

**THERE IS ALWAYS TIME
FOR COURTESY**

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**Make
SAFETY
Your
POLICY**

The
New York Central
Railroad Company

MOHAWK DIVISION

HUDSON DIVISION

Time Table No. 78

FOR EMPLOYEES ONLY

EFFECTIVE

2:00 A. M., Eastern Standard Time

Sunday, September 26, 1954

**C. B. FLEMING,
Superintendent**

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

104. SWITCHES.

Type 22 Switches.
Before using a Type 22 switch in the trailing position, adjoining tracks must not be fouled until it is known the route is clear.
Rules 104 and 104d modified accordingly.

Spring Switches.
Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.
Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by the passage of train or engine.

Unionville:
At junction of Track No. 7 Connection and Track No. 5 Connection. Normal position is for Track No. 7. Westward movements will trail this switch.
If train is stopped at interlocking signals, trainmen must obtain instructions from Train Dispatcher. Additional instructions in telephone box located at Track No. 5 Connection interlocking signal.

Electrically Locked Switches.
Switches electrically locked by time lock on hand thrown switch machine must be operated as follows:
To unlock, remove padlock and wait three (3) minutes.
When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will time lock the switch.
Switches electrically locked by Signal Station must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch.

Location	Route	Control
Roa Hook	Track No. 1 to siding.	From SS-37.
Hudson	Track No. 1 to siding.	From SS-84.
Carman	Track No. 4 to siding.	From SS-7.
South Schenectady	Carman Detour to Government Plant.	From SS-7.
Schenectady Sand Bank	Track No. 4 to siding.	From SS-8.
East end of yard	Track No. 3 to Track No. 4	From SS-8.
East end of yard	Track No. 4 to Yard.	From SS-8.
Fonda	Track No. 4 to siding.	From SS-16.
East of SS-16	Track No. 3 to Track No. 4.	From SS-16.
West of SS-16	Track No. 4 to siding.	From SS-16.
Utica	Track No. 2 to Siding.	From SS-30.
East of SS-30	Track No. 4 to Yard.	From SS-31.
East of SS-31 (2 switches)	St. Lawrence Main Track to South Siding	From SS-31.
West of SS-31	Track No. 4 to O. & W. Connection.	From SS-39.
Oneida	Track No. 4 to yard.	From SS-39.
Voorheesville	Track No. 5 to Track No. 6.	From SS-NS.
	Track No. 4 to Track No. 5.	From SS-NS.
	Track No. 4 to siding.	From SS-NS.
New York Mills	Single track to Track No. 6.	From SS-NF.

104a. NORMAL POSITION OF SWITCHES.

GENERAL

At Middle Sidings: Except where derrails are provided, the normal position of siding switches is:
East end, for eastward track.
West end, for westward track.

LOCAL

South Amsterdam: End of Double Track, M. P. 168 for Track No. 5.
Frankfort: Beginning of Double Track, M. P. 220 for Track No. 5.
Kirkville Jct.: West Shore, for Main Line connection.

105. SIDINGS.

Peekskill:

Eastward movement must not be made by any engine or train on the westward station siding, until permission has been received from signalman at Signal Station 37. Signalman must not permit another movement to be made on this track, until it is known to be clear.

Two or more Tracks:

Capacity based on 44-foot cars.

	Westward	Eastward	Westward and Eastward
Oscawana:			
Eastward, between remote controlled switch and SS-CD.....	..	206	....
Poughkeepsie:			
Westward, between remote controlled switch and Signal Station 58	154	....	....
Eastward, between Signal Station 60 and sign reading end of automatic block .....	..	160	....
Hudson:			
Westward, between remote controlled switch and Signal Station 82	246	....	....
Eastward, between Signal Station 84 and remote controlled switch east of Signal Station 82.....	..	334	....
Note: Trains or engines operating in Hudson West yard must secure permission from signalman at SS-82 before proceeding east of "End of Circuit" sign located south of ladder track, 160 feet west of two-unit dwarf signal governing eastward movements at SS-82.			
Schuyler Jct.:			
Westward, between Signal Station 29 and remote controlled switch 8500 ft. west of Signal Station 29	191	....	....
Rome	173	194	....
Oneida:			
Between Tracks No. 3 and No. 4..	187	....	....
Voorheesville:			
First Track north of Track No. 5.	89	....	....
Second Track north of Track No. 5..	69	....	....
Track south of Track No. 4.....	..	60	....
New York Mills.....	9	41	....
Single Track:			
Cohoes .....	..	..	43
Crescent .....	..	..	9
Aqueduct .....	..	..	16
South Amsterdam .....	..	..	40
Canajoharie .....	..	..	191
Oneida Castle .....	..	..	17

107. STATION STOPS.

Hudson:

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

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

Oneida:

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

109. BULLETIN BOARDS AND BOOKS.

Harmon: Enginemen's room.
Croton-on-Hudson: Rest car.
Peekskill: Passenger station.
Poughkeepsie: Engine house; passenger station.
Hudson: Signal Station 84.
Selkirk: Diesel Fuel Station; eastbound classification yard office; general yard masters office; westbound advance yard office.

Rensselaer: Diesel Fuel Station; yard masters office.
Albany: Station masters office.
Troy: Yard office, telegraph office.
Mechanicville: B. & M. engine house; yard office.
Schenectady: Yard office; Diesel Fuel Station.
Fonda: Signal Station 16.
Little Falls: Freight house.
Herkimer: Freight house.
Utica: Engine house; yard masters office; station masters office.
Rome: Freight house.
Oneida: Freight house.
DeWitt: Yard office, North yard; yard office, West end eastbound advance yard; Diesel Fuel Station, Hump; yard office, Midway yard; yard office, West end; engine house.
Syracuse: Crew dispatchers office.

DESIGNATION AND USE OF MAIN TRACKS.

Hudson Division.

D-151.

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

Two Tracks:

Between Signal Station 37 and Signal Station 43.
Signal Station 71 and Signal Station 98.
No. 2, Eastward.
No. 1, Westward.

Between Signal Station 90 and Signal Station SM.
No. 4, Eastward.
No. 3, Westward.

Four Tracks:

Between Croton-on-Hudson and Signal Station 37.
Signal Station 43 and Signal Station 71.
No. 4, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Passenger.

Mohawk Division.

Single Track:

Between Signal Station 7 and WH.
Green Island and Schenectady
Dolgeville and Little Falls.
Herkimer and Poland.
Signal Station 31 and a point 3419 feet west of Signal Station 31.
Ravena and Unionville.
South Amsterdam and Frankfort.
New York Mills and Kirkville Junction.

NOTE: On single track westward or southward trains are superior to eastward or northward trains of the same class, unless otherwise specified.

D-151.

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

Two Tracks:

Between Signal Station 100 and Troy.
Signal Station 98 and Signal Station A.
Signal Station B and Signal Station 1.
Rock Cut and a point 1145 feet east of Central Avenue Bridge No. 364, West Albany.
No. 2, Eastward.
No. 1, Westward.

Between Signal Station 99 and Signal Station 1.
Signal Station SM and Signal Station SK.
No. 4, Eastward.
No. 3, Westward.

Between Unionville and Voorheesville.
Signal Station RJ and South Amsterdam.
Frankfort and New York Mills.
No. 6, Eastward.
No. 5, Westward.

Between Voorheesville and Fullers.
No. 4, Eastward.
No. 5, Westward.

Between Fullers and Signal Station RJ.
No. 5, Westward.
No. 4, Eastward.
Between Signal Station RJ and NA.
Harbor and Utica, via jump over.
No. 3, Westward.
No. 4, Eastward.

Three Tracks:

Between a point 1,145 feet east of Central Avenue Bridge No. 364, West Albany and Signal Station 7.
SB and NA.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward—Freight.

Four Tracks:

Between Signal Station 1 and Rock Cut, West Albany.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward—Freight.
No. 3, Westward—Freight.
Between Signal Station 7 and SB.
NA and Signal Station 44.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
No. 4, Eastward—Freight.

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

Between Signal Station 7 and WH.

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

Between Croton-on-Hudson and Kirkville.
Signal Station 90 and Signal Station SK.
Signal Station 100 and Troy.
Unionville and South Amsterdam.
Frankfort and New York Mills.
Signal Station RJ and NA.
Harbor and Utica, via jump over.

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

	Tracks
Between Croton-on-Hudson and Signal Station 43.....	No. 1
Between Signal Station D and Signal Station 1.....	No. 3
Between Signal Station 1 and JC	No. 1
Between Signal Station 8 and SB	No. 3
Between SB and NA.....	No. 4
Between NA and HF.....	No. 3
Between Signal Station RJ and NA	No. 3
Between FE and Automatic Signals No. 18732 and 18734 West of SS-16.....	No. 2 & 4
Between FW and Automatic Signals No. 20021 and 20023 East of Fort Plain.....	No. 1 & 3

Trains will not change direction of movement between signal stations without protection.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

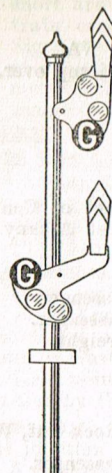


Fig. 38

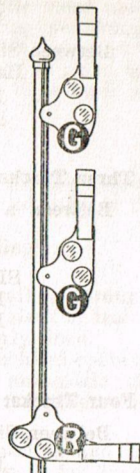


Fig. 38A

281
Proceed

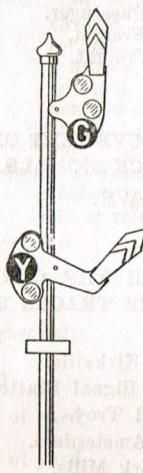


Fig. 57

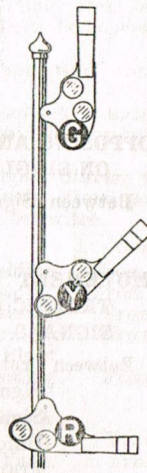


Fig. 58

281-A

Proceed approaching second signal at medium speed.



Fig. 59-B
281-B

← This unit lighted only when Rule 281-B Figure 59-B is displayed.

Proceed approaching next signal at limited speed.



Fig. 59-C
281-C

Proceed; limited speed within interlocking limits.

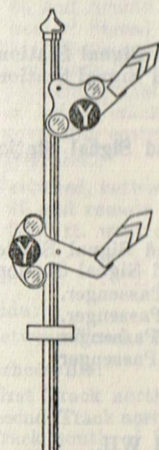


Fig. 72

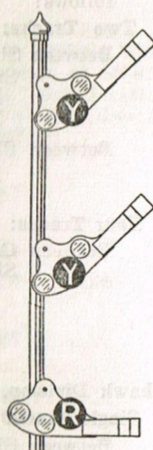


Fig. 73

282-A

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

284

The bottom unit of Rule 284, Figure 86, is lighted only when Rule 284, Figure 86, is displayed.

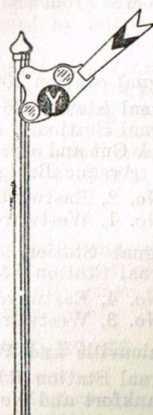


Fig. 104
285-A

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

290. When running with the current of traffic and Interlocking Signal at PE or FW displays signal indication Rule 290, Figure 175, train will proceed under signal indication and stop clear of Interlocking Limits. Member of crew will then report by telephone to Signalman at Signal Station 16 for instructions.

291. The following Automatic Signals have vertical lights: 10411, 10512, 11421, 15520, 18611, 18613, 18732, 18734, 20021 and 20023.

Rule 292 will govern. When a train is stopped by a stop indication at any of the above signals except signal 15520, a member of the crew must call Signalman for instructions.

When a train is stopped by a stop indication at signal 15520 a member of the crew must call Signalman at SS-7 from telephone box No. 155 for instructions.

293. SWITCH TARGETS.

Lights on main track switches are not in use. Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between South Amsterdam and Frankfort.

Between New York Mills and Kirkville Junction.

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

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

Two or more Tracks:

Harbor and New York Mills.

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

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

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

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

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

Single and Two or more Tracks:

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

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

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

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

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Signal Station 7 and WH.

Two or more Tracks:

Between Croton-on-Hudson and Kirkville, except between a point 1145 feet east of Central Avenue Bridge No. 364, West Albany and Signal Station 7, Track No. 4.

Signal Station 90 and Signal Station SK.

Signal Station 100 and Troy.

Unionville and South Amsterdam.

Signal Station RJ and NA.

Frankfort and Harbor.

Harbor and Utica, via jump over.

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

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

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

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

If track is not in condition for movement of trains at normal speed, knife switches in white boxes on telegraph poles, except Schodack Landing Cut attached to track side of mast of Signal No. 13031, must be opened promptly to cause automatic signals to indicate "Stop, then proceed at restricted speed".

515 WHEEL BASE.

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

Rule 515 modified accordingly.

605. INTERLOCKING LIMITS.

Mohawk Division:

Interlocking limits extend as follows:

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

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

REMOTE CONTROL SWITCHES AND SIGNALS.

At remote control interlockings enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

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

606. INTERLOCKING SIGNALS.

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

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

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

Rule 611 modified accordingly.

701. TRAIN INSPECTION SIGNALS.

Signal Station 16 Tracks 2, 1, 3, 4

Indications given by these signals are as follows:

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

Rule 701 modified accordingly.

703. MAKE-UP OF FREIGHT TRAINS.

Caboose must be handled on rear of trains except as otherwise provided. Loaded flat car must be separated from occupied caboose by a solid end car. Multiple Unit equipment must not be handled in freight trains. Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed. Scale test cars must be hauled only in slow or local freight trains and must be placed on rear of train next ahead of caboose. Snow Loader and Melter units to be coupled and move at rear of train with Loader unit trailing.

705. LEAVING CARS ON SIDE TRACKS.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed. Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded. South Schenectady: Trains on Track No. 4, leaving cars must cut off at west switches at west end of yard.

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

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement. Trains containing more than 5 cars 60 ft. or over in length are limited to 30 cars. Trains containing not more than 5 cars 60 ft. or over in length are limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled. When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail. Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars. The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points must stop to unload mail. A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station. Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service. When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized. When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried, Form AR-702. The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1—47 sacks	3 ft.	236—282 sacks	18 ft.
48—94 sacks	6 ft.	283—329 sacks	21 ft.
95—141 sacks	9 ft.	330—376 sacks	24 ft.
142—188 sacks	12 ft.	377—423 sacks	27 ft.
189—235 sacks	15 ft.	424—470 sacks	30 ft.

One outside parcel equals one sack; one box of baby chicks equals one sack, and should be reported in the proper columns of train baggageman's report, Form AR-702. Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U. S. Mail on trains must take

particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR-702. Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis. In addition to all station receipts and deliveries reported on Forms AR-702 all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this Form. Utmost care must be used in handling fragile (red label) parcel post mail. Mail pouches delivered unlocked must not be accepted but returned to Post Office Department. When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made. If a mail pouch is stolen, immediate advice must be given to Superintendent by wire. U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission. Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized. All full mail cars and parts of cars having the legend 'United States Mail' or 'U. S. Mail' shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

HAND BRAKE TEST.

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

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern. Eastward Freight Trains. Between Voorheesville and Selkirk Yard. When speed of train is to be reduced the engine throttle should first be closed and after slack has adjusted itself the automatic brakes should be applied with an initial reduction of 5 to 8 lbs. followed by subsequent light reductions as required, keeping independent or straight air brake valve handle in release position to prevent locomotive brake from applying. After required reduction has been made in train speed and it is desired to release car brakes, first apply independent or straight air brake on locomotive to prevent slack running out too quickly, then release car brakes after which independent or straight air brake must be carefully graduated off. Rule 1568, Rules for Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly. Automatic Signal 14752 to Signal Station 1. All retaining valves must be turned up before leaving automatic signal 14752 or West Albany yard. On trains departing from or running through West Albany yard running test must be made at Rock Cut. Other freight trains must be stopped by air brakes at automatic signal 14622. The brake pipe pressure must be 85 pounds. Should pressure be reduced below 60 lbs. trains must be stopped and not proceed until full pressure is restored. Engines with air pump capacity of less than New York No. 5 or Westinghouse eleven inch must not be used in this service. In case of failure of air brakes, engineman will immediately place brake valve in emergency position and sound whistle 14 (a). Train must be stopped as quickly as possible.

DIESEL EQUIPMENT.

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotarie Valve and Controlled Emergency Cocks set as follows: Rotarie valve operating "A" unit set in "Pass" position. Controlled Emergency Cock "B" unit set in "Pass" position. Rotarie valve trailing "A" unit set in "Pass Lap" position.

Blowers:

Radiator blowers on Diesel locomotives must be so operated as to keep engine cooling water between 140 degrees F and 180 degrees F, as shown by thermometers. Traction motor blowers on Diesel locomotives must be run continuously whenever the engine is run. On DE-3 locomotives, the blower speed must be LOW, except that in road service, when the sustained current exceeds 400 amperes, it must be HIGH. Movable ventilators or ventilator curtains must be kept closed during heavy snow and rainstorms in winter, and open at other times.

DRAGGING EQUIPMENT DETECTORS.

- Dragging Equipment Detectors are located as follows: West of Automatic Signal 18862 Track No. 2 West of Automatic Signal 18864 Track No. 4 East of Automatic Signal 18051 Track No. 1 East of Automatic Signal 18053 Track No. 3 West of Automatic Signal 20712 Track No. 2 West of Automatic Signal 20714 Track No. 4 East of Automatic Signal 20021 Track No. 1 East of Automatic Signal 20023 Track No. 3

Dragging equipment striking a detector will automatically place Interlocking Signal at FE or FW at STOP indication for the track affected. Enginemen or trainmen finding Interlocking Signal indicating STOP must call Signalman at Signal Station 16, Fonda.

SPEED RESTRICTIONS.

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

GENERAL

Unless Otherwise Restricted.

- Circus Trains with freight equipped cars..... 30 Diesel engines Nos. 1000 to 8357, light or with caboose 50 Diesel engines Nos. 1000 to 5104, 6600 to 6903, 7100 to 7118 running backward 30 Diesel engines Nos. 1000 to 5104, 6600 to 6903, 7100 to 7118 running backward by night over public crossings 15 Diesel engines Nos. 506 to 513 with traction motor pinion removed, 526 to 566, 574 to 957, 8400 to 9820 in service or when hauled dead in train 45 Diesel engines Nos. 506 to 513 with traction motor pinion engaged, in service or when hauled dead in train 25 Diesel engines Nos. 567 to 573 35 Diesel engines when handling Passenger, Mail, Express and Milk Trains, or Trains NC-1, BB-1, BN-2, BNB-2 with Pacemaker equipment only or when hauled dead in train: Nos. 1000 to 2474, 3300 to 3372, 3700 to 3821, 5006 to 5017, 5102 to 5737, 5900 to 8342, 8353 to 8357 65 Nos. 5738 to 5817 70 Nos. 5000 to 5005, 5100, 5101, 8343 to 8352... 75 Diesel Engines operating through water 3 (Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.) Rail Detector car X8015. Under own power or on rear of passenger train 40 Revenue freight trains with cranes moving on their own wheels 25

Snow plows and flangers.....					35
Switches and crossovers, other than interlocking, when diverging					15
Trains with snow loader and snow melter not in service					30
Trains with scale test car or Jordan Spreader..					25
Trains with dead engines not having all side or main rods					20
Work trains with cranes moving on their own wheels					30
Wrecking Cranes except X13 to X16 handled in wrecking service.....					45
Wrecking Cranes X13 to X16 handled in wrecking service					40
At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....					15

MAIN LINE:	Tracks			
	No.1	No.2	No.3	No.4

Diesel Engines, Nos. 1000 to 8357, light or with caboose:				
Croton-on-Hudson and Rensselaer	50	50	50	50
JC and Signal Station 44....	50	50	35	35

Freight Trains:				
Less than 3500 tons:				
SS-CD and Rensselaer.....	60	60	60	60
JC and SB.....	60	60	45	45
SB and SS-44.....	60	60	60	60
3500 Tons to 4800 Tons Inclusive:				
SS-CD and SS-58.....	55	55	55	55
SS-58 and SS-90.....	60	60	60	60
SS-90 and Rensselaer.....	55	55		
JC and SB.....	60	60	45	45
SB and Amsterdam.....	60	60	60	60
Amsterdam and FE.....	55	55	55	55
FE and SS-34.....	60	60	60	60
SS-34 and Rome Passenger Station	60	55	60	45
Rome Passenger Station and SS-41	60	60	60	60
SS-41 and SS-44.....	55	55	55	55

4800 Tons to 7800 Tons Inclusive:				
SS-CD and SS-58.....	50	50	50	50
SS-58 and SS-90.....	55	55	55	55
SS-90 and Rensselaer.....	50	50		
JC and SB.....	55	55	45	45
SB and Amsterdam.....	55	55	55	55
Amsterdam and FE.....	50	50	50	50
FE and SS-34.....	55	55	55	55
SS-34 and Rome Passenger Station	55	50	55	45
Rome Passenger Station and SS-41	55	55	55	55
SS-41 and SS-44.....	50	50	50	50

7800 Tons to 9000 Tons Inclusive:				
SS-CD and SS-58.....	45	45	45	45
SS-58 and SS-90.....	50	50	50	50
SS-90 and Rensselaer.....	45	45		
JC and SB.....	50	50	45	45
SB and Amsterdam.....	50	50	50	50
Amsterdam and FE.....	45	45	45	45
FE and SS-34.....	50	50	50	50
SS-34 and Rome Passenger Station	50	45	50	45
Rome Passenger Station and SS-41	50	50	50	50
SS-41 and SS-44.....	45	45	45	45

9000 Tons to 11,000 Tons Inclusive:				
SS-CD and SS-58.....	45	45	45	45
SS-58 and SS-90.....	50	50	50	50
SS-90 and Rensselaer.....	45	45		
JC and SS-44.....	45	45	45	45

North Chittenango
Between Mile Post 275.5 and Chittenango Road, Track No. 3..... 45
Between Mile Post 274 and New Boston Road, Track No. 4..... 45

Hudson River Connecting R.R.
Signal Station 90 and Signal Station SM. Tracks No. 3 and No. 4..... 40
Signal 186 and Signal Station 90 Track No. 4, Trains 4300 tons or more..... 30
Signal Station SM and Signal Station SK. Tracks No. 3 and No. 4..... 30

West Shore.
Unionville.
Track No. 5, eastward movements through spring switch..... 6
Westward movements through spring switch..... 30
Fultonville, over Main St..... 6
Sprakers, Rock Cut Mile Post 185.2 and Mile Post 185.9..... 15
Canajoharie, curve east of station..... 10
" over Mitchell Street..... 6
South Fort Plain, Bailey's Side Track..... 5
South Little Falls, Rock Cut Mile Post 207.7 and Mile Post 209.2..... 15
Ilion, over streets..... 6
South Utica, over or through streets..... 6
Between Harbor and Kirkville Jet., Cranes X13 to X16..... 25
East New York Mills.
Approaching Home Signals..... 10
Over D. L. & W. tracks..... 20
New York Mills and Clark Mills.
Approaching Home Signals..... 10
Over N. Y. O. & W. tracks..... 20
Canastota, over L. V. tracks..... 8

Connection Harbor and Utica. Via Jumpover
Tracks No. 3 and No. 4..... 20

Carman Detour.
All trains..... 35

Hoffmans Detour.
Tracks No. 3 and No. 4..... 45

Little Falls and Dolgeville.
All Trains..... 10
Over bridges L-2, L-14 and L-21..... 6
Steam Cranes over Trestles..... 5
Dolgeville, over Main Street..... 5

Herkimer and Poland.
All Trains..... 10

Rensselaer and Monroe St., Troy.
Passenger, mail, express and milk trains..... 45
Freight and work trains:
Less than 2500 tons..... 40
2500 tons or more..... 30

Monroe St. and Madison St., Troy.
All trains..... 30

Madison Street and Troy Station.
All trains..... 10

Green Island and Schenectady.
All Trains..... 15
Over highway crossings at Aqueduct, Dunsbach Ferry, Maxon Road, Mohawk View and Schenectady..... 6
Between Madison St., Troy and Cohoes station platform limits, Cranes X13 to X16..... 6

ENGINE AND CAR RESTRICTIONS.

Engines and Cars must *not* be operated as shown below:
NOTE: On Industrial sidings with sharp curvature and not shown below, care must be used in operating.
Wrecking cranes must not operate unless separated from motive power or other equipment by at least one car weighing not more than 64,000 lbs.
Cars weighing over 220,000 lbs. without permission from Superintendent.

Hudson Division

Montrose:
Montrose Clay Products Co., over pit 487 feet west of switch on siding: All engines.

Peekskill:
Over switch leading to easterly freight yard: Cars 65 feet long or over.
Yard tracks at freight house: Engines Nos. 526 to 566, 1046 to 1087, 1108 to 1123, 3200 to 3211, 3325 to 3332, 3500 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5900 to 5903, 6220 to 6903, 7100 to 7301, 8223 to 8280, 8308 to 8342, 9104, 9105, 9111 to 9120.

Beacon:
N. Y. N. H. & H. R. R. tracks, except N. H. R. R. main leading to station: Engines Nos. 526 to 566, 1000 to 5104, 5608 to 5611, 5709 to 5712, 5738 to 5807, 5900 to 5903, 6220 to 6903, 7100 to 7301, 8223 to 8280, 8308 to 8342, 9104, 9105, 9111 to 9120.

Poughkeepsie:
Tracks east of house track at freight house: Engines Nos. 1000 to 5104, 6600 to 6903, 7100 to 7118.
Over most easterly switch leading to freight yard at Pine St.: Cars 65 feet long or over.
J. D. Johnson Co. Inc. track, beyond a point 160 ft. from frog: Engines Nos. 526 to 566, 1044 to 1087, 3200 to 3211, 3500 to 5104, 5900 to 5903, 6600 to 6903, 7100 to 7301, 8320 to 8342, 9104, 9105, 9111 to 9120.

Mohawk Division

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

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

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

Canastota Connection:
Cranes X13 to X16.

West Shore

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

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

Canajoharie:
Beechnut Packing Co., track over bridge: Cars weighing over 160,000 lbs. All engines except Nos. 506 to 513.
Beechnut Packing Co., curve east of East Main St. Crossing: Diesel engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

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

Mohawk:
Emil Ludwig Coal Co. trestle: Cars weighing over 210,000 lbs.
Paper Drapery Corp. trestle: All cars and engines.

South Utica:

Frank J. Cutter Fuel Co., first 6 spans of trestle: Cars weighing over 210,000 lbs.
Last 5 spans of trestle: Cars weighing over 160,000 lbs. All engines except Nos. 506 to 513.
Ganim Bros. over pit: All engines.

T & G Branch

Troy:
Iron Works Spur, over Bridge G-10-B: Cranes X13 to X16.
Freight House Yard, over Bridge G-11-C: Cranes X13 to X16.
Troy Union R. R.: Cranes X13 to X16.

T & S Branch

Cohoes:
J. H. Riberdy trestle: Cars weighing over 120,000 lbs. All engines.
F. B. Marsolais trestle: Cars weighing over 210,000 lbs.

Kelloggs Branch

Cranes X13 to X16.
Engines Nos. 526 to 566, 1000 to 5104, 6600 to 6903.

Dolgeville Branch

Cars weighing over 130,000 lbs. without permission of Superintendent.
Cars weighing 130,000 lbs. must be separated from engine or other equipment by at least one car weighing not more than 64,000 lbs.
All cranes except X17.
Engines Nos. 526 to 566, 574 to 579, 650 to 754, 800 to 810, 950 to 9820.
Engines Nos. 506 to 513, 567 to 573, 580 to 621, 755 to 761, 811 to 916 unless single unit and separated from other equipment by car weighing not more than 64,000 lbs.

Herkimer and Poland Branch

Cars weighing over 210,000 lbs. without permission of Superintendent.
All cranes except X17 to X23.

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.
Following will govern when Rail Detector Cars are moving under their own power:
In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.
Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.
At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.
Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.
In Automatic Train Control territory, if car is not equipped with Automatic Train Control device, movements will be authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.
Rail Detector Car X-8015 is equipped with automatic train control device.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.
When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

WATER STATIONS.

Main Line:
Rensselaer Albany Fonda Utica

PUSHER ENGINES.

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

AUTOMATIC TRAIN CONTROL.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Control.
Road engines and motors, operated between Croton-on-Hudson and Kirkville, Main Line, must be equipped with automatic train control device in working order, and cut in, except:

- a—When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c—When automatic train control device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When acknowledging whistle fails to sound while acknowledging, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again acknowledge as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs....	Pullman....	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to persons using vestibule.
Private.....	Pullman....		
De Luxe, Obs. coach.....	Pullman....		
Diner.....	Pullman....		
	Coach.....	Rear of coach.	Rear of coach.
Pullman, without observation end.	.....	On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.
Grips or other personal effects not required in line of duty must not be carried at rear of train.

HEATING, LIGHTING AND VENTILATION OF CARS.

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

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

Table with 4 columns: Approaching, Direction, Open rear end train pipe valve, Engineman shut off steam at. Lists locations like Harmon, Peekskill, Poughkeepsie, Albany, Utica, Syracuse with their respective directions and equipment specifications.

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

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

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

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

SNOW PLOW EQUIPMENT.

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

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

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

FATALITIES.

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

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

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

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

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

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

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

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

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

Cooling Compound.

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

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

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

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

MOVEMENT OF DEAD ENGINES IN TRAINS.

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

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

OVERHEAD CLEARANCES

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

Table with 3 columns: Location, Description, Tracks. Lists locations like Oscawana, Crugers, Montrose, Peekskill, Albany with their respective descriptions and track numbers.

Main Line:—(Continued)

Table with 3 columns: Location, Description, Tracks. Lists locations like Manitou, Garrison, Cold Spring, Dutchess, Beacon, Chelsea, New Hamburg, Camelot, Poughkeepsie, Hyde Park, Staatsburg, Rhinecliff, Barrytown, Tivoli, Hudson, Newton Hook, Rensselaer, Albany with their respective descriptions and track numbers.

Main Line:—(Continued)

Table with 3 columns: Location, Description, Tracks. Lists locations like West Albany, Carman, Schenectady, Hoffmans, Amsterdam, Fonda, Fort Plain, East Creek, St. Johnsville, Little Falls, North Frankfort, Utica, Whitesboro, Rome, Greenway, Oneida, South Bethlehem, Feura Bush, Rotterdam Jet, Canajoharie, Mindenville, Mohawk, Ilion, Frankfort, So. Utica, New York Mills, Vernon with their respective descriptions and track numbers.

Table with 3 columns: Location, Description, Tracks. Includes sections for Troy and Greenbush Branch, Troy Union R. R., Troy and Schenectady Branch, Herkimer and Poland Branch, and Dolgeville Branch.

Table with 3 columns: Location, Description, Tracks. Includes sections for Rome Old Line Branch, West Shore, and Troy Union R. R.

The clear space between the lowest signal line conductor and the surfaces of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.

C. B. FLEMING, Superintendent

E. J. JONES } Assistant Superintendents
R. D. TIMPANY }

Table listing Train Masters, Train Dispatchers, Chief Road Foremen, and Road Foremen with their respective names.

CROTON-ON-HUDSON to ALBANY

Table with 12 columns for train numbers (59, 61, 99, 139, 699, 861, 879, 43, 3, 199, 7) and 13 rows for stations from New York to Albany. Includes departure and arrival times and notes.

Nos. 699, 861, 879, 3, 199 and 7 will not carry baggage. Nos. 139 and 3 will not carry passengers. No. 699 will not run between Poughkeepsie and Albany on November 25, 1954 and February 22, 1955.

o Use Track No. 3 westward or Track No. 4 eastward. J-Stop on signal to discharge passengers. Y-Stop except Monday.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	52	32	14	34	6	44	804	800	136	62	802	48
		The Easterner	See Notes Mail	See Notes Mail	See Notes St. Lawrence Express	Fifth Avenue Special	New York Special	See Note Beeliner	See Note Beeliner	See Notes Pough-keepsie	Montreal Limited	See Notes Beeliner	See Note The Detroit
		Daily	Daily except Monday	Daily	Daily except Sunday	Daily	Daily	Saturday only	Daily except Sat.	Daily except Sat. & Sun.	Daily	Daily except Sat. and Sun.	Daily except Sunday
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
0.58	Troy..... Albany..... Rensselaer.....	12.55 12.58	2.05 2.08	2.42 2.45	3.00 3.03	Rensselaer Yard 4.04	4.08 4.11				4.35 4.53		4.55 4.58
8.63 12.55 18.65 21.02 24.21	Castleton-on-Hud. Schodack L'd'g... Stuyvesant..... Newton Hook.... Stockport.....		1.15	2.25	3.03	3.20	4.21	4.28			5.11		5.18
28.46 36.81 38.56 43.93	Hudson..... No. Germantown. Germantown..... Tivoli.....	s 1.27	s 2.42	3.13	s 3.33	4.31	s 4.38				5.22		5.29
48.23 53.77 59.25 63.65	Barrytown..... Rhinecliff..... Staatsburg..... Hyde Park.....	1.52	3.00	3.31	3.53	4.49	4.58				5.41		5.49
69.37 77.81 80.40	Poughkeepsie... Poughkeepsie... New Hamburg... Chelsea.....	s 2.10 2.20	s 3.30	3.49	s 4.16	5.07	s 5.18	A. M. 5.40		A. M. 5.45	6.01		6.09
83.90 90.36 93.06 96.83	Beacon..... Cold Spring..... Garrison..... Manitou.....	s 2.42	3.47	4.03	4.31	5.21	s 5.36	s 5.57		s 6.00	6.16		6.25
101.63 104.09 105.54 106.51	Peekskill..... Montrose..... Crugers..... Oscawana.....	s 3.08	4.10	4.23	s 4.54	5.41	5.59	s 6.21	6.21	s 6.24	6.37	6.45	6.46
108.33 142.19	Croton-on-Hud... Grand Cen. Term..	3.30 4.50	4.25	4.32	5.13	5.50	6.10	s 6.37	s 6.37	6.35	6.47	s 7.01	6.55 7.55
	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. 32, 14, 34, 804, 800, 136 and 802 will not carry baggage.
Nos. 32 and 14 will not carry passengers.
No. 34 will not run November 26, 27, 1954 and January 1, 1955.
Nos. 136 and 802 will not run November 25, 1954 and February 22, 1955.
No. 48 will not run November 26, 27, December 25, 1954 and January 1, 1955.
Time shown at Troy and Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 24

Miles from Albany	STATIONS	192	180	12	806	166	16	2	194	26	8	174	68	
		See Note	See Note	See Note	See Note	See Notes	See Note	See Note	See Note	See Note	See Notes	See Note	See Note	See Note
		Pough-keepsie	Pough-keepsie	South Western Limited	Beeliner	Pough-keepsie	Ohio State Limited	The Pacer-maker	Pough-keepsie	20th Century Limited	The Wolverine	Pough-keepsie	The Commodore Vanderbilt	
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
0.58	Troy..... Albany..... Rensselaer.....			Rensselaer Yard 5.15			5.21 5.24	5.48 5.51		6.16 6.19	6.19 6.22		Rensselaer Yard 6.49	
8.63 12.55 18.65 21.02 24.21	Castleton-on-Hud. Schodack L'd'g... Stuyvesant..... Newton Hook.... Stockport.....			5.33		5.42	6.11		6.36	6.40			7.05	
28.46 36.81 38.56 43.93	Hudson..... No. Germantown. Germantown..... Tivoli.....			5.44		5.53	6.21		6.46	s 6.52			7.16	
48.23 53.77 59.25 63.65	Barrytown..... Rhinecliff..... Staatsburg..... Hyde Park.....			6.03		6.12	6.40		7.03	7.10 s 7.17			7.34	
69.37 77.81 80.40	Poughkeepsie... Poughkeepsie... New Hamburg... Chelsea.....	A. M. 6.16	A. M. 6.18	6.22		A. M. 6.30	6.31	6.59	A. M. 7.06	7.21	s 7.34	A. M. 7.48	7.52	
83.90 90.36 93.06 96.83	Beacon..... Cold Spring..... Garrison..... Manitou.....	s 6.37	s 6.39	6.36		s 6.51	6.45	7.14	s 7.27	7.34	7.48	s 8.09	8.06	
101.63 104.09 105.54 106.51	Peekskill..... Montrose..... Crugers..... Oscawana.....	s 7.05	s 7.07	6.56	A. M. 7.09	s 7.19	7.05	7.35	s 7.55	7.55	8.08	s 8.37	8.25	
108.33 142.19	Croton-on-Hud... Grand Cen. Term..	7.15 8.21	s 7.24 8.25	7.05 8.05	s 7.25	7.32 8.32	7.15 8.15	7.45 8.45	8.05 9.17	8.04 9.00	8.22 9.20	s 8.54 9.55	8.34 9.30	
	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. 192, 180, 12, 806, 166, 2, 194, 26 and 174 will not carry baggage.
No. 166 will not run November 25, 1954 and February 22, 1955.
No. 68 will not run November 26, 27, December 25, 27, 28, 29, 30, 31, 1954 and January 1, 1955.
Nos. 16 and 26 will use Track 1, SS-43 to SS-CD.
Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to CROTON-ON-HUDSON

Continued from page 25

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	60	56	54	X56						
		Albany	Albany	Syracuse	Mail and Express						
		Saturday only	Daily except Sat. and Sun.	Sunday only	Daily						
LEAVE		P. M.	P. M.	P. M.	P. M.						
0.58	Troy.....	7.30	8.15	8.20	Rensselaer Yard						
	Albany.....	7.33	8.18	8.23	9.15						
	Rensselaer.....										
8.63	Castleton-on-Hud.	s 7.43	s 8.28	s 8.33							
12.55	Schodack L'd'g....										
18.65	Stuyvesant.....	7.54	8.39	8.44	9.34						
21.02	Newton Hook.....										
24.21	Stockport.....										
28.46	Hudson.....	s 8.05	s 8.50	s 8.55	9.45						
36.81	No. Germantown..										
38.56	Germantown.....										
43.93	Tivoli.....										
48.23	Barrytown.....	s 8.28	s 9.13	s 9.20	10.05						
53.77	Rhinecliff.....	s 8.36	s 9.21	s 9.29							
59.25	Staatsburg.....										
63.65	Hyde Park.....										
69.37	Poughkeepsie...A										
77.81	Poughkeepsie...L	s° 9.19	s° 9.44	s° 9.53	s 10.30						
80.40	New Hamburg....	s 9.31	s 9.56	s 10.05							
83.90	Beacon.....	s 9.42	s 10.07	s 10.15							
90.36	Cold Spring.....	s 9.56									
93.06	Garrison.....	s 10.05	10.20	s 10.28	11.05						
96.83	Manitou.....										
101.63	Peekskill.....	s° 10.23	s° 10.38	s 10.44	11.15						
104.09	Montrose.....	s 10.26	s 10.41								
105.54	Crugers.....										
106.51	Oscawana.....										
108.33	Croton-on-Hud....	10.45	10.59	10.59	11.30						
142.19	Grand Cen. Term..	11.45	11.59	11.59							
ARRIVE		P. M.	P. M.	P. M.	P. M.						

No. X-56 will not carry passengers.
 No. 56 will not run November 25, 1954 and February 22, 1955.
 No. 54 will run November 25, 1954 and February 22, 1955.
 Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS

Continued on page 28

Miles from Albany	STATIONS	59	35	X35	99	139	45	43	3	X43
		The Chicagoan	The Iroquois	Mail and Express	The Tuscarora	Railway Express	South Shore Express	South Shore Express	Mail	Mail and Express
		Daily	Daily	Daily except Sun. and Mon.	Daily except Sunday	Daily except Monday	Sunday only	Daily except Sunday	Daily except Monday	Daily except Monday
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Albany.....	Rensselaer Yard 1.54	2.10	Rensselaer Yard 2.15	2.36	Rensselaer Yard 3.16	5.20	5.20	5.45	Rensselaer Yard 7.00
13.49	Signal Station 7	2.21	2.34	2.45	2.59	3.45	5.41	5.41	6.07	7.30
16.88	Schenectady...						s 5.49	s 5.52		
26.23	Hoffmans.....	2.34	2.47	2.58	3.12	3.58	6.00	6.03	6.20	7.45
32.77	Amsterdam....						s 6.09	s 6.14		
43.33	Fonda.....	2.49	3.03	3.14	3.28	4.14	s 6.24	s 6.31	6.35	8.05
54.80	Palatine Bridge.						s 6.40	s 6.48		
57.87	Fort Plain.....						s 6.48	s 6.56	6.50	
63.78	St. Johnsville..						s 6.58	s 7.07		
73.46	Little Falls.....						s 7.11	s 7.22		
80.76	Herkimer.....	3.21	3.37	3.48	4.02	4.49	s 7.22	s 7.34	7.20	8.45
91.97	Schuyler Jct...		3.45	3.56	4.09		7.32	7.45		8.55
94.43	Utica.....A		s 3.50	s 4.00	s 4.14		s 7.37	s 7.50		s 9.00
	Utica.....L	3.32	4.00	4.30	4.19	5.00	7.50	8.10	7.31	9.30
101.33	Oriskany.....						8.02	8.22	7.41	9.45
105.90	Signal Station 34	3.42	4.13	4.44	4.32	5.11	s 8.12	s 8.33		
108.21	Rome.....									
121.33	Oneida.....	3.53	4.27	5.01	4.45	5.23	s 8.32	s 8.56	7.52	10.00
126.45	Canastota.....						s 8.42	s 9.04		
136.62	Kirkville.....	4.05	4.42	5.19	4.58	5.36	9.04	9.29	8.04	10.19
139.24	Minoa.....									
142.58	East Syracuse..									
144.46	Signal Station 48	4.13	4.50	5.27	5.06	5.44	9.12	9.37	8.12	10.27
146.36	Syracuse.....	4.16	4.53	5.30	5.09	5.47	9.15	9.40	8.15	10.30
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. X-35, 139, 3 and X-43 will not carry passengers.
 No. 99 will not run November 26, 27, 1954 and January 1, 1955.
 Nos. 139, 3 and X-43 will not run November 26, December 26, 1954, January 2 and February 23, 1955.
 No. X-35 will not run November 26, 1954 and February 23, 1955.
 No. 3 will use Track No. 3 from FE to FW.
 Time shown at Syracuse is for information only.

ALBANY to SYRACUSE

Continued from page 27

WESTWARD—FIRST CLASS

Miles from Albany	STATIONS	199	7	55 See Note	51 See Note	95	23	39	41	571	1
		Mail	Mail	Advance Empire State Express	Empire State Express	Utica	North Shore Limited	North Shore Limited	The Knickerbocker	St. Lawrence Division	The Face-maker
		Sunday only	Daily Except Sunday	Daily	Daily	Daily	Sunday only	Daily Except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany.....	9.30	10.00	11.17	11.49	1.05	3.25	3.34	5.18		6.25
13.49	Signal Station 7	9.51	10.21	11.39	12.10	1.26	3.46	3.55	5.40		6.47
16.88	Schenectady....	s 10.03	s 10.35	s 11.45	s 12.15	s 1.34	s 3.51	s 4.00	s 5.47		s 6.52
26.23	Hoffmans.....	10.14	s 10.48	11.56	12.26	1.45	4.02	4.11	5.58		7.03
32.77	Amsterdam....	s 10.25	s 11.02			s 1.56	s 4.11	s 4.20			
43.33	Fonda.....	s 10.42	s 11.22	G12.11	12.41	s 2.12	s 4.24	s 4.34	6.12		7.18
54.80	Palatine Bridge	s 10.55	s 11.39			s 2.30					
57.87	Fort Plain....		s 11.48			s 2.38	s 4.39	s 4.49			
63.78	St. Johnsville... Little Falls.....		s 12.01 s 12.18			s 2.50 s 3.02					
73.46	Herkimer.....	11.24	s 12.34	12.45	1.13	s 3.15	s 5.05	s 5.20	6.45		7.51
80.76	Schuyler Jct....	11.32	12.45	12.53	1.20	3.30	5.15	5.31	6.52		7.59
94.43	Utica.....A Utica.....L	s 11.37 12.10	s 12.50 1.33	s 12.58 1.03	s 1.25 1.28	3.40 P. M.	s 5.20 5.26	s 5.36 5.43	s 6.57 7.01	P. M. 7.10	s 8.04 8.07
101.33	Oriskany.....										
105.90	Signal Station 34	12.22	1.44	1.15	1.40		5.38	5.55	7.13	7.25	8.18
108.21	Rome.....	s 12.30	s 1.53	s 1.19			s 5.42	s 6.00	s 7.18	P. M.	s 8.22
121.33	Oneida.....	s 12.50	s 2.12	s 1.34	1.55		s 5.58	s 6.17	7.35		8.36
126.45	Canastota.....	s 12.59	s 2.25	s 1.41							
136.62	Kirkville.....	1.14	2.54	1.59	2.10		6.14	6.34	7.52		8.50
139.24	Minoa.....										
142.58	East Syracuse..										
144.46	Signal Station 48	1.22	3.02	2.07	2.18		6.22	6.42	8.00		8.58
146.36	Syracuse.....	1.25	3.05	2.10	2.21		6.25	6.45	8.03		9.01
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 51 will not carry baggage.
Time shown at Syracuse is for information only.

G—Stop except Saturday and Sunday.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS

Continued on page 30

Miles from Albany	STATIONS	15	27	167 See Note	67 See Notes	25 See Note	33 See Note	17	19	155 See Notes	47 See Notes
		Ohio State Limited	New England States	Upstate Special	The Commodore Vanderbilt	Twentieth Century Limited	New England Wolverine	The Wolverine	Lake Shore Limited	Local	The De-troit
		Daily	Daily	Daily	Daily	Daily except Saturday	Daily	Daily	Daily	Daily	Daily except Saturday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany.....	6.46	7.30	8.01	8.12	8.45	8.50	9.13	9.46	9.55	10.06
13.49	Signal Station 7..	7.08	7.57	8.23	8.38	9.06	9.12	9.35	10.07	10.17	10.29
16.88	Schenectady.....	s 7.13	s 8.02	s 8.28			s 9.17	s 9.41	s 10.13	s 10.45	10.34
26.23	Hoffmans.....	7.24	8.13	8.54	8.51	9.19	9.28	9.52	10.24	11.12	10.42
32.77	Amsterdam.....			s 9.02						s 11.30	
43.33	Fonda.....	7.39	8.28	s 9.14	9.06	9.34	9.43	10.07	10.39	s 11.42 12.10	10.57
54.80	Palatine Bridge..			s 9.26						G 12.42	
57.87	Fort Plain.....			s 9.31		9.48	9.57			s 12.50	
63.78	St. Johnsville... Little Falls.....			s 10.05 s 10.15						G 1.03 s 1.16	
80.76	Herkimer.....	8.12	9.00	s 10.25	9.38	10.05	10.15	10.38	11.10	s 1.30	11.31
91.97	Schuyler Jct.....	8.19					10.23		11.18	1.40	
94.43	Utica.....A Utica.....L	s 8.24 8.26	9.11	10.45 P. M.	9.49	10.16	s 10.28 10.30	s 10.50 10.53	s 11.23 11.27	s 1.50 2.35	11.42
101.33	Oriskany.....										
105.90	Signal Station 34	8.39	9.21		9.59	10.26	10.42	11.04	11.40	2.48	11.53
108.21	Rome.....						s 10.49	s 11.08		s 3.01	
121.33	Oneida.....	8.51	9.33		10.10	10.37	s 11.04	11.23	11.52	s 3.18	12.06
126.45	Canastota.....										
136.62	Kirkville.....	9.04	9.45		10.22	10.49	11.19	11.36	12.05	3.49	12.19
139.24	Minoa.....										
142.58	East Syracuse....										
144.46	Signal Station 48	9.12	9.53		10.30	10.57	11.27	11.44	12.13	3.57	12.27
146.36	Syracuse.....	9.15	9.56		10.33	11.00	11.30	11.47	12.16	4.00	12.30
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Nos. 67, 155 and 47 will not carry baggage.
Nos. 25 and 33 will pass No. 167 at FW Interlocking west of Fort Plain.
No. 67 will not run November 25, 26, December 24, 26, 27, 28, 29, 30 and 31, 1954.
No. 47 will not run November 25, 26, December 24 and 31, 1954.
No. 67 will handle baggage and operate via Albany Station Saturday only, departing at 8:16 P. M.
Time shown at Syracuse is for information only.

G—Stop except Saturday and Sunday.

ALBANY to SYRACUSE

Continued from page 29

WESTWARD—FIRST CLASS

Miles from Albany	STATIONS	11	21								
		South Western Limited	The North Star								
		Daily	Daily								
	LEAVE	P. M.	P. M.								
	Albany.....	10.34	11.06								
13.49	Signal Station 7...	10.56	11.28								
16.88	Schenectady.....	s 11.33									
26.23	Hoffmans.....	11.09	11.44								
32.77	Amsterdam.....										
43.33	Fonda.....	11.24	11.59								
54.80	Palatine Bridge...										
57.87	Fort Plain.....										
63.78	St. Johnsville.....										
73.46	Little Falls.....										
80.76	Herkimer.....	11.57	12.32								
91.97	Schuyler Jct.....	12.05	12.39								
94.43	Utica.....A	s 12.10	s 12.44								
	Utica.....L	12.15	12.54								
101.33	Oriskany.....										
105.90	Signal Station 34..	12.28	1.07								
108.21	Rome.....										
121.33	Oneida.....	12.40	1.20								
126.45	Canastota.....										
136.62	Kirkville.....	12.53	1.34								
139.24	Minoa.....										
142.58	East Syracuse.....										
144.46	Signal Station 48..	1.01	1.42								
146.36	Syracuse.....	1.04	1.45								
	ARRIVE	A. M.	A. M.								

Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS

Continued on page 32

Miles from Syracuse	STATIONS	34	46	44	6	28	48	12	16	2	8
		See Notes					See Note	See Note		See Note	
		St. Lawrence Express	Inter-state Express	New York Special	Fifth Avenue Special	New England States	The Detroit	South Western Limited	Ohio State Limited	The Pace-maker	The Wolverine
	LEAVE	Daily except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Syracuse.....		12.50	1.06	1.39	2.15	2.31	2.48	3.00	3.27	3.37
1.90	Signal Station 48...										
3.78	East Syracuse.....										
7.12	Minoa.....										
9.74	Kirkville.....		1.02	1.18	1.51	2.27	2.43	3.00	3.12	3.39	3.49
19.91	Canastota.....										
25.03	Oneida.....		1.14	1.30	2.03	2.39	2.55	3.12	3.24	3.51	4.01
38.15	Rome.....										
40.46	Signal Station 34...		1.27	1.44	2.16	2.52	3.08	3.25	3.37	4.04	4.13
45.03	Oriskany.....										
51.93	Utica.....A	A. M.	s 1.38	s 2.00							
	Utica.....L	1.00	1.43	2.10	2.26	3.02	3.18	3.35	3.47	4.14	4.23
55.39	Schuyler Jct.....		1.05	1.48	2.15						
65.60	Herkimer.....										
72.90	Little Falls.....										
82.58	St. Johnsville.....										
88.49	Fort Plain.....										
91.56	Palatine Bridge.....										
103.03	Fonda.....	1.51	2.31	2.57	3.11	3.48	4.02	4.19	4.33	5.00	5.06
113.59	Amsterdam.....										
120.13	Hoffmans.....	2.06	2.47	3.12	3.26	4.03	4.17	4.34	4.48	5.15	5.21
129.48	Schenectady.....	s 2.16								s 5.31	
132.87	Signal Station 7....	2.23	3.00	3.25	3.39	4.17	4.31	4.47	5.01	5.28	5.38
146.36	Albany.....	2.45	3.20	3.40	3.59	4.32	4.45	5.07	5.16	5.43	5.57
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 34, 12 and 2 will not carry baggage.
 No. 34 will not run November 26, 27, 1954 and January 1, 1955.
 No. 48 will not run November 26, 27, December 25, 1954 and January 1, 1955.
 Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

Continued from page 31

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	26	68	138	X142	24	22	38	122	40	90	570
		See Note	See Note	See Note	See Note		See Note		See Notes	See Note		
		Twentieth Century Limited	The Commodore Vanderbilt	Upstate Special	Mail and Express	The Knickerbocker	Lake Shore Limited	The Mohawk	Mail and Express	Missourian	The Chicagoan	St. Lawrence Division
	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
1.90	Syracuse.....	3.58	4.28		5.55	6.34	6.56	9.58	10.40	11.42	12.58	
3.78	Signal Station 48											
7.12	East Syracuse..											
	Minoa.....											
9.74	Kirkville.....	4.10	4.40		6.07	6.46	7.08	10.10	10.52	11.54	1.10	
19.91	Canastota.....				s 6.22			s10.20				
25.03	Oneida.....	4.22	4.52		s 6.32	6.58	7.20	s10.28	11.20	12.06	1.22	
38.15	Rome.....				s 6.52	s 7.13	K 7.32	s10.44		s 12.20		P. M.
40.46	Signal Station 34	4.34	5.04		6.57	7.18	7.35	10.49	11.26	12.25	1.34	2.35
45.03	Oriskany.....											
51.93	Utica.....A			A. M.	s 7.10	s 7.28	s 7.45	s10.59		s 12.35	s 1.45	2.55
	Utica.....L	4.43	5.14		5.45	7.31	7.48	11.04	11.38	12.38	1.48	P. M.
55.39	Schuyler Jct....				5.50	7.36	7.53	11.09		12.43	1.53	
65.60	Herkimer.....				s 6.05			s11.19				
72.90	Little Falls....				s 6.18			s11.28				
82.58	St. Johnsville..				s 6.31			s11.39				
88.49	Fort Plain.....				s 6.42			s11.48				
91.56	Palatine Bridge.				s 6.50			s11.54				
103.03	Fonda.....	5.26	5.57		s 7.08	8.19	8.40	s12.08	12.41	1.25	2.38	
113.59	Amsterdam....				s 7.26			s12.23				
120.13	Hoffmans.....	5.41	6.12		7.35	8.35	8.57	12.30	1.01	1.41	2.55	
129.48	Schenectady....				s 7.48	s 8.45	s 9.08	s12.42		s 1.51	s 3.05	
132.87	Signal Station 7	5.53	6.24		7.54	8.52	9.15	12.49	1.17	1.58	3.12	
146.36	Albany.....	6.08	6.44		8.15	9.15	9.41	1.06	1.40	2.20	3.35	
			Rensselaer Yard						Rensselaer Yard			
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 26, 138, 122 and 40 will not carry baggage.
 Nos. X-142 and 122 will not carry passengers.
 No. 68 will not run November 26, 27, December 25, 27, 28, 29, 30, and 31, 1954 and January 1, 1955.
 Time shown at Syracuse is for information only.

K—Stop on signal to discharge passengers from points west of Buffalo.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS

Miles from Syracuse	STATIONS	96	50	X156	54	X56	152	52	32	14
		See Note		See Note	See Note	See Note			See Notes	See Note
		Advance Empire State Express	Empire State Express	Mail	Syracuse	Mail and Express	The Easterner	The Easterner	Mail	Mail
	Daily	Daily	Daily except Sunday	Sunday only	Daily	Sunday only	Daily except Sunday	Daily	Daily	
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.90	Syracuse.....	2.26	4.04	4.20	5.00	5.25	7.25	8.15	9.50	11.30
3.78	Signal Station 48									
7.12	East Syracuse....									
	Minoa.....									
9.74	Kirkville.....	2.38	4.16	4.32	5.12	5.37	7.37	8.27	10.02	11.42
19.91	Canastota.....			s 4.47			s 7.47	s 8.40		
25.03	Oneida.....	2.50	4.28	s 4.58	s 5.26		s 7.57	s 8.50	10.15	11.54
38.15	Rome.....	s 3.04		s 5.23	s 5.42		s 8.10	s 9.12		
40.46	Signal Station 34	3.09	4.41	5.27	5.47		8.15	9.17	10.30	12.06
45.03	Oriskany.....			s 5.33						
51.93	Utica.....A	s 3.19	s 4.51	s 5.40	s 5.57	s 6.15	s 8.30	s 9.30	s 10.50	s 12.20
	Utica.....L	3.22	4.54	6.35	6.02	6.30	8.40	9.40	11.15	12.30
55.39	Schuyler Jct....	3.27	4.59	6.40	6.09	6.35	8.45	9.45	11.20	12.35
65.60	Herkimer.....			s 6.57	s 6.20		s 8.59	s 10.00		
72.90	Little Falls....			s 7.13	s 6.30		s 9.09	s 10.10		
82.58	St. Johnsville..			s 7.30	s 6.43					
88.49	Fort Plain.....			s 7.42	s 6.52		s 9.27	s 10.29		
91.56	Palatine Bridge..			s 7.51	s 6.59		s 9.34	s 10.36		
103.03	Fonda.....	s 4.11	5.39	s 8.55	s 7.13	7.30	s 9.50	s 10.55	12.25	1.18
113.59	Amsterdam.....	s 4.25		s 9.25	s 7.26		s 10.05	s 11.14		
120.13	Hoffmans.....	4.33	5.54	9.35	7.33		10.16	11.25	12.40	1.33
129.48	Schenectady....	s 4.43	s 6.04	s 10.10	s 7.44		s 10.31	s 11.40	w 12.55	
132.87	Signal Station 7..	4.50	6.11	10.20	7.51		10.38	11.46	1.00	1.45
146.36	Albany.....	5.10	6.32	11.00	8.10	8.35	11.10	12.15	1.25	2.10
						Rensselaer Yard				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

No. 96 will not carry baggage.
 Nos. X-156, X-56, 32 and 14 will not carry passengers.
 No. 54 will run November 25, 1954 and February 22, 1955.
 Time shown at Syracuse is for information only.

W—Stop for mail Monday.

RENSSELAER TO KIRKVILLE

Table with columns: STATIONS (No., LOCATION, Office Calls, Miles from New York), SIGNALS (Track No. 1, 2, 3, 4), and TELEPHONES (LOCATION, Side of Track, Line). Rows include stations like Rensselaer, Albany Viaduct, and Carman.

* Signals arranged to display Rule 290 as most restrictive indication.
† Rule 292 will govern.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RENSSELAER TO KIRKVILLE

Table with columns: STATIONS (No., LOCATION, Office Calls, Miles from New York), SIGNALS (Track No. 3, No. 1, No. 2, Track No. 4 Eastward, Westward), and TELEPHONES (LOCATION, Side of Track, Line). Rows include stations like Schenectady, Sand Bank, Hoffmans, and Tribes Hill.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSELAER TO KIRKVILLE

Table with columns: STATIONS (No., LOCATION), Office Calls, Miles from New York, SIGNALS (Track No. 4, 3, 1, 2), TELEPHONES (LOCATION, Side of Track, Line). Rows include stations like East of Fonda, Fonda, Yosts, Palatine Bridge, Fort Plain, West of Fort Plain, and St. Johnsville.

† Rule 292 will govern.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSELAER TO KIRKVILLE

Table with columns: STATIONS (No., LOCATION), Office Calls, Miles from New York, SIGNALS (Track No. 4, 3, 1, 2), TELEPHONES (LOCATION, Side of Track, Line). Rows include stations like Little Falls, Herkimer, and North Ilion.

Track
W. S.
Conn.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SCHENECTADY TO TROY

Table with columns: STATIONS, Office Calls, Miles from Schenectady, SIGNALS (Single Track, Westward, Eastward), TELEPHONES (LOCATION, Side of Track, Line). Rows include Schenectady SS 8, Aqueduct, Crescent, Cohoes, and Green Island.

HERKIMER TO POLAND

Table with columns: STATIONS, Office Calls, Miles from Herkimer, SIGNALS (SINGLE TRACK, Northward, Southward), TELEPHONES (LOCATION, Side of Track, Line). Rows include Herkimer, SS-26, Middleville, Newport, and Poland.

LITTLE FALLS TO DOLGEVILLE

Table with columns: STATIONS, Office Calls, Miles from Little Falls, LOCATION, TELEPHONES (Side of Track, Line). Rows include Little Falls and Dolgeville.

RAVENA TO KIRKVILLE JUNCTION

Table with columns: STATIONS, Office Calls, Miles from Weehawken, SIGNALS (Track No. 3-5, Single Track), TELEPHONES (LOCATION, Side of Track, Line). Rows include SS SM, Selkirk Jct, Ravena, South Bethlehem, Feura Bush, Unionville, New Scotland, and Voorheesville.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

Large table with columns: STATIONS, Office Calls, Miles from Weehawken, SIGNALS (Track No. 4-6, Single Track), TELEPHONES (LOCATION, Side of Track, Line). Rows include Guilderland Center, Fullers, Carman, Main Line, WH, South Schenectady, Rotterdam Jct, Hoffmans Main, Pattersonville, South Amsterdam, Fort Hunter, Auriesville, Fultonville, Randall, Sprakers, Canajoharie, and South Fort Plain.

* Signals arranged to display Rule 290 as most restrictive indication.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

Table with columns: STATIONS, Office Calls, Miles from Weehawken, SIGNALS (Single Track Westward/Eastward, Track No. 5/6, MAIN LINE CONNECTION, Yard Con-nection, Westward Jump-over, Eastward Jump-over), TELEPHONES (LOCATION, Side of Track, Line). Rows include Indian Castle, South Little Falls, Mohawk, Ilion, Frankfort, Harbor, Utica Connection, South Utica, East New York Mills, New York Mills, Clark Mills, Vernon, Oneida Castle, Canastota, Chittenango, and Kirkville Jet.

ABBREVIATIONS

Table of abbreviations: COMMUNICATING STATION (CS), SIGNAL STATION (SS), AUTOMATIC (NUMBER), MANUAL BLOCK (M.B.), INTERLOCKING (INT.), R. R. GRADE CROSSING (X), SWITCH (SW), TRAIN DISPATCHING (T.D.), MESSAGE CIRCUIT (M.), PUBLIC (P.), SHORT LINE (S.L.), BELL TELEPHONE (B.T.).

SPEED TABLE

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

Table with 8 columns: Time per Mile, Miles per Hour, Time per Mile, Miles per Hour, Time per Mile, Miles per Hour, Time per Mile, Miles per Hour. Rows show speed increments from 0 min. 36 sec. to 1 min. 55 sec. at various mileages.

INDEX OF STICKERS COVERING CHANGES IN BOOK OF OPERATING RULES

DATED SEPTEMBER 26, 1937

REPRINT OF MAY 15, 1944

REPRINT OF JUNE 1, 1948

REPRINT OF JAN. 1, 1951

Table with columns: Page Nos., Rule, Date of Sticker, Change, Book Dated September 26, 1937, Reprint of May 15, 1944, Reprint of June 1, 1948, Reprint of Jan. 1, 1951. Lists various rule changes and their reprint dates.

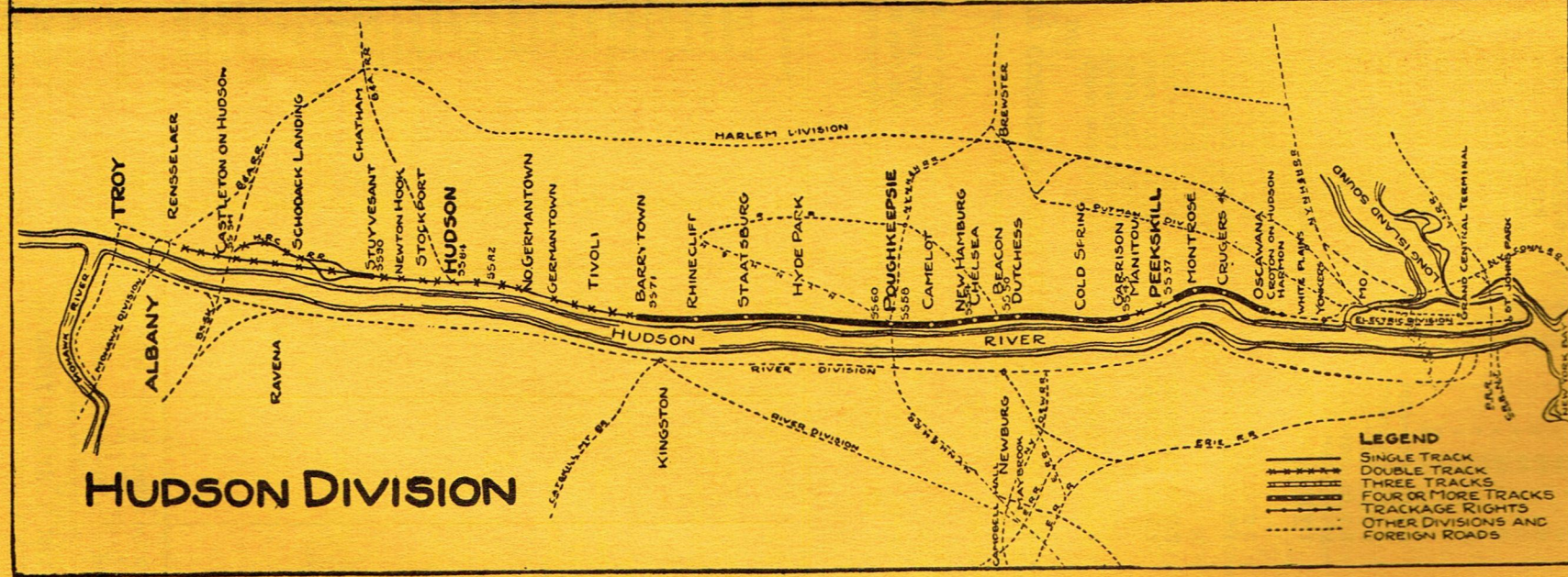
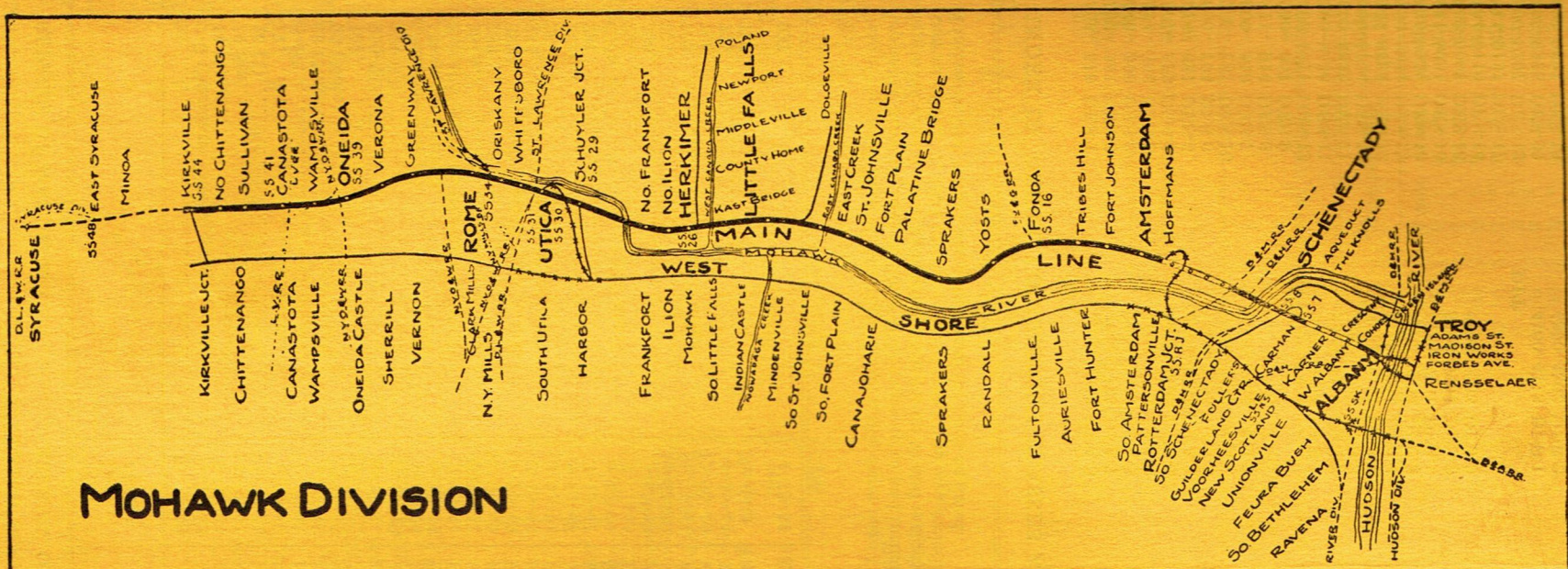
NOTE:

Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937. Reprint of May 15, 1944 includes all changes up to and including that date. Reprint of June 1, 1948 includes all changes up to and including that date. Reprint of Jan. 1, 1951 includes all changes up to and including that date. X indicates that sticker has been issued for book as listed.

INDEX OF DIESEL LOCOMOTIVE CLASSES AND CORRESPONDING LOCOMOTIVE NUMBERS

Table listing Diesel Locomotive Classes and Corresponding Locomotive Numbers. Columns include DES, DFA, DRS, DFT-1, DCA, DCB, DPA, DFB, DPB.

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



- LEGEND**
- ===== SINGLE TRACK
 - ===== DOUBLE TRACK
 - ===== THREE TRACKS
 - ===== FOUR OR MORE TRACKS
 - TRACKAGE RIGHTS
 - OTHER DIVISIONS AND FOREIGN ROADS