of East Main St. Crossing: Diesel engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

South Fort Plain:

Beaunit Mills Inc., Luxuray Division and others: Engines must not go beyond Willett St.

Mohawk:

Emil Ludwig Coal Co. trestle: Cars weighing over 210,000 lbs.

Paper Drapery Corp. trestle: All cars and engines.

South Utica:

Frank J. Cutter Fuel Co., first 6 spans of trestle: Cars weighing over 210,000 lbs.

Last 5 spans of trestle: Cars weighing over 160,000 lbs. All engines except Nos. 506 to 513.

T & G Branch

Troy:

Iron Works Spur, over Bridge G-10-B: Cranes X13 to X16.

Freight House Yard, over Bridge G-11-C: Cranes X13 to X16.

Between Adams St. and Hoosick St.: Crane X-59.

T & S Branch

Cohoes:

F. B. Marsolais trestle: Cars weighing over 210,000 lbs.

Kelloggs Branch

Cranes X13 to X16.

Engines Nos. 526 to 566, 1000 to 5104, 6600 to 6903.

Dolgeville Branch

Cars weighing over 130,000 lbs. without permission of Transportation Superintendent.

Cars weighing 130,000 lbs. must be separated from engine or other equipment by at least one car weighing not more than 64,000 lbs.

All cranes except X1653.

Engines Nos. 526 to 566, 574 to 579, 650 to 754, 800 to 810, 950 to 9820.

Engines Nos. 506 to 513, 567 to 573, 580 to 621, 755 to 761, 811 to 916 unless single unit and separated from other equipment by car weighing not more than 64,000 lbs.

Herkimer and Poland Branch

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

All cranes except X1653, X21 to X23.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment govern.

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

Table with 4 columns: Approaching, Direction, Open rear end train pipe valve, Engineman shut off steam at. Rows include Albany, Utica, and Syracuse.

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

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

Electric lights, fans and air conditioning must be shut off by train crews on arrival at terminal unless cars are to be placed into service immediately after arrival.

SNOW PLOW EQUIPMENT.

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

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

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

SPEED RESTRICTIONS.

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

GENERAL

Unless Otherwise Restricted.

Engines:

Table listing engine numbers and their corresponding speed restrictions in miles per hour. Includes categories like Nos. 506 to 513, Nos. 1000 to 8357, etc.

Table listing engine numbers and their corresponding speed restrictions in miles per hour. Includes categories like 6200 to 6236, 6600 to 6903, etc.

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

Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory 30

Diesel-Electric Engines operating through water (Note: Diesel-Electric Engines must not be operated through water more than 3 inches over top of rail.) 3

Trains:

Table listing various train types and their corresponding speed restrictions. Includes Circus Trains, Clearance Car, Freight trains, Revenue freight trains, Snow plows, etc.

Table listing wrecking crane operations and their corresponding track counts. Includes Wrecking Cranes X13 to X16, Work trains with cranes moving on their own wheels, etc.

MAIN LINE: Tracks

Table showing track counts for Main Line operations. Columns: No.1, No.2, No.3, No.4. Rows: Engines Nos. 1000 to 8357, Rensselaer and SB, SB and INT-44.

Freight Trains: Tracks

Table showing track counts for Freight Trains. Columns: No.1, No.2, No.3, No.4. Rows: Rensselaer and SB, SB and INT-44.

Passenger, Mail, Express and/or Dead Head Equipment, Includ Rail Diesel Cars, Class RDC:

Table showing track counts for Passenger, Mail, Express and/or Dead Head Equipment. Columns: No.1, No.2, No.3, No.4. Rows: Rensselaer and INT-SB, SB and Little Falls, Little Falls and INT-44.

Passenger, Mail, Express and/or Dead Head Equipment Trains:

Table showing track counts for Passenger, Mail, Express and/or Dead Head Equipment Trains. Columns: No.1, No.2, No.3, No.4. Rows: With Freight Equipped Cars, Rensselaer and INT-SB, INT-SB and INT-44.

WEST SHORE: Tracks

Table showing track counts for West Shore operations. Columns: No.4, No.5, No.6. Rows: Engines, Light or With Cabooses, Unionville and Frankfort, Frankfort and Canastota.

Freight and Passenger Trains:

Table showing track counts for Freight and Passenger Trains. Columns: No.1, No.2, No.3, No.4. Rows: Unionville and INT-RJ, INT-RJ and Frankfort, Frankfort and Canastota.

LOCAL

Unless Otherwise Restricted.

Main Line:

Table listing local operations and their corresponding track counts. Includes Rensselaer, Columbia Turnpike Bridge, Signal Station 99, Signal Station 98, Signal Station 100, Signal Station D, Rensselaer and West Albany, Albany, Albany and JC.

Freight, work trains and light engines Tracks No. 1 and No. 2	25
Westward	15
Eastward	15
Curve 1320 Ft. east of Central Ave. Bridge No. 304, West Albany, Track No. 2	70
Between MP 148 and Fuller Road Track No. 2, westward movements	35
Between MP 149 and JC Track No. 1, eastward movements	55
Schenectady grade curves	
Between MP 158 and State St. Track No. 1	60
Track No. 2	55
Signal Station 8. Slow speed—Not exceeding	10
Schenectady between State St. and Br. 381 Tracks No. 1 and No. 2	45
Tracks No. 3 and No. 4	20
Hoffmans To discharge mail	40
Amsterdam West end of Kellogg's Yard	
Crossover Track No. 3 to Track No. 4	10
Crossover Track No. 4 to Track No. 5	10
Between Mile Post 177 and Mile Post 175 Track No. 4	45
Tribes Hill, curve between Mile Post 181.3 and Mile Post 182.3 Tracks No. 1 and No. 2	60
Tracks No. 3 and No. 4	45
Fonda First curve east of Fonda (Fair Ground curve) Track No. 3	45
To discharge mail	40
Signal Station 16 Crossover Track No. 3 to Track No. 4	10
Crossover Track No. 4 to siding	10
Between Mile Post 187 and Mile Post 185, Track No. 4	45
Yosta, Big Nose curve, between Mile Post 191.9 and Mile Post 192.9 Tracks No. 1 and No. 2	60
Tracks No. 3 and No. 4	45
Fort Plain FW all dwarf signals	50
Little Falls Train No. 95 to discharge mail, daily	40
Train No. 39 to discharge mail daily except Sunday	40
Little Falls, Curve between Passenger Station and Lock St. Tracks No. 1 and No. 2	60
Tracks No. 3 and No. 4	45
Over Bridge 483, Mile Post 232.35, west of North Frankfort, Track 2, Cranes X13 to X16 Mile Post 234 and Signal Station 31:	6
Mile Post 234 to First Interlocking Signal INT-30, Track No. 3	45
First Interlocking Signal INT-30, to Washing- ton St. Crossing, Track No. 3	35
Washington St. Crossing to end of curve 600 feet east of Genesee Street Bridge, Track No. 4	35
600 feet east of Genesee Street Bridge to Mile Post 234, Track No. 4	45
Signal Station 30. Tracks No. 1 and 2	40
Freight trains	40
All others	50
Signal Station 31. Tracks No. 1 and 2	40
Freight trains	40
All others	50
Oriskany, between Mile Post 244 and River St., Tracks No. 3 and No. 4, Westward	55

Signal Station 34. Slow speed—Not exceeding	20
Track 1, Cranes X13 to X16	10
Between Rome Passenger Station and INT-34, Track No. 4	45
Rome Industrial tracks, over or through streets	8
Air Depot Reservation track	20
Verona Mile Post 259 to Mile Post 259.5, New London Road, Track No. 3	55
Mile Post 260 to Mile Post 259.5, New London Road, Track No. 4	55
Oneida To discharge mail	40
Canastota, between Mile Post 269.4 and INT-41, Track No. 3	45
North Chittenango Between Mile Post 274 and New Boston Road, Track No. 4 and Track No. 3 eastward	55
Between Mile Post 275.5 and Chittenango Road, Track No. 3	45
Signal Station SM and Signal Station SK, Tracks No. 3 and No. 4	30
West Shore. Unionville. Track No. 5, eastward movements through spring switch	6
Westward movements through spring switch.	30
Voorheesville. Between Signal Station NS and MP 142 Track No. 6	30
Fultonville, over Main St.	6
Sprakers, Rock Cut, Mile Post 185.2 and Mile Post 185.9	15
Canajoharie, curve east of station	10
" over Mitchell Street	6
South Fort Plain, Bailey's Side Track	6
South Little Falls, Rock Cut, Mile Post 207.7 and Mile Post 209.2	15
Ilion, over streets	6
South Utica, over or through streets	6
East New York Mills and New York Mills. Approaching Home Signals	10
Clark Mills. Approaching Home Signals	10
Canastota, over connection tracks	8
Harbor and Utica, Via Jumpover	15
Signal Station 7 and WH	35
Signal Station RJ and NA Tracks No. 3 and No. 4	45
Little Falls and Dolgeville Over bridges L-2, L-14 and L-21	6
Steam Cranes over Trestles	6
Dolgeville, over Main Street	5
Herkimer and Poland	10
Signal Station 100 and Monroe St., Troy. Passenger, mail, express and milk trains	45
Freight trains	40
Monroe St. and Madison St., Troy	30
Troy Union RR Cranes X13 to X16	6
Green Island and Schenectady Over highway crossings at Aqueduct, Dunsbach Ferry, Maxon Road, Mohawk View and Schenectady	6
Between Green Island and Cohoes station platform limits, Cranes X13 to X16	6

WATER STATIONS.

Main Line: Rensselaer	Fonda
Albany	Utica

OVERHEAD CLEARANCES

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

Main Line:		
Location	Description	Tracks
Rensselaer	Herrick St. Bridge	10-8-6-4-2-1-3-5-7-9-11-13-15-17
"	Broadway Viaduct	2-1-3-4-Sarato- ga Water; 2 Tracks to Old Engine House Site
"	Maiden Lane Foot Bridge	3-4 Sand Lot Lead. WYE
"	Livingston Avenue Foot Bridge	3-4 T&G Branch and Sand Lot Lead
Rensselaer-Albany	Hudson River Passenger Bridge	2-1
"	Hudson River Freight Bridge	3-4
Albany	Broadway Viaduct	2-1-3-4
West Albany	Prospect Ave. Bridge	3-4
"	Watervliet Ave. Bridge	2-1-3-4 Yard Tracks North End of Bridge
"	Prospect Ave. Yard	W. G. Morton (2 tracks)
Carman	High Bridge	2-1-4
"	Carman Road	2-1-3-4
"	Altamont Ave.	2-1-3-4
"	Carman Detour	2-1-3-4
"	Crane Street	2-1-3-4
Schenectady	Erie Boulevard	2-1-3-4
"	Sunnyside Road	2-1-3-4, All Yard Tracks
"	B. & M. Bridge	2-1-3-4
Hoffmans	Detour Bridge	2-1-4
Amsterdam	Foot Bridge	2-1-3-4-5-6
"	Bridge Street	2-1-3-4
Fonda	Bridge Street	2-1-3-4-5-6, House Track
Fort Plain	River Street	2-1-3
East Creek	Br. 451	2-1-3-4
St. Johnsville	Bridge Street	2-1-3-4
Little Falls	Highway	2-1-3-4
North Frankfort	Frankfort Road	2-1-3-4
Utica	Jumpover	2-1-3-4
"	Genesee Street	16-14-12-10-8-6
"	Barnes Avenue	2-1-3-4
Whitesboro	Careys Crossing	2-1-3-4
Rome	Mohawk River	2-1-3-4
Greenway	Wheclers Road	2-1-3-4
Oneida	Bridge	Smith-Lee Co.
West Shore:		
South Bethlehem	Crushed Stone Elevator	Callahan Road Improvement Co.
Feura Bush	"	"
Feura Bush	Crushed Stone Elevator	Colprovia Ma- terials, Inc.
Guilderland Center	Wires	Army Depot, Side Tracks 9-10-14-15
"	Steam Pipes	Army Depot, Side Tracks 11-12-13
Rotterdam Jct.	Sig. Br. W222S	4 & 5
Canajoharie	Bowman's Creek	Beechnut Pack- ing Co. track east of Church Street

Location	Description	Tracks
Mindenville	Smith's Highway	Main Track
Mohawk	Br. W 309	" "
"	Br. W 313	" "
Ilion	Wires	Remington Rand East of Station Side-tracks 3, 7
Frankfort	Wires	Frankfort Union Fork & Hoe Co.
"	Steampipe	Frankfort Union Fork & Hoe Co.
"	Br. W 330	Main Track
"	Elec. Crane	Mohawk Metal Prod. Co.
"	Wires	Side Track No. 60
"	Wires	Horace C. Tur- ner Co.
So. Utica	Br. W. 341	Main Track
Vernon	Private Road	Main Track
Troy and Greenbush Branch:		
Rensselaer	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	Tunnel	2-1
"	Signal Station 1	2-1
"	Signal Station 2	2-1
"	Hutton Street	2-1
"	Hoosick Street	2-1
Troy and Schenectady Branch:		
Niskayuna	Vischer Ferry Road	Main Track
Crescent	State Highway	" "
Kelloggs Branch:		
Amsterdam	Roof	Bisbee Linseed Co.
Herkimer and Poland Branch:		
2.07 miles north of Middleville	Through truss bridge	Main track
0.31 mile north of Newport, The Borden Co.	Overhead pipes	Side Track 3
Dolgeville Branch:		
Dolgeville	Steam Pipe	Adirondaek Box Co.
Rome Old Line Branch:		
Rome	Wires	Montgomery Ward Spargo Wire Co. Revere Copper & Brass Co. General Cable Corp. Revere Copper & Brass, Inc.
"	"	"
"	Power Cables	"
"	"	"
"	Steam Pipe	"
"	Conveyors	"
"	Doorways	Revere Copper & Brass Inc. Rome Mfg. Co.
"	"	"
The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.		
West Shore:		
Selkirk	INT-SK, 200 feet East	1-2
West Shore Connection		
Voorheesville	INT-NS, 200 feet West	4-5-Siding
Troy Union R. R.:		
Troy	Grand Street	Main Tracks

D. B. FLEMING
Division Superintendent

TRANSPORTATION

E. D. JOSLIN, Transportation Superintendent
E. J. JONES, Assistant Transportation Superintendent

J. R. MITCHELL
H. F. CAREY
R. W. KERNAN } Train Masters

A. F. GRIMES
R. E. MacDONALD } Train Masters—
General Yardmasters

A. W. CAMPBELL, Assistant Train Master

W. A. CRANKER, Chief Train Dispatcher

G. E. VAN DEUSEN, Chief Road Foreman

M. J. SMITH
H. F. HARMS
D. D. ROGERS } Assistant Chief
Train Dispatchers

W. J. DONLON
R. BARRY
G. BASHANT
C. S. RACE } Road Foremen

R. W. PIKE
W. W. BLUTO
F. R. WHALEN
G. R. SMITH
C. T. BALDWIN
J. E. DROMGOOLE
A. C. MEAD
A. RICCI } Train Dispatchers

W. F. SLINGERLAND, Rules Examiner

MAINTENANCE OF WAY

G. AUER, JR., Division Engineer
T. BURRELL, JR., Assistant Division Engineer

MOTIVE POWER AND ROLLING STOCK

J. E. DE FREEST, Master Mechanic

SIGNAL STATION 98—RENSSELAER TO KIRKVILLE—ABS

WESTWARD—FIRST CLASS

	Miles from New York	STATIONS	409	35	29	99	61	13	411	43
			The Iroquois	The Iroquois	The Chicagoan	The Tuscarora	Montreal Limited	Railway Express	Mail and Express	The South Shore
			Daily	Daily	Sunday Only	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	141.72	Signal Station 98....		12.35	12.45	1.00	1.30	1.48		3.19
		Rensselaer.....						1.50		
		Rensselaer.....	A.M.					2.10	A.M.	
	142.26	Signal Station 99....	12.11	12.37	12.47	1.02	1.32	2.12	2.56	3.21
	142.94	Albany.....	12.15	12.41	12.51	1.06	1.36		3.00	3.25
		Albany.....	A.M.	1.20	12.56	1.14	A.M.		A.M.	4.30
TCS Track 1	143.30	Signal Station 1.....								
	145.40	INT-JC.....								
	156.42	Signal Station 7.....		1.41	1.17	1.35		2.41		4.50
TCS Tracks 3 & 4	159.85	Schenectady.....		1.45	1.21	1.39		2.45		s 5.05
	161.01	INT-SB.....								
	169.12	Hoffmans, INT-NA.		1.54	1.30	1.48		2.54		5.15
	169.97	INT-HF.....								s 5.30
	175.73	Amsterdam.....								
TCS Tracks 2 & 4	184.48	INT-FE.....								
	186.29	Fonda.....		2.08	1.44	2.02		3.09		M 5.52
TCS Tracks 1 & 3	197.76	Palatine Bridge....								s 6.12
	200.83	Fort Plain.....								
	203.77	INT-FW.....								6.16
	206.73	St. Johnsville.....								s 6.21
	216.47	Little Falls.....								M 6.38
	223.76	Herkimer.....		2.39	2.15	2.33		3.42		s 6.54
	237.52	Utica.....		2.54		2.48				7.10
		Utica.....		3.05	2.26	2.55		3.55		7.30
	249.01	Signal Station 34....		3.17	2.35	3.07		4.06		7.42
	251.33	Rome.....								s 7.53
	264.76	Oneida.....		3.29	2.47	3.19		4.18		s 8.15
	269.87	Canastota.....		3.33	2.51	3.23		4.22		M 8.25
	280.05	Kirkville.....		3.54	3.02	3.39		4.49		8.49
	289.79	Syracuse.....		4.05	3.13	3.50		5.00		9.00
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SPECIAL INSTRUCTIONS.....No. 6				B	R-9	R-2		B-P R-6	B	

SIGNAL STATION 98—RENSSELAER TO KIRKVILLE—ABS

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	3	495	79	9	401	7	23	95
		Mail	Beeliner	Beeliner	Mail	Mail and Express	Mail	Mail and Express	DeWitt Clinton
		Daily Except Sun. & Mon.	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Sunday Only	Daily Except Sunday	Daily Except Sunday	Daily Except Sun. & Mon.	Daily
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
141.72	Signal Station 98....	4 29		7.06	7.14		8.04	8.13	9.44
	Rensselaer.....							8.15	
	Rensselaer.....		A.M.			A.M.		12.01	9.45
142.26	Signal Station 99....	4.31	7.01	7.08	7.16	8.01	8.06	12.03	9.46
142.94	Albany.....	4.35	7.05	7.12	7.20	8.05	8.10		9.50
	Albany.....	5.00	A.M.	A.M.	8.30	A.M.	9.25		10.03
TCS Track 1	143.30 Signal Station 1.....								
	145.40 INT-JC.....								
	156.42 Signal Station 7.....	5.21			8.51		9.46	12.36	10.23
TCS Tracks 3 & 4	159.85 Schenectady.....	5.25			s 9.02		s10.05	12.41	s10.30
	161.01 INT-SB.....								
	169.12 Hoffmans, INT-NA.	5.34			9.12		m10.16	12.51	10.40
	169.97 INT-HF.....								
	175.73 Amsterdam.....				s 9.23		s10.38		s10.48
TCS Tracks 2 & 4	184.48 INT-FE.....	°5.51					11.01		10.57
	186.29 Fonda.....	5.54			s 9.38		s11.20	1.08	s11.01
TCS Tracks 1 & 3	197.76 Palatine Bridge.....				s 9.50		s11.34		
	200.83 Fort Plain.....						s12.01		
	203.77 INT-FW.....	6.14					12.06		
	206.73 St. Johnsville.....						s12.12		
	216.47 Little Falls.....						s12.27		
	223.76 Herkimer.....	6.33			10.15		s12.40	1.45	11.35
	237.52 Utica.....				10.28		12.55	2.00	11.50
	Utica.....	6.44			10.58		1.30	2.35	11.55
	249.01 Signal Station 34....	6.54			11.10		1.42	2.50	12.07
	251.33 Rome.....				s11.17		s 1.52		s12.12
	264.76 Oneida.....	7.06			s11.35		s 2.12	3.05	s12.30
	269.87 Canastota.....	7.10			s11.45		s 2.24	3.10	s12.41
	280.05 Kirkville.....	7.29			12.04		2.44	3.39	12.59
	289.79 Syracuse.....	7.40			12.15		2.55	3.50	1.10
		A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.
SPECIAL INSTRUCTIONS.....No. 6		B-P R-7	B R-4	B R-4	B	B	B	B-P R-7	

SIGNAL STATION 98—RENSSELAER TO KIRKVILLE—ABS

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	403	51	39	405	41	15	27	65
		Beeliner	Empire State Express	North Shore Limited	The Berkshire	The Knickerbocker	Ohio State Limited	The England States	Hendrick Hudson
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		A.M.	A.M.	P.M.	P.M.	P.M.	P. M.	P. M.	P. M.
141.72	Signal Station 98....		10.39	2.09		4.15	5.44		6.59
	Rensselaer.....								
	Rensselaer.....	A.M.	10.40		P.M.				
142.26	Signal Station 99....	10.26	10.41	2.11	4.11	4.17	5.46	5.51	7.01
142.94	Albany.....	10.30	10.45	2.15	4.15	4.21	5.50	5.55	7.05
	Albany.....	A.M.	10.50	2.30	P.M.	4.40	5.55	6.15	7.30
TCS Track 1	143.30 Signal Station 1.....								
	145.40 INT-JC.....								
	156.42 Signal Station 7.....		11.10	2.51		5.01	6.16	6.36	7.52
TCS Tracks 3 & 4	159.85 Schenectady.....		s11.16	s 2.58		s 5.08	s 6.23	c 6.43	s° 8.02
	161.01 INT-SB.....								
	169.12 Hoffmans, INT-NA.		11.26	3.09		5.19	6.34	6.54	8.21
	169.97 INT-HF.....								
	175.73 Amsterdam.....			s 3.17		s 5.27			s 8.30
TCS Tracks 2 & 4	184.48 INT-FE.....	°11.41							
	186.29 Fonda.....		11.44	s 3.31		5.39	6.48	7.08	s 8.44
TCS Tracks 1 & 3	197.76 Palatine Bridge.....								
	200.83 Fort Plain.....								s 9.00
	203.77 INT-FW.....		12.03						
	206.73 St. Johnsville.....								
	216.47 Little Falls.....			r 4.00					s 9.18
	223.76 Herkimer.....		12.21	s 4.10		6.10	7.18	7.38	s 9.28
	237.52 Utica.....		12.33	4.25		6.24	7.31	D 7.51	9.50
	Utica.....		12.36	4.31		6.28	7.34	7.54	P. M.
	249.01 Signal Station 34....		12.48	4.43		6.42	7.46	8.07	
	251.33 Rome.....			s 4.49		s 6.46		C 8.12	
	264.76 Oneida.....		1.00	s 5.05		s 7.02	7.58	8.26	
	269.87 Canastota.....		1.04	5.11		7.09	8.02	8.30	
	280.05 Kirkville.....		1.19	5.29		7.26	8.16	8.42	
	289.79 Syracuse.....		1.30	5.40		7.37	8.27	8.53	
		A.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P. M.	P. M.
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SIGNAL STATION 98—RENSSELAER TO KIRKVILLE—ABS

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	25	407	155	17	57	47	21	31
		Century-Commodore	Interstate Express	Mail and Express	The Wolverine	The Cleveland Limited	The Detroitier	The North Star	Albany
		Daily	Daily	Daily	Daily	Daily Except Saturday	Daily Except Saturday	Saturday Only	Daily Except Sunday
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
141.72	Signal Station 98....	7.34			8.49	9.30	9.44	10.21	11.04
	Rensselaer.....								
	Rensselaer.....		P. M.						
142.26	Signal Station 99....	7.36	8.26		8.51	9.32	9.46	10.23	11.06
142.94	Albany.....	7.40	8.30	P. M.	8.55	9.36	9.50	10.27	11.10
	Albany.....	7.45	P. M.	8.40	9.00	10.10	10.05	10.52	P. M.
TCS Track 1 {	143.30 Signal Station 1.....								
	145.40 INT-JC.....								
	156.42 Signal Station 7.....	8.06		9.01	9.21	10.31	10.25	11.13	
TCS Tracks 3 & 4 {	159.85 Schenectady.....	8.10		s° 9.32	s 9.28	s 10.39	d 10.31	s 11.30	
	161.01 INT-SB.....								
	169.12 Hoffmans, INT-NA.	8.19		9.47	9.39	10.50	10.41	11.41	
	169.97 INT-HF.....								
	175.73 Amsterdam.....			s 10.15					
TCS Tracks 2 & 4 {	184.48 INT-FE.....								
	186.29 Fonda.....	8.33		s 11.08	9.53	11.04	10.55	11.57	
TCS Tracks 1 & 3 {	197.76 Palatine Bridge....								
	200.83 Fort Plain.....			s 11.33					
	203.77 INT-FW.....								
	206.73 St. Johnsville.....								
	216.47 Little Falls.....			s 11.58					
	223.76 Herkimer.....	9.04		s 12.15	10.24	11.35	11.25	12.30	
	237.52 Utica.....			12.30	10.36	11.48		12.46	
	Utica.....	9.15		1.30	10.39	11.56	11.38	12.57	
	249.01 Signal Station 34....	9.25		1.43	10.52	12.08	11.49	1.10	
	251.33 Rome.....			s 2.00	s 10.57				
	264.76 Oneida.....	9.37		s 2.30	11.11	12.20	12.01	1.22	
	269.87 Canastota.....	9.41		2.38	11.15	12.24	12.05	1.26	
	280.05 Kirkville.....	9.49		2.54	11.29	12.49	12.19	1.45	
	289.79 Syracuse.....	10.00		3.05	11.40	1.00	12.30	1.56	
		P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.

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SIGNAL STATION 98—RENSSELAER TO KIRKVILLE—ABS

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	5	59	33					
		Mail and Express	The Chicagoan	Albany					
		Daily Except Sat. & Sun.	Daily Except Saturday	Saturday Only					
		P. M.	P. M.	P. M.					
141.72	Signal Station 98....	11.09	11.38	11.49					
	Rensselaer.....								
	Rensselaer.....								
142.26	Signal Station 99....	11.11	11.40	11.51					
142.94	Albany.....	11.15	11.44	11.55					
	Albany.....	11.59	11.49	P. M.					
TCS Track 1 {	143.30 Signal Station 1.....								
	145.40 INT-JC.....								
	156.42 Signal Station 7.....	12.25	12.10						
TCS Tracks 3 & 4 {	159.85 Schenectady.....	12.30	12.14						
	161.01 INT-SB.....								
	169.12 Hoffmans, INT-NA.	12.40	12.23						
	169.97 INT-HF.....								
	175.73 Amsterdam.....								
TCS Tracks 2 & 4 {	184.48 INT-FE.....								
	186.29 Fonda.....	12.55	12.37						
TCS Tracks 1 & 3 {	197.76 Palatine Bridge....								
	200.83 Fort Plain.....								
	203.77 INT-FW.....								
	206.73 St. Johnsville.....								
	216.47 Little Falls.....								
	223.76 Herkimer.....	1.30	1.08						
	237.52 Utica.....	1.50	1.22						
	Utica.....	2.35	1.27						
	249.01 Signal Station 34....	2.50	1.39						
	251.33 Rome.....								
	264.76 Oneida.....	3.02	1.51						
	269.87 Canastota.....	3.06	1.55						
	280.05 Kirkville.....	3.29	2.09						
	289.79 Syracuse.....	3.40	2.20						
		A. M.	A. M.	P. M.					

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KIRKVILLE TO SIGNAL STATION 98-RENSSELAER-ABS

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	44	146	6	62	58	8	28	16
		New York Special	Interstate Express	Fifth Avenue Special	Montreal Limited	Cleveland Limited	Wolverine-Detroit	New England States	Ohio State Limited
		Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
		A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.
	Syracuse.....	12.30	12.40	12.53		1.35	1.53	2.10	2.23
9.74	Kirkville.....	12.42	12.52	1.10		1.47	2.05	2.22	2.35
19.92	Canastota.....	12.50	1.00	1.18		1.55	2.13	2.30	2.43
25.03	Oncida.....	12.54	1.04	1.22		1.59	2.17	2.34	2.47
38.46	Rome.....								
40.78	Signal Station 34....	1.06	1.16	1.34		2.11	2.29	2.46	2.59
52.27	Utica.....		1.28	1.46					
	Utica.....	1.15	1.33	1.56		2.20	2.39	2.55	3.08
TCS Tracks 1 & 3	66.03	Herkimer.....	1.27	1.47	2.10		2.32	2.51	3.07
	73.32	Little Falls.....							
	83.06	St. Johnsville.....							
	86.03	INT-FW.....							
	88.96	Fort Plain.....							
92.03	Palatine Bridge.....								
TCS Tracks 2 & 4	103.50	Fonda.....	1.57	2.17	2.40		3.02	3.21	3.37
	105.31	INT-FE.....							
	114.06	Amsterdam.....							
TCS Tracks 3 & 4	119.82	INT-HF.....							
	120.67	Hoffmans, INT-NA.	2.11	2.31	2.54		3.16	3.35	3.51
	128.78	INT-SB.....							
129.94	Schenectady.....	2.19	2.39	3.02		3.24	3.43	3.59	
TCS Track 1	133.22	Signal Station 7.....	2.23	2.43	3.06		3.28	3.47	4.03
	144.24	INT-JC.....							
	146.34	Signal Station 1.....							
146.85	Albany.....	2.45	3.05	3.30	A. M.	3.55	4.10	4.25	4.40
	Albany.....	2.50	3.30	3.35	3.50	4.00	4.15	4.30	4.50
147.63	Signal Station 99....	2.55	3.34	3.40	3.55	4.05	4.20	4.34	4.55
	Rensselaer.....		A. M.					A. M.	
	Rensselaer.....								
148.07	Signal Station 98....	2.57		3.42	3.57	4.07	4.22		4.57
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

SPECIAL INSTRUCTIONS.....No. 6

B

B

R-2

KIRKVILLE TO SIGNAL STATION 98-RENSSELAER-ABS

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	26	400	54	18	2	142	402	40
		Century-Commodore	Boston Express	Hendrick Hudson	Upstate Special	The Pacemaker	Mail and Express	The Berkshire	The Mohawk
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.
	Syracuse.....	3.18				6.07	6.10		9.40
9.74	Kirkville.....	3.30				6.19	6.22		9.52
19.92	Canastota.....	3.38				6.27	6.34		10.00
25.03	Oncida.....	3.42				s 6.33	s 6.50		s 10.05
38.46	Rome.....					s 6.50	s 7.15		s 10.20
40.78	Signal Station 34....	3.54				6.54	7.20		10.25
52.27	Utica.....				A. M.	7.07	7.35		10.37
	Utica.....	4.03			4.45	7.12	8.15		10.40
TCS Tracks 1 & 3	66.03	Herkimer.....	4.15			s 5.05	s 7.27	s 8.40	10.54
	73.32	Little Falls.....				s 5.18	s 7.37	s 8.55	
	83.06	St. Johnsville.....				s 5.29			
	86.03	INT-FW.....							
	88.96	Fort Plain.....				s 5.40		s 9.18	
92.03	Palatine Bridge.....				s 5.45				
TCS Tracks 2 & 4	103.50	Fonda.....	4.45			s 6.08	8.05	s 9.55	s 11.28
	105.31	INT-FE.....							
	114.06	Amsterdam.....				s 6.26	s 8.18	s 10.20	s 11.43
TCS Tracks 3 & 4	119.82	INT-HF.....							
	120.67	Hoffmans, INT-NA.	4.59			6.35	8.26	10.28	11.51
	128.78	INT-SB.....							
129.94	Schenectady.....	5.07			s 6.47	s 8.38	s 11.05	s 12.05	
TCS Track 1	133.22	Signal Station 7.....	5.11			6.53	8.44	11.11	12.11
	144.24	INT-JC.....							
	146.34	Signal Station 1.....							
146.85	Albany.....	5.30	A. M.	A. M.	7.15	9.05	11.40	A. M.	12.41
	Albany.....	5.38	6.00	6.15	7.30	9.25	A. M.	9.40	12.51
147.63	Signal Station 99....	5.43	6.04	6.20	7.35	9.30		9.44	
	Rensselaer.....							A. M.	
	Rensselaer.....								
148.07	Signal Station 98....	5.45		6.22	7.37	9.32			
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

SPECIAL INSTRUCTIONS.....No. 6

B

B

B-P

KIRKVILLE TO SIGNAL STATION 98-RENSSELAER-ABS

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	4	60	404	90	34	144	408	80
		Mail and Express	Hudson River Special	Beeliner	The Chicagoan	The Laurentian	Mail and Express	Boston Express	Poughkeepsie Beeliner
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Sunday Only	Daily Except Sat. & Sun.
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	Syracuse.....	11.05			12.27		1.00		
9.74	Kirkville.....	11.17			12.39		1.12		
19.92	Canastota.....	11.25			12.47		1.20		
25.03	Oneida.....	11.30			12.51		1.24		
38.46	Rome.....								
40.78	Signal Station 34....	11.45			1.03		1.36		
52.27	Utica.....				1.15		1.50		
	Utica.....	11.57			1.20		2.00		
66.03	Herkimer.....	12.11			1.34		2.14		
73.32	Little Falls.....								
83.06	St. Johnsville.....								
86.03	INT-FW.....								
88.96	Fort Plain.....				K 1.53				
92.03	Palatine Bridge.....								
103.50	Fonda.....	12.48			2.07		2.45		
105.31	INT-FE.....								
114.06	Amsterdam.....								
119.82	INT-HF.....								
120.67	Hoffmans, INT-NA.	1.04			2.21		3.00		
128.78	INT-SB.....								
129.94	Schenectady.....	1.14			S 2.35		G 3.20		
133.22	Signal Station 7.....	1.19			2.40		3.26		
144.24	INT-JC.....								
146.34	Signal Station 1.....								
146.85	Albany.....		P. M.	P. M.	3.07	P. M.	3.45	P. M.	P. M.
	Albany.....		2.30	3.20	3.29	4.05	4.15	4.15	4.20
147.63	Signal Station 99....	1.50	2.35	3.24	3.34	4.10	4.19	4.19	4.25
	Rensselaer.....	1.55		P. M.			P.M.	P.M.	
	Rensselaer.....	2.10							
148.07	Signal Station 98....	2.12	2.37		3.36	4.12			4.27
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SPECIAL INSTRUCTIONS.....No. 6		B-P-	B	B-			P		R-4
							H		

KIRKVILLE TO SIGNAL STATION 98-RENSSELAER-ABS

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	496	50	156	96	94	406	56	52
		Pittsfield Beeliner	Empire State Express	Mail and Express	DeWitt Clinton	Dewitt Clinton	Mail and Express	The Easterner	The Easterner
		Daily Except Sat. & Sun.	Daily	Daily Except Sunday	Daily	Sunday Only	Daily	Sunday Only	Daily Except Sunday
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Syracuse.....		2.40	2.45	3.55			6.40	7.05
9.74	Kirkville.....		2.52	2.57	4.07			6.52	7.17
19.92	Canastota.....		3.00	S 3.10	4.15			M 7.03	M 7.29
25.03	Oneida.....		3.04	S 3.25	4.19			S 7.12	S 7.40
38.46	Rome.....			S 3.50	S 4.33			S 7.30	S 8.02
40.78	Signal Station 34....		3.16	3.54	4.37			7.34	8.06
52.27	Utica.....		3.27	4.10	4.48			7.46	8.18
	Utica.....		3.30	4.57	4.53			7.52	8.30
66.03	Herkimer.....		3.44	S 5.20	S 5.09			S 8.15	S 8.50
73.32	Little Falls.....			S 5.35				M 8.26	M 9.00
83.06	St. Johnsville.....							S 8.36	S 9.10
86.03	INT-FW.....								
88.96	Fort Plain.....			S 5.38				S 8.45	S 9.18
92.03	Palatine Bridge.....								
103.50	Fonda.....		4.14	S 7.10	5.41			M 9.05	M 9.40
105.31	INT-FE.....								
114.06	Amsterdam.....		S 7.40	S 5.54				S 9.22	S 10.00
119.82	INT-HF.....								
120.67	Hoffmans, INT-NA.		4.28	7.48	6.02			9.30	10.08
128.78	INT-SB.....								
129.94	Schenectady.....		S 4.40	S 8.30	S 6.13			S 9.55	S 10.25
133.22	Signal Station 7.....		4.45	8.36	6.19			10.01	10.31
144.24	INT-JC.....								
146.34	Signal Station 1.....								
146.85	Albany.....	P. M.	5.05	9.30	6.40	P. M.	P. M.	10.35	11.15
	Albany.....	4.25	5.12	P. M.	7.00	7.00	9.30	11.30	11.55
147.63	Signal Station 99....	4.29	5.17		7.05	7.05	9.34	11.35	11.59
	Rensselaer.....	P. M.					P. M.		
	Rensselaer.....								
148.07	Signal Station 98....		5.19		7.07	7.07		11.37	12.02
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
SPECIAL INSTRUCTIONS.....No. 6		B		P	B-H	B	B-P		
		R-4		R-5	R-3	R-10			

KIRKVILLE TO SIGNAL STATION 98-RENSSELAER-ABS

EASTWARD—FIRST CLASS

	Miles from Syracuse	STATIONS	32	14						
			Mail	Mail						
			Daily	Daily						
			P. M.	P. M.						
		Syracuse.....	8.40	11.18						
	9.74	Kirkville.....	8.52	11.30						
	19.92	Canastota.....	9.00	11.38						
	25.03	Oneida.....	9.04	11.42						
	38.46	Rome.....								
	40.78	Signal Station 34....	9.16	11.54						
	52.27	Utica.....	9.32	12.05						
		Utica.....	10.00	12.15						
TCS Tracks 1 & 3	66.03	Herkimer.....	10.14	12.29						
	73.32	Little Falls.....								
	83.06	St. Johnsville.....								
	86.03	INT-FW.....								
	88.96	Fort Plain.....								
	92.03	Palatine Bridge.....								
TCS Tracks 2 & 4	103.50	Fonda.....	10.45	12.59						
	105.31	INT-FE.....								
	114.06	Amsterdam.....								
	119.82	INT-HF.....								
TCS Tracks 3 & 4	120.67	Hoffmans, INT-NA.	10.59	1.13						
	128.78	INT-SB.....								
	129.94	Schenectady.....	11.20	1.21						
TCS Track 1	133.22	Signal Station 7....	11.26	1.25						
	144.24	INT-JC.....								
	146.34	Signal Station 1....								
	146.85	Albany.....		1.55						
		Albany.....		2.30						
	147.63	Signal Station 99....	12.15	2.35						
		Rensselaer	12.20							
		Rensselaer.....	1.30							
	148.07	Signal Station 98....	1.32	2.37						
			A. M.	A. M.						
SPECIAL INSTRUCTIONS.....No. 6			B-P	B-P						
			J							

ALBANY AND TROY

WESTWARD—FIRST CLASS

EASTWARD—FIRST CLASS—ABS

						STATIONS										
							Miles from Albany	Miles from Troy								
									LV.	AR.						
						0.58	Albany	7.31								
						5.27	Rensselaer	6.73								
						6.28	Iron Works	2.04								
						6.59	Madison St.	1.03								
						7.31	Adams St.	0.72								
							Troy									
						AR.		LV.								

UNIONVILLE AND CANASTOTA

TROY AND SCHENECTADY

WESTWARD			STATIONS	EASTWARD			WESTWARD			STATIONS	EASTWARD		
		Miles from Unionville				Miles from Canastota			Miles from Troy				Miles from Schenectady
ABS		4.18	Unionville	119.61									
		14.57	Voorheesville	115.43					0.63	Troy	21.41		
		21.64	So. Schenectady	105.03					3.63	Green Island	20.78		
		29.99	Rotterdam Jct.	97.97					5.92	Cohoes	17.78		
MBS		40.31	So. Amsterdam	89.61					17.59	Crescent	15.49		
		52.25	Fultonville	79.29					21.41	Aqueduct	3.82		
		55.72	Canajoharie	67.35						Schenectady			
		83.02	So. Fort Plain	63.88									
		88.20	Frankfort	36.58									
		88.20	Harbor	31.40									
		95.22	New York Mills	24.41									
	108.74	Vernon	10.87										
	119.61	Canastota											

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

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

LITTLE FALLS AND DOLGEVILLE

HERKIMER AND POLAND

NORTHWARD			STATIONS	SOUTHWARD			NORTHWARD			STATIONS	SOUTHWARD		
		Miles from Little Falls				Miles from Dolgeville			Miles from Herkimer				Miles from Poland
		9.86	Little Falls	9.86									
			Dolgeville					8.74	Herkimer	16.52			
								13.06	Middleville	7.78			
								16.52	Newport	3.46			
									Poland				

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

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

GROSS TONNAGE RATINGS FOR DIESEL OPERATION FREIGHT SERVICE

MOHAWK DIVISION

Diesel Unit Numbers

1600-1603	1604-1606	1000-1123	3702-3709	5000-5005	5904-5927	5006, 5010	5007-5009	8101-8111	8000-8008
1607-1608	1609-1610	3300-3372	3804-3821	5100-5101	5949-6038	5013-5014	5011-5012	.....	.....
1611-1612	1613-1616	3700-3701	6600-6607	.....	6041-6075	.....	5015-5017	.....	.....
1617-1618	1619, 1621	3800-3803	6900-6903	.....	.....	.....	5102-5104	.....	.....
1620, 1622	1623, 1627	8202-8208	7000-7012	.....	.....	.....	7100-7118	.....	.....
1624-1626	1630-1631	8231-8243	.....	.....	.....	.....	.....	.....	.....
1628-1629	1633-1873	8281-8284	.....	.....	.....	.....	.....	.....	.....
1632, 2400	2404-2406	8353-8357	.....	.....	.....	.....	.....	.....	.....
2401-2403	2408-2410	.....	.....	.....	.....	.....	.....	.....	.....
2407, 2411	2412-2413	.....	.....	.....	.....	.....	.....	.....	.....
2414-2415	2416-2474	.....	.....	.....	.....	.....	.....	.....	.....
.....	5600-5607	.....	.....	.....	.....	.....	.....	.....	.....
.....	5612-5623	.....	.....	.....	.....	.....	.....	.....	.....
.....	5626-5681	.....	.....	.....	.....	.....	.....	.....	.....
.....	5686-5708	.....	.....	.....	.....	.....	.....	.....	.....
.....	5713-5734	.....	.....	.....	.....	.....	.....	.....	.....
.....	5808-5817	.....	.....	.....	.....	.....	.....	.....	.....

EASTWARD

Between Dewitt Yard and Selkirk Yard

45 M.P.H. TONNAGE

1800	2000	2000	2050	2000	2150	1715	2025	1040	1800
------	------	------	------	------	------	------	------	------	------

60 M.P.H. TONNAGE

1360	1450	1400	1450	1470	1575	1165	1475	580	1300
------	------	------	------	------	------	------	------	-----	------

MAXIMUM TONNAGE

3100	3620	3800	3880	3400	3800	3425	3350	2670	3680
------	------	------	------	------	------	------	------	------	------

WESTWARD

Between Selkirk Yard and Dewitt Yard

45 M.P.H. TONNAGE

1520	1690	1690	1735	1770	1870	1460	1750	880	1570
------	------	------	------	------	------	------	------	-----	------

60 M.P.H. TONNAGE

1150	1225	1185	1225	1290	1365	995	1285	490	1150
------	------	------	------	------	------	-----	------	-----	------

MAXIMUM TONNAGE

2600	3340	3450	3400	2800	3390	2875	2800	2390	3380
------	------	------	------	------	------	------	------	------	------

Tonnage ratings are for one unit only. If a locomotive consists of 2 or more units, the tonnage ratings shown should be multiplied by the number of units.

If two or more units from different columns are coupled for service, the total tonnage permissible equals the lowest tonnage shown for any of the units in the consist multiplied by the total number of units. This procedure is necessary to avoid overloading of the locomotive unit having the lowest tonnage rating.

WARNING: The maximum tonnages shown are maximum values using permissible current overloads and are based on good rail and weather conditions. Tonnage should be reduced accordingly if the above conditions are not satisfied.

STATIONS, OFFICE CALLS, OFFICE HOURS

STATION	Miles from New York	Office Call	*Train Order Office	*Manual Block Station	*Manual Block Station for Movements against Current of Traffic	STATION	Miles from New York	Office Call	*Train Order Office	*Manual Block Station	*Manual Block Station for Movements against Current of Traffic
INT-98..... Open Day and Night	141.72		*		*	St. Johnsville.....	206.73				
INT-99..... Open Day and Night	142.26	RS	*		*	Little Falls.....	216.47				
INT-100..... Open Day and Night	142.38		*		*	INT-26 Herkimer..... Open Day and Night	223.76	KI	*	221C	*
INT-101..... Open Day and Night	142.49					North Ilion.....	226.00				
INT-A..... Open Day and Night	142.84					Schuyler Jet.....	234.06				
Albany..... Open Day and Night	142.94	DA	*			INT-30..... Open Day and Night	237.23	UA	*	221C	*
INT-B..... Open Day and Night	143.13					Utica..... Open Day and Night	237.52	UT	*		
INT-D..... Open Day and Night	142.87					INT-31..... Open Day and Night	237.75	WU	*	221C	*
INT-1..... Open Day and Night	143.3	Z	*		*	Whitesboro.....	241.36				
JC.....	145.4					Oriskany.....	244.44				
West Albany Yard						INT-34..... Open Day and Night	249.00	FY	*	221C	*
Karner.....	151.05					Rome.....	251.33				
INT-7..... Open Day and Night	156.42	AS	*		*	Verona.....	260.30				
INT-8..... Open Day and Night	159.70	SC	*		*	INT-39..... Open Day and Night	264.76	RX	*	221C	*
Schenectady.....	159.85					Oneida.....	264.76				
SB.....	161.01					Wampsville.....	267.56				
NA.....	169.12					INT-41..... Open Day and Night	269.87	CS	*	221C	*
Hoffmans.....	169.12					Canastota.....	269.87				
HF.....	169.97					No. Chittenango.....	276.03				
Amsterdam.....	175.73					INT-44..... Open Day and Night	280.05	RV	*	221C	*
Fort Johnson.....	178.75					Kirkville.....	280.05				
Tribes Hill.....	181.34										
FE.....	184.48					WEST SHORE	Miles from Weehawken				
INT-16..... Open Day and Night	186.29	VN	*		*	INT-SK..... Open Day and Night	132.1	SK	*	221C	
Fonda.....	186.29					Selkirk Yard.....	135.0				
Yosts.....	191.55					Feura Bush.....	136.2				
Palatine Bridge.....	197.76					Unionville.....	138.0				
Fort Plain.....	200.83					New Scotland.....	140.1				
FW.....	203.77					INT-NS Voorheesville.... Open Day and Night	142.2	NS	*	221C	*
						Guilderland Center.....	145.8				

STATIONS, OFFICE CALLS, OFFICE HOURS

STATION	Miles from Weehawken	Office Call	*Train Order Office	*Manual Block Station	*Manual Block Station for Movements against Current of Traffic	STATION	Miles from Rensselaer	Office Call	*Train Order Office	*Manual Block Station	*Manual Block Station for Movements against Current of Traffic
Fullers.....	147.4					Iron Works.....	4.7				
WH.....	151.6					Madison St.....	5.7				
South Schenectady.....	152.6					Adams St.....	6.0				
INT-RJ..... Open Day and Night	159.6	RJ	* 221C	*	*	Troy.....	6.7	UN	*		
Pattersonville.....	161.2					INT-SM TO INT-SK	Miles from Stuyvesant				
South Amsterdam.....	168.0										
Fort Hunter.....	172.8										
Auriesville.....	174.6										
Fultonville.....	178.3										
Randall.....	183.1					INT-SM..... Open Day and Night	8.47	SM	* 221C		*
Sprakers.....	187.0					INT-SK..... Open Day and Night	11.46	SK	* 221C		
Canajoharie..... Open 8 AM to 5 PM Daily Except Sat. & Sun.	190.3	CN	* 221A	*		T & S BRANCH	Miles from Schenectady				
South Fort Plain.....	193.7										
Indian Castle.....	204.4										
South Little Falls.....	209.2										
Mohawk.....	216.5										
Ilion.....	218.8					INT-8..... Open Day and Night	0.0	SC			
Frankfort..... Open 8 AM to 5 PM Daily Except Sat. & Sun.	221.0	FK	* 221A	*		Aqueduct.....	3.8				
Harbor.....	226.2					Crescent.....	15.5				
South Utica.....	231.9					Cohoos.....	17.8				
East New York Mills.....	232.7					Green Island.....	20.7				
New York Mills.....	233.3					HERKIMER-POLAND BRANCH	Miles from Herkimer				
Clark Mills.....	238.1										
Vernon.....	246.8										
Oneida Castle.....	251.9										
Canastota.....	257.6										
INT-41..... Open Day and Night		CS	* 221C			INT-26..... Open Day and Night		KI			
T & G BRANCH	Miles from Rensselaer					Middleville.....	8.74				
						Newport.....	13.06				
						Poland.....	16.52				
						DOLGEVILLE BRANCH	Miles from Little Falls				
INT-100..... Open Day and Night	0.0		* 221C	*		Little Falls.....	0.0	FS			
Forbes Ave.....	0.8					Dolgeville.....	9.86				

MEMORANDUM

MEMORANDUM

MEMORANDUM

MEMORANDUM

INDEX OF DIESEL LOCOMOTIVE CLASSES AND CORRESPONDING LOCOMOTIVE NUMBERS

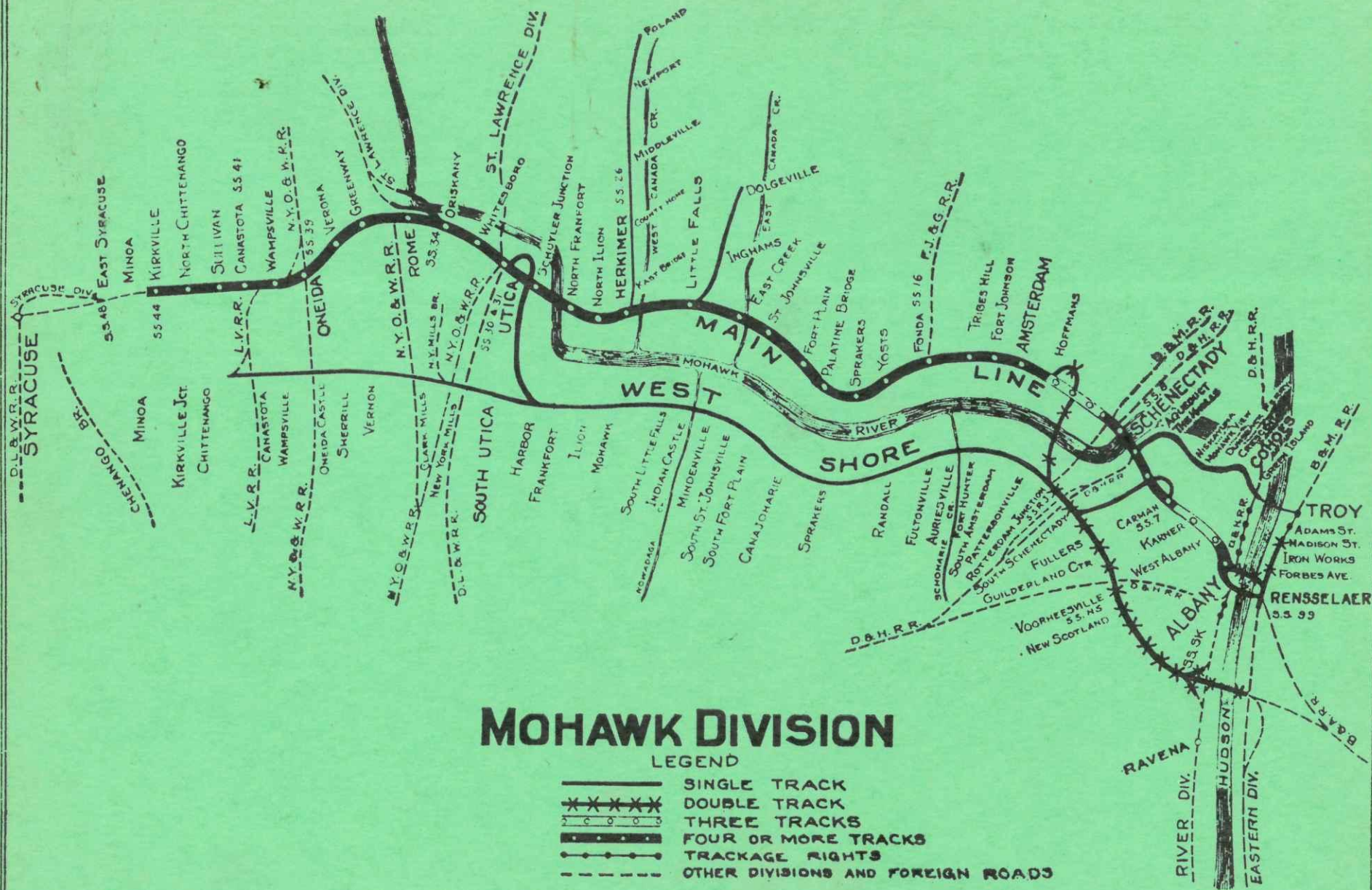
DES	DFA	DRS	DFT-1
506- 510 DES-1	1000-1043 DFA-3	5600-5607 DRS-4	7100-7118 DFT-1
526- 541 DES-3	1044-1123 DFA-7	5608-5611 DRSP-4	
543- 560 DES-3	1600-1605 DFA-1	5612-5623 DRS-4	DCA
564- 566 DES-3	1606-1873 DFA-2	5624-5625 DRSP-4	3500-3503 DCA-1
567- 573 DES-4	3800-3803 DFA-4	5626-5675 DRS-4	3504-3507 DCA-2
574- 621 DES-5	3804-3821 DFA-8	5682-5683 DRS-4G	
650- 704 DES-6	5000-5005 DFA-5	5686-5708 DRS-4	DCB
750- 761 DES-10	5006-5017 DFA-6	5709-5712 DRSP-4	3600-3601 DCB-1
800- 810 DES-7	6600-6607 DFA-9	5738-5807 DRSP-4	3602-3603 DCB-2
811- 916 DES-8		5808-5827 DRS-4	
950- 957 DES-9		5900-5903 DRSP-9	DPA
8400-8411 DES-15	DFB	5949-5998 DRS-9	4000-4035 DPA-1
8500-8536 DES-11	2400-2403 DFB-1	6200-6201 DRSP-5	4036-4095 DPA-5
8550-8632 DES-11	2404-2474 DFB-2	6202- DRS-5	4200-4203 DPA-2
8700-8704 DES-13	3300-3322 DFB-3	6203-6215 DRSP-5	4208-4212 DPA-4
8715-8739 DES-13	3323-3372 DFB-7	6220-6236 DRSP-8	4400-4405 DPA-3
8750-8834 DES-13	3700-3701 DFB-4	7000-7012 DRS-7	4500-4507 DPA-6
8835-8930 DES-16	3702-3709 DFB-8	7300-7301 DRSP-3	
8941-8951 DES-16	5100-5101 DFB-5	8100- DRSP-1	
8962-9008 DES-16	5102-5104 DFB-6	8101-8111 DRS-1	
9104-9110 DES-14	6900-6903 DFB-9	8112-8113 DRSP-1	
9111-9137 DES-17		8200-8201 DRSP-2	
9300-9307 DES-12	DPB	8202-8208 DRS-2	
9308-9328 DES-20	4100-4113 DPB-1	8209-8214 DRSP-2	
9600-9627 DES-18	4300-4303 DPB-2	8215-8216 DRS-2	
9627-9630 DES-21	4304 DPB-4	8217-8222 DRSP-5	
9800-9820 DES-19		8223-8230 DRSP-6	
		8231-8243 DRS-6	
		8244-8280 DRSP-6	
		8281-8284 DRS-6	
		8285-8357 DRSP-6	

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

SPEED TABLE

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

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



MOHAWK DIVISION

LEGEND

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