

The New York Central Railroad Company

MOHAWK DIVISION

Time Table No. 3

FOR EMPLOYEES ONLY

Effective 12.01 A. M.

Sunday, May 7, 1916

Superseding Time Table No. 2,
dated October 17, 1915, and Supplements.

STUDY the SPECIAL INSTRUCTIONS and NOTE
ALL CHANGES

E. J. WRIGHT
General Superintendent

C. F. SMITH
Gen. Supt. Pass. Trans.

W. J. FRIPP
General Manager

D. W. DINAN
Superintendent

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SPECIAL INSTRUCTIONS

1. Explanation of Letters and Signs not covered by Book of Rules of the Operating Department.

- C—No. 19 will stop at Schenectady on signal to receive passengers for Erie and stations west.
 K—No. 22 will stop at Schenectady on signal to discharge passengers from stations west of Buffalo.
 R—No. 25 will stop at Utica on signal to receive passengers for Chicago and Elkhart.

2. Standard Clocks are located at:

Albany	Station Master's Office. Train Dispatcher's Office.
Dewitt	Yard Master's Office.
Frankfort	Telegraph Office.
Minoa	Engine House.
Ravena	Engine House. Passenger Station. Yard Master's Office.
Rensselaer	Engine House. Yard Master's Office.
Schenectady	Engine House. Passenger Station. Engine House.
Syracuse	Telegraph Office.
Troy	Telegraph Office. Engine House.
Utica	Station Master's Office. Yard Master's Office. Engine House.
West Albany	General Yard Master's Office.

3. Bulletin Cabinets or Boards are located at:

Albany	Station Master's Office.
Dewitt	Yard Master's Office.
Frankfort	Telegraph Office.
Minoa	Engine House.
Ravena	Engine House. Passenger Station. Yard Master's Office.
Rensselaer	Engine House. Yard Master's Office.
Rotterdam	Engine House. Yard Master's Office.
Schenectady	Engine House. Signal Station 8. Engine House.
Syracuse	Telegraph Office.
Troy	Telegraph Office. Yard Master's Office.
Utica	Engine House. Station Master's Office. Yard Master's Office.
West Albany	Engine House. General Yard Master's Office.

4. Train Registers are located at:

Green Island	Signal Station GY.
Schenectady	Signal Station 8.

At Green Island conductor may throw off register slip, form T73, except when a train is displaying signals for a section, in which case conductor must register in person.

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

- Between Frankfort and Iliion.
 Between Harbor and New York Mills.
 Between Harbor and Utica (Jumpover tracks).
 Between Hoffmans and Rotterdam Junction.
 Between Signal Station 6 and Rensselaer (except Nos. 1 and 2 tracks).
 Cohoes.
 Green Island.
 Hoffmans (except Nos. 1 and 2 tracks).
 Little Falls (except Nos. 1 and 2 tracks).
 Minoa (except Nos. 1 and 2 tracks).
 Oneida (except Nos. 1 and 2 tracks).

- Ravena.
 Rensselaer.
 Rotterdam Junction.
 St. Johnsville (except Nos. 1 and 2 tracks).
 Schenectady (except Nos. 1 and 2 tracks).
 South Schenectady (except east-bound, West Shore).
 Troy, between Madison Street and Iron Works.
 Utica (except Nos. 1 and 2 tracks).
 Voorheesville.

Passenger trains must be fully protected at all times.

6. Water Stations, designated by signs, are located at Herkimer and Yosta.

Trains on Nos. 3 and 4 tracks are permitted to stand within such limits while taking water without protection, but passenger trains must be fully protected at all times.

Other water stations are located at:

Canajoharie.	St. Johnsville.
Frankfort.	Schenectady (Sand Bank).
Hoffmans.	South Amsterdam.
Indian Castle.	South Schenectady.
Niskayuna.	Tribes Hill.
Oneida (Red Bank).	Utica.
Rome.	Voorheesville.

Track pans on Nos. 1 and 2 tracks are located at:

Herkimer.	Schenectady (Sand Bank).
Rome.	Yosta.

7. Sidings (capacity based on 40-foot cars) are located at:

Aqueduct.	21
Canajoharie, middle	107
Carman, south of No. 1 track	40
Cohoes, north of main track, west of station	50
Crescent.	53
Feura Bush, east-bound	90
Feura Bush, west-bound	100
Fonda, south of No. 1 track	29
Fort Hunter, middle	110
Fort Plain, south of No. 1 track	59
Frankfort, west-bound	101
Frankfort, east-bound	120
Fultonville, middle	100
Greenway, south of No. 1 track	63
Greenway, west-bound, between Nos. 3 and 4 tracks	105
Greenway, east-bound, between Nos. 3 and 4 tracks	106
Herkimer, north of No. 4 track	89
Herkimer, south of No. 1 track	55
Iliion, north of west-bound track	40
Indian Castle, middles	100
Little Falls, between Nos. 3 and 4 tracks	213
Niskayuna, north of main track	58
Oneida, between Nos. 3 and 4 tracks	210
Oneida, south of No. 1 track	69
Oriskany, south of No. 1 track	61
Randall.	100
Rome, east-bound	180
Rome, west-bound	183
St. Johnsville, east of coaling station, between Nos. 3 and 4 tracks, west-bound	105
St. Johnsville, south of No. 1 track	56
St. Johnsville, west of coaling station, between Nos. 3 and 4 tracks, east-bound	89
Schenectady (Sand Bank), between Nos. 3 and 4 tracks	112
South Amsterdam, north of west-bound track	50
South Schenectady, south of east-bound track	104
South Fort Plain, north of west-bound track	42
South Little Falls, north of west-bound track	75
South Little Falls, south of east-bound track	110
Sterling Creek, south of No. 1 track	50
Verona, north of No. 4 track	83
Voorheesville, 1st track north of west-bound track	98
Voorheesville, 2nd track north of west-bound track	73
Voorheesville, 1st track south of east-bound track	78
Voorheesville, 2nd track south of east-bound track	74
Yosta, between Nos. 3 and 4 tracks	100

Except as indicated above, the inferior train must take the first switch.

At middle sidings, except where derails are provided, the normal position of switches on sidings will be as follows: At east end, for movement from siding to eastward track; at west end for movement to westward track.

8.

9. Use of Main Tracks.

Single track is in use between:
 Green Island and Schenectady.

Double track is in use between:
 Harbor and Utica. (Jumpover tracks.)
 Hoffmans and Rotterdam Junction.
 Ravena and South Utica.
 South Schenectady and Carman.
 Troy and Rensselaer.

When running on double track, trains will keep to the right, except on connections between South Schenectady and Carman, Hoffmans and Rotterdam Junction, and Harbor and Utica, where trains will keep to the left.

Four tracks are in use between Albany and Sullivan.

Five tracks are in use between Sullivan and Minoa.

No. 1, east-bound passenger trains.

No. 2, west-bound passenger trains.

No. 3, between Albany and West Albany, east-bound freight trains; between West Albany and Minoa, west-bound freight trains.

No. 4, between Minoa and West Albany, east-bound freight trains; between West Albany and Albany, west-bound freight trains.

No. 5, between Minoa and Sullivan, east-bound freight trains. The third main track between Rotterdam Junction and South Schenectady, north of and parallel to the west-bound main track, will be used by east-bound trains.

10. Flagmen. Rules 14 (d and e) and 99c, Book of Rules of the Operating Department, are modified as follows:

On Nos. 1 and 2 tracks, when flagman goes back to protect train, he will remain out until following train arrives.

Flagmen must not be recalled by the whistle of the engine when flagging trains in a direction against traffic, but must be sent for when track has been cleared.

When one or more engines running light are stopped by preceding train and such engines are not accompanied by flagman, the flagman of preceding train will protect such light engines and the enginemen of the light engines must know that proper protection is afforded.

Until recalled or released, flagmen must stop all trains on track or tracks they are flagging and notify them of the existing conditions. They must not flag certain trains and allow others to proceed.

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

12. Train Order or Clearance Card.

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

Green Island, Signal Station GY, No. 801.
Schenectady, Signal Station 8, T. & S. Trains.
Troy, T. & S. Trains.

Clearance cards must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operators, provided they have no train orders for train to which issued. Train orders addressed to "All Concerned" or to "All Trains" do not answer the requirements.

13. Speed of Trains is Restricted as follows:

Albany, over switches,	
Signal Stations A and B	10 miles per hour.
All trains, Nos. 3, 4 and 5 tracks	35 " " "
Between West Albany and Albany	
Passenger trains, east-bound	30 " " "
Freight trains and light engines, east-bound	15 " " "
Canajoharie, across streets	
Passenger trains	35 " " "

Freight trains and light engines.....20 miles per hour.

Detour Line, between Hoffmans and South Schenectady on curves	15 " " "
Engines, type K (all classes)	
Between South Schenectady and South Utica	45 " " "
Between Rensselaer and Troy	45 " " "
Engines, types I and G (all classes)	
Between Green Island and Schenectady	35 " " "
Engines, types G5 and G6	
Between Green Island and Schenectady On sidings and sidetracks	5 " " "
Engines, types B and M (all classes), under steam or being towed	15 " " "
Engines, under steam or being towed, with any of the side or main rods missing	20 " " "
Freight trains starting, until crews have had an opportunity to get aboard	5 " " "
Indian Castle, No. 14 turn out in west-bound track	10 " " "
Little Falls, changing firemen	5 " " "
Little Falls, Gulf Curve	
Nos. 1 and 2 tracks	45 " " "
Nos. 3 and 4 tracks	20 " " "
Motor cars	20 " " "
Over track pans	45 " " "
Rensselaer, curve at station	15 " " "
Rome, Industrial tracks, across or through streets	8 " " "
St. Johnsville, over ash pits	10 " " "
Schenectady, between State street and Canal Bridge	
Nos. 1 and 2 tracks	35 " " "
Nos. 3 and 4 tracks	20 " " "
Signal Station 47, over switches, Nos. 1 and 2 tracks	40 " " "
South Amsterdam, Yankee Hill, west of station, east-bound	
Passenger trains	40 " " "
Freight trains and light engines	25 " " "
South Little Falls, Rock Cut	
Passenger trains	40 " " "
Freight trains and light engines	25 " " "
South Schenectady, over The D. & H. Co's tracks	25 " " "
Syracuse	
Across or through streets	7 1/2 " " "
Entering or passing through train house	6 " " "
Tell Tales at Harbor and Kirckville	15 " " "
Tribes Hill, curves west of station, No. 1 track	55 " " "
Trains without cars (light engines)	
Nos. 1 and 2 tracks	45 " " "
Between Ravena and South Utica	35 " " "
Trains with steam cranes	
Nos. 1 and 2 tracks	45 " " "
Between Ravena and South Utica	35 " " "
Utica, across or through streets	8 " " "
Utica passenger yard, between Washington Street and Clay Street	8 " " "
Voorheesville, over the D. & H. Co's tracks	25 " " "

Conductors must know that all cars in their trains clear tell tales before proceeding over West Shore Electric Subdivision.

When using crossovers or switches to and from main tracks or sidings, trains must not exceed a speed of 10 miles per hour, or as much less as may be necessary to insure safety, and must proceed over crossovers or switches and through sidings only as the way is known to be clear.

Engines not equipped with headlights on the rear must not be run over the road backward at night, except in case of emergency. If necessary to make such movement, the speed over public highways or street crossings at grade must not exceed 15 miles per hour, or as much less as may be necessary to comply with local speed restrictions.

Engines running backward must not exceed a speed of 30 miles per hour, and enginemen will exercise care while passing passenger stations.

Passenger and milk trains having freight equipped cars will not exceed a speed of 30 miles per hour.

Slow boards governing movement with the current of traffic will also govern movement when trains are run against the current of traffic at points where speed is restricted.

In case of difficulty with the injector or any portion of the engine machinery taking his attention, the engineman must reduce speed as much as necessary, or stop, so that the observance of all signals may be assured.

Passenger trains must not run from Albany to Syracuse, or *vice versa*, in less than 2 hours and 50 minutes and when the weather conditions are not favorable the schedule must not be exceeded.

Freight trains must not run from West Albany to DeWitt, or *vice versa*, in less than 5 hours.

Freight trains must not run from DeWitt to Ravena, or *vice versa*, in less than 5 hours and 30 minutes.

14. Air Brakes. At least 85% of the cars of every train must be equipped with air brakes in condition for use by the engineman of engine hauling the train, and all cars in train so equipped which are associated with the 85% must have their brakes so used.

15. Block Signals.

Controlled Manual Block Signals are in use between:

Hoffmans and Rotterdam Junction.
Signal Stations 7 and 8, No. 4 track.

In Controlled Manual block territory, Rule 806, Block Signal Rules, is amended to allow the use of yellow flag and lamp signals instead of caution card.

Manual Block Signals are in use between:

South Schenectady and South Utica.
Green Island and Schenectady.
Carman and South Schenectady.

Manual Block Signals will be used as train order signals, Rule 902, Block Signal Rules, between:

Green Island and Schenectady.
South Schenectady and South Utica.

At Signal Stations RJ, CJ and NE, Rule 906, Block Signal Rules, is amended to allow the use of yellow flag and lamp signals.

In Manual block territory, block signals are located at all telegraph stations, except:

Fultonville.
Ilion.
Mindenville.
Mohawk.
South Utica.

Day signal stations are open from 7 A. M. until 7 P. M., except:

Aqueduct,	6.45 A. M. to 6.45 P. M.
Cohoes,	5.00 A. M. to 5.00 P. M.
Sprakers,	6.00 A. M. to 6.00 P. M.

Automatic Block Signals are in use:

On Nos. 1, 2, 3, 4 and 5 tracks.
Between Signal Stations RJ and CJ.
Between Rensselaer and Troy.
Between Ravena and South Schenectady.

Automatic signals 15831, 15771, 15701 and 14404 are equipped with second arm. Automatic signals of this type when lower arm is in 45 degree position with upper arm in horizontal position, and, in addition, displaying upper light red and lower light yellow, at night, indicate PROCEED AT SLOW SPEED, PREPARED TO STOP. Enginemen receiving this indication will proceed at slow speed without stopping, but prepared to stop short of any train, broken rail or other obstruction in the block. Enginemen receiving this indication will regard same as a failure and make report as per Rule 1009, except where it is known the indication was displayed through block being occupied.

Rule 98c, Book of Rules of the Operating Department, will apply in automatic block signal territory.

Signals are located at Big Nose Curve between Randall and Sprakers, which will be operated by watchmen in case of landslides.

End of Block Signals are in use:

On No. 2 track,
Automatic signal 23642 east of Utica.
Automatic signal 23912 Pine Street, Syracuse.
On No. 3 track,
Signal Stations 4, 21 and 45.
On No. 4 track,
Signal Stations 22, 11, 4 and 2.

15-B. Movement of Trains by Block Signal Indication.

On Nos. 1 and 2 tracks between Albany and Syracuse and between Carman and Hoffmans, via South Schenectady, trains will run with current of traffic by block signal indication.

When a train is to be backed off from No. 1 or 2 track, signalman will display a blue signal which will be acknowledged by three sounds of whistle.

When passenger trains are to be crossed from one main track to another, signalman will hold the home signal in stop position and not change same until the train to be diverted has come to a stop. This does not apply where No. 14 or No. 18 crossovers are located.

When, in accordance with the rules, a train on No. 1 or 2 track should take a siding or divert to No. 3 or 4 track to clear a following train, or is not able to make good time, engineman of such train will give four short sounds of the whistle passing the signal station preceding the one at which turn-out is to be made.

When east-bound trains have cars to be iced at Karner, engineman will give 5 short sounds of the whistle passing Carman.

When trains are to be diverted from main line to West Shore, enginemen will give 5 short sounds of the whistle passing the signal station preceding the one at which diversion is to be made.

Enginemen of west-bound Ontario Division trains will give 5 short sounds of the whistle passing Oriskany.

When freight trains have work to do at Rome, enginemen of east-bound trains passing Greenway, and of west-bound trains passing Oriskany, will give 5 short sounds of the whistle.

16.

17. Railroad Crossings at Grade are located at:

Rules 10a and 98, Book of Rules of the Operating Department, and Block Signal Rules.

Albany, Livingston Ave.,	D. & H. Co.	} Interlocking Signals.
Green Island,	D. & H. Co.	
Schenectady, Center Street,	D. & H. Co.	
South Schenectady,	D. & H. Co.	
Voorheesville,	D. & H. Co.	

D. & H. Co. Crossing signals with red target by day, and in addition a red light by night, govern.

18. Drawbridges are located at:

Albany, freight and passenger bridges. Interlocking signals.

19. Hours of Service. When a train crew or engine crew has been on duty 14 hours, the conductor will send a telegram to the Superintendent advising him of that fact; and when an engine is run light over the road and the engine crew or flagman has been on duty 14 hours, the engineman will make telegraphic report to the Superintendent.

When telegraph or telephone operators or signalmen are not relieved at the expiration of their regularly assigned hours of service they must make immediate telegraphic report to the Superintendent.

20. Rule 19, and diagrams on pages 92, 94, 95, 96, 97 and 100, Book of Rules of the Operating Department, are modified as follows:

Marker lamps without light will be used as day markers except on freight or work trains without cabooses on rear of train. Yellow instead of green lenses will be used in markers at night.

21. Rules 10a and b, Book of Rules of the Operating Department, are modified as follows:

Yellow instead of green will be used for night proceed indication on dwarf signals.

Yellow instead of green will be used for proceed indication on derail switch targets.

22. U. S. Mail. Trains which collect U. S. Mail from mail cranes will, when running on any other than regular track, stop to exchange mail.

When a postal car is off its regular run, the train handling the car will, in addition to its own stops, make the stops of the train in which the car is usually handled.

Whenever necessary to transfer at place of derailment or wash-out, employes must see that the mail and railway postal clerks are promptly transferred and every possible convenience furnished the clerks for working the mail.

23. On single track, conductors of passenger trains must give a communicating signal of one short and one long sound approaching all meeting points, which enginemen, or motormen, must acknowledge by three short sounds of the engine or motor whistle. Enginemen, or motormen, of all other trains must give two short and one long sound of the engine or motor whistle at a distance of one mile approaching schedule or train order meeting points, or points where they are to stop for orders; should they fail to give this signal, conductors and brakemen shall give signal prescribed by Rule 12(a), Book of Rules of the Operating Department, and make every possible effort to bring the train to a stop before passing that point.

24. Rules 334 and 455, Book of Rules of the Operating Department, are modified as follows:

Steel flat cars may be handled in any part of train.

25. Where engines are equipped with automatic bell ringers the bell must be kept in operation while moving. This does not apply within the limits of cities or towns where local ordinances prohibit same, where bell will be rung only in case of emergency or when approaching or passing over a grade crossing.

26. When a train is being handled by both a hauling and a pushing engine, special precautions must be taken in giving signals to prevent same from being acted upon by other than the engineman for whom signals are intended; and when the situation requires it the signals must be conveyed by messenger instead of being given by hand.

27. If a car is handled at the rear of caboose, unless the air brakes are working on the entire train, such car must be chained as well as coupled to the caboose.

28. All cars which have been converted from commercial to "X" series are to be handled on rear of trains. This does not apply to ballast cars.

Scale test cars are to be placed on rear of train next ahead of caboose.

29. A yellow flag, and in addition a yellow light by night, must be placed at each end of boarding cars standing on side track. When cars are placed ahead of boarding cars, the flag and light must be moved so as to afford protection, and when such cars are removed the flag and light must immediately be placed at the end of the boarding cars. The employe in charge of the cars must know that signals are displayed. When cars are placed ahead of boarding cars or when cars so placed are removed, the conductor must arrange the signals so as to afford protection.

30. Defective cars must not be handled by means of chains, instead of couplers, in revenue trains, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

A "chained" car containing live stock or perishable freight may be taken through to terminal, but other "chained" cars must be left at nearest repair point.

31. Care must be exercised in starting engines to avoid slipping the wheels, which is liable to damage the rails. Make prompt report to engine house foreman of any flat or defective wheels on engine.

32. Steam cranes should be placed ahead of cars occupied by the crew, and the booms must be kept lowered while cranes are being moved over the road.

33. When snow plows or flangers are being operated a member of the train crew will remain in the plow or flanger to assist in operating the same and to govern the movement of the train handling the plow or flanger.

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

34. Company Surgeons.

Albany	Dr. E. A. Vander Veer.
Albany	Dr. W. E. Milbank.
Albany (Oculist)	Dr. Geo. S. Munson.
Amsterdam	Dr. R. R. Canna.
Canajoharie	Dr. F. E. Simons.
Canastota	Dr. Robert H. Ash.
East Syracuse	Dr. A. W. Marsh.
Frankfort	Dr. W. E. Hayes.
Fonda	Dr. Laverne Bouton.
Herkimer	Dr. G. Graves.
Little Falls	Dr. G. S. Eveleth.
Minoa	Dr. C. H. Evans.
Oneida	Dr. A. P. Dodge.
Ravena	Dr. J. E. Maloney.
Rome	Dr. J. H. Whaley.
Rensselaer	Dr. C. E. Collins.
Schenectady	Dr. E. McD. Stanton.
Syracuse	Dr. F. Flaherty.
Syracuse	Dr. Brooks W. McCuen.
Syracuse (Oculist)	Dr. G. Griffin Lewis.
Troy	Dr. J. H. Reid.
Utica	Dr. H. G. Jones.
Utica	Dr. W. B. Roemer.
West Albany	Dr. H. A. Lucas.

Company Hospitals.

Albany	Homeopathic Hospital.
Herkimer	Herkimer Emergency Hospital.
Little Falls	Little Falls Hospital.
Oneida	Oneida Public Hospital.
Rome	Rome Hospital.
Rome	Rome Infirmary.
Syracuse	St. Joseph's Hospital.
Troy	Troy Hospital.
Utica	St. Luke's Home and Hospital.

151. Rule 21, Book of Rules of the Operating Department, is modified as follows: Freight trains, work extras and trains without cars (light engines) will not display white signals while on Nos. 3, 4 and 5 tracks, nor between Carman and Hoffmans via South Schenectady, nor on West Shore R. R. between Ravena and South Utica.

152. East-bound freight trains between Signal Stations 3 and 1 must be held by hand brakes. If for any reason it becomes necessary for the engineman to use air brakes, the train must be stopped and not proceed until full train line pressure is restored.

153. On double track in automatic signal territory, when a train is delayed or disabled so that delay will result to following first-class trains, the conductor will immediately arrange to flag such trains around on opposite main track. Where possible, authority should first be obtained from the Superintendent; if this is impracticable, full information must be telegraphed the Superintendent as soon as possible.

In making such movements two flagmen must be used to hold trains running with the current of traffic, one at the cross-over where diverted trains return to their proper track, and one a sufficient distance beyond to stop and notify trains before they reach such cross-over. The conductor in charge must make his instructions to his flagmen clear and explicit, in writing if practicable, and flagmen must repeat the instructions so as to avoid misunderstanding. Trains must not move over a track so used without personal instructions from the conductor in charge. Where possible the Superintendent will notify conductors and enginemen of all trains involved of the conditions, and instruct them to report at a designated point to the conductor in charge. If authority has been received from the Superintendent for such movement, normal operation must not be resumed without his permission; and under any conditions whenever the obstructed track is again in use the conductor in charge must provide for notice to conductors and enginemen who have been instructed to report to him and who have not arrived with their trains at the designated point.

154. Class H-5 engines may be operated between Rotterdam Junction and Rotterdam, but two engines of this class must not occupy bridge over Erie Canal at the same time.

155. When pushing freight trains and before steam is shut off or brakes are applied on pusher engine, except to prevent accident, conductor and brakeman of the train being pushed must be on rear end; one to uncouple engine and the other to signal to the engineman of pushing engine indicating that the pusher engine is uncoupled from the train.

156. In pushing freight trains from Rensselaer on No. 2 track, if hand signal to proceed is received from signalman at Signal Station 3, engine man of pusher engine will continue to push train to Signal Station 4.

157. West-bound freight trains leaving Rensselaer must, if practicable, proceed to the drawbridge signal before stopping to have pusher engine attached.

158. When trains are stalled on Albany grade and a following train with a pusher engine on the rear is used to assist the train that is stalled, the engine must be cut off and must not undertake to assist the train that is stalled and handle its own train at the same time.

159. Enginemen of east-bound passenger trains will make a running test of the air brakes at Karner.

160. Utica. For movement on Nos. 1 and 2 tracks at east end of passenger yard, signal station 30-A, trains and engines will approach this point at speed not to exceed 6 miles per hour,

and will not foul switches until proceed signal is given by switch-tender with green flag or lamp.

For movement from yard tracks to other tracks, yellow flag or lamp.

Trains and engines moving on yard tracks in this territory will not foul switches until the proper signal is given by the switch-tender upon the track from which the movement is to be made.

161. At Albany and Utica, when engines are to be changed, on passenger trains, enginemen will leave air brakes applied on train when engine is cut off. After engines have been changed, the usual air brake test must be made.

162. Rome Industrial tracks. Before crossing N. Y. S. R'ys tracks at grade, trains and engines will stop and not proceed until given a signal by some member of train or engine crew, who will precede the train or engine over the crossing. Before moving over any street crossing at grade in the city of Rome, some member of train or engine crew will precede the train or engine over the crossing and protect it while movement is being made.

D. W. DINAN,
Superintendent.

F. S. RISLEY,
Assistant Superintendent.

W. C. SHAW,
Chief Train Dispatcher

L. PHELPS,
H. C. WILLIAMS,
D. E. MCKAY,
W. H. WOOD,
C. A. RAYMONDA,
G. A. STOCKBURGER, }
Train Masters.

WEST SHORE R. R.—ELECTRIC SUBDIVISION SOUTH UTICA TO SYRACUSE

- 1.
2. **Standard Clocks** are located at:
South Utica Train Dispatcher's Office.
Syracuse Waiting Room, N. Y. S. R'ys.
Utica Waiting Room, N. Y. S. R'ys.
3. **Bulletin Cabinets or Boards** are located at:
South Utica Train Dispatcher's Office.
Syracuse Waiting Room, N. Y. S. R'ys.
Utica Waiting Room, N. Y. S. R'ys.
- 4.
5. **Yard Limits**, designated by signs, are located at:
Between New York Mills and Harbor.
Signal Station WX.
Passenger trains must be fully protected at all times.
6. **Water Stations** are located at:
Clark Mills.
Lenox Avenue.
7. **Sidings** (capacity based on 40-foot cars) are located at:
Chittenango, east-bound 25
Clark Mills, east-bound 58
Clark Mills, west-bound 67
Hecla, east-bound 44
Kirkville Junction, east-bound 32
Oneida Castle, west-bound 51
New York Mills, east-bound 45
New York Mills, west-bound 45
- 8.
9. **Use of Main Tracks.**
Double track is in use between:
Signal Stations WU and AK.
Signal Stations VO and Lenox Avenue.
Signal Stations CD and WX.
When running on double track, trains will keep to the right.
Three tracks are in use between:
Signal Stations AK and VG.
No. 2 (north track) by west-bound electric trains.
No. 2 middle (middle track) by west-bound steam trains.
No. 1 (south track) by east-bound electric and steam trains.
Signal Stations VG and VO.
No. 2 (north track) by west-bound electric and steam trains.
No. 1 middle (middle track) by east-bound steam trains.
No. 1 (south track) by east-bound electric trains.
Four tracks are in use between:
South Utica and Signal Station WU.
No. 2 (north track) by west-bound electric trains.
No. 2 middle (second track from the north) by west-bound steam trains.
No. 1 middle (third track from the north) by east-bound steam trains.
No. 1 (south track) by east-bound electric trains.
Lenox Avenue and Signal Station CD.
No. 2 (north track) by west-bound electric trains.
No. 2 middle (second track from the north) by west-bound electric and steam trains.
No. 1 middle (third track from the north) by east-bound electric and steam trains.
No. 1 (south track) by east-bound electric trains only.
Rule 19, Rules of the Operating Department, is modified as follows:
Trains using No. 1 middle will display, by night, a yellow light to the rear on the side next to No. 1 track, and a red light to the rear on the opposite side; and trains using No. 2 middle will display, by night, a yellow light to the rear on the side next to No. 2 track, and a red light to the rear on the opposite side.

16. Flagmen.

Flagmen must not be recalled by the whistle of the engine when flagging trains in a direction against traffic, but must be sent for when track has been cleared.

When one or more engines running light are stopped by preceding train and such engines are not accompanied by flagman, the flagman of preceding train will protect such light engines and the enginemen of the light engines must know that proper protection is afforded.

Until recalled or released flagmen must stop all trains on track or tracks they are flagging, and notify them of the existing conditions. They must not flag certain trains and allow others to proceed.

13. The Speed of Trains is Restricted as follows:

Between Signal Stations VG and YO, west-bound freight trains.....	25 miles per hour.
Canastota, over L. V. R. R. tracks.....	25 " " "
Clark Mills, over N. Y., O. & W. R'y. tracks.....	25 " " "
Engines, type K (all classes).....	45 " " "
Engines, types B and M (all classes), under steam or being towed.....	15 " " "
Engines, under steam or being towed, with any of the side or main rods missing.....	20 " " "
First-class trains and passenger extras	
On curves and through station limits.....	45 " " "
On curve, No. 1 track west of Wampsville.....	20 " " "
Motor cars (except electric).....	20 " " "
New York Mills, over N. Y., O. & W. R'y. tracks.....	25 " " "
Signal Station WU, over D., L. & W. R. R. tracks.....	25 " " "
Tell Tales:	
Canastota,	
Clark Mills,	
Kirkville Junction, and	
New York Mills.....	15 " " "
Trains without cars (light engines).....	35 " " "
Trains with steam cranes.....	35 " " "
Utica, across or through streets.....	8 " " "

Conductors must know that all cars in their trains clear tell-tales before proceeding over the West Shore Electric Subdivision.

When using cross-overs or switches to and from main tracks or sidings, trains must not exceed a speed of 10 miles per hour, or as much less as may be necessary to insure safety, and must proceed over cross-overs or switches and through sidings only as the way is known to be clear.

Engines not equipped with headlights on the rear must not be run over the road backward at night, except in case of emergency. If necessary to make such movement, the speed over public highways or street crossings at grade must not exceed 15 miles per hour or as much less as may be necessary to comply with local speed restrictions.

Engines running backward must not exceed a speed of 30 miles per hour, and enginemen will exercise care while passing passenger stations.

Passenger and milk trains having freight equipped cars will not exceed a speed of 30 miles per hour.

Slow boards governing movement with the current of traffic will also govern movement when trains are run against the current of traffic at points where speed is restricted.

In case of difficulty with the injector or any portion of the engine machinery taking his attention, the engineman must reduce speed as much as necessary, or stop, so that the observance of all signals may be assured.

14. **Air Brakes.** At least 85% of the cars of every train must be equipped with air brakes in condition for use by the engineman of engine hauling the train, and all cars in train so equipped which are associated with the 85% must have their brakes so used.

15. Block Signals.

Manual Block Signals are in use between:

- Signal Stations WX and KR.
- Signal Stations CD and YO on No. 1 track, between Signal Station CD and Lenox Avenue.
- Signal Stations AK and WU.
- Minoa day signal station is open from 6.30 A. M. to 6.30 P. M.

Controlled Manual Block Signals are in use between:

- Signal Stations AK and KR, except No. 1 track between Signal Station CD and Lenox Avenue.
- Normal clear signal is in use at Lenox Avenue for No. 2 (north track).

15-B. Movement of Trains by Block Signal Indication.

Trains will run with the current of traffic by block signal indication.

When passenger trains are to be crossed from one main track to another, the signalman will hold the home signal in stop position and not change same until the train to be diverted has come to a stop. This will not apply where No. 14 or No. 18 cross-overs are located.

16.

17. Railroad Crossings at Grade are located at: Rules 10a and 98, Book of Rules of the Operating Department, and Block Signal Rules.

Canastota,	L.V.R.R.	Interlocking Signals.
Clark Mills,	N.Y.,O.&W.R'y.	Interlocking Signals.
New York Mills,	N.Y.,O.&W.R'y.	Fixed signals govern.
Signal Station WU,	D.,L.&W.R.R.	Interlocking Signals.

18.

19. Hours of Service. When a train crew or engine crew has been on duty 14 hours, the conductor will send a telegram to the Superintendent advising him of that fact; and when an engine is run light over the road and the engine crew or flagman has been on duty 14 hours, the engineman will make telegraphic report to the Superintendent.

When telegraph or telephone operators or signalmen are not relieved at the expiration of their regularly assigned hours of service they must make immediate telegraphic report to the Superintendent.

20. Rule 19, and diagrams on pages 92, 94, 95, 96, 97 and 100, Book of Rules of the Operating Department, are modified as follows:

Marker lamps without light will be used as day markers except on freight or work trains without cabooses on rear of train. Yellow instead of green lenses will be used in markers at night.

21. Rules 10a and b, Book of Rules of the Operating Department, are modified as follows:

Yellow instead of green will be used for night proceed indication on dwarf signals.

Yellow instead of green will be used for proceed indication on derail switch targets.

22. U. S. Mail. Trains which collect U. S. Mail from mail cranes will, when running on any other than regular track, stop to exchange mail.

When a postal car is off its regular run, the train handling the car will, in addition to its own stops, make the stops of the train in which the car is usually handled.

Whenever necessary to transfer at place of derailment or wash-out, employes must see that the mail and railway postal clerks are promptly transferred and every possible convenience furnished the clerks for working the mail.

23.

24. Rules 334 and 455, Book of Rules of the Operating Department, are modified as follows:

Steel flat cars may be handled in any part of train.

25. Where engines are equipped with automatic bell ringers the bell must be kept in operation while moving. This does not apply within the limits of cities or towns where local ordinances prohibit same, where bell will be rung only in case of emergency or when approaching or passing over a grade crossing.

26. When a train is being handled by both a hauling and a pushing engine, special precautions must be taken in giving signals to prevent same from being acted upon by other than the engineman for whom signals are intended; and when the situation requires it such signals must be conveyed by messenger instead of being given by hand.

27. If a car is handled at the rear of caboose, unless the air brakes are working on the entire train, such car must be chained as well as coupled to the caboose.

D. W. DINAN,
Superintendent.

28. All cars which have been converted from commercial to "X" series are to be handled on rear of trains. This does not apply to ballast cars.

Scale test cars are to be placed on rear of train, next ahead of caboose.

29. A yellow flag, and in addition a yellow light by night, must be placed at each end of boarding cars standing on side track. When cars are placed ahead of boarding cars, the flag and light must be moved so as to afford protection, and when such cars are removed the flag and light must immediately be placed at the end of the boarding cars. The employe in charge of the cars must know that signals are displayed. When cars are placed ahead of boarding cars or when cars so placed are removed, the conductor must arrange the signals so as to afford protection.

30. Defective cars must not be handled by means of chains, instead of couplers, in revenue trains, or in association with other cars that are used in commercial service, unless such defective cars contain live stock or perishable freight.

A "chained" car containing live stock or perishable freight may be taken through to terminal, but other "chained" cars must be left at nearest repair point.

31. Care must be exercised in starting engines to avoid slipping the wheels, which is liable to damage the rails. Make prompt report to engine house foreman of any flat or defective wheels on engine.

32. Steam cranes should be placed ahead of cars occupied by the crew, and the booms must be kept lowered while cranes are being moved over the road.

33. When snow plows or flangers are being operated a member of the train crew will remain in the plow or flanger to assist in operating the same and to govern the movement of the train handling the plow or flanger.

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

34. Company Surgeons.

Oneida	Dr. A. P. Dodge.
Syracuse	Dr. F. Flaherty.
Utica	Dr. H. G. Jones.
Utica	Dr. W. B. Roemer.

Company Hospitals.

Oneida	Oneida Public Hospital.
Syracuse	St. Joseph's Hospital.
Utica	St. Luke's Home and Hospital.

155. When pushing freight trains and before steam is shut off or brakes are applied on pusher engine, except to prevent accident, conductor and brakeman of the train being pushed must be on rear end; one to uncouple engine and the other to signal to the engineman of pushing engine indicating that the pusher engine is uncoupled from the train.

176. Make prompt reports to the Assistant Superintendent at South Utica, and nearest sub-station, of the following: all accidents and trouble; when necessary to shut off current; when trouble is cleared.

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

The following places may be reached on telephone, "Utica 1978," New York Telephone Co.'s system:

Canastota,	Sub station No. 3.
Clark Mills,	Sub station No. 1.
Minoa,	Sub station No. 4.
Oneida Castle,	N. Y. S. R'ys. Car House.
South Utica,	Assistant Superintendent.
Utica,	N. Y. S. R'ys. Co.
Vernon,	Sub station No. 2.

A private telephone line connects Hecla with Signal Station VG.

177. When the electric power has been off and is restored electric trains must wait one-half minute before starting, so as not to affect the proper distribution of power to trains.

I. H. McEWEN,
Assistant Superintendent.

ALBANY TO SYRACUSE

WEST BOUND—FIRST CLASS—No. 2 TRACK

Continued on page 10

Miles from Albany	STATIONS	31	27	35	33	39	37	59	547	401	203	1091	73
		Amer- ican Express	Amer- ican Express	Special Mail Limited	Buffalo- nian	Amer- ican Express	The Syracuse Express	Western New York Express	Ontario Division	Amer- ican Express	Che- nango	Local	Syracuse Express
		Daily except Monday	Daily except Monday	Daily	Daily	Daily except Monday	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3.07	Albany.....	12.15	12.40	1.10	1.15	1.20	2.05	2.56		4.00			5.45
8.11	West Albany.....												
13.66	Carman.....	12.43	1.08	1.37	1.43	1.48	2.32	3.23		4.23			6.08
16.89	Schenectady.....				s 1.49		s 2.42			s 4.35			s 6.15
26.17	Hoffmans.....	1.03	1.28	1.55	2.01	2.06	2.57	3.39		4.50			6.25
32.76	Amsterdam.....						s 3.10			s 5.05			s 6.35
35.59	Fort Johnson.....												
38.38	Tribes Hill.....												
43.32	Fonda.....	1.25	1.50	2.14	2.19	2.26	s 3.32	4.01		s 5.27			s 6.53
48.59	Yosts.....												
51.85	Sprakers.....												
54.80	Palatine Bridge.....						s 3.50						s 7.09
57.87	Fort Plain.....						s 3.58						
63.78	St. Johnsville.....	1.50	2.15	2.36	2.41	2.49	s 4.08	4.26		6.00			7.20
66.90	East Creek.....												
73.50	Little Falls.....	2.02	2.27	2.47	2.52	3.01	s 4.26	4.38		s 6.30			s 7.33
80.55	Herkimer.....						s 4.40			A 6.45			s 7.44
83.03	North Ilion.....									A. M.			
85.14	North Frankfort.....											A. M.	
91.09	Schuyler Junction.....	2.24	2.49	3.08	3.15	3.22	4.55	5.01				7.11	7.57
94.56	Utica.....	s 2.30	s 2.55	s 3.15	s 3.22	s 3.38	s 5.00	s 5.07		A. M.		s 7.17	
98.46	Whitesboro.....	2.38	3.03	3.22	3.32	s 3.38	5.18	5.15		6.00		7.20	s 8.07
101.48	Oriskany.....												s 7.31
106.05	Signal Station 34.....	2.53	3.18	3.37	3.47	3.54	5.36	5.29		6.15			s 7.38
108.36	Rome.....						s 5.44			A. M.			s 7.45
112.89	Greenway.....												s 7.55
117.02	Verona.....												s 8.04
121.48	Oneida.....	3.11	3.36	3.56	4.06	4.15	s 6.15	5.47					s 8.15
124.27	Wampsville.....												s 8.20
126.59	Canastota.....						s 6.28						s 8.26
130.39	Sullivan.....												s 8.32
132.75	North Chittenango.....												s 8.38
136.76	Kirkville.....	3.30	3.55	4.15	4.25	4.35	6.43	6.04					s 8.46
139.39	Minoa.....												s 8.52
142.73	East Syracuse.....											A. M.	s 8.57
144.84	Signal Station 48.....											8.36	
147.39	Syracuse.....	3.54	4.19	4.35	4.45	4.55	7.05	6.25				8.50	9.12
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 27, 31, 35, 39 and 401 will not carry passengers.
No. 1091 will use connection from Harbor to Schuyler Junction.

ALBANY TO SYRACUSE

Continued from page 9

WEST BOUND—FIRST CLASS—No. 2 TRACK

Miles from Albany	STATIONS	45	43	549	197	205	57	207	157	1089	185	403	51
		Fast Mail	Fast Mail	Ontario Division	Newspaper	Che-nango	Buffalo Local	Che-nango	Buffalo Express	Milk	Milk	Local	Empire State Express
		Daily	Daily	Daily except Sunday	Sunday only	Daily	Daily except Sunday	Daily except Sunday	Sunday only	Daily	Daily	Daily except Sunday	Daily except Sunday
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
3.07	Albany	6.25	6.50		7.15				8.15	9.00	9.10	9.15	11.35
8.11	West Albany											s 9.25	
	Karner											s 9.35	
13.66	Carman	6.51	7.13		7.39				8.38	9.25	9.40	s 9.45	11.54
16.89	Schenectady	s 6.57			s 7.45				s 8.45	A. M.		s 9.54	
26.17	Hoffmans	7.09	7.30		7.56				8.11		10.00	s10.10	12.09
32.76	Amsterdam				s 8.05				s 8.23			s10.23	
35.59	Fort Johnson								s 9.17			s10.30	
38.38	Tribes Hill								s 8.32			s10.37	
43.32	Fonda	7.28	7.49		s 8.19				s 8.45		10.34	s10.51	12.27
48.59	Yosts								s 8.54			s11.00	
51.85	Sprakers								s 9.01			s11.07	
54.80	Palatine Bridge				s 8.32				s 9.09			s11.14	
57.87	Fort Plain				s 8.39				s 9.18			s11.23	
63.78	St. Johnsville	7.49	8.10		s 8.47				s 9.28		11.04	s11.33	12.48
66.90	East Creek								s10.15			s11.40	
73.50	Little Falls	8.00	8.21		s 9.02				s 9.43		11.25	s11.55	12.58
80.55	Herkimer	s 8.11			s 9.13				s 9.55			s12.10	
83.03	North Ilion								s10.02			s12.17	
85.14	North Frankfort								s11.01	P. M.		s12.24	
91.09	Schuyler Junction	8.24	8.41		9.26				11.08	1.32	11.50	12.34	1.16
94.56	Utica	s 8.30	s 8.47	A. M.					s10.23		12.30	s12.40	
98.46	Whitesboro	L 8.35	8.55	9.00	s 9.34				s11.17	s 1.50	P. M.	1.30	s 1.22
									s11.25			s 1.37	
101.48	Oriskany								s11.32			s 1.44	
106.05	Signal Station 34	8.49	9.09	9.15	9.48				11.38	2.15		1.50	1.35
108.36	Rome			A. M.	s 9.54				s10.55			s 1.54	
112.89	Greenway								s11.04			s 2.02	
117.02	Verona								s11.14			s 2.09	
121.48	Oneida	9.07	9.27		s10.12				s11.25		2.35	s 2.17	1.53
124.27	Wampsville											s 2.22	
126.59	Canastota				s10.18				s11.35			s 2.28	
130.39	Sullivan											s 2.35	
132.75	North Chittenango								s12.25	P. M.		s 2.41	
136.76	Kirkville	9.24	9.44		10.29				11.52		12.32	3.18	2.10
139.39	Minoa											s 2.49	
142.73	East Syracuse					A. M.						s 2.56	
144.84	Signal Station 48					11.50						s 3.04	
147.39	Syracuse	9.45	10.05		10.50	12.10	12.15	12.30	1.00	3.40		3.20	2.31
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 43, 185 and 197 will not carry passengers.
 No. 1089 will not carry passengers between Utica and Syracuse.
 No. 1089 will use connection from Carman to South Schenectady, from Harbor to Schuyler Junction, from Signal Station 41 to Signal Station CD, and from Kirkville Junction to Signal Station 44.

ALBANY TO SYRACUSE

WEST BOUND—FIRST CLASS—No. 2 TRACK

Continued on page 12

Miles from Albany	STATIONS	541	3	1021	1	95	209	9	543	41	1007	405	25
		Ontario Division	Fast Mail	The West Shore Limited	The Mohawk	Day Express	Che-nango	Fast Mail	Ontario Division	Number Forty-One	Local	Local	The 20th Century Limited
		Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
3.07	Albany		12.10		1.43	1.46		4.10		4.25		4.30	5.52
8.11	West Albany											s 4.42	
	Karner											s 4.52	
13.66	Carman		12.34		2.06	2.11		4.33		4.50		s 5.02	6.12
16.89	Schenectady		s12.42	P. M.	s 2.12	s 2.22		s 4.40		s 4.57		s 5.13	
26.17	Hoffmans		12.55	1.25	2.23	2.34		4.52		5.09		s 5.27	6.27
32.76	Amsterdam			s 1.36		s 2.47				s 5.20		s 5.41	
35.59	Fort Johnson			s 1.42								s 5.47	
38.38	Tribes Hill			s 1.49								s 5.53	
43.32	Fonda		1.15	s 1.58	2.41	s 3.12		5.12		s 5.39		s 6.05	6.45
48.59	Yosts											s 6.15	
51.85	Sprakers			s 2.11								s 6.23	
54.80	Palatine Bridge			s 2.18		s 3.34						s 6.30	
57.87	Fort Plain			s 2.26		s 3.42						s 6.38	
63.78	St. Johnsville		1.37	s 2.38	3.03	s 3.53		5.35		6.05		s 6.50	7.06
66.90	East Creek			s 2.44								s 6.55	
73.50	Little Falls		1.49	s 2.58	3.13	s 4.11		5.46		6.17		s 7.08	7.16
80.55	Herkimer			s 3.11	s 3.24	s 4.25						s 7.30	7.24
83.03	North Ilion				s 4.31							s 7.38	
85.14	North Frankfort			s 3.20								P. M.	s 7.43
91.09	Schuyler Junction		2.09	s 3.28	3.36	4.43		6.05		6.37	P. M.	7.45	7.35
94.56	Utica	P. M.		3.35		s 4.50		s 6.10	P. M.	6.37	7.52	8.00	
98.46	Whitesboro	L 1.25	s 2.21	P. M.	s 3.45	5.00		6.16	6.30	s 6.47	P. M.	P. M.	R 7.41
101.48	Oriskany												
106.05	Signal Station 34	1.40	2.35		3.59	5.14		6.30	6.45	7.02			7.54
108.36	Rome	P. M.			s 4.04	s 5.21			P. M.	s 7.07			
112.89	Greenway				s 5.29								
117.02	Verona				s 5.39								
121.48	Oneida		2.55		s 4.22	s 5.50		6.47		s 7.25			8.12
124.27	Wampsville												
126.59	Canastota					s 6.00							
130.39	Sullivan												
132.75	North Chittenango												
136.76	Kirkville		3.13		4.43	6.12		7.05		7.45			8.29
139.39	Minoa												
142.73	East Syracuse				s 6.23	P. M.							
144.84	Signal Station 48					6.37							
147.39	Syracuse		3.35		5.05	6.45		7.25		8.10			8.50
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 1007 will use connection from Harbor to Schuyler Junction.
 No. 1021 will use connection from Rotterdam Junction to Hoffmans.
 No. 405 will use No. 3 track from Signal Station 24 to Signal Station 26.

ALBANY TO SYRACUSE

Continued from page 11

WEST BOUND—FIRST CLASS—No. 2 TRACK

Miles from Albany	STATIONS	7	1001	61	11	13	17	19	23	21	49	55	201
		The West- erner	West Shore Conti- nental Limited	New York Mohawk Valley Express	South Western Limited	B. & A. Wolver- ine	The Wolver- ine	The Lake Shore Limited	Western Express	Cleve- land Limited	Boston and Buffalo Special	Adiron- dack and Mon- treal Express	Chie- nango
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
3.07	Albany.....	5.55		7.13	7.57	8.05	8.20	9.00	9.45	10.00	10.50	11.00	
8.11	West Albany.....												
13.66	Karner.....												
	Carman.....	6.19		7.35	8.17	8.30	8.45	9.26	10.08	10.23	11.15	11.25	
16.89	Schenectady.....	s 6.27	P. M.	s 7.43		s 8.36	s 8.51	c 9.32	s10.15		s11.22		
26.17	Hoffmans.....	6.39	7.45	7.54	8.32	8.49	9.04	9.45	10.27	10.40	11.36	11.42	
32.76	Amsterdam.....	s 6.52		s 8.03					s10.38				
35.59	Fort Johnson.....												
38.38	Tribes Hill.....			s 8.13									
43.32	Fonda.....	s 7.10	8.05	s 8.25	8.50	9.08	9.23	10.05	s11.03	10.58	11.56	12.02	
48.59	Yosts.....												
51.85	Sprakers.....												
54.80	Palatine Bridge.....			s 8.42					s11.24				
57.87	Fort Plain.....			s 8.49					s11.33				
63.78	St. Johnsville.....	7.32	8.26	s 9.00	9.11	9.31	9.46	10.27	s11.48	11.20	12.19	12.25	
66.90	East Creek.....												
73.50	Little Falls.....	7.44	8.36	s 9.15	9.21	9.43	9.58	10.39	s12.05	11.31	12.31	12.37	
80.55	Herkimer.....	s 7.56		s 9.35	9.29				s12.20				
83.03	North Ilion.....			s 9.40									
85.14	North Frankfort.....			9.50	9.40	10.04	10.19	10.59	12.37	11.50	12.52	12.58	
91.09	Schuyler Junction.....	8.10	8.55	9.00	9.40	10.04	10.19	10.59	12.37	11.50	12.52	12.58	
94.56	Utica.....	A s 8.19	s 9.00	10.05	9.46	s10.13	s10.28	s11.08	s12.45	s12.00	s1.05	1.10	
98.46	Whitesboro.....	L s 8.19	9.05	P. M.	s 9.46	s10.13	s10.28	s11.08	12.50	s12.00	s1.05	A. M.	
101.48	Oriskany.....												
106.05	Signal Station 34.....	8.34	9.19		9.59	10.28	10.43	11.22	1.04	12.14	1.20		
108.36	Rome.....	s 8.40			s10.33				s 1.10				
112.89	Greenway.....	s 8.48											
117.02	Verona.....	s 8.55											
121.48	Oneida.....	s 9.05	9.36		10.17	10.48	11.02	11.42	s 1.30	12.33	1.45		
124.27	Wampsville.....												
126.59	Canastota.....	s 9.17											
130.39	Sullivan.....												
132.75	North Chittenango.....												
136.76	Kirkville.....	9.32	9.53		10.34	11.05	11.19	12.01	1.55	12.50	2.08		
139.39	Minoa.....												
142.73	East Syracuse.....												A. M.
144.84	Signal Station 48.....												3.07
147.39	Syracuse.....	9.55	10.15		10.55	11.30	11.40	12.25	2.20	1.10	2.35		3.20
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 1001 will use connection from Rotterdam Junction to Hoffmans.
No. 61 will use No. 3 track from Signal Station 24 to Signal Station 26.

ALBANY TO SYRACUSE

WEST BOUND—FIRST CLASS—No. 2 TRACK

Miles from Albany	STATIONS	1023	29											
		Buffalo Express	The Cana- dian											
		Daily	Daily											
	LEAVE	A. M.	P. M.											
3.07	Albany.....		11.55											
8.11	West Albany.....													
13.66	Karner.....													
	Carman.....		12.23											
16.89	Schenectady.....	A. M.	s12.32											
26.17	Hoffmans.....	12.40	12.45											
32.76	Amsterdam.....													
35.59	Fort Johnson.....													
38.38	Tribes Hill.....													
43.32	Fonda.....	1.02	1.09											
48.59	Yosts.....													
51.85	Sprakers.....													
54.80	Palatine Bridge.....													
57.87	Fort Plain.....													
63.78	St. Johnsville.....	1.27	1.35											
66.90	East Creek.....													
73.50	Little Falls.....	1.39	1.47											
80.55	Herkimer.....													
83.03	North Ilion.....													
85.14	North Frankfort.....													
91.09	Schuyler Junction.....	2.00	2.08											
94.56	Utica.....	A s 2.15	s 2.15											
98.46	Whitesboro.....	L s 2.15	2.20											
101.48	Oriskany.....													
106.05	Signal Station 34.....	2.30	2.35											
108.36	Rome.....													
112.89	Greenway.....													
117.02	Verona.....													
121.48	Oneida.....	2.48	2.55											
124.27	Wampsville.....													
126.59	Canastota.....													
130.39	Sullivan.....													
132.75	North Chittenango.....													
136.76	Kirkville.....	3.07	3.15											
139.39	Minoa.....													
142.73	East Syracuse.....													
144.84	Signal Station 48.....													
147.39	Syracuse.....	3.30	3.38											
	ARRIVE	A. M.	A. M.											

No. 1023 will use connection from Rotterdam Junction to Hoffmans.

SYRACUSE TO ALBANY

EAST BOUND—FIRST CLASS—No. 1 TRACK

Miles from Syracuse	STATIONS	44	46	X4	4	8	6	48	26	400	1008	12	402
		The Beaver	New England Special	Fast Mail	Number Four	The Wolverine	Number Six	The De-troit	The 20th Century Limited	Local	Local	New England Express	Local
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
2.55	Syracuse	12.30	12.50	1.00	1.17	1.57	2.40	3.07	3.28			5.05	
4.66	Signal Station 48												
8.00	East Syracuse												
10.63	Minoa												
14.64	Kirkville	12.49	1.09	1.19	1.35	2.16	3.00	3.25	3.46			5.26	
17.00	North Chittenango												
20.80	Sullivan												
23.12	Canastota												
25.91	Wampsville												
30.37	Oneida	1.05	1.25	1.35	1.51	2.32	3.18	3.41	4.02			5.45	
34.50	Verona												
39.03	Greenway												
41.34	Rome												
45.91	Signal Station 34	1.22	1.42	1.52	2.07	2.48	3.35	3.57	4.18			6.03	
48.93	Oriskany												
52.83	Whitesboro												
56.30	Utica	1.35	1.55			3.01				A. M.	A. M.	6.20	A. M.
62.25	Utica	1.45	2.35	2.10	2.25	3.12	3.52	4.11	4.31	5.05	6.00	6.27	7.00
	Schuyler Junction	1.50	2.40	2.15	2.30	3.17	3.57	4.16	4.35	5.11	6.05	6.32	7.05
	North Frankfort										A. M.		7.16
64.36	North Ilion									s 5.22			s 7.25
66.84	Herkimer									s 5.30			s 7.37
73.89	Little Falls	2.13	3.00	2.35	2.50	3.40	4.18	4.36	4.55	s 5.45		6.55	s 7.53
80.49	East Creek												s 8.02
83.61	St. Johnsville	2.25	3.12	2.47	3.02	3.52	4.30	4.47	5.06	s 6.01		7.07	s 8.11
89.52	Fort Plain									s 6.12			s 8.25
92.59	Palatine Bridge									s 6.20			s 8.36
95.54	Sprakers												s 8.42
98.80	Yosts									s 6.30			s 8.50
104.07	Fonda	2.47	3.34	3.08	3.23	4.14	4.52	5.09	5.28	s 6.42		7.32	s 9.05
109.01	Tribes Hill									s 6.53			s 9.14
111.80	Fort Johnson												s 9.19
114.63	Amsterdam									s 7.05			s 9.30
121.22	Hoffmans	3.07	3.53	3.26	3.41	4.32	5.12	5.27	5.46	s 7.15		7.55	s 9.40
130.50	Schenectady		s 4.08	s 3.40						s 7.30		s 8.10	s 10.03
133.73	Carman	3.25	4.15	3.47	3.57	4.49	5.28	5.44	6.02	7.36		8.17	s 10.11
139.28	Karner												s 10.23
144.32	West Albany												s 10.35
147.39	Albany	3.55	4.45	4.15	4.25	5.15	5.57	6.11	6.27	8.10		8.45	10.45
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 1008 will use connection from Schuyler Junction to Harbor.
No. X4 will not carry passengers.

SYRACUSE TO ALBANY

EAST BOUND—FIRST CLASS—No. 1 TRACK

Continued on page 16

Miles from Syracuse	STATIONS	10	202	16	542	2	1004	204	1088	22	18	544	58
		Chicago and New York Special	Che-nango	New York and New England Express	Ontario Division	Day Express	West Shore Cont'e'l Limited	Che-nango	Milk	The Lake Shore Limited	The Michigan Central Limited	Ontario Division	The Metro-politan
		Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
2.55	Syracuse	6.05	7.45	7.55		8.50	9.10	10.10	10.20	10.35	10.50		11.05
4.66	Signal Station 48		7.57					10.22					
8.00	East Syracuse	s 6.18	A. M.			s 9.06		A. M.					
10.63	Minoa	s 6.25				s 9.11	9.30		10.40	10.53	11.08		11.23
14.64	Kirkville	s 6.32		8.19									
14.64	North Chittenango	s 6.41							A. M.				
17.00	Sullivan								A. M.				
20.80	Canastota	s 6.55				s 9.24			11.45				
23.12	Wampsville												
25.91	Oneida	s 7.10		8.39		s 9.32	9.47		11.55	11.10	11.24		11.39
30.37	Verona	s 7.20				s 9.40							
34.50	Greenway	s 7.30				s 9.47							
39.03	Rome	s 7.45		s 8.58	A. M.	s 9.55						A. M.	s 11.55
41.34	Signal Station 34	7.49		9.02	9.26	9.59	10.04		12.45	11.27	11.40	11.55	12.00
45.91	Oriskany	s 7.59											
48.93	Whitesboro	s 8.07											
52.83	Utica	s 8.17		s 9.25	9.45	s 10.18			s 11.45			12.10	s 12.15
56.30	Utica	8.25		9.30	A. M.	10.45	s 10.25		s 1.15	11.50	s 12.00	P. M.	12.20
62.25	Schuyler Junction	8.30		9.35		10.50	10.30		1.25	11.55	12.05		12.25
62.25	North Frankfort								P. M.				
64.36	North Ilion					s 11.01							
66.84	Herkimer	s 8.49		s 9.53		s 11.08							s 12.40
73.89	Little Falls	s 9.00		10.03		s 11.20	10.54			12.16	12.26		s 12.50
80.49	East Creek												
83.61	St. Johnsville	s 9.15		10.14		s 11.35	11.07			12.28	12.38		1.02
89.52	Fort Plain	s 9.25				s 11.46							
92.59	Palatine Bridge	s 9.32				s 11.54							
95.54	Sprakers					s 12.00							
98.80	Yosts												
104.07	Fonda	s 9.50		10.39		s 12.18	11.31		Operated Via West Shore	12.51	1.00		1.25
109.01	Tribes Hill					s 12.28							
111.80	Fort Johnson												
114.63	Amsterdam	s 10.12				s 12.40							
121.22	Hoffmans	10.22		11.00		12.49	11.55			1.11	1.20		1.45
130.50	Schenectady	s 10.40		s 11.14		s 1.03	A. M.		P. M.	1.24	s 1.35		s 1.58
133.73	Carman	10.47		11.20		1.11			5.41	1.30	1.40		2.04
139.28	Karner												
144.32	West Albany								6.10	1.55	2.05		2.30
147.39	Albany	11.15		11.45		1.35							
ARRIVE		A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 1088 will not carry passengers between Syracuse and Utica.
No. 1004 will use connection from Hoffmans to Rotterdam Junction.
No. 1088 will use connection from Signal Station 44 to Kirkville Junction, from Signal Station CD to Signal Station 41, from Schuyler Junction to Harbor, and from South Schenectady to Carman.

SYRACUSE TO ALBANY

Continued from page 15

EAST BOUND—FIRST CLASS—No. 1 TRACK

Miles from Syracuse	STATIONS	180	14	40	1002	138	38	20	404	206	590	184	406
		Milk	Eastern Express	The New Yorker	The West Shore Limited	American Express	American Express	New York Central Limited	Local	Che-rango	Ontario Division	Milk	Local
		Daily	Daily	Daily	Daily	Sunday only	Daily Ex. Sun. and Monday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday
		LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.55	Syracuse	11.30	12.05	12.45		1.25	1.25	1.48					3.00
4.66	Signal Station 48												s 3.15
8.00	East Syracuse												s 3.21
10.63	Minoa												s 3.27
14.64	Kirkville	12.02	12.24	1.03		1.45	1.45	2.05					
17.00	North Chittenango												s 3.35
20.80	Sullivan												s 3.41
23.12	Canastota		s 12.36				s 1.58						s 3.48
25.91	Wampsville												s 3.54
30.37	Oneida	12.20	s 12.46	1.19		2.03	s 2.06	2.21					s 4.01
34.50	Verona		s 12.56										s 4.10
39.03	Greenway												s 4.17
41.34	Rome		s 1.10				s 2.23			P. M.			s 4.26
45.91	Signal Station 34	12.58	1.14	1.35		2.20	2.27	2.37		4.23			s 4.30
48.93	Oriskany												s 4.39
52.83	Whitesboro												s 4.45
56.30	Utica		s 1.29		P. M.	s 2.35	s 2.42		P. M.	4.45	P. M.		s 4.52
62.25	Utica	3.01	1.34	s 1.52	1.57	3.10	3.10	s 2.51	3.05	P. M.	4.50		5.10
64.36	Schuyler Junction	3.06	1.39	1.57	2.02	3.15	3.15	2.56	3.10		4.55		5.16
66.84	North Frankfort					s 3.23			s 3.18				s 5.26
73.89	North Ilion					s 3.29	s 3.28		s 3.23				s 5.32
80.49	Herkimer		s 1.54			s 3.36	s 3.36		s 3.29				s 5.40
83.61	Little Falls	3.30	s 2.05	2.16	2.22	s 3.49	s 3.50	3.15	s 3.41			5.17	s 5.53
89.52	East Creek					s 4.01			s 3.53				s 6.03
92.59	St. Johnsville	3.42	s 2.18	2.27	2.33	s 4.08	4.12	3.25	s 4.00			5.40	s 6.10
95.54	Fort Plain		s 2.45	2.33	2.39	s 4.21			s 4.12				s 6.23
98.80	Palatine Bridge		s 2.54			s 4.29			s 4.20				s 6.32
104.07	Sprakers					s 4.35			s 4.26				s 6.37
109.01	Yosts					s 4.42			s 4.33				s 6.45
111.80	Fonda	4.35	s 3.15	2.49	2.55	s 4.57	s 4.55	3.46	s 4.47			6.07	s 7.05
114.63	Tribes Hill					s 5.07			s 4.57				s 7.15
121.22	Fort Johnson												s 7.28
130.50	Amsterdam		s 3.35			s 5.19	s 5.17		s 5.09				s 7.37
133.73	Hoffmans	5.00	3.45	3.07	3.18	s 5.31	s 5.29	4.04	s 5.21			6.30	s 8.03
139.28	Schenectady		s 4.05	s 3.20	P. M.	s 5.53	s 5.50	s 4.18	s 5.40				s 8.03
144.32	Carman	5.20	4.13	3.25		6.00	6.00	4.23	5.47			6.50	s 8.15
147.39	Karner					s 6.09			s 5.55				s 8.25
	West Albany					s 6.20			s 6.05				s 8.35
	Albany	6.00	4.43	3.52		6.30	6.30	4.48	6.15			7.30	8.45
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 138 will not carry passengers between Syracuse and Utica.
 Nos. 38, 180 and 184 will not carry passengers.
 No. 1002 will use connection from Hoffmans to Rotterdam Junction.
 No. 184 will use No. 4 track, Signal Station 6 to Signal Station 5 for No. 96 to pass.

SYRACUSE TO ALBANY

EAST BOUND—FIRST CLASS—No. 1 TRACK

Continued on page 18

Miles from Syracuse	STATIONS	408	50	96	208	1092	210	34	28	548	32	42	1006
		Local	Empire State Express	New York Special	Che-rango	Local	Local	American Express	New York Express	Ontario Division	Fast Mail	Boston Express	West Shore Express
		Sunday only	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.55	Syracuse	3.00	4.00	4.15	4.15	5.00	5.40	7.20	7.47		8.43	8.48	10.00
4.66	Signal Station 48				4.27		5.52						
8.00	East Syracuse	s 3.15			P. M.	s 5.15	P. M.						
10.63	Minoa	s 3.21				s 5.21							
14.64	Kirkville	s 3.27	4.16	4.32		s 5.25		7.40	8.06		9.03	9.07	10.20
17.00	North Chittenango	s 3.35				s 5.33							
20.80	Sullivan	s 3.41				s 5.38							
23.12	Canastota	s 3.48				s 5.46		s 8.22			s 9.21		
25.91	Wampsville	s 3.54											
30.37	Oneida	s 4.01	4.32	4.48		s 5.57		8.01	s 8.31		9.22	s 9.30	10.37
34.50	Verona	s 4.10				s 6.05							
39.03	Greenway	s 4.17				s 6.13							
41.34	Rome	s 4.26		s 5.05		s 6.23		s 8.53	P. M.		s 9.51		
45.91	Signal Station 34	4.30	4.48	5.09		6.27		8.21	8.57	9.31	9.42	9.55	10.56
48.93	Oriskany	s 4.39				s 6.36							
52.83	Whitesboro	s 4.45				s 6.42							
56.30	Utica	s 4.55				s 6.50		s 8.40	s 9.15	9.50	s 9.57	s 10.11	s 11.11
62.25	Utica	5.30	s 5.02	s 5.25		6.55		8.55	9.23	P. M.	10.03	10.15	11.17
64.36	Schuyler Junction	5.36	5.07	5.30		7.00		9.01	9.28		10.08	10.20	11.22
66.84	North Frankfort	s 5.46				P. M.							
73.89	North Ilion	s 5.52											
80.49	Herkimer	s 5.57							s 9.46			s 10.38	
83.61	Little Falls	s 6.09	5.27	5.51				9.29	s 9.58		10.28	s 10.50	11.43
89.52	East Creek	s 6.20											
92.59	St. Johnsville	s 6.25	5.37	6.02				9.41	s 10.11		10.40	s 11.03	11.55
95.54	Fort Plain	s 6.36											
98.80	Palatine Bridge	s 6.42							s 10.23			s 11.15	
104.07	Sprakers	s 6.47							s 10.30			s 11.22	
109.01	Yosts	s 6.53											
111.80	Fonda	s 7.08	5.59	6.24				10.04	s 10.50		11.04	s 11.42	12.18
114.63	Tribes Hill	s 7.17											
121.22	Fort Johnson	s 7.22											
130.50	Amsterdam	s 7.30											
133.73	Hoffmans	s 7.40	6.17	6.42				10.24	11.19		11.27	12.11	12.40
139.28	Schenectady	s 7.58		s 6.56				s 10.43	s 11.37		s 11.45	s 12.28	A. M.
144.32	Carman	s 8.05	6.34	7.02				10.50	11.44		11.52	12.35	
147.39	Karner	s 8.15											
	West Albany	s 8.25											
	Albany	8.35	6.57	7.25				11.25	12.10		12.20	1.00	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.

Nos. 32 and 34 will not carry passengers.
 No. 1092 will use connection from Schuyler Junction to Harbor.
 No. 1006 will use connection from Hoffmans to Rotterdam Junction.

SYRACUSE TO ALBANY

Continued from page 17

EAST BOUND—FIRST CLASS—No. 1 TRACK

Miles from Syracuse	STATIONS	24	36	30							
		Amer- ican Express	Atlantic Express	New York Special							
		Daily	Daily	Daily							
LEAVE		P. M.	P. M.	P. M.							
	Syracuse.....	10.25	11.05	11.40							
2.55	Signal Station 48.....										
4.66	East Syracuse.....										
8.00	Minoa.....										
10.63	Kirkville.....	10.45	11.26	12.00							
14.64	North Chittenango..										
17.00	Sullivan.....										
20.80	Canastota.....	s11.01	s11.40								
23.12	Wampsville.....										
25.91	Oneida.....	11.10	s11.50	12.18							
30.37	Verona.....										
34.50	Greenway.....										
39.03	Rome.....		s12.14								
41.34	Signal Station 34....	11.28	12.18	12.36							
45.91	Oriskany.....										
48.93	Whitesboro.....										
52.83	Utica.....A	s11.42	s12.37	s12.53							
	Utica.....L	11.57	12.47	1.05							
56.30	Schuyler Junction...	12.02	12.52	1.10							
62.25	North Frankfort.....										
64.36	North Ilion.....										
66.84	Herkimer.....										
73.89	Little Falls.....	12.23	1.12	1.34							
80.49	East Creek.....										
83.61	St. Johnsville.....	12.35	1.24	1.47							
89.52	Fort Plain.....										
92.59	Palatine Bridge.....										
95.54	Sprakers.....										
98.80	Yosts.....										
104.07	Fonda.....	12.58	1.48	2.14							
109.01	Tribes Hill.....										
111.80	Fort Johnson.....										
114.63	Amsterdam.....										
121.22	Hoffmans.....	1.19	2.10	2.36							
130.50	Schenectady.....	s 1.35									
133.73	Carman.....	1.42	2.27	2.56							
139.28	Karner.....										
144.32	West Albany.....										
147.39	Albany.....	2.15	3.00	3.30							
ARRIVE		A. M.	A. M.	A. M.							

No. 24 will not carry passengers.

TROY TO SCHENECTADY

WEST BOUND—FIRST CLASS

SECOND CLASS

Miles from Troy	STATIONS	873	857	871	865	847					801
		Accom- modation	Accom- modation	Accom- modation	Accom- modation	Accom- modation					See note
		Daily except Sunday	Daily except Sunday	Sunday only	Daily	Daily except Sunday					Freight
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.					P. M.
	Troy.....N	5.32	6.50	7.30	12.30	4.05					
0.63	Green Island...D	s 5.35	s 6.53	s 7.33	s12.33	s 4.08					P. M.
3.63	Cohoes.....D	s 5.43	s 7.02	s 7.41	s12.41	s 4.16					3.30
5.92	Crescent.....D	s 5.50	s 7.08	s 7.48	s12.48	s 4.23					3.45
7.47	Dunsbach Ferry.D	s 5.55	s 7.12	s 7.53	s12.53	s 4.28					3.52
9.30	Mohawk View...f	6.00	f 7.16	f 7.58	f12.58	f 4.33					3.58
11.59	Niskayuna....D	6.04	s 7.21 ⁸⁴⁸	s 8.03	s 1.03	s 4.38					4.03
16.34	The Knolls....f	6.13	f 7.31	f 8.12	f 1.12	f 4.47					4.08
17.59	Aqueduct.....D	6.16	s 7.34	s 8.15	s 1.15	s 4.50					4.17
21.39	Centre Street....	6.22	7.44	8.24	1.24	4.59					4.24
21.41	Schenectady....N	6.23	7.45	8.25	1.25	5.00					4.37
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.					4.40

SCHENECTADY TO TROY

EAST BOUND—FIRST CLASS

SECOND CLASS

Miles from Schenectady	STATIONS	848	810	858	866					802
		Accom- modation	Accom- modation	Accom- modation	Accom- modation					See note
		Daily except Sunday	Daily	Daily except Sunday	Daily					Freight
LEAVE		A. M.	A. M.	P. M.	P. M.					A. M.
	Schenectady....N	7.00	9.00	2.00	5.45					
0.02	Centre Street....	7.01	9.01	2.01	5.46					8.05
3.82	Aqueduct.....D	s 7.09	s 9.09	s 2.09	s 5.53					8.07
5.07	The Knolls....f	f 7.12	f 9.12	f 2.12	f 5.56					8.20
9.82	Niskayuna....D	s 7.21 ⁸⁴⁷	s 9.25	s 2.25	s 6.05					8.25
12.11	Mohawk View...f	f 7.26	f 9.29	f 2.29	f 6.10					8.35
13.94	Dunsbach Ferry.D	s 7.30	s 9.35	s 2.35	s 6.15					8.42
15.49	Crescent.....D	s 7.34	s 9.39	s 2.39	s 6.19					8.46
17.78	Cohoes.....D	s 7.40	s 9.45	s 2.45	s 6.25					8.54
20.78	Green Island....D	s 7.47	s 9.50	s 2.50	s 6.31					9.20
21.41	Troy.....N	7.55	9.55	2.55	6.35					9.35
ARRIVE		A. M.	A. M.	P. M.	P. M.					A. M.

On single track, west bound trains are superior to east bound trains of the same class, unless otherwise specified.
 No. 802 is superior to No. 801.
 First-class trains will stop on signal at Lock No. 7, 2.30 miles west of Niskayuna.
 On Saturday and Sunday, Nos. 810, 857, 865, 866 and 871 will stop on signal at Riverside, .42 miles west of Dunsbach Ferry.
 Nos. 873 and 866 will stop at Manor Avenue, 1.12 miles west of Cohoes.
 Time shown at Troy is for information only.

ALBANY TO TROY

WEST BOUND—FIRST CLASS

Miles from Albany	STATIONS	473	475	729	731	733	735	737	739	465	
		New York Connection	New York Connection	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Rutland
		Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
0.58	Albany.....N	6.20	6.50	7.30	8.30	9.30	11.30	12.30	1.30	1.50	
	Rensselaer.....	s 6.30	s 6.55	s 7.35	s 8.35	s 9.35	s 11.35	s 12.35	s 1.35		
1.40	Forbes Avenue.....	s 6.33	s 6.58	s 7.38	s 8.38	s 9.38	s 11.38	s 12.38	s 1.38		
5.27	Iron Works.....	s 6.41	s 7.06	s 7.46	s 8.46	s 9.46	s 11.46	s 12.46	s 1.46		
6.28	Madison Street.....	s 6.44	s 7.09	s 7.49	s 8.49	s 9.49	s 11.49	s 12.49	s 1.49		
6.59	Adams Street.....	s 6.46	s 7.11	s 7.51	s 8.51	s 9.51	s 11.51	s 12.51	s 1.51		
7.31	Troy.....N	6.50	7.15	7.55	8.55	9.55	11.55	12.55	1.55	2.10	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

Miles from Albany	STATIONS	741	743	745	747	749	751	753	755	471
		Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Montreal Express
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.58	Albany.....N	2.30	3.30	4.30	5.30	6.30	7.30	9.05	10.30	P. M.
	Rensselaer.....	s 2.35	s 3.35	s 4.35	s 5.35	s 6.35	s 7.35	s 9.10	s 10.35	11.25
1.40	Forbes Avenue.....	s 2.38	s 3.38	s 4.38	s 5.38	s 6.38	s 7.38	s 9.13	s 10.38	
5.27	Iron Works.....	s 2.46	s 3.46	s 4.46	s 5.46	s 6.46	s 7.46	s 9.21	s 10.46	
6.28	Madison Street.....	s 2.49	s 3.49	s 4.49	s 5.49	s 6.49	s 7.49	s 9.24	s 10.49	
6.59	Adams Street.....	s 2.51	s 3.51	s 4.51	s 5.51	s 6.51	s 7.51	s 9.26	s 10.51	
7.31	Troy.....N	2.55	3.55	4.55	5.55	6.55	7.55	9.30	10.55	11.40
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Miles from Albany	STATIONS	757							
		Belt Line							
		Daily except Sunday							
	LEAVE	P. M.							
0.58	Albany.....N	11.30							
	Rensselaer.....	s 11.35							
1.40	Forbes Avenue.....	s 11.38							
5.27	Iron Works.....	s 11.46							
6.28	Madison Street.....	s 11.49							
6.59	Adams Street.....	s 11.51							
7.31	Troy.....N	11.55							
	ARRIVE	P. M.							

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

TROY TO ALBANY

EAST BOUND—FIRST CLASS

Miles from Troy	STATIONS	462	732	734	736	738	740	742	744	746
		Montreal Express	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line
		Daily	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
0.72	Troy.....N	3.30	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30
	Adams Street.....	s 3.33	s 6.33	s 7.33	s 8.33	s 9.33	s 10.33	s 11.33	s 12.33	s 1.33
1.03	Madison Street.....	s 3.35	s 6.35	s 7.35	s 8.35	s 9.35	s 10.35	s 11.35	s 12.35	s 1.35
2.04	Iron Works.....	s 3.38	s 6.38	s 7.38	s 8.38	s 9.38	s 10.38	s 11.38	s 12.38	s 1.38
5.91	Forbes Avenue.....	s 3.45	s 6.45	s 7.45	s 8.45	s 9.45	s 10.45	s 11.45	s 12.45	s 1.45
6.73	Rensselaer.....	3.50	s 6.50	s 7.50	s 8.50	s 9.50	s 10.50	s 11.50	s 12.50	s 1.50
7.31	Albany.....N	A. M.	6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

Miles from Troy	STATIONS	748	750	464	752	754	756	758	760	762
		Belt Line	Belt Line	Rutland	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line	Belt Line
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Sunday only
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.72	Troy.....N	2.30	3.30	4.15	5.30	6.30	7.30	9.30	10.30	11.00
	Adams Street.....	s 2.33	s 3.33		s 5.33	s 6.33	s 7.33	s 9.33	s 10.33	s 11.03
1.03	Madison Street.....	s 2.35	s 3.35		s 5.35	s 6.35	s 7.35	s 9.35	s 10.35	s 11.05
2.04	Iron Works.....	s 2.38	s 3.38		s 5.38	s 6.38	s 7.38	s 9.38	s 10.38	s 11.08
5.91	Forbes Avenue.....	s 2.45	s 3.45		s 5.45	s 6.45	s 7.45	s 9.45	s 10.45	s 11.15
6.73	Rensselaer.....	s 2.50	s 3.50		s 5.50	s 6.50	s 7.50	s 9.50	s 10.50	s 11.20
7.31	Albany.....N	2.55	3.55	4.35	5.55	6.55	7.55	9.55	10.55	11.25
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Miles from Troy	STATIONS	764							
		Belt Line							
		Daily except Sunday							
	LEAVE	P. M.							
0.72	Troy.....N	11.30							
	Adams Street.....	s 11.33							
1.03	Madison Street.....	s 11.35							
2.04	Iron Works.....	s 11.38							
5.91	Forbes Avenue.....	s 11.45							
6.73	Rensselaer.....	s 11.50							
7.31	Albany.....N	11.55							
	ARRIVE	P. M.							

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

WEST SHORE R. R. RAVENA TO SOUTH UTICA

WEST BOUND—FIRST CLASS

Miles from Ravenna	STATIONS	WEST BOUND—FIRST CLASS							Second Class		
		1091	1089	1021	1007	1001	1023			81	89
		Local	Milk	The West Shore Limited	Local	Continental Limited	Buffalo Express			Mixed	Mixed
	Daily except Sunday	Daily	Daily	Daily except Sunday	Daily	Daily			Daily except Sunday	Daily	
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	P. M.	
4.83	Ravenna.....N			12.28	4.05	6.30	11.33		7.00		
8.39	South Bethlehem.....D			s 4.15					s 7.15		
12.30	Feura Bush.....N			12.41	4.22	6.42	11.45		s 7.25		
14.37	New Scotland.....D			s 4.29					s 7.35		
	Voorheesville.....N			12.52	4.36	6.53	11.56		s 7.45		
17.98	Guiderland Center.....D				s 4.43				s 7.55		
19.53	Fullers.....D	A. M.			s 4.48				s 8.00		
24.76	South Schenectady.....N	s 9.38		1.08	4.59	7.10	12.13		A 8.15		
31.83	Rotterdam Junction.....N ^A	s 9.56		1.20	5.14	s 7.21	s 12.25		A. M.		
33.39	Pattersonville.....D		f 10.01	P. M.	s 5.19	P. M.	A. M.				
40.18	South Amsterdam.....N		s 10.20		s 5.34						
44.98	Fort Hunter.....N		s 10.30		s 5.41						
46.82	Auriesville.....D		s 10.33		s 5.46						
50.50	Fultonville.....D		s 10.48		s 5.57						
55.21	Randall.....N		s 11.00		s 6.05						
59.17	Sprakers.....D	A. M.	s 11.12		s 6.12						
62.44	Canajoharie.....N ^L	5.57	s 11.20		s 6.21						
65.91	South Fort Plain.....N	s 6.05	s 11.40		s 6.30						
71.32	South St. Johnsville.....N	s 6.15	s 11.50		s 6.40						
73.21	Mindenville.....D	s 6.18	s 11.54		s 6.45						
76.53	Indian Castle.....N	s 6.25	s 12.10		s 6.52						
81.38	South Little Falls.....N	s 6.35	s 12.20		s 7.04						
85.25	Jacksonburgh.....N	s 6.43	s 12.30		s 7.12						
88.85	Mohawk.....D	s 6.49	s 12.47		s 7.18						
90.98	Ilion.....D	s 6.53	s 12.52		s 7.24						
93.21	Frankfort.....N	s 7.00	s 1.20		s 7.32					P. M.	
98.39	Harbor.....N	7.09	f 1.30		f 7.42					1.30	
104.08	South Utica.....D	A. M.	P. M.		P. M.					1.50	
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	P. M.	

Nos. 81 and 89 will carry passengers.
 Nos. 1001, 1021 and 1023 will use connection from Rotterdam Junction to Hoffmans.
 Nos. 1007 and 1091 will use connection from Harbor to Schuyler Junction.
 No. 1089 will use connection from Carman to South Schenectady and from Harbor to Schuyler Junction.

WEST SHORE R. R.—SOUTH UTICA TO RAVENA

EAST BOUND—FIRST CLASS

Miles from South Utica	STATIONS	EAST BOUND—FIRST CLASS							Second Class	
		1006	1008	1004	1002	1088	1092			88
		West Shore Express	Local	Continental Limited	The West Shore Limited	Milk	Local			Mixed
	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday			Daily	
	LEAVE	A. M.	A. M.	NOON	P. M.	P. M.	P. M.		P. M.	
5.69	South Utica.....D		A. M.			P. M.	P. M.		12.55	
10.87	Harbor.....N		f 6.08			f 1.28	7.02		f 1.15	
13.10	Frankfort.....N		s 6.20			s 1.40	s 7.14		A 1.25	
	Ilion.....D		s 6.27			s 2.00	s 7.19		P. M.	
15.23	Mohawk.....D		s 6.34			s 2.10	s 7.25			
18.83	Jacksonburgh.....N		s 6.42			s 2.22	s 7.32			
22.70	South Little Falls.....N		s 6.52			s 2.34	s 7.43			
27.55	Indian Castle.....N		s 7.03			s 2.50	s 7.51			
30.87	Mindenville.....D		s 7.10			s 2.56	s 7.57			
32.76	South St. Johnsville.....N		s 7.16			s 3.02	s 8.00			
38.17	South Fort Plain.....N		s 7.25			s 3.12	s 8.10			
41.64	Canajoharie.....N		s 7.33			s 3.35	A 8.20			
44.91	Sprakers.....D		s 7.40			s 3.49	P. M.			
48.87	Randall.....N		s 7.50			s 4.00				
53.58	Fultonville.....D		s 8.01			s 4.25				
57.26	Auriesville.....D		s 8.10			s 4.33				
59.10	Fort Hunter.....N		s 8.16			s 4.40				
63.90	South Amsterdam.....N		s 8.28			s 4.55				
70.69	Pattersonville.....D	A. M.	s 8.42	NOON	P. M.	f 5.08				
72.25	Rotterdam Junction.....N ^A	s 12.45		s 12.00						
79.32	South Schenectady.....N ^L	1.05	s 8.48	12.09	s 3.25	s 5.15				
84.55	Fullers.....D	1.16	s 9.01	12.22	s 3.37	s 5.32				
86.10	Guiderland Center.....D		s 9.08		f 3.46	P. M.				
89.71	Voorheesville.....N	1.32	s 9.21	12.38	s 4.00					
91.78	New Scotland.....D		s 9.26		f 4.05					
95.69	Feura Bush.....N	1.42	s 9.34	12.50	f 4.13					
99.25	South Bethlehem.....D		s 9.40		f 4.21					
104.08	Ravenna.....N	1.55	9.55	1.05	4.30					
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		P. M.	

No. 88 will carry passengers.
 Nos. 1002, 1004 and 1006 will use connection from Hoffmans to Rotterdam Junction.
 Nos. 1008 and 1092 will use connection from Schuyler Junction to Harbor.
 No. 1088 will use connection from Schuyler Junction to Harbor and from South Schenectady to Carman.

WEST SHORE R. R.—SOUTH UTICA TO SYRACUSE

WEST BOUND—FIRST CLASS

Miles from South Utica	STATIONS	101	1321	103	105	301	107	309	109	111	113	1313	117	
		N.Y.S. Rys.	N.Y.S.R. W'gmen	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S.R. Express	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.	Sunday only	Daily ex. Sun.	Daily	Daily ex. Sun.	Sunday only	Daily	
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	Utica (N. Y. S. Rys.)	5.05			7.05	7.10	8.00	8.05		9.00	9.05		10.05	
0.83	South Utica.....D				L 7.21	L 7.30	L 8.15	L 8.21		L 9.15	L 9.21		L 10.21	
1.33	Signal Station WU.N	L 5.21												
6.20	Clark Mills.....N	S 5.31			S 7.31	S 7.41	S 8.23	S 8.31		S 9.23	S 9.31		S 10.31	
9.98	Hecla.....S	S 5.38			S 7.38	S 7.48	S 8.38	S 8.38		S 9.38	S 9.38		S 10.38	
11.47	Vernon Grade.....N	5.41	A. M.		7.41	f 7.52	8.30	8.41	A. M.	9.30	9.41	A. M.	10.41	
14.85	Vernon.....N	S 5.46	L 6.59		S 7.46	S 7.58		S 8.46	L 8.46		S 9.46	L 9.57	S 10.46	
17.83	Sherrill.....S	S 5.52	S 7.05		S 7.52	f 8.04		S 8.52	S 8.52		S 9.52	S 10.04	S 10.52	
20.03	Oneida Castle.....N	A 5.58	A 7.12	A. M.	A 7.58	A 8.10	S 8.43	A 8.58	A 8.58	S 9.43	A 9.58	A 10.10	A 10.58	
21.84	Lenox Avenue.....L	L 6.13	A. M.	L 7.25	L 8.13	L 8.25		L 9.13	L 9.13		L 10.13	A. M.	L 11.13	
23.40	Wampsville.....D	S 6.16		S 7.28	S 8.16	S 8.28		S 9.16	S 9.16		S 10.16		S 11.16	
25.72	Canastota.....N	S 6.21		S 7.33	S 8.21	S 8.33	S 8.52	S 9.21	S 9.21	S 9.52	S 10.21		S 11.21	
29.50	Sullivan.....S	S 6.27		S 7.39	S 8.27	f 8.39		S 9.27	S 9.27		S 10.27		S 11.27	
31.92	Chittenango.....N	S 6.31		S 7.43	S 8.31	S 8.44		S 9.31	S 9.31		S 10.31		S 11.31	
35.58	Kirkville Junction..N						9.05			10.05				
35.86	Kirkville.....D	S 6.38		S 7.50	S 8.38	S 8.51		S 9.38	S 9.38		S 10.38		S 11.38	
38.54	Minoa.....D	S 6.43		S 7.55	S 8.43	S 8.56		S 9.43	S 9.43		S 10.43		S 11.43	
43.42	Signal Station WX.N	A 6.53		A 8.05	A 8.53	A 9.04	A 9.15	A 9.53	A 9.53	A 10.15	A 10.53		A 11.53	
	Syracuse (N. Y. S. Rys.)	7.07		8.19	9.07	9.20	9.28	10.07	10.07	10.28	11.07		12.07	
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	

Miles from South Utica	STATIONS	119	1325	1327	123	125	127	303	1089	131	133	1329	137
		N.Y.S.R. Limited	N.Y.S.R. W'gmen	N.Y.S.R. W'gmen	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S.R. Express	Milk	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S.R. W'gmen	N.Y.S.R. Limited
		Daily	Sat. only	Sat. only	Daily	Daily	Daily	Daily ex. Sun.	Daily	Daily	Daily	Daily ex. Sun.	Daily
LEAVE		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Utica (N. Y. S. Rys.)	11.00			12.05	1.00	1.05	1.10		2.05	3.00		4.00
0.83	South Utica.....D				L 12.21	L 1.15	L 1.21	L 1.30		L 2.21	L 3.15		L 4.15
1.33	Signal Station WU.N	L 11.15											
6.20	Clark Mills.....N	11.23			S 12.31	1.23	S 1.31	S 1.41		S 2.31	3.23		4.23
9.98	Hecla.....S				S 12.38		S 1.38	S 1.48		S 2.38			
11.47	Vernon Grade.....N	11.30	P. M.	P. M.	12.41	1.30	1.41	f 1.51		2.41	3.30	P. M.	4.30
14.85	Vernon.....N		L 12.07	L 12.21	S 12.46		S 1.46	S 1.58		S 2.46		L 4.12	
17.83	Sherrill.....S		S 12.14	S 12.27	S 12.52		S 1.52	f 2.04		S 2.52		S 4.18	
20.03	Oneida Castle.....N	S 11.43	A 12.20	A 12.33	A 12.58	S 1.43	A 1.58	A 2.10		A 2.58	S 3.43	A 4.23	S 4.43
21.84	Lenox Avenue.....L		P. M.	P. M.	L 1.13		L 2.13	L 2.25		L 3.13		P. M.	
23.40	Wampsville.....D				S 1.16		S 2.16	S 2.28	P. M.	S 3.16			
25.72	Canastota.....N	S 11.52			S 1.21	S 1.52	S 2.21	S 2.33	S 3.01	S 3.21	S 3.52		S 4.52
29.50	Sullivan.....S				S 1.27		S 2.27	f 2.39	f 3.06	S 3.28			
31.92	Chittenango.....N				S 1.31		S 2.31	S 2.44	f 3.10	S 3.32			
35.58	Kirkville Junction..N	12.05				2.05			S 3.15		4.05		5.05
35.86	Kirkville.....D				S 1.38		S 2.38	S 2.51	P. M.	S 3.40			
38.54	Minoa.....D				S 1.43		S 2.43	S 2.56		S 3.45			
43.42	Signal Station WX.N	A 12.15			A 1.53	A 2.15	A 2.53	A 3.04		A 3.55	A 4.15		A 5.15
	Syracuse (N. Y. S. Rys.)	12.28			2.07	2.28	3.07	3.20		4.10	4.28		5.28
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 301 and 303 will not carry passengers.
 Nos. 101, 105, 109, 113, 117, 123, 127, 131, 301, 303 and 309 will leave the line at Oneida Castle and re-enter at Lenox Avenue.
 No. 1089 will use connection from Signal Station 41 to Signal Station CD and from Kirkville Junction to Signal Station 44.
 No. 1089 will not carry passengers, except employes with proper transportation, but will stop on signal for baggage.
 Time shown at Utica and Syracuse is for information only.

WEST SHORE R. R.—SOUTH UTICA TO SYRACUSE

WEST BOUND—FIRST CLASS

Miles from South Utica	STATIONS	139	1339	1341	141	143	147	149	153	157	
		N.Y.S. Rys.	N.Y.S.R. W'gmen	N.Y.S.R. W'gmen	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.
		Daily	Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	Utica (N. Y. S. Rys.)	4.05			5.00	5.15	6.05	7.05	9.35	11.35	
0.83	South Utica.....D				L 5.15	L 5.31	L 6.21	L 7.21	L 9.51	L 11.51	
1.33	Signal Station WU.N	L 4.21									
6.20	Clark Mills.....N	S 4.31			5.23	S 5.41	S 6.31	S 7.31	S 10.01	S 12.01	
9.98	Hecla.....S	S 4.38				S 5.48	S 6.38	S 7.38	S 10.08	S 12.08	
11.47	Vernon Grade.....N	4.41	P. M.	P. M.	5.30	5.51	6.41	7.41	10.11	12.11	
14.85	Vernon.....N	S 4.46	L 4.58	L 5.18		S 5.57	S 6.46	S 7.46	S 10.16	S 12.16	
17.83	Sherrill.....S	S 4.52	S 5.04	S 5.24		S 6.04	S 6.52	S 7.52	S 10.21	S 12.21	
20.03	Oneida Castle.....N	A 4.58	A 5.10	A 5.30	S 5.43	A 6.10	A 6.58	A 7.58	A 10.26	A 12.26	
21.84	Lenox Avenue.....L	L 5.13	L 5.26	P. M.		L 6.26	L 7.13	L 8.13	L 10.39	L 12.39	
23.40	Wampsville.....D	S 5.16	S 5.29			S 6.29	S 7.16	S 8.16	S 10.42	S 12.42	
25.72	Canastota.....N	S 5.21	A 5.35			S 6.35	S 7.21	S 8.21	S 10.47	S 12.47	
29.50	Sullivan.....S	S 5.28	P. M.			S 6.41	S 7.27	S 8.27	S 10.53	S 12.53	
31.92	Chittenango.....N	S 5.32				S 6.45	S 7.31	S 8.31	S 10.57	S 12.57	
35.58	Kirkville Junction..N				6.05						
35.86	Kirkville.....D	S 5.40				S 6.52	S 7.38	S 8.38	S 11.04	S 1.04	
38.54	Minoa.....D	S 5.45				S 6.57	S 7.43	S 8.43	S 11.08	S 1.08	
43.42	Signal Station WX.N	A 5.55			A 6.15	A 7.05	A 7.53	A 8.53	A 11.17	A 1.17	
	Syracuse (N. Y. S. Rys.)	6.10			6.28	7.20	8.07	9.07	11.30	1.30	
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	

Miles from South Utica	STATIONS	139	1339	1341	141	143	147	149	153	157	
		N.Y.S. Rys.	N.Y.S.R. W'gmen	N.Y.S.R. W'gmen	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.
		Daily	Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	Utica (N. Y. S. Rys.)										
0.83	South Utica.....D										
1.33	Signal Station WU.N										
6.20	Clark Mills.....N										
9.98	Hecla.....S										
11.47	Vernon Grade.....N										
14.85	Vernon.....N										
17.83	Sherrill.....S										
20.03	Oneida Castle.....N										
21.84	Lenox Avenue.....L										
23.40	Wampsville.....D										
25.72	Canastota.....N										
29.50	Sullivan.....S										
31.92	Chittenango.....N										
35.58	Kirkville Junction..N										
35.86	Kirkville.....D										
38.54	Minoa.....D										
43.42	Signal Station WX.N										
	Syracuse (N. Y. S. Rys.)										
ARRIVE											

N. Y. S. RYS. TRAINS, EXCEPT LIMITED, WILL MAKE THE FOLLOWING ADDITIONAL STOPS ON SIGNAL:
 Stop 1, W. of MP 232 Stop 4, W. of MP 235 Stop 9, W. of MP 240 Stop 14, E. of MP 245 Stop 23, E. of MP 255 Stop 36, E. of MP 272
 " 2, " " 233 " 5, E. " 237 " 10, E. " 241 " 18, " 249 " 26, W. " 259 " 37, " " 274
 " 3, " " 234 " 7, " " 239 " 12, " " 243 " 19, W. " 251 " 30, " " 265 " 38, " " 275
 " 4, " " 235 " 8, W. " 239 " 13, " " 244 " 20, " " 251 " 31, E. " 267
 Vernon Sub-station, Nos. 105 and 143. Canastota Sub-station, Nos. 101 and 139. Clark Mills Sub-station, Nos. 105, 117 and 143
 Nos. 139, 143, 147, 149, 153, 157 and 1339 will leave the line at Oneida Castle and re-enter at Lenox Avenue.
 Time shown at Utica and Syracuse is for information only.

WEST SHORE R. R.—SYRACUSE TO SOUTH UTICA

EAST BOUND—FIRST CLASS

Miles from Syracuse (W. S.)	STATIONS	1322	102	1324	104	106	108	110	1310	112	114	302	1088
		N.Y.S.R. W'gmen	N.Y.S. Rys.	N.Y.S.R. W'gmen	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S.R. Express	Milk
		Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily ex. Sun.	Daily	Daily ex. Sun.	Daily ex. Sun.	Sunday only	Daily	Sunday only	Daily ex. Sun.	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Syracuse (N.Y.S.Rys.)		5.45		7.30	7.35	8.30	8.35		9.30	9.35	10.05	
3.06	Signal Station WX.N		L 6.00		L 7.43	L 7.51	L 8.43	L 8.51		L 9.43	L 9.51	L 10.20	
7.94	Minoa.....D		s 6.08		s 7.50	s 7.59	s 8.50	s 8.59		s 9.50	s 9.59	s 10.28	
10.62	Kirkville.....D		s 6.13		s 7.54	s 8.04	s 8.54	s 9.04		s 9.54	s 10.04	s 10.33	
10.90	Kirkville Junction..N												
14.56	Chittenango.....N ^A		s 6.20		s 8.11	s 8.11	s 9.11	s 9.11		s 10.11	s 10.40	s 10.40	
16.98	Sullivan.....N ^L		s 6.24		s 8.15	s 8.15	s 9.15	s 9.15		s 10.15	f 10.45	f 10.45	
20.76	Canastota.....N		s 6.30		s 8.07	s 8.21	s 9.07	s 9.21		s 10.07	s 10.21	s 10.54	s 11.40
23.08	Wampsville.....D		s 6.34		s 8.25	s 8.25	s 9.25	s 9.25		s 10.25	s 11.01	s 11.01	
24.64	Lenox Avenue.....A	A. M.	A 6.37	A. M.	A 8.28	A 8.28	A 9.28	A 9.28	A. M.	A 10.28	A 11.04	A 11.04	A. M.
26.45	Oneida Castle.....N	L 6.44	L 7.03	L 7.27	s 8.16	L 8.44	s 9.16	L 9.44	L 9.44	s 10.16	L 10.44	L 11.24	
28.65	Sherrill.....S	s 6.52	s 7.10	s 7.35	s 8.50	s 8.50	s 9.50	s 9.50	s 9.50	s 10.50	s 11.30	s 11.30	
31.63	Vernon.....N ^A	6.57	s 7.16	7.42	s 8.56	s 8.56	s 9.56	s 9.56		s 10.56	s 11.35	s 11.35	
35.01	Vernon Grade.....N	A. M.	7.21	A. M.	8.29	9.01	9.29	10.01	A. M.	10.29	11.01	f 11.40	
36.50	Hecla.....S	s 7.24	s 7.24	s 8.04	s 9.04	s 9.04	s 10.04	s 10.04		s 11.04	s 11.45	s 11.45	
40.28	Clark Mills.....N	s 7.31	s 7.31	s 8.11	s 9.11	s 9.11	s 10.11	s 10.11		s 11.11	s 11.54	s 11.54	
45.15	New York Mills.....N												
45.64	Signal Station WU.N	A 7.42	A 7.42	A 8.44	A 9.21	A 9.44	A 10.21	A 10.21		A 10.44	A 11.21	A 12.05	
46.48	South Utica.....D												
	Utica (N.Y.S.Rys.)		7.57		8.58	9.37	9.58	10.37		10.58	11.37	12.20	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	

Miles from Syracuse (W. S.)	STATIONS	118	1326	120	122	124	126	132	134	136	304	138	140
		N.Y.S. Rys.	N.Y.S.R. W'gmen	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S.R. Express	N.Y.S.R. Limited	N.Y.S. Rys.
		Daily	Sat. only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sun.	Daily ex. Sun.	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Syracuse (N.Y.S.Rys.)	10.35		11.30	11.35	12.35	1.30	2.35	3.30	3.35	4.05	4.30	4.35
3.06	Signal Station WX.N	L 10.51		L 11.43	L 11.51	L 12.51	L 1.43	L 2.51	L 3.43	L 3.51	L 4.20	L 4.43	L 4.51
7.94	Minoa.....D	s 10.59		s 11.50	s 11.59	s 12.59	s 1.50	s 2.59	s 3.43	s 3.59	s 4.28	s 4.50	s 4.59
10.62	Kirkville.....D	s 11.04		s 12.04	s 1.04	s 2.04	s 3.04	s 3.04	s 3.43	s 4.04	s 4.33	s 4.54	s 5.04
10.90	Kirkville Junction..N			11.54		1.54		3.54				4.54	
14.56	Chittenango.....N	s 11.11		s 12.11	s 1.11	s 2.11	s 3.11	s 3.11	s 4.11	s 4.40	s 4.40	s 5.11	s 5.11
16.98	Sullivan.....N	s 11.15		s 12.15	s 1.15	s 2.15	s 3.15	s 3.15	s 4.15	f 4.45	f 4.45	s 5.15	s 5.15
20.76	Canastota.....N	s 11.21		s 12.07	s 1.21	s 2.07	s 3.21	s 4.07	s 4.21	s 4.54	s 5.07	s 5.21	s 5.21
23.08	Wampsville.....D	s 11.25		s 12.25	s 1.25	s 2.25	s 3.25	s 4.07	s 4.25	s 4.59	s 5.07	s 5.25	s 5.25
24.64	Lenox Avenue.....A	A 11.28	A. M.	A 12.28	A 1.28	A 2.28	A 3.28	A 3.28	A 4.28	A 5.02	A 5.02	A 5.28	A 5.28
26.45	Oneida Castle.....N	L 11.44	L 11.56	L 12.16	L 1.44	L 2.16	L 3.44	L 4.16	L 4.44	L 5.24	L 5.16	L 5.44	L 5.44
28.65	Sherrill.....S	s 11.50	s 12.01	s 12.50	s 1.50	s 2.50	s 3.50	s 4.50	s 4.50	s 5.30	s 5.30	s 5.50	s 5.50
31.63	Vernon.....N	s 11.56	A 12.05	s 12.56	s 1.56	s 2.56	s 3.56	s 4.56	A 4.55	s 5.35	s 5.35	s 5.56	s 5.56
35.01	Vernon Grade.....N	12.01	P. M.	12.29	1.01	2.01	2.29	4.01	4.29	P. M.	f 5.40	5.29	6.01
36.50	Hecla.....S	s 12.04		s 1.04	s 2.04	s 3.04	s 4.04	s 4.04		f 5.45	s 6.04	s 6.04	s 6.04
40.28	Clark Mills.....N	s 12.11		s 1.11	s 2.11	s 3.11	s 4.12	s 4.12		s 5.54	s 6.12	s 6.12	s 6.12
45.15	New York Mills.....N												
45.64	Signal Station WU.N	A 12.21		A 12.44	A 1.21	A 2.21	A 2.44	A 4.24	A 4.44	A 6.04	A 5.44	A 6.24	A 6.24
46.48	South Utica.....D												
	Utica (N.Y.S.Rys.)	12.37		12.58	1.37	2.37	2.58	4.40	4.58		6.20	5.58	6.40
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 102, 106, 110, 114, 118, 122, 124, 132, 136, 140, 302 and 304 will leave the line at Lenox Avenue and re-enter at Oneida Castle. No. 1088 will not carry passengers, except employes with proper transportation, but will stop on signal for baggage; and will use connection from Signal Station 44 to Kirkville Junction and from Signal Station CD to Signal Station 41. Time shown at Syracuse and Utica is for information only. Nos. 302 and 304 will not carry passengers.

WEST SHORE R. R.—SYRACUSE TO SOUTH UTICA

EAST BOUND—FIRST CLASS

Miles from Syracuse (W. S.)	STATIONS	142	144	148	150	1352	154	158					
		N.Y.S.R. Limited	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.	N.Y.S. Rys.				
		Daily	Daily	Daily	Daily	Sat. only	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
	Syracuse (N.Y.S.Rys.)	5.30	5.35	6.35	7.35		9.35	11.35					
3.06	Signal Station WX.N	L 5.43	L 5.51	L 6.51	L 7.51		L 9.51	L 11.51					
7.94	Minoa.....D	s 5.50	s 5.59	s 6.59	s 7.59		s 9.59	s 11.59					
10.62	Kirkville.....D	s 6.04	s 6.04	s 7.04	s 8.04		s 10.04	s 12.04					
10.90	Kirkville Junction..N	5.54											
14.56	Chittenango.....N	s 6.11	s 7.11	s 8.11			s 10.11	s 12.11					
16.98	Sullivan.....N	s 6.15	s 7.15	s 8.15			s 10.15	s 12.15					
20.76	Canastota.....N	s 6.07	s 6.21	s 7.21	s 8.21		s 10.21	s 12.21					
23.08	Wampsville.....D	s 6.25	s 7.25	s 8.25			s 10.25	s 12.25					
24.64	Lenox Avenue.....A	A 6.28	A 7.28	A 8.28	P. M.	A 10.28	A 12.28	A 12.28					
26.45	Oneida Castle.....N	s 6.16	L 6.44	L 7.44	L 8.44	L 9.44	L 10.44	L 12.44					
28.65	Sherrill.....S	s 6.50	s 7.50	s 8.50	s 9.50	s 10.50	s 12.50	s 12.50					
31.63	Vernon.....N	s 6.56	s 7.56	s 8.56	A 9.56	s 10.56	s 12.56	s 12.56					
35.01	Vernon Grade.....N	6.29	7.01	8.01	9.01	P. M.	11.01	1.01					
36.50	Hecla.....S	s 7.04	s 8.04	s 9.04			s 11.04	s 1.04					
40.28	Clark Mills.....N	s 7.12	s 8.12	s 9.12			s 11.12	s 1.12					
45.15	New York Mills.....N												
45.64	Signal Station WU.N	A 6.44	A 7.24	A 8.24	A 9.21		A 11.21	A 1.21					
46.48	South Utica.....D												
	Utica (N.Y.S.Rys.)	6.58	7.40	8.40	9.35		11.35	1.35					
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					

Miles from Syracuse (W. S.)	STATIONS												
		LEAVE											
		Syracuse (N.Y.S.Rys.)											
3.06	Signal Station WX.N												
7.94	Minoa.....D												
10.62	Kirkville.....D												
10.90	Kirkville Junction..N												
14.56	Chittenango.....N												
16.98	Sullivan.....N												
20.76	Canastota.....N												
23.08	Wampsville.....D												
24.64	Lenox Avenue.....A												
26.45	Oneida Castle.....N												
28.65	Sherrill.....S												
31.63	Vernon.....N												
35.01	Vernon Grade.....N												
36.50	Hecla.....S												
40.28	Clark Mills.....N												
45.15	New York Mills.....N												
45.64	Signal Station WU.N												
46.48	South Utica.....D												
	Utica (N.Y.S.Rys.)												
	ARRIVE												

N. Y. S. RYS. TRAINS, EXCEPT LIMITED, WILL MAKE THE FOLLOWING ADDITIONAL STOPS ON SIGNAL:
 Stop 1, W. of MP 232 Stop 4, W. of MP 235 Stop 9, W. of MP 240 Stop 14, E. of MP 245 Stop 23, E. of MP 255 Stop 36, E. of MP 272
 " 2, " " 233 " 5, E. " 237 " 10, E. " 241 " 18, " " 249 " 26, W. " 259 " 37, " " 274
 " 3, " " 234 " 7, " " 239 " 12, " " 243 " 19, W. " 251 " 30, E. " 265 " 38, " " 275
 " " " 8, W. " 239 " 13, " " 244 " 20, " " 251 " 31, " " 267
 Vernon Sub-station, Nos. 102, 110 and 140. Canastota Sub-station, Nos. 102, 110 and 140. Clark Mills Sub-station, Nos. 102, 132 and 140. Nos. 144, 148, 150, 154 and 158 will leave the line at Lenox Avenue and re-enter at Oneida Castle. Time shown at Syracuse and Utica is for information only.

TELEPHONES

Location:	Connects with:
Amsterdam, signal bridge 1750, Booth.....	Signal station 13.
East Creek	Signal stations 22 and 24.
Fonda, East End of yard, Booth.....	Signal station 16.
Fort Johnson, West End Yard, Booth.....	Dispatcher.
Frankfort, Icing Station, Clerk's Office.....	Dispatcher.
Greenway, West End Middle, Booth.....	Signal station 37.
Hecla	Signal station VG.
Herkimer, Water Station.....	Signal station 24.
Hoffmans, Water Station.....	Signal station 11.
Kelloggs, Yard Office.....	Signal station 13.
Little Falls, East End Middle, Booth.....	Signal station 24.
Little Falls, Lock Street, Cabin.....	Signal station 24.
North Frankfort, Station Platform, Booth.....	Dispatcher.
North Ilion, Station.....	Signal station 26.
Oneida, West End Middle, Booth.....	Signal station 39.
Oneida (W. S.), Lenox Avenue, Booths.....	Signal station CD.
Rome, West End Yard, Cabin.....	Dispatcher, Signal station 34.
Rome, West End Station Platform, Booth.....	Dispatcher, Signal station 34.
Schenectady, Water Station.....	Signal station 8.
Signal Bridge 2111.....	Signal stations 22 and 24.
Signal Bridge 2516, Booth.....	Dispatcher, Signal station 34.
Signal Bridge 2359, Cabin.....	Dispatcher, Yard Master, Utica.
Sprakers, Station Platform, Booth.....	Dispatcher.
St. Johnsville, Ash Pit Cabin and Water Station.....	Signal stations 21 and 22.
Sterling Creek, East End Siding.....	Signal station 29.
Tribes Hill, Station Platform, Booth.....	Dispatcher.
Yosts, West End Middle, Booth.....	Signal station 17.

Employees must use these telephones whenever necessary to facilitate the movement of trains. Instructions received or delivered by telephone must be repeated and names and occupation of the employees exchanged to avoid misunderstanding. Except in cases of emergency, conductors will use the telephone PERSONALLY.

SPEED TABLE

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

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

MOHAWK DIVISION

