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 EMPLOYES ONLY

EFFECTIVE 2:00 A. M., Eastern Standard Time Sunday, September 26, 1954

> C. B. FLEMING, Superintendent

Williams Press, Inc., Printers, Albany, N. Y.

COMPANY SURGEONS

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ALBANY: A. M. Dickinson, 302 State St. Phone: Office and Residence 3-8422. Dr. Nicholas P. Teresi, 4 Ten Eyck Ave. Phone: Office and residence 3-3978. J. H. Heim, 9 Northern Blvd. Phone: Office and Residence 5-9966. T. I. Tyrell, 375 State St. Phone: Office 3-1832. Rudolph L. Del Giacco, 4 Ten Eyck Ave. Phone: Office 3-3978; Residence 62-1698, 19 Hampton St.

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

BEACON: L. K. Supple, 50 Fishkill Ave. Phone: Office and Residence 470.

Morris J. Frank, 16 No. Elm St. Phone: Office and residence 435

CANASTOTA: Paul A. Ferrara, 136 Chapel St. Phone: Office and Residence 4341. J. H. Sullivan, 203 Main St. Phone: Office and Residence 2021. G. S. Pikley, 129 Center St. Phone: Office and Residence 254.

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

CROTON-ON-HUDBON: N. P. Brooks, **71 Grand St.** Phone: Office and Residence 1-3627. George Vogel, 87 Grand St. Phone: Office 1-4845; Res. 1-4873. A. C. Semisa, 87 Maple St. Phone: Office 1-3583

EAST SYRACUSE: J. R. Holmes, 128 W. Manlius St. Phone: Office 77-3500

HERKIMER: James F. Gallo, Main and Mohawk Sts. Phone: Office 623

HUDSON: J. L. Edwards, 555 Union St. Phone: Office 8-1424; Residence 8-1423, 21 Prospect Ave.

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

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

MINOA: T. E. Bishop, 245 Main St. Phone: Office and Residence East Syracuse 77-2031.

ALBANY: R. C. Kemp, 343 State St. Phone: Office and Residence 5-2146.
J. L. Holohan, 330 State St. Phone: Office and Residence 4-3424.
BEACON: J. W. Overton, 229 Liberty St., Newburgh. Phone: Office and Residence Newburgh 3260.
PEEKSKILL: Paul F. Barham, 205 Nelson Ave. Phone: Office and Residence 7-0262.
POUGHKEEPSIE: J. E. McCambridge, 77 S. Hamilton St. Phone: Office and Residence 482.

ALBANY: Memorial. 161 N. Pearl St. Phone: 4-9141. St. Peter's. New Scotland Ave. Phone: 8-7811

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

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

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

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

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

HUDSON: Columbia Memorial. 71 Prospect Ave. Phone: 8-1544.

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

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

ONEIDA: Oneida City. Broad St. Phone: 600. ONEIDA: C. A. Earl, Office—131 Lenox Ave, Phone 1800. Home—322 Main St. Phone 1804. J. Frederick Rommel, Jr. Office—181 Lenox Ave, Phone 189, Home—530 Main Mt. Phone 1007.

PEEKSKILL: W. S. Martens, 122 Nelson Ave. Phone: Office and Residence 7-0110. John A. McGurty, 136 Union Avenue. Phone: Office and Residence 7-2828.

POUGHEREPSIE: Leo Murphy, 70 Market St. Phone: Office 682; Residence 1078, 45 Lockerman Av. L. Stoller, 11-A Cannon St. Phone: Office 1567; Residence 445, 115 Academy St.

- RAVENA: John F. Mosher. Ira D. Le Fevre, Phone: Ravena 8-2701.
- RENSERLARE: Burton W. Wilcke, 212 Washington Ave Phone: Office 3-7271; Residence 3-0412, 203 Washington Ave.
- ROME: H. N. Reid, 313 North James St. Phone: Office and Residence 60. D. Mellen, 305 N. Washington St. Phone: Office and Residence 72.
- ST. JOHNSVILLE: B. Feldstein, 15 Washington St. Phone: Office and Residence 4-691. Raymond E. Wytrwal, 71 West Main St. Phone: Office and Residence 2501.
- SCHENECTADY: E. M. Stanton, Medical Arts Bldg. Phone: Office 4-5336. R. L. Woodruff, Medical Arts Bldg. Phone: Office 4-5336.
- SELKIRK: Robert MacDowell, 455 Kenwood Ave., Delmar. Phone: Office and Residence 9-1176.

 SYRACUSE: J. G. Reidel, 200 W. Onondaga St. Phone: Office 75-1059. Phone: Nights, Holidays and Sundays 2-1167. Albert C. DeFuria, 310 North McBride St. Phone: Office 74-2201

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

 UTICA: J. F. Kelley, 258 Genesee St. Phone: Office and Residence 2-0217. G. A. Holden, 286 Genesee St. Phone: Office and Residence 4-5315. F. G. Nellis, 316 Court St. Phone: Office and Residence 2-4038 Harry M. Friedman, 1001 Park Ave. Phone: Office 2-9223.

OCULISTS

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

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

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

HOSPITALS

PEEKSKILL: Peekskill. 151 South St. Phone: 7-4200.

POUGHKEEPSIE: St. Francis. North Road. Phone: 2263. Vassar Bros. Lincoln Ave.

Phone: 8600.

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

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

SYBACUSE: St. Joseph's. 103 Prospect Ave. Phone: 3-6123.

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

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

FIRST AID STATION

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

SPECIAL INSTRUCTIONS

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

A1. OTHER RAILROADS.

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

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

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

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

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

Hours of Service Law.

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

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets govern.

- 20-F Yardmasters, Yard Crews and Yard Clerks.
- 20-G Trainmasters and Train and Engine Crews.
- Except as provided by proper regulations, the handling of gasoline in any car of a passenger train is prohibited.
- In case of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

Orders of Commissions.

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

M1. THIRD RAIL.

Equipment that does not clear third rail telltales or indicator blocks must not be operated where there is a third rail.

Hudson Division.

- Eastward trains, other than freight, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill. Such trains must stop before reaching third rail at Croton-on-Hudson which begins at a point 350 west of station foot bridge, where car inspector will meet train.
- Eastward freight trains, equipment of which fouls telltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4 to siding at Oscawana, and enter Croton west yard, stopping with head car at west end of the yard in order that car may be repaired or set out without fouling third rail in lower end of yard.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.	the second of the second of the second of the
Harmon	Engine dispatchers office. Terminal engine foreman's office.
Croton-on-Hudson Peekskill	Passenger station.
Poughkeepsie	
Poughkeepsie	Passenger station.

(Discol Eyel Station
Diesel Fuel Station. East bound classification yard
Selkirk Yard office.
General yard office. West bound advance yard office.
Rensselaer Diesel Fuel Station.
Troy Telegraph office.
Albany
(Diesel Fuel Station
Schenectady { Passenger station.
Little Falls Freight office. Herkimer Signal Station 26.
Herkimer Signal Station 26.
Utica
Station masters office. [Yard office, Minoa.
De Witt
De Witt
Syracuse { Crew dispatchers office. Chief train dispatchers office.
6. LETTERS and SIGNS.
 Use Track No. 3 westward or Track No. 4 eastward. B Stop Saturday.
C. Stop Friday and Saturday
D Stop Friday, Saturday and Sunday.
E Stop Sunday. G Stop except Saturday and Sunday.
J Stop on Signal to discharge passengers.
K Stop on signal to discharge passengers from points west of Buffalo.
M Stop for mail.
N Stop for mail Saturday. P Stop Sunday and Monday.
P Stop Sunday and Monday. Q Stop on signal to receive passengers for Detroit and beyond.
R Stop on signal to receive passengers for points west of
Buffalo. U Stop on signal to receive passengers for Syracuse and
beyond.
V Stop Monday, Tuesday, Wednesday and Thursday. W Stop for mail Monday
W Stop for mail Monday. Y Stop except Monday. Z Stop except Saturday.
Z Stop except Saturday.
12. HAND, FLAG AND LAMP SIGNALS.
fate Hudson Division. The articulation articles and and a blood
A green and white signal will be displayed at Signal Stations 50 and 58 in accordance with Rule 28 for trains scheduled to stop at Beacon and Poughkeepsie on flag stop.
Mohawk and Hudson Divisions.
A blue signal displayed from a signal station indicates
train is to back from Track No. 1 or Track No. 2. Clear signal will be displayed only after whistle signal
acknowledgment has been received.
13. EMERGENCY SIGNALS.
Whistles or horns are located at Signal Stations A, B and 1.
14. ENGINE WHISTLE SIGNALS.
Rules 14R to W inclusive indicates flagman may return from east or west.
Rules 14R to W modified accordingly.
Sound Indication
o — o o Must be sounded to notify signalman that train or engine is stopped and will not proceed until
proper indication has been received in accord-
ance with Rule 615. — — o — Whistle Signal for crossing should be spaced so
last blast of whistle will not be completed before reaching crossing.
Sound Indication
00000 To be sounded passing Signal Station 90
by trains destined Troy. At Signal Station 90 for Hudson siding.
Mohawk Division.
o $-$ South Utica. To be sounded approaching Public
Crossings at grade between 6:00 A. M. and
9:00 P. M. This does not relieve trainmen from flagging trains or engines over crossings
as prescribed in Special Instruction No. 103.
Oneida. To be sounded, before departing from station, by passenger, mail and express trains

station, by passenger, mail and express trains

which have stopped to perform work.

Mohawk Divi	sion
Sound	Indication
0000	Train on Track No. 1 or Track No. 2 has defective engine or equipment and should be diverted. Signal Station 1, 16, 30, 31 and 48. Train for
	West Shore. Signal Station 31. Westward train for St.
	Lawrence Division, or freight train having work at Rome.
19. MARKERS.	
trains w built-in standard plying w	ger, mail, express, milk and deadhead equipment where the rear car is equipped with permanent marker lights, such lights will be used in lieu of a marker lamps and will be considered as com- with Rule 19.
	OF WHITE SIGNALS. y of white signals will be omitted by extra trains
83d. CLEARING	이 나타님은 말 수가 가지 않는 것은 것은 것은 것은 것은 것은 것은 것은 것이 같이 같이 있는 것은 것은 것은 것은 것은 것은 것이 없을 것을 수 있다. 것이 없는 것이 없 않는 것이 없는 것이 않는 것이 없는 것이 않는 것이 없는 것이 없는 것이 없는 것이 않는 것이 않는 것이 없는 것이 않는 않은 것이 없는 것이 않는 것 않 것이 않은 것이 않는 것이 않이 않이 않이 않이 않는 것이 않이 않는 것이 않이 않이 않이 않이 않이
On two or station West Al	r more tracks, trains will be cleared at initia ns by signal indication, except as follows: bany: Westward trains, verbally by telephone by
	lman at SS-7. Il not leave the following stations without Clear orm A.
West Shore:	
	rdam, Westward trains. During hours station is
Frankfort.	, Eastward trains. During hours station is open Mills, Westward trains. During hours station
	kville, Eastward trains.
93. YARD LIMI	
Main Line:	and the second state of the second state
Poughkeen	
	ation 99 and Sand Bank, inclusive. Track and No. 4.
Signal Sta Tracks	ation 98 and automatic signal 14751, inclusive No. 1 and No. 2.
Fonda, ex	n, except Tracks No. 1 and No. 2. cept Tracks No. 1 and No. 2.
St. Johnsv Little Fal	ville, except Tracks No. 1 and No. 2. ls and Herkimer, inclusive, except Tracks No. 1
and No. Harbor an	d Utica, inclusive, via jump over.
	pt Tracks No. 1 and No. 2.
Oneida an No. 2.	d Canastota, inclusive, except Tracks No. 1 and
West Shore:	
	nd Voorheesville, inclusive. ation SM and Unionville.
Signal St	ation 7 and South Schenectady, inclusive.
Rotterdam South Am	
South Am Canajohar	
Ilion and	Frankfort, inclusive.
Harbor an	d New York Mills, inclusive.
T. & G. Bra Rensselaer	nch: r and Forbes Avenue, inclusive.
	e Signal 411 and Troy, inclusive.
	dy and Green Island, inclusive.
Little Fall	ls and Dolgeville, inclusive.
	nd Poland Branch:
	and Poland, inclusive. rains must be given full protection at all times.
D-93a. MOVEM May be mad	MENTS AGAINST THE CURRENT OF TRAFFIC le between:
A point 1,14	45 ft. east of Central Ave. Bridge No. 364, Wes ad Signal Station 7, Track No. 4, by permission

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

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction. D-97. WORK EXTRAS.

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

Location Railroad Signals Albany, Livingston Ave. D. & H..... Interlocking. Voorheesville D. & H..... Interlocking. * **East New York Mills...D. L. & W..... Interlocking. New York Mills....N. Y. O. & W..... Interlocking. * ****Clark MillsN. Y. O. & W..... Interlocking. Schenectady, Center St. D. & H..... Interlocking. *A signal indicating stop may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box at crossing, opened crossing switch and complied with instructions in the box located at the crossing. After train passes, crossing switch must be closed and box locked. **A train standing on Track No. 6 east of crossing, Track No. 5 west of crossing, must not pass "clearing section" signs located 120 feet in rear of dwarf signals governing movements from these tracks except to move over crossing. ***N. Y. C. signals will indicate stop and must be operated by trainmen in accordance with instructions in box marked "N. Y. C. Signal Control" located on post adjacent to and southwest of crossing.

98. DRAWBRIDGES.

Location

New Hamburg......Wappinger's Creek....Interlocking.

Crossings protected by automatic flashing light signals, short-arm gates or bells.

- as to cause unnecessary operation of the crossing protection, a member of the crew must be stationed at the crossing and facilitate the safe movement of highway traffic over the crossing.
- When movement over crossing on main track has been completed and a reverse movement is then made, crossing must be protected by a member of crew. Rule 103-A modified accordingly.
- a side track not provided with track circuit to cause operation of crossing protection, it must be protected by member of train crew.

facilitate the safe movement of highway traffic over the crossings. Push buttons and instructions for their use are in locked boxes at the crossings.

TAT	VIIA TUTATO	
Location Staatsburg Stuyvesant	River Street Station Crossing	For Track Nos. 1-2-3-4 4
Mohawk Division	RALING LALINE	beyeiq
M	IN LINE	
West Albany	Fuller Road	1-2-4
Little Falls	Lock Street	1-2-3-4
North Ilion	Railroad Avenue	1-2-3-4
Oriskany	River Street	1-2-3-4
Wampsville	Wampsville Road	3-4
No. Chittenango	New Boston Road	3-4
	Chittenango Road	3-4
WE	ST SHORE	
Voorheesville	Voorheesville Road	
	5	-6 and side track
FT 0	C D	

T. & G. BRANCH

Monroe Street 1-2 side tracks Troy At the following crossings "End of Highway Circuit" signs are installed and trains or cars must not be left standing between signs and crossings. Train or engine stopping back of sign one minute or longer should not proceed over crossing until it is known that the automatic crossing protection is operating.

Hudson Divisio	n ADMITCHE BOL
Location	MAIN LINE Sign For
Stuyvesant	Station Crossing Track 4 westward
Mohawk Divisi	a search an older a state of the
West Albany	MAIN LINE Fuller Road Track 4 eastward and westward
Little Falls	Lock Street Track 3 westward Track 4 eastward
. North Ilion Whitesboro Oneida	Railroad Avenue Track 4 eastward Mohawk Street Side Track eastward Warner Street North Side Track eastward All Side Tracks
· Charles Same	north of Track 4 westward
「「「「「「」」」」」、「「」」、「「」」、「「」」、「」」、「」、「」、「」、	WEST SHORE
	Mill Road Track 6 eastward m Minaville Road Side Track eastward Track 5 westward
	. & G. BRANCH
Troy	Main Street Track 1 westward
Herkimer Side tracks at the track circuits to but trains or eng	MER-POLAND BRANCH State and Albany Main Track north- Streets ward and southward following crossings are provided with cause operation of crossing protection, ines must not proceed over crossing on t is known that the automatic crossing ating.
Mohawk Divisi	
Location	MAIN LINE Crossing
Fonda	Center Street Broadway
Little Falls Whitesboro Oneida	Lock Street Mohawk Street Warner Street (All tracks north
Canastota	of Track 4) Peterboro Street
	WEST SHORE
Sprakers	Sprakers Road
Troy	& G. BRANCH Monroe Street (Side Tracks south
On two or more ma the current of tra following crossing	of Main Track 2) ain tracks, movement of trains against ffic must not exceed slow speed over the gs.
Hudson Divisio	n and a state of the
Location	MAIN LINE Crossing
Chelsea Hudson Newton Hook Rensselaer	Bank Street Atlas Cement Co. Private Crossing
Mohomit Divisi	19 MAR MART, AND DARROW, ARAM RAW, OF
Monawk Divisi	MAIN LINE
West of Green Verona	ans Wyatts Crossing Tracks 1-2 way Blackmans Crossing New London Road
	WEST SHORE Mill Road
Voorheesville Guilderland So. Schenecta	Voorheesville-Guilderland Road
East of So. Amsterdam Frankfort	Cushing Stone Co. Private Crossing
T. Rensselaer	. & G. BRANCH Central Avenue
Troy Train or engine move specified below unti	Monroe Street ments must not be made over crossings 1 the following requirements have been
met.	g trains or engines over the following
Hudson Division	a la contrata interplation and and a statistical and a statistica and a statistical
Location	MAIN LINE Crossing

Signals

98. RAILROAD CROSSINGS AT GRADE.

- 103. PUBLIC CROSSINGS AT GRADE.
 - GENERAL
 - When switching, or when train or cars are left standing so
 - When train or engine movement is made over crossing on

LOCAL

Manual controls are provided at the following crossings to Hudson Division

MAIN LINE

Mohawk Division	12 1979 Continued to Martin
Amsterdam	Main Street (Kelloggs Branch)
	ST SHORE
So. Bethlehem Feura Bush	Jericho Road Clarksville Road
Pattersonville	Route 5-S
So. Amsterdam	Bridge Street
a	Minaville Road
Canajoharie So. Fort Plain	Church Street River Street
So. Little Falls	Flint Avenue
Later of Manager and Market Market	Bellinger Street
Jacksonburgh	Ft. Herkimer Road
So. Utica	Rutger Street
	Bacon Street Albany Street
	Kossuth Street
	Mohawk Street 7 A.M. to 7 P.M.
	Eagle Street
	Conkling Avenue Taylor Avenue
	Square Street
	Brinkerhoff Avenue
	Seymour Avenue Arthur Street {7 A.M. to 7 P.M.
	Kemble Street Oneida Street
	Genesee Street
Terra a presso trates	Sunset Avenue
Clark Mills	Clinton Street
Hecla Vernon	Hecla Road Vernon Street
Vernon	Dairymans League Crossing
Oneida Castle	Broad Street
1949 - 1973 - 1948 - 1948 - 1923 - 1923 19	State Street
Wampsville	Court Street
Canastota	Peterboro Street Main Street
Chittenango	Chittenango Road
THE PROPERTY OF A DEPARTMENT OF	G. BRANCH
Troy	Main Street (Yard Tracks)
Т. &	S. BRANCH
Aqueduct	Aqueduct Road
Cohoes	Manor Avenue
HERKIMER-	Poland Branch Caroline Street
Herkiner	King Street
	Harter Street
	German Street
	Protection Avenue
	Glendale Place Eastern Avenue
	Albany Street
	State Street
Kast Bridge	Kast Bridge Road
Middleville	Main Street
Rome	TRIAL TRACKS Dominick Street
Kome	
	Mill Street
	Bouck Street
	George Street
	Whitesboro Street
	James Street Ridge Street
and the stray Rout O. of	
	stop not less than 25 feet, or more
	the following crossings before pro-
ceeding over these cro	ssings:
Mohawk Division	Now York Mills
Location	ST SHORE Crossing
West of Ravena	State Highway Crossing
East of Vernon	Bronsons Crossing
Mohawk Division	IN LINE
Uneida:	imponitible by realized interrory will be
Street Crossing a	112 cars and engine between Lake nd Stickney Crossing east of Oneida. op at automatic signal 26403, in-

When trains stop at automatic signal 26403, instead of standing indefinitely at that location, trains should be moved to Lake Street. If more than 114 cars are being handled, sufficient number of cars should be cut off to open Lake Street Crossing, at

the same time leaving Stickney crossing open.

Voorheesville:	WEST SHORE	105. SIDINGS.
	rols for flashing light signal and electric	Peekskill:
	gates at Voorheesville Road operated by	Eastward movement must not h
	in passenger station operates controls	train on the westward station s
at all othe	er times. Notice must be given to Signal-	been received from signalma Signalman must not permit
	switching moves are to be made and when	made on this track, until it is
completed.	Ruck childer and manual structure denses in the state	Two or more Tracks:
104. SWITCHES.	Canajohnie Church Str	Capacity based on 44-foot cars.
Type 22 Switche	S. Provide the second	breathanh learl' ounsil haorlie?
	Type 22 switch in the trailing position,	Oscawana:
the route is	clear.	Eastward, between remote con trolled switch and SS-CD
	104d modified accordingly.	Poughkeepsie:
Spring Switches.	aste avoalle e	Westward, between remote co
	nes stopped while trailing through switch	trolled switch and Signal St
	sition must not take slack or make reverse	tion 58
	nless switch is properly lined. t not unlatch lever for hand operation until	Eastward, between Signal Statio
	ts have completed automatic movement	60 and sign reading end automatic block
	ne passage of train or engine.	Hudson:
Unionville:	rul graups	Westward, between remote co
	of Track No. 7 Connection and Track No.	trolled switch and Signal Si
	ion. Normal position is for Track No. 7.	tion 82
	movements will trail this switch. stopped at interlocking signals, trainmen	Eastward, between Signal Stati
	ain instructions from Train Dispatcher.	84 and remote controlled swit east of Signal Station 82
Additional	l instructions in telephone box located at	Note: Trains or engines operat
	. 5 Connection interlocking signal.	must secure permission from
Electrically Locke		proceeding east of "End of C
	switch machine must be operated as	of ladder track, 160 feet west
follows:		governing eastward movements Schuyler Jct.:
To unlock	c, remove padlock and wait three (3)	
minutes		Westward, between Signal Station 29 and remote controlled swit
	icator is lighted the switch is unlocked.	8500 ft. west of Signal Stati
	padlock in the normal keeper will time e switch.	29
Switches ele	ctrically locked by Signal Station must be	Rome
operated i	in accordance with instructions posted in	Oneida:
	elephone box adjacent to switch.	Between Tracks No. 3 and No. 4
Location	Route Control	Voorheesville:
Roa Hook	Track No. 1 to siding. From SS-37.	First Track north of Track No.
Hudson Carman	Track No. 1 to siding. From SS-84. Track No. 4 to siding. From SS-7.	Second Track north of Track No. 5
South Schenectady	Carman Detour to From SS-7.	Track south of Track No. 4
a set a statement of the	Government Plant.	New York Mills
Schenectady Sand Bank	Track No. 4 to siding. From SS-8.	Single Track:
Sand Bank East end of yard	Track No. 3 to Track	Cohoes
Jacob ond of yard	No. 4 From SS-8.	Crescent
East end of yard	Track No. 4 to Yard. From SS-8.	Aqueduct
Fonda		South Amsterdam Canajoharie
East of SS-16 West of SS-16	Track No. 4 to siding. From SS-16.	Oneida Castle
West of SS-16	Track No. 3 to Track No. 4. From SS-16.	107. STATION STOPS.
	Track No. 4 to siding. From SS-16.	
Utica	Rome short B	Hudson: Eastward passenger, mail and e
East of SS-30	Track No. 2 to Siding. From SS-30.	tion stop will not proceed to
East of SS-31 (2 swit West of SS-31	ches) Track No. 4 to Yard. From SS-31. St. Lawrence Main Track	ceed indication is given by
11 COU OI DO-01	to South Siding From SS-31.	permission is received by tel
Oneida	Track No. 4 to O. &	Signal Station 84.
	W. Connection. From SS-39.	Eastward passenger, mail and extra than a schedule stop or an extr
Veenheerille	Track No. 4 to yard. From SS-39.	to receive or discharge passeng
Voorheesville	Track No. 5 to Track No. 6. From SS-NS.	Engineman by signal 16-(d) a
	Track No. 4 to Track	Automatic Signal 11502 and
	No. 5. From SS-NS.	phone from Signalman at Sig
NT	Track No. 4 to siding. From SS-NS.	and make station stop.
New York Mills	Single track to Track	Oneida:
Crosses	No. 6. From SS-NF.	Westward passenger, mail an station stop, must not proceed
104a. NORMAL POSIT		to station platform until oth
	GENERAL	displayed by the home signal.
	: Except where derails are provided, the	109. BULLETIN BOARDS AND BOOR
	of siding switches is: eastward track.	
	westward track.	Harmon: Enginemens room, Croton-on-Hudson: Rest car.
	LOCAL	Peekskill: Passenger station.
		Poughkeepsie: Engine house
South Amsterdam		
Track No. 5.		Hudson: Signal Station 84.
Track No. 5. Frankfort: Begin	ning of Double Track, M. P. 220 for Track	Selkirk: Diesel Fuel Station
Track No. 5. Frankfort: Begin No. 5.	ning of Double Track, M. P. 220 for Track est Shore, for Main Line connection.	

	Rensselaer: Diesel Fuel Station; yard masters office.
and renal	Albany: Station masters office.
be made by any engine on siding, until permission has	Troy: Vard office telegraph office
nan at Signal Station 3	
t another movement to h	
t is known to be clear.	Fonda: Signal Station 16.
allal altitude was a	Little Falls: Freight house.
rs. West- East- and Eas	
ward ward ward con-	Utica: Engine house; yard masters office; station mas- ters office.
206	Rome: Freight house.
	Oneida: Freight house.
con- Sta- 154 ation	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.
l of	Syracuse: Crew dispatchers office.
1/60	
	DESIGNATION AND USE OF MAIN TRACKS.
con-	Hudson Division.
Sta- 246	D-151. stand de fastal aldite been heinel ;heeneril
vitch	Tracks are numbered from the south and will be used as follows:
334	Two Tracks:
rating in Hudson West yan n signalman at SS-82 befor Circuit" sign located sout est of two-unit dwarf sign	e Signal Station 71 and Signal Station 98. No. 2, Eastward.
nts at SS-82. ation	Between Signal Station 90 and Signal Station SM. No. 4, Eastward. No. 3, Westward.
vitch	Four Tracks:
ation	Between Croton-on-Hudson and Signal Station 37.
191 173 194	Signal Station 43 and Signal Station 71.
115 abianting	No. 4, Eastward—Passenger.
. 4 187	No. 2, Eastward—Passenger. No. 1, Westward—Passenger.
and the second second second second	No. 3, Westward—Passenger.
0. 5. 89	Mohawk Division.
0.5. 69	Single Track:
60	Between Signal Station 7 and WH.
9 41	Green Island and Schenectady Dolgeville and Little Falls.
43	Herkimer and Poland. Signal Station 31 and a point 3419 feet west
9	of Signal Station 31.
$ \dots $	Ravena and Unionville.
191	South Amsterdam and Frankfort. New York Mills and Kirkville Junction.
17	Nore: On single track westward or southward trains
Called Trockers The South Pro-	are superior to eastward or northward trains of the same class, unless otherwise specified.
l express trains making st to station platform until pr	
y automatic signal 11502 telephone from signalman	Tracks are numbered from the south and will be used as
avarage trains making ath	Two Tracks:
express trains making oth xtra passenger train stoppin engers, Conductors will noti and Engineman will stop	g Between Signal Station 100 and Troy. Signal Station 98 and Signal Station A.
d receive permission by tel Signal Station 84 to proce	Rock Cut and a point 1145 feet east of Central Avenue Bridge No. 364, West Albany. No. 2, Eastward.
	No. 1, Westward.
and express trains makin eed past Lake Street, Oneio other than stop indication	a Signal Station SM and Signal Station SK. No. 4, Eastward.
al.	No. 3, Westward.
OKS.	Between Unionville and Voorheesville.
m.	Signal Station RJ and South Amsterdam.
on.	Frankfort and New York Mills.
se; passenger station.	No. 6, Eastward. No. 5, Westward.
4.	The Western Handler
don; eastbound classification di masters office; westbour	d No. 4, Eastward.
	No. 5, Westward.

- o. 2, Eastward-Passenger.
- o. 1, Westward-Passenger.
 - o. 3, Westward-Passenger.

nal Station 7 and WH. en Island and Schenectady geville and Little Falls. kimer and Poland. al Station 31 and a point 3419 feet west Signal Station 31. ena and Unionville. th Amsterdam and Frankfort. York Mills and Kirkville Junction.

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.

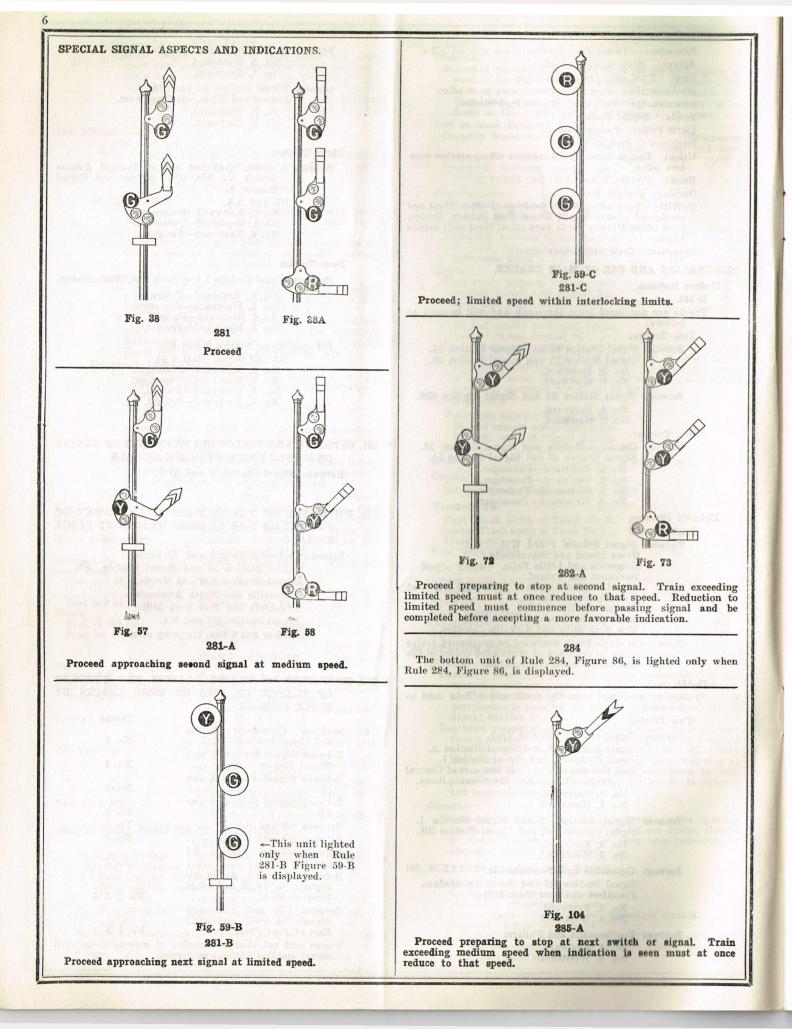
D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

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	i aprocessi dece op escit Subpere
East of Fort Plain	No. 1 & 3
Trains will not change direction	of movement h

Trains	will	not	change	direction	of	movement	between
signa	l sta	tions	s withou	it protecti	on.		



When running with the current of traffic and Interlocking 290. Signal at FE 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 passen-ger 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. 13081, must be opened promptly to cause automatic signals to indicate "Stop, then proceed at restricted speed".

515 WHEEL BASE.

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

605. INTERLOCKING LIMITS.

Mohawk Division:

	Location	Traoks
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
	nts against the current of tran nal indication.	uc may be made

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:

a cacepo ao	•		
SS-37	SS-101	88-1	88-31
SS-98	SS-A	NA	
SS-99	SS-B	HF	
SS-100	SS-D	SS-30	
and the second sec	CONTRACT AND DESCRIPTION OF MANY		

Rule 611 modified accordingly.

701. TRAIN INSPECTION SIGNALS.

	ks 2, 1, 3, 4
Indications given by these si	ignals are as follows:
ASPECT	INDICATION
Flashing Lunar White	No apparent defects
Flashing Red	Stop and inspect train
Steady Lunar White or	a draw of the by the server
absence of a light	No inspection
Rule 701 modified according	ly. botesta and sti

703. MAKE-UP OF FREIGHT TRAINS.

- Cabooses 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, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.
- Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.
- The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points must stop to unload mail.
- A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.
- Mail should not be carried on trains not regularly 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	Jacks	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.
- 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 Rotaire 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 DEs-3 locomotives, the blower speed must be LOW, except that in road service, when the sustained cur-
- rent 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		Track No. 4
East of Automatic		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

- 7100 to 7118 running backward
 30

 Diesel engines Nos. 1000 to 5104, 6600 to 6903,
 30

 7100 to 7118 running backward by night over
 15

- 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,

- Diesel Engines operating through water (Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.)
- Rail Detector car X8015.

an a				Contrast of the		
Snow plows and flangers Switches and crossovers, other tha when diverging Trains with snow loader and sn	in int	erlock	ing,	35 15		
in service						
Trains with dead engines not having all side or main rods						
Work trains with cranes moving on their own wheels Wrecking Cranes except X13 to X16 handled						
in wrecking Cranes except X13 to X16 handled Wrecking Cranes X13 to X16 handled in wreck-						
ing service At night, over all facing point switches, when operating agai traffic in automatic block si where switch lamps are not in	hand nst c gnal	opera urren terri	ated t of tory	40 15		
		Tra				
MAIN LINE:	No.1	No.2	No. 3	No.4		
Diesel Engines, Nos. 1000 to 8357, light or with caboose: Croton-on-Hudson and Rensse-						
laer JC and Signal Station 44	50 50	50 50	50 35	50 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 3500 Tons to 4800 Tons Inclu-	60	60	60	60		
sive: SS-CD and SS-58	55	55	55	55		
SS-58 and SS-90	60	60	60	60		
SS-90 and Rensselaer JC and SB	55 60	55 60	45	45		
SB and Amsterdam	60 60	60	45 60	45 60		
Amsterdam and FE	55	55	55	55		
FE and SS-34 SS-34 and Rome Passenger	60 60	60 55	60 60	$\frac{60}{45}$		
Station Rome Passenger Station and		55	60			
SS-41 SS-41 and SS-44	$\begin{array}{c} 60\\ 55\end{array}$	60 55	60 55	60 55		
4800 Tons to 7800 Tons Inclu- sive:		50	EQ	50		
SS-CD and SS-58 SS-58 and SS-90	50 55	50 55	50 55	$\frac{50}{55}$		
SS-90 and Rensselaer	50	50				
JC and SB	55	55	45	45		
SB and Amsterdam Amsterdam and FE	55 50	55 50	$\frac{55}{50}$	$\frac{55}{50}$		
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		
SS-41 and SS-44	50	50 50	50	50		
7800 Tons to 9000 Tons Inclu- sive:		0				
SS-CD and SS-58 SS-58 and SS-90	45 50	$\begin{array}{c} 45\\ 50\end{array}$	$\begin{array}{c} 45 \\ 50 \end{array}$	$\begin{array}{c} 45 \\ 50 \end{array}$		
SS-90 and Rensselaer	45	45				
JC and SB		50	45	45		
SB and Amsterdam Amsterdam and FE	$50 \\ 45$	$50 \\ 45$	$50\\45$	$50 \\ 45$		
FE and SS-34	50	45 50	40 50	49 50		
SS-34 and Rome Passenger Station	50	45	50	45		
Rome Passenger Station and SS-41	50	50	50	50 45		
SS-41 and SS-44 9000 Tons to 11,000 Tons In-		45	45	45		
clusive:		45	45	45		
SS-CD and SS-58 SS-58 and SS-90		45 50	45 50	$\frac{45}{50}$		
SS-90 and Rensselaer	45	45	00	50		
JC and SS-44	45	45	45	45		

and the second		Trac		
	No.1	No.2	No.3]	No. 4
Passenger, Mail, Express and Milk Trains, including Rail Diesel Cars, Class RDC:				
18 Cars or Less:				
Croton-on-Hudson and Mile Post 51, westward trains; Mile Post 52 and Croton-				
on - Hudson, eastward trains	60	60	60	60
Mile Post 51 and Signal Station 90, westward trains: Signal Station 90 and Mile Post 52, east-				
ward trains	70	70	70	70
selaer	75	75		
JC and SB	75	75	45	45
SB and Little Falls Little Falls and SS-44	75 80	75 80	60 60	60 60
Passenger, Mail, Express and Milk Trains:				
19 to 25 Cars Inclusive:				
Croton-on-Hudson and Mile Post 51, westward trains:				
Mile Post 52 and Croton- on - Hudson, eastward	60	60	60	60
trains Mile Post 51 and Signal Station 90, westward	00	00	00	00
trains: Signal Station 90				
and Mile Post 52, east- ward trains Signal Station 90 and Rens-	70	70	70	70
selaer	75	75		
JC and SB SB and SS-44	75 75	75 75	45 60	45 60
Same and the Olympic reaction and the second state of the second s				
Passenger Trains: 26 to 30 Cars Inclusive:				
Mail, Express and Milk Trains: 26 to 40 Cars Inclusive:				
Croton-on-Hudson and Mile				
Post 51, westward trains: Mile Post 52 and Croton-				
on - Hudson, eastward				
trains	60	60	60	60
Mile Post 51 and Rensse- laer, westward trains: Rensselaer and Mile Post				
52, eastward trains	70	70	70	70
JC and SB	70	70	45	45
SB and SS-44	70	70	60	60
Trains NC-1, BB-1, BN-2, and BNB-2:				
60 cars or less with Pacemaker equipment only: Croton-on-Hudson and Mile				
Post 51, westward trains: Mile Post 52 and Croton-				
on - Hudson, eastward			-	00
trains Mile Post 51 and SS-90, westward trains: SS-90		60	60	60
and Mile Post 52, east-		A	60	ar.
ward trains	70	70	70	70
JC and SB SB and SS-44	70 70	70 70	$\begin{array}{c} 45 \\ 60 \end{array}$	45 60
Passenger, Mail, Express and		one "		
Milk Trains: With Freight Equipped Cars:				
Croton-on-Hudson and Rens-	- NGAR			00
selaer		60	$\begin{array}{c} 60 \\ 45 \end{array}$	$\begin{array}{c} 60 \\ 45 \end{array}$
JC and SB	60	60	4.)	

	-You Kit	Trac	ks	
	No.1]		and the second second second	No. 4
Trains with Steam Cranes, ex- cept as above:				
Croton-on-Hudson and Rensse-		ic la		
laer JC and NA	$\frac{45}{45}$	45 45	45 35	45 35
NA and Signal Station 26 Signal Station 26 and Signal	45 45	45 45	35 45	35
Station 34 Signal Station 34 and Signal	45	45	35	35
Station 39 Signal Station 39 and Signal	45	45	45	35
Station 44	45	45	35	35
Work Trains:				
Croton-on-Hudson and Rensse- laer	40	40	40	40
JC and NA	40	40	35	35
NA and Signal Station 26 Signal Station 26 and Signal	40	40	40	35
Station 34 Signal Station 34 and Signal	40	40	35	35
Station 39	40	40	40	35
Signal Station 39 and Signal Station 44	40	40	35	35
		Trad	eks	
	No.4			
VEST SHORE:	03(02.1)			
Engines, light or with caboose: Unionville and Kirkville Junction	35	35	35	35
Work Trains: Unionville and Kirkville Junction	35	35	35	35
Freight Trains: Less than 3500 Tons:				
Unionville and SS-RJ	45	45	45	
SS-RJ and Kirkville Junction 3500 Tons to 4800 Tons Inclusive:	10	35	35	35
Unionville and SS-RJ	40	40	40	0.7
SS-RJ and Kirkville Junction		35	35	35
4800 Tons to 7800 Tons Inclusive: Unionville and Kirkville Junction	35	35	35	35
More than 7800 Tons: Unionville and Kirkville Junction	30	30	30	30
Mail, Express and Milk Trains:				
10 cars or less:				
Unionville and South Schenec- tady	45	60	60	
South Schenectady and Signal Station RJ	45	50		
Signal Station RJ and Harbor.	them (40	40	40
Harbor and Kirkville Junction. 11 to 14 cars inclusive:		35	35	35
Unionville and South Schenec-				
tady South Schenectady and Signal	45	55	55	
Station RJ	45	50		
Signal Station RJ and Harbor. Harbor and Kirkville Junction		40 35	$\frac{40}{35}$	$\frac{40}{35}$
15 to 25 cars inclusive:		50	50	
Unionville and Signal Station RJ Signal Station RJ and Harbor	45	$50\\40$	$50\\40$	40
Harbor and Kirkville Junction		35	35	35
26 to 40 cars inclusive:	1	45	45	-
Unionville and Signal Station RJ Signal Station RJ and Harbor	45	45 40	45 40	40
Harbor and Kirkville Junction.	10 PTC	35	35	35
Passenger Trains, including Rai Diesel Cars, Class RDC:				
10 cars or less:				
Unionville and South Schenec		60	60	
south Schenectady and Signa		60	60	
Station RJ	. 45	50	40	40
Signal Station RJ and Harbor. Harbor and Kirkville Junction.	Lind 1	40 35	$\frac{40}{35}$	40 35
Law out which have a start white o the oton .				

Tracks No.4 No.5 No.6 11 to 18 cars inclusive: Unionville and South Schenec-45 55 55 tady South Schenectady and Signal Station RJ 45 50 Signal Station RJ and Harbor.. 40 40 40 Harbor and Kirkville Junction. 35 35 35 Passenger, Mail, Express and Milk Trains, with freight equipped cars: Unionville and Signal Station RJ. 45 45 45 Signal Station RJ and Kirkville Junction 35 35 35 LOCAL Unless Otherwise Restricted. Main Line: Peekskill, curve at station and first curve west. 35 curve east of M.P. 44.... 50 66 Peekskill, station platform, Track 2, Cranes X13 to X16, stop and proceed with caution Garrison, to discharge mail..... 20 Cold Spring, to discharge mail..... 20 Cold Spring, Cranes X13 to X16, passing station platform, track 4.... 10 Beacon, Cranes X13 to X16, passing station platform, track 4..... 10 New Hamburg, Cranes X13 to X16, passing station platform, tracks 3 and 4.... Camelot, Cranes X13 to X16, passing station platform, track 4.... 6 Poughkeepsie, Mile Post 72 to Mile Post 74. 60 Tracks No. 1 and No. 2.... Poughkeepsie through station. Tracks No. 3 and No. 4..... 40 Poughkeepsie, to discharge mail..... 20 Poughkeepsie, Cranes X13 to X16, passing station platform, tracks 3 and 4.... 6 20 Hudson, to discharge mail..... " curves at station..... 45 Signal Station D. Rule 290 10 Rensselaer, SS98, Cranes X13 to X16, passing Dwarf Signal, Track 1.... 6 Signal Stations 100, A, B, 8 and 31. Rules 287, 288 and 290..... 10 Rensselaer, curve at station..... 20 Rensselaer and West Albany, Tracks No. 3 and No. 4 15 Hudson River Passenger Bridge..... 20 Albany Passenger Station and Spencer St. Bridge No. 354A..... 15 Spencer St. Bridge No. 354A and Broadway Viaduct Bridge No. 355..... 25 Hudson River Freight Bridge and Montgomery St. Bridge No. 354E together with intermedi-15 ate bridges Signal Station A and B. 15 Rule 281, figure 37..... Albany and JC Passenger, mail, express and milk trains 16 cars or less Tracks No. 1 and No. 2..... 40 17 cars or more Tracks No. 1 and No. 2..... 30 Freight, work trains and light engines Track No. 1, westward movements 25 Track No. 1, eastward movements 15 Track No. 2 15 Curve 1320 Ft. east of Central Ave. Bridge No. 364, West Albany, Track No. 2..... 70 Between M.P. 149 and JC

Track No. 1, eastward movements...... 55

Schenectady grade curves	
Between M.P. 158 and M.P. 159 Track No. 1	60
Track No. 2 Schenectady between State St. and Br. 381	55
Tracks No. 1 and No. 2	45
Tracks No. 3 and No. 4	20
To discharge mail	40
HF All Dwarf Signals Rule 281 Fig. 37 and Rule 282 Fig. 64	45
Amsterdam West end of Kellogg's Yard	AND .
Crossover Track No. 3 to Track No. 4 Crossover Track No. 4 to Track No. 5	10 10
Between Mile Post 177 and Mile Post 175 Track No. 4	45
Tribes Hill, curve between Mile Post 181.3 and Mile Post 182.3	20
Tracks No. 1 and No. 2 Tracks No. 3 and No. 4	$\begin{array}{c} 60 \\ 45 \end{array}$
Fonda To discharge mail	40
First curve east of Fonda (Fair Ground curve)	
Track No. 3 Between Mile Post 187 and Mile Post 185,	45
Track No. 4	45
Crossover Track No. 3 to Track No. 4	10
Crossover Track No. 4 to siding Yosts, Big Nose curve between Mile Post 191.9	10
and Mile Post 192.9 Tracks No. 1 and No. 2	60
Tracks No. 3 and No. 4	45
Fort Plain FW all dwarf signals Rule 281 Fig. 37 Bule 282A Fig. 71	
Rule 281 Fig. 37	45
Rule 282A Fig. 71 Rules 281 and 282A modified accordingly.	45
Little Falls, Curve between Lock St. and Passen- ger Station	9
Tracks No. 1 and No. 2	60
Tracks No. 3 and No. 4	45
Over Bridge 483, Mile Post 232.35, west of North Frankford, Track 2, Cranes X13 to X16	6
Schuyler Junction and Utica: SS-29 to First Interlocking Signal SS-30,	
Track No. 3 First Interlocking Signal, SS-30, to Washing-	45
ton St. Crossing, Track No. 3	35
Washington St. Crossing to end of curve 600 feet east of East Genesee Street Bridge, Track No. 4	35
600 feet east of East Genesee Street Bridge to	
switch east of SS-29, Track No. 4	45
Utica Signal Station 30. Tracks No. 1 and No. 2	50
Signal Station 31. Track No. 2	50
Oriskany, between Mile Post 244 and River St., Track No. 3	45
Signal Station 34. Rule 287, figure 110 and 112	20
Between Rome Passenger Station and SS-34, Track No. 4	45
Rome Industrial tracks, over or through streets	8
Air Depot Reservation track	20
Rome, Signal Station 34, Track 1, Cranes X13 to X16	10
Oneida To discharge mail	
Canastota, between Mile Post 269.4 and SS-41,	40
Track No. 3	45

North Chittenango

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

Hudson River Connecting R.R.

Signal Station 90 and Signal Station SM. Tracks No. 3 and No. 4
Signal 186 and Signal Station 90 Track No. 4, Trains 4300 tons or more
Signal Station SM and Signal Station SK. Tracks No. 3 and No. 4

West Shore.

Unionville. Track No. 5, eastward movements through	
spring switch	6
Westward movements through spring switch. Fultonville, over Main St	30 6
Sprakers, Rock Cut Mile Post 185.2 and Mile	
Post 185.9	15
Canajoharie, curve east of station	10 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 Jct., Cranes X13 to X16	25
Fast 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 5
Steam Cranes over Trestles Dolgeville, over Main Street	5
	v
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:

45

45

40

30

30

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, 5500 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 vard 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.

Whiteshoro:

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

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

Trov:

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	Carry equipment in	following location:	
when rear car is	ahead is	Storm clothing	Container and lanterns	
Pullman Obs Pullman Private		On door catch of nisle door next to rear car if drawing room is next to rear car. If not, place in rear ves- tibule of car next to rear.	next to rear out of passageway and s placed as to avoi	
and they's	Coach	Rear of coach.	Rear of coach.	
Pullman, without obser- vation end.	e <mark>rlan oran oranga</mark> Al Sala releviti and orangaista	On door catch of asle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to per- sons 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:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Harmon . Peekskill . Poughkeepsie . Albany . Utica . Utica . Syracuse .	Westward Westward Eastward Westward	Montrose Camelot Teller's Crossing S. S. 1. S. S. 31. S. S. 29.	S. S. 37. S. S. 58. S. S. 98. S. S. 1. S. S. 31. S. S. 29.

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

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

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

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

Main Line

Main Line:		
Location	Description	Tracks
Oscawana "	Station Foot Bridge	2 2-1-3 4-2-1-3
Crugers	Overhead Highway Bridge	4-2-1-3
Montrose	Overhead Wire	Standard Coated Products Inc.
	Temporary Shed	Montrose Clay Products Com- pany Siding
« Peekskill "	Signal Bridge. Signal Bridge. Fleischmann's Overhead Bridge. Station Foot Bridge East of Sta- tion.	4 4-2-1-3
		Siding
"	Station Foot Bridge West of Sta- tion	
"	Little Tunnel	2-1

Main Line:(Co	ontinued)	a resident and	Main Line:(Co		
Location	Description	Tracks	Location	Description	Tracks
4. 4.	Tower 40 Tunnel Fort Montgomery Tunnel Livingston Overhead Bridge Private Overhead Bridge	2-1	West Albany	Prospect Ave. Bridge Watervliet Ave. Bridge	3 2-1-3-4-6 Yar Tracks Nort End of Bridg
Garrison	Overhead Highway Bridge Garrison Tunnel	4-2-1-3	"	Wheel Shop (Overhead Steam Pipe)	We reprind to second the
Cold Spring	Breakneck Tunnel	4-2-1-3	"	Prospect Ave. Yard	W. G. Morton
	N. Y., N. H. & H. R. R Overhead Highway Bridge			High Bridge Carman Road	
"	M. of W. Dept. Storehouse Durisol Company	Brickshed Track	44 44	Altamont Ave Carman Detour	2-1-3-4 2-1-3-4
	Station Foot Bridge			Crane Street	
"	Draw Bridge Overhead Highway Bridge	4-2-1-3		Erie Boulevard Glenville Road	
	N. Y. Trap Rock Corp. Shed N. Y. Trap Rock Corp. Con-		n anna - Cara Sara Ing Cara Ing Cara Ing Cara		4-5-6-7-8-
	veyor Bridge	No. 4	"	B. & M. Bridge	2-1-3-4
		1 inside Fence		Detour Bridge	
4	Signal Bridge I.B.M. Co. (Overhead Bridge) I.B.M, Co. (Bridge Crane &	4-2-1-3	"	Foot Bridge Bridge Street	2-1-3-4
	Conveyor)	I.B.M. Siding No. 2-A		Bridge Street.	House Track
	Union St. Overhead Bridge	4-2-1-3-5		Br. 451	
4	Main St. Overhead Bridge Hoffman St. Overhead Bridge	4-2-1-3-5 2-1-3 Siding	St. Johnsville	Bridge Street	2-1-3-4 Midd
	Signal Bridge Marist Bros. Overhead Foot Bridge			Highway	North No. 4 2–1–3–4 Sidin
"	A. C. Dutton Lumber Co. Shed.		North Frankfort	Frankfort Road	South of No. 2-1-3-4
Hyde Park	Sexton's Overhead Bridge	4-2-1-3	Utica	Jumpover.	2-1-3-4
	Signal Bridge Overhead Farm Bridge		"	Genesee Street Barnes Avenue	16 - 14 - 12 - 10 - 8 2 - 1 - 3 - 4
"	Hoyt's Overhead Farm Bridge			Careys Crossing	
	O. Mills Overhead Bridge Dinsmore's Overhead Bridge		Rome	Mohawk River	2-1-3-4
"	Dinsmore's Overhead Bridge	4-2-1-3		Wheelers Road Bridge	
"	Overhead Private Bridge Miss Parker's Overhead Bridge	4-2-1	C Y BALAON	Diago	
Rhinecliff	Baggage Crossing D. Merrit Overhead Bridge	2-1-3 4-2-1-3	West Shore:		
Barrytown	DeLano's Overhead Bridge Private Overhead Bridge	2-1-3 4-2-1	South Bethlehem	Crushed Stone Elevator	Callahan Roa Improvemen Co.
	Overhead Highway Bridge		Feura Bush		et et
	Hunt's Overhead Bridge Universal Atlas Cement Co. Over-		and the second	Crushed Stone Elevator	Colprovia Ma terials, Inc.
	head Bridge	2–1–E. B. Siding 1 West		Sig. Br. W222S	4 & 5
		Yard — W. B. Siding, Upper 2-3	Canajoharie	Bowman's Creek	ing Co. tra
"	Ferry St. Overhead Bridge		angan n.		Street
"	Fleet St. Overhead Bridge Newton Hook Brick Co. Over-	2-1	Mohawk	Smith's Highway Br. W 309.	Main
۷	head Bridge Newton Hook Brick Co. Brick			Br. W 313 Wires	Remington Ra
Rensseleer	Shed Herrick St. Bridge	to Shed	D. FOGRES		East of Stati Side-tracks 7, 10
	THITTH F.F.	5-7-9-11-13-15-17	L DURION	Wires	Frankfort Uni Fork&Hoe(
"	Broadway Viaduct	ga Water, All	the second of the second second second	Steampipe	Thenly & TT C
4	Mile I Det Dile	minal tracks		Br. W 330.	Mohawk Met
	Maiden Lane Foot Bridge	3-4 Sand Lot Lead. WYE	All and the second s	Wires	Prod. Co.
<u></u>	Livingston Avenue Foot Bridge.		WE FEEL ALM SHEEKS SEC.	Wires	Com
	Hudson River Passenger Bridge.	2-1	New York Mills	Br. W. 341 Wires	5 & 6 Mill No. 2
	Hudson River Freight Bridge Broadway Viaduct		" "	Guy Wire Private Road	
мовцу	broadway vladuct	2-1-0-4	vernon	111/200 1020	TATSHI TLSCK

Location Description		Location	Description	Tracks
	profile and goild and the	Rome Old Line		i ogtrætter
Censselaer Foot Bridge			Wires	New England Box Co.
ron Works Troy-Menands Highwa	Joint Co.	د	4	Spargo Wire C
		ď	a	Revere Copper
Troy Union R. R.:		a the second	Power Cables	Brass Co.
roy Fifth Avenue			Power Cables	Corp.
" Liberty Street roy			۷	Revere Copper
" Signal Station 1		C C C		Brass. Inc.
" Signal Station 2			Steam Pipe Conveyors	
" Hutton Street Hoosick Street			Doorways	Revere Copper
		doan't bedeen man.		Brass Inc.
Troy and Schenectady Branch:			"	Rome Mig. Co
[13] S. M. M. Martin, M. S. M. S. M. State, Math. South Vistor Math. South Proceedings of the state of the	att alsoliti, g. styfestaatad it		between the lowest signal line	
liskayuna Vischer Ferry Road rescent State Highway		surfaces of track ra	ails at the following locations	is less than 27 fe
rescent	·····	Employes must not	ride on top of freight cars at th	hese locations.
Herkimer and Poland Branch:		Beacon	SS-50, 925 feet East	National Bisci
.07 miles north of				Co. Switch
.or miles north or	ge Main track	Chelsea	Harts Switch, 2,000 feet East.	Power House
.31 mile north of		and approximate special	and the second second second	Siding
Newport, The		Stockport	West of Station	Team Track
Borden Co. sid- ing Overhead pipes	3	West Shore:		
lerkimer Quarries / Loading bin	6	Selkirk	SS-SK, 200 feet East.	1_2
Co. siding (Overhead cable	6	State State State	West Shore Connection	
		Voorheesville	SS-NS, 200 feet West	4–5–Siding
Dolgeville Branch:		Troy Union R. R	L: the break of the second of	
Conveyora	Adirondack Box Co.	Troy	Grand Street	Main Tracks
o'll to direct and the second	C. B. FLEMING	G, Superintendent	A. O. F. M. B.	
o'll to direct and the second	C. B. FLEMING			
o'll to direct	C. B. FLEMING E. J. JONES	G, Superintendent		
o'll to direct and the second	C. B. FLEMINO E. J. JONES R. D. TIMPANY }As	G, Superintendent		
Train Masters	C. B. FLEMINO E. J. JONES R. D. TIMPANY }As Train Di	G, Superintendent sistant Superinten spatchers		
Train Masters F. I. DOEBBER	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, Ch	G, Superintendent sistant Superinten spatchers		
Train Masters F. I. DOEBBER R. V. BRINKWORTH	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH	G, Superintendent ssistant Superinten ispatchers 1. Tr. Disp.	dents	
Train Masters F. I. DOEBBER	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, Ch	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents DS.	
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road	d Foremen
Train Masters F. I. DOEBBER R. V. BRINKWORTH	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents DS.	
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road	EUSEN
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard-	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D	EUSEN
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS	G, Superintendent sistant Superinten ispatchers 1. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F	EUSEN ^S oremen
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO	EUSEN ^S oremen
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY	DEUSEN Foremen DN
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO	DEUSEN Foremen DN
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY	DEUSEN Foremen DN
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT	DEUSEN Foremen DN ENS
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp	dents Ds. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI T. V. METHI	DEUSEN Foremen DN CNS E
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master—General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK C. T. BALDWIN	G, Superintendent sistant Superinten ispatchers n. Tr. Disp. Asst. Ch. Tr. Disp	dents DS. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI	DEUSEN Foremen DN CNS E
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK C. T. BALDWIN J. E. DROMGOOL	G, Superintendent sistant Superinten ispatchers n. Tr. Disp. Asst. Ch. Tr. Disp	dents Ds. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI T. V. METHI	DEUSEN Foremen DN CNS E
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst. Division Engineer Hudson Division G. AUER, JR.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK C. T. BALDWIN J. E. DROMGOOL A. C. MEAD	G, Superintendent sistant Superinten ispatchers n. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI T. V. METHI J. H. McDON	DEUSEN Foremen DN C NS E ALD
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK C. T. BALDWIN J. E. DROMGOOL A. C. MEAD J. D. TINNEY	G, Superintendent sistant Superinten ispatchers n. Tr. Disp. Asst. Ch. Tr. Disp	dents os. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI T. V. METHI J. H. McDON	DEUSEN Foremen DN C NS E ALD
Train Masters F. I. DOEBBER R. V. BRINKWORTH H. F. CAREY Train Master-General Yard- masters J. R. MITCHELL D. B. FLEMING, JR. A. F. GRIMES Division Engineer Mohawk Division J. E. SPANGLER J. R. WATT, Asst. Division Engineer Hudson Division G. AUER, JR.	C. B. FLEMINO E. J. JONES R. D. TIMPANY As Train Di V. B. ROGERS, CH M. J. SMITH W. A. CRANKER L. L. JENNINGS G. W. FAY C. A. STAHL H. F. HARMS W. W. BLUTO F. R. WHALEN W. B. ROGERS W. F. SLINGERLA D. D. ROGERS R. W. PIKE G. R. SMITH J. J. DURICK C. T. BALDWIN J. E. DROMGOOL A. C. MEAD	G, Superintendent sistant Superinten ispatchers h. Tr. Disp. Asst. Ch. Tr. Disp AND	dents Ds. Chief Road G. E. VAN D Road F W. J. DONLO R. BARRY G. BASHANT F. W. JENKI T. V. METHI	DEUSEN Foremen DN C NS E ALD

16

CROTON-ON-HUDS WESTWARD-FIRST CLASS

York		59	61	99 See Note	139 See Notes	699 See Notes	E
Miles from New York	STATIONS	The Chica- goan	Montreal Limited	The Tuscar- ora	Railway Express	Beeliner	No to the
Mile		Daily	Daily	Daily except Saturday	Daily except Monday	Daily except Sunday	12
0	LEAVE	P. M.	P. M.	Р. М.	A. M.	A. M.	1
33.86	Grand Cen. Term. Croton-on-Hud	<i>11.11</i> 12.08	$11.31 \\ 12.27$	11.46 12 .44	12.52	s° 1.04	S
35.68 36.65 38.10 40.56	Oscawana Crugers Montrose Peekskill	12.16	12.35	12.52	1.00	s 1.07 s 1.09 s 1.12 s 1.17	SS
45.36 49.13 51.83 58.29	Manitou Garrison Cold Spring Beacon	12.26	12.45	1.02	1.10	$s^{\circ} 1.28$ s 1.32 s 1.41	
61.79 64.38 72.82	Chelsea New Hamburg PoughkeepsieA PoughkeepsieI		y 1.06	1.23	1.35	$s 2.04 \\ 6.40$	
78.54 82.94 88.42 93.96	Hyde Park Staatsburg Rhinecliff Barrytown	1.05	1.24	1.41	1.55	s 6.57 s 7.05	
98.26 103.63 105.38 113.73	Tivoli Germantown No. Germantown Hudson	1.22	1.42	1.59	2.15	s 7.11 s 7.19 s 7.30)
$117.98 \\121.17 \\123.54 \\129.64 \\133.56$	Stockport Newton Hook Stuyvesant Schodack L'd'g Castleton-on-Hud.	1.31	1.51	2.08	2.25	s 7.40 s 7.45 s 7.53 s 7.59	5
141.61 142.19 148.35	Rensselaer Albany Troy		2.08 2.28	2.29		8.11 8.15	
	Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	-

Nos. 699, 861, 879, 3, 199 and 7 will not carry baggage.

Nos. 099, 801, 819, 5, 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. No. 99 will not run November 25, 26 and December 31, 1954.

Nos. 139 and 3 will not run November 26 and December 26, 1954, January 2 and February 23, 1955. No. 699 will not run between Poughkeepsie and Albany on Saturday. Time shown at Grand Central Terminal and Troy is for information only.

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

SON	to	ALBANY

Continued on page 18 3 199 7 See Notes See Notes See Note 699 861 879 43 See Notes See Note See Note South Shore Express Beeliner Beeliner Beeliner Mail Mail Mail Daily Daily Daily Sunday Sunday Daily except Monday except Sunday Daily except Sunday only only A. M. 3.26 3.26 1.16 $3.43 s^{\circ} 4.50 s^{\circ} 4.55$ $s^{\circ} 1.04 s^{\circ} 1.04 s^{\circ} 1.53 2.15$ s 1.07 s 1.07 s 1.56 s 1.09 s 1.09 s 1.58 s 1.12 s 1.12 s 2.01 5.02 J 5.07 3.51 s 5.15 s 5.20 s 1.17 A 1.18 A 2.07 s 2.26 A. M. A. M. s° 1.28 s°2.39 $4.01 s^{\circ} 5.29 s^{\circ} 5.34$ s 2.44 5.36 s 5.40 s 1.32 S s 2.54 5.50 s 6.01 s 1.41 S 5.59s 6.12 S s 2.04 6.10 s 6.25 s 3.10 S 6.25 6.40 3.194.22 6.50 6.34 s 7.00 6.42 s 7.09 S 6.51 s 7.19 s 6.57 S s 7.05 3.39 4.40 s 7.01 s 7.30 7.08 s 7.39 s 7.11 s 7.19 7.17 s 7.49 S 7.21 s 7.54 S s 7.30 s 4.09 4.58s 7.31 s 8.05 s 7.40 7.42 s 8.18 4.20s 7.45 5.08 s 7.48 s 8.25 7.59s 8.35

S

S

5.26

5.30

4.46

4.50

A. M. A. M. A. M A. M. A. M. A. M. A. M.

8.06 s 8.49

9.06

9.10

8.26

8.30

CROTON-ON-HUDSON to ALBANY

York	CEL C.	877 See Note	875 See Note	55	809 See Note	51 See Note	95 See Note	23	39 See Note	837 See Note	839 See Note	165 See Notes
Miles from New York	STATIONS	Beeliner	Beeliner	Advance Empire State Express	Beeliner	Empire State Express	Utica	North Shore Limited	North Shore Limited	Beeliner	Beeliner	Pough- keepsie
Miles	gehinnes (spired) i Startes (spired) i Startes (spired) i	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Sunday only	Daily except Sunday	Sunday only	Daily except Sat. & Sun.	Saturday only
1.34	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Р. М.
33.86	Grand Cen. Term Croton-on-Hud	s°7.34	s° 7.53	8.06 9.06	s°9.53	9.01 9.58			$12.01 \\ 1.00$	s° 1.02	s° 1.02	° 12.46 ° 1.47
35.68 36.65 38.10 40.56	Crugers	s 7.39 s 7.42	s 7.56 s 7.58 s 8.01 s 8.09		s 9.56 s 9.58 s10.01 A10.07	10.06	s 10.27	's 1.10	s 1.1 0	s 1.05 s 1.07 s 1.10 A 1.16	s 1.07 s 1.10	s 1.54 s 1.58
$\begin{array}{r} 45.36 \\ 49.13 \\ 51.83 \\ 58.29 \end{array}$	Garrison Cold Spring	1. 19 10	s 8.17 s°8.23 s 8.27 s 8.36	9.24 s 9.34		10.16	E 10.34 s° 10.40 s 10.46 s 10.56	1.21	(Latabet	198	$egin{array}{ccc} { m s}^{\circ} & 1.28 \ { m s} & 1.33 \ { m s} & 1.42 \end{array}$	s 2.2
$61.79 \\ 64.38 \\ 72.82$	New Hamburg	6.8	s 8.40 s 8.45 8.57	s 9.50		10.37	s 11.16	s 1.50	s 1.52	anara State State	2.02 P. M.	s 2.3 s 2.4 2.5 P. M.
$78.54 \\82.94 \\88.42 \\93.96$	Staatsburg Rhinecliff			10.09	a. 		s 11.36 s 11.45	s 2.09 5 2.16	s 2.11 B 2.18		Hyde Fa Steatebu Rhineolli Ascrytow	78.64 82.04 98.42 98.96
$\begin{array}{r} 98.26 \\ 103.63 \\ 105.38 \\ 113.73 \end{array}$	Germantown No. Germantown	ð a	K D.M	s 10.29		11.14	s 12.09)s 2.36	в 2.23 в 2.39	own. anotown.	Evoli. Larmant Vo. Gen Indson.	08,28 08,63 08,63 06,83 18,7,8
$117.98 \\ 121.17 \\ 123.54 \\ 129.64 \\ 133.56 \\$	Newton Hook Stuyvesant	•		10.41		11.23	12.23	3 2.47	2.51	look book s'b'd puir woe	todqon Vewtoa Huyvesa Idadsoi Jaabishm	17,03 21,12 23,64 23,64 21,66 21,66
$\frac{141.61}{142.19}\\148.35$	Albany			11.03 11.07		$\begin{array}{c} 11.40\\ 11.44 \end{array}$					differentia Vandi Vandi Votike vo	1.6.11 61.63 (3%.3)

Nos. 877, 875, 809, 51, 837, 839 and 165 will not carry baggage. No. 165 will operate on December 24 and 31, 1954. Time shown at *Grand Central Terminal* is for information only.

^o Use Track No. 3 westward or Track No. 4 eastward. B—Stop Saturday. E—Stop Sunday.

		a nadbeg o a re she	er ander der geberer	WEST	WARD—F	FIRST CI	ASS	na pana ang ang ang ang ang ang ang ang ang	erhaten en sen sen sen se	Contin	nued on p	bage 20
York	15 1.1	41	823 See Note	1 See Note	159 See Notes	15	161 See Note	863 See Notes	167 See Notes	157 See Notes	195 See Notes	191 See Not
Miles from New York	STATIONS	The Knicker- bocker	Beeliner	The Pace- maker	Pough- keepsie	Ohio State Limited	Albany	Beeliner	Upstate Special	Pough- keepsie	Pough- keepsie	Pougl keeps
Miles	start vine	Daily	Daily except Sunday	Daily	Sunday only	Daily	Daily except Sat. and Sun.	Saturday only	Daily	Daily except Sat. and Sun.	Daily except Sunday	Daily except and Su
TE TE	LEAVE	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M
33.86	Grand Cen. Term. Croton-on-Hud	2 .16 3.10	s° 3.23	3 .31 4.30	3.50 s°4.53	$\begin{array}{r}4.01\\4.55\end{array}$	3.46s°4.57	s° 5.10	$\begin{array}{r} 4.41 \\ 5.41 \end{array}$	• 4.57 • 5.54	5.07 s°6.07	5.2 6.1
35.68 36.65 38.10 40.56	Oscawana Crugers Montrose Peekskill		s 3.26 s 3.28 s 3.31 A 3.37	4.38	s 4.57 s 5.00 s 5.04 s 5.12		s 5.01 s 5.04 s 5.08 s 5.21	s 5.13 s 5.15 s 5.18 s 5.26	в 5.49	$\begin{array}{ccc} { m s} & { m 6.01} \\ { m s} & { m 6.06} \end{array}$	s 6.17	s 6.2
$\begin{array}{r} 45.36 \\ 49.13 \\ 51.83 \\ 58.29 \end{array}$	Garrison Cold Spring	3.28	P. M.	4.48	J 5.19 s° 5.25 s 5.30 s 5.40	5.13	J 5.28 s°5.35 s 5.41 s 5.53	$ \begin{array}{c} {}_{\rm J} & 5.34 \\ {}_{\rm S}^\circ 5.40 \\ {}_{\rm S} & 5.44 \\ {}_{\rm S} & 5.53 \end{array} $	5.59 s 6.08	s° 6.18 s 6.23	s 6.24 s 6.31 s 6.36 s 6.45	s°6.4 s 6.4 s 6.5
$61.79 \\ 64.38 \\ 72.82$	New Hamburg	s 3.50	annessan souse S	в 5.10	s 5.46 s 5.51 6.02 P. M.		s 6.18	s 5.57 s 6.02 6.14 P.M.	$s^{\circ} 6.22$			7.1 P. M
$78.54 \\82.94 \\88.42 \\93.96$		4.09		5.29			s 6.50 s 7.01 s 7.14 s 7.30	3	в 6.31 s 6.42 в 6.53		TobyE datatk dobiod Banyto	and the second second
98.26 103.63 105.38 113.73		4.27		5.47	0.0.88		s 7.37 s 7.44 s 8.35		в 7.01 D 7.09 s 7.20	wolaad	Prof. Samoo No. Ger Endson	3128 3.63 5.68 5.73
$\frac{121.17}{123.54}\\129.64$		4 .37		5 .57			s 8.45 s 8.55 s 9.00		7.30	phil a	orpioore notwork advection orbodole orbodole	1.98 7.1.1 7.1.1 8.6 8.6 8.6 8.6 8.6
141.61 142.19 148.35	Albany	4.56 5.00		$ \begin{array}{r} 6.16 \\ 6.20 \end{array} $		6.36 6.40			7.47 7.51		Reiseeb Moury . Prog	1.30. 2,19 8. <i>86</i>
and the second second second	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M

CROTON-ON-HUDSON to ALBANY

York	BCT TEL maging date record and in	67 See Notes	153	25	17 See Note	19	813 See Note	193 See Note	47 See Notes	11	21	127 See Note
Miles from New Y	STATIONS	The Commo- dore Vander- bilt	Pough- keepsie	Twentieth Century Limited	The Wolver- ine	Lake Shore Limited	Beeliner	Pough- keepsie	The De- troiter	South Western Limited	The North Star	Pough- keepsie
Miles	айлаа уулагаа ассяналы дары суулан хулдагаасы дары дары	Daily	Daily except Sat. and Sun.	Daily except Saturday	Daily	Daily	Sunday only	Daily except Sunday	Daily except Saturday	Daily	Daily	Daily except Saturday
	LEAVE	P. M.	Р. М.	P. M.	Р. М.	P. M.	P. M.	P. M.	Р. М.	Р. М.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud.	5. 31 6. 2 6	• 5.42 • 6.38	6.01 6.55	6.16 7.13	6.31 7.30	s°7.40	$^{6.40}_{\circ 7.42}$	7.16 8.15	7. <i>31</i> 8.26	$7.46 \\ 8.45$	° 8.26 9.29
35.68 36.65 38.10 40.56	Montrose		s 6.42 s 6.45 s 6.49 s 6.56	7.03	7.21	7.38	s 7.48	s 7.46 s 7.49 s 7.53 s 8.00	8.23	8.34	8.53	J 9.34 J 9.37 S 9.40 S 9.45
45.36 49.13 51.83 58.29	Garrison Cold Spring	6.44	s 7.03 s°7.10 s 7.15 s 7.24	7.13	7.31	7.48 s 7.58	P. M.	s 8.07 s°8.14 s 8.19 s 8.28	8.33	6 9.92	9.03 s 9.12	s° 9.58 s 10.04 s 10.16
61.79 64.38 72.82			s 7.30 s 7.35 7.45 P. M.	7.34	Q 7.50	s 8.15	17. H. 14. S. S.	s 8.34 s 8.39 8.49 P. M.	8.54	9.05	s 9.30	s 10.23 10.40 P. M.
$78.54 \\82.94 \\88.42 \\93.96$	Staatsburg Rhinecliff	7.23		7.52	8.10	s 8.33 8.40			9.13	9.23	9.50	14 E 90 86 14 28 14 58
98.26 103.63 105.38 113.73	Germantown No. Germantown.	7.40		8.10	8.28	s 9.01	ata di seg	, XI	9.31	9.41	s10.10	802,80 (20,80) (23,80) (27,84)
$117.98 \\ 121.17 \\ 123.54 \\ 129.64 \\ 133.56$	Newton Hook Stuyvesant Schodack L'd'g	7.49		8.19	8.38	9.11	0.2 1	21 1 24	9.40	13 6 18 2	10.20	1,99 21,17 24,60 20,65 20,65
141.61 142.19 1 <i>48.35</i>	Albany	8.07 Rensselaer Yard		8.36 8.40		9.32 9.36	110 17 210 17		9.57 10.01		$\begin{array}{c} 10.42\\ 10.46\end{array}$	10.73 91.21 53.23
	Arrive	Р. М.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 67, 813, 193 and 47 will not carry baggage. 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, arriving at 8:11 P. M. Time shown at *Grand Central Terminal* is for information only.

^o Use Track No. 3 westward or Track No. 4 eastward. J—Stop on signal to discharge passengers. Q—Stop on signal to receive passengers for Detroit and beyond.

1000		ROTO		a supplierance	WARD-F	and the advertise	9.8. e . 4					and an an article of	annan an a	te dy the set of the
ars.	50a 8 0	125 See Note	131 See Notes	35 See Notes	855 See Note	he kite			- Alder	to go go		a ana ang pana ang pana ang pana mang pana ang pang pana ang pang tagang pang pang pang pang pang pang pang	ining program in the second	al lege
Miles from New York	STATIONS	And Construction of the second s	Mail and Express	The Iroquois	Beeliner	Andre Grand Berger Alexander Alexander Berger Berger	2226 40 40 19 40 19 40 11 45 40		it wer Group Geolegie Geolegie Geolegie	and the second		e de la composition de la comp	andraide Arte	
Miles from		Saturday	Daily except Sat. & Sun.	Daily	Daily	ABE DIZES	n ng tant ti		- <u>1/56</u> (- Harrison		n de la composition Algen compositions		
No se de se	LEAVE	P. M.	P. M.	P. M.	P. M.		1.2.8 T.M		A.			elennin og v	em Irree	an a
33.86	Grand Cen. 7 Croton-on-Hu	Perm. 8.2 id 9.2		$10.41 \\ 11.38$	s°11.41	00.8%	1. 1. 1. 1. 1.	an a	an and the second s	10.51			Ø'rea Alloudy,	
35.68 36.65 38.10 40.56	Crugers Montrose	J 9.3 s 9.4	7	11.46	s 11.44 s 11.46 s 11.49 A 11.56	80.8 09.8	13,5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	130	52 (2	d.dr I.I		iis	oleanaite odeltaa baloodoë sevrontë	80,0 8,63 84,66 18,66
45.36 49.13 51.83 58.29	Garrison Cold Spring.	s° 9.5	1	11.56 J 12.04	otte	со./. в		123 123		Sin Landard Sin Landard Sin Landard			normen Soutson Montroll MacDard	20.78 12.88 08.80 18.08
$61.79 \\ 64.38 \\ 72.82$	New Hambur	gs 10.2 as 10.4	5 0 0 s 11.45	s 12.18		na nanananana 1275 B	n heren heren heren 3.3	1.4.4.4 (36.	(sodard) (so				Antroa Alvorit orgrnat doocid S	04.8 29,82 82,83 82,83
78.54 82.94 88.42 93.96			0 12.08	12.37	e 100i	anda Alexandra A		UN.	100 A	(1.C (2.S	8 8	n I. elega I. elega	statet s'i, ety H suidgard'i atductet	02,67 87,68 78,66
98.26 03.63 05.38 13.73	Tivoli Germantown No. Germant Hudson	own.	2 12.30	s 1.0 4	on on one of the second se Second second s		e na si na Si na si na Dala Si na		antan Antanan Ba	e da di Serie de constantes que de la constantes que de la constantes que	100		alt vern , sosieriC , nogisti , nogisti , nogisti	18,55 07,09 08,82 88,05
17.9821.1723.5429.6433.56	Stockport Newton Hool Stuyvesant Schodack L'd Castleton-on-	11.5. 'g	12.42	1.14	5.2017 	1125.20 1945 1945 - 194 1945 - 194	4.11 	0		987.E. 20.E		· · · · · · · · · · · · · · · · · · ·	COBANNA ROTALINA Motuse 9 Matsroad Matsroad	00.84 58,85 58,90 88,90 90,80 14,20
$ \begin{array}{r} 41.61 \\ 42.19 \\ 48.35 \\ \end{array} $	Rensselaer Albany Troy	12.1 12.1		1.35 1.39		5.13 (8.13)	10 million 100 27 . 10 38 . 63	100	ana andar Afr) 98,8 55.4		-Hud.	Roton C	1.8.8(88.8(9.1.5)
	Arrive	A. M.	A. M.	A. M.	P. M.	The second law	1.2		-t-)fiyer	planter-artyre-				artes Contractor

Nos. 35 and 855 will not carry baggage. No. 125 will not carry passengers between Poughkeepsie and Albany. No. 131 will not carry passengers. No. 131 will not run November 25, 1954 and February 22, 1955.

Time shown at Grand Central Terminal is for information only.

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

ALBANY to CROTON-ON-HUDSON

bany		52	32 See Notes	14 See Notes	34 SeeNotes	6	44	804 See Note	800 See Note	136 See Notes	62	802 See Notes	48 See Note
Miles from Albany	STATIONS	The Easterner	Mail	Mail	St. Law- rence Express	Fifth Avenue Special	New York Special	Beeliner	Beeliner	Pough- keepsie	Mon- treal Limited	Beeliner	The Detroiter
WEI	a para canang manakang manang manang manang manang mang man	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.	А. М.	А. М.	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			6 8 (29) 9	4.35 4.53	Ghini Crotan	4.55 4.58
8.63 12.55 18.65 21.02 24.21	Schodack L'd'g Stuyvesant	1.15	2.25	3.03	3.20	4.21	4.28				5.11	Cugar Manin Pashak Manina	5.18
28.46 36.81 38.56 43.93	No. Germantown.	s 1.27	s 2. 42	3.13	s 3. 33	4.31	s 4.38	- 400 S.A.	8 40 01		5.22	Cold B Bancon Chiefse	5.29
48.23 53.77 59.25 63.65		1.52	3.00	3.31	3. 53	4.49	4.58		T.e.R		5.41	idnosii shuoii i ehyH	5.49
69.37 77.81 80.40	Poughkeepsie PoughkeepsieL New Hamburg Chelsea		s 3. 30	3.49	s 4.16	5.07	s 5 .18	<u>А. м.</u> • 5.40	10112	A. M. 5.45	6.01	Ridage Barryd Tivoli.	6.09
83.90 90.36 93.06	Beacon Cold Spring Garrison	s 2.42 2.56	3. 47 3.59	4.03 4.12		5.21 5.30	1-180	s 5.57 6.07	S.L.	s 6.00 s 6.07 6.12	6.16 6.26	aD a(VI vielaukk	6.25 6.35
96.83	Manitou	2.00	0.09	T.14	7.71	0.00	J .±0	0.07	A. M.	0.12	0.20	A. M.	0.55
101.63 104.09 105.54 106.51	Crugers	s 3.08	4.10	4.23	s 4.54	5.41		s °6.21 s 6.28 s 6.31 s 6.34	° 6.21 s 6.28 s 6.31	s 6.24	tich-an-th	CONTRACTOR DE CASA DE	123,69
108.33 142.19	Croton-on-Hud Grand Cen. Term.	3.30 <i>4.50</i>	4.25	$4.32 \\ 5.30$		5.50 6.50	6.10 7.10	s 6.37	s 6.37	6.35 7.35	6.47 7.47	s 7.01	6.55 7.55
and the second	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, 14, 34, 804, 500, 150 and 502 will not carry baggage. Nos. 32 and 14 will not carry passengers. No. 34 will not run November 20, 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.

ALBANY to CROTON-ON-HUDSON

ny		192 See Note	180 See Note	12 See Note	806 See Note	166 See Notes	16 See Note	2 See Note	194 See Note	26 See Notes	8	174 See Note	68 See Note
Miles from Albany	STATIONS	Pough- keepsie	Pough- keepsie	South Western Limited	Beeliner	Pough- keepsie	Ohio State Limited	The Pace- maker	Pough- keepsie	20th Century Limited	The Wolver- ine	Pough- keepsie	The Commo- dore Vander- bilt
Mile		Daily except Sat. and Sun.	Saturday only	Daily	Daily ex. Sat. and Sun.	Daily ex. Sat. and Sun.	Daily	Daily	Daily ex. Sat. and Sun.	Daily except Sunday	Daily	Daily	Daily
w.a.	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	А. М.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58	Troy Albany Rensselaer			Rensselaer Yard 5.15		1 10,0 410,0	$5.21 \\ 5.24$	5.48 5.51	7,03 7,08	$\begin{array}{c} 6.16 \\ 6.19 \end{array}$	$\begin{array}{c} 6.19 \\ 6.22 \end{array}$	Alban Alban Bouse	Rensselaer Yard 6.49
$\begin{array}{r} 8.63 \\ 12.55 \\ 18.65 \\ 21.02 \\ 24.21 \end{array}$	Castleton-on-Hud. Schodack L'd'g Stuyvesant Newton Hook Stockport	h.h.a		5.33		19290	5.42	6.11	10.5	6.36	6.40	Cadio bodoc ryate News doodd	7.0
28.46 36.81 38.56 43.93	Hudson No. Germantown. Germantown Tivoli	80, 80, 81,	8 8 8	5.44		â.0	5.53	6.21	7.51 s 8.04 8.10	6.46	s 6.52	Huða No. G Geren Tivoh	7.10
48.23 53.77 59.25 63.65	Barrytown Rhinecliff Staatsburg Hyde Park	33	8	6.03		1.0	6.12	6.40	8, 18 8, 20 8, 24 8, 24 8, 41	7.03	7.10 s 7.17	Party Rhine Staats Hyde	7.3
69.37 77.81 80.40	Poughkeepsie Poughkeepsie New Hamburg Chelsea	s 6.16	5s 6.28	6.22	S. O	A. M. 6.30 s 6.42		6.59	A. M. ° 7.06 s 7.16 s 7.21	i elitati	s 7.34	A. M ° 7.48 s 7.58 s 8.03	108.77
83.90 90.36 93.06 96.83	Cold Spring	8 6.46 8 6.51	7 s 6.39 5 s 6.48 1 s 6.53 7 s 6.59	6.36 6.45	a staff	s 6.51 s 7.02 s 7.08		0.031	s 7.27 s 7.36 s 7.41 s 7.47	7.43		s 8.09 s 8.18 s 8.23 s 8.29	8.1
101.63 104.09 105.54 106.51	Montrose	e B	$5 s^{\circ} 7.07 s 7.12 s 7.16 s 7.19$	1.04 8	° 7.09 s 7.16 s 7.19 s 7.22)	7.05	5 7.35	s°7.55	5 7.55	8.08	s°8.37 s 8.42 s 8.46 s 8.49	04.102 05.64
108.33 142.19			5 s 7.24 1 8.25		s 7.2	5 7.32 8.32						s 8.54 9.55	

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.

ST CLASS 2 194 26 174 68 16 8 6 See Note See Note See Note tes See Note See Note See Note The The Wolver-Ohio State Limited The 20th Commo Pough-keepsie Poughdore Vander-bilt Pace-maker Century Daily Daily Daily Daily Daily ex. Sat. and Sun. except Daily Daily A. M. Rensselaer 5.215.486.19 6.16 Yard 6.22 6.49 5.245.51 6.19 7.05 5.42 6.11 6.36 6.40 6.46 s 6.52 7.16 5.53 6.21 6.12 6.40 7.03 7.10 7.34 s 7.17 A. M. A. M м. .30 6.59° 7.06 7.21 s 7.34 ° 7.48 7.52 6.31 s 7.16 s 7.58 42 s 8.03 \$ 7.21 7.48 s 8.09 8.06 51 7.14 s 7.27 7.34 6.45 .02 s 7.36 s 8.18 .08 6.54 7.43 7.58 s 8.23 8.15 7.24 s 7.41 s 8.29 8 7.47 8.08 s°8.37 8.25 19 7.35 s°7.55 7.55 7.05 s 8.42 s 8.46 s 8.49 8.04 8.22 s 8.54 .32 7.15 7.45 8.05 8.34 9.20 9.55 .32 8.15 8.45 9.17 9.00 9.30

ALBANY to CROTON-ON-HUDSON

y	B and	154	138 See Note	24 See Note	22	816 See Note	854 See Note	812 See Note	38	832 See Note	848 See Note	40 See Note	834 See Note
Miles from Albany	STATIONS	Albany	Upstate Special	The Knicker- bocker	Lake Shore Limited	Beeliner	Beeliner	Bee- liner	The Mohawk	Beeliner	Beeliner	The Missou- rian	Bee- liner
Miles	-vivel viert fina even the	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sat. & Sun	Sunday only	Daily	Daily Ex Sat & Sun
. <u>M.</u>	LEAVE	A. M.	А. М.	A. M.	A. M.	A. M.	Р. М.	P. M.	P. M.	Р. М.	P. M.	P. M.	P. M.
0.58	Troy Albany Rensselaer	7.05 7.08	8.30 8.33				na <mark>- Waldon's</mark> Isayi (gili - A)		$1.24 \\ 1.27$		2011/1 	$2.27 \\ 2.30$	0.51
$\begin{array}{r} 8.63 \\ 12.55 \\ 18.65 \\ 21.02 \\ 24.21 \end{array}$		s 7.31	8.50	9.45	10.22		- 1.4 148.48		1.44	Lod. S	i-no-un litil ils 	2.47	40.64 128,53 138,65 138,65 24,21 24,21
$28.46 \\ 36.81 \\ 38.56 \\ 43.93$	Hudson No. Germantown. Germantown Tivoli	s 8.04	s 9.00	9.55	s 10 .32		inter Br		s 1.54 s 2.08 s 2.16	.61	titalimi .avoto	2.57	51-35 GL DA 52-85 30-25
$\begin{array}{r} 48.23 \\ 53.77 \\ 59.25 \\ 63.65 \end{array}$		s 8.26 s 8.34	9.17 s 9.23		10 .50			and a second	s 2.24 s 2.33			3.15	線、24 第128 12,03 18,20
69.37 77.81 80.40	PoughkeepsieA PoughkeepsieL New Hamburg Chelsea	9.05	s 9.39	к10.30	s11.10	c Ø	Р. м. ° 12.05 s 12.16		s 2.52	Р. М. ° 3.10 s 3.20	olarpoi olarpoi gudina 	3.33	26,93 68,99 34,68
83.90 90.36 93.06 96.83	Beacon Cold Spring Garrison Manitou	s 9.45	s 9.54 s10.03 10.07	a (main	11.24 11.34	1821 (14) 12	s 12.25 s 12.34 s 12.39 s 12.45	1.481) 1.631	s 3.10 3.23	s 3.36	1.30000	3.47 3.56	P. M.
$101.63 \\ 104.09 \\ 105.54 \\ 106.51 $		s 10.21 s 10.25	s10.25	11.04	4,641 (s 4.01	s 4.01 s 4.04	nd hold (majuh De)	°4.40 s4.47 s4.50 s4.53
108.33 1 <i>42.19</i>	Croton-on-Hud Grand Cen. Term.			$\frac{11.16}{12.15}$		s12.01	s 1.12	s3.07	3.53 4.50	s 4.10	s 4.10	4.15 5.14	s4.56

Nos. 138, 816, 854, 812, 832, 848, 40 and 834 will not carry baggage. Time shown at Grand Central Terminal is for information only.

° Use Track No. 3 westward or Track No. 4 eastward. K—Stop on signal to discharge passengers from points west of Buffalo.

				EAS	TWARD	-FIRS	T CLAS	S			Continu	ied on pa	ge 26
any		122 See Notes	830 See Note	90	144 See Notes	146	96 See Note	860 See Note	198 See Notes	698 See Note	50	150 See Notes	196
Miles from Albany	STATIONS	Mail and Express	Bee- liner	The Chica- goan	The Lauren- tian	The Lauren- tian	Advance Empire State Express	Beeliner	Pough- keepsie	Beeliner	Empire State Express	Pough- keepsie	Hudson River Express
Mile		Daily	Sat. & Sun. only	Daily	Daily except Sunday	Sunday only	Daily	Saturday only	Sunday only	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	Sunday only
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	Р. М.	P. M.	P. M.	P. M.	Р. М.
0.58	Troy Albany Rensselaer	Rensselaer Yard 2.55		3.52 3.55		3.45 4.03	5.20 5.23	43.9.18 1917-18	instal Refer	$5.25 \\ 5.28$	$\begin{array}{c} 6.39 \\ 6.42 \end{array}$		7.00
$\begin{array}{r} 8.63 \\ 12.55 \\ 18.65 \\ 21.02 \\ 24.21 \end{array}$	Castleton-on-Hud. Schodack L'd'g Stuyvesant Newton Hook Stockport	3.13		4.12	4.16	4.20	5.43	94 	844. S	s 5.36 s 5.42 s 5.50 s 5.54	6.59	tol mai sé é de S or y et Cr ortwol A ordeseté:	7.22
28.46 36.81 38.56 43.93	Hudson No. Germantown. Germantown Tivoli	3.25		4.22	s 4.26	s 4.32	s 5.53	8, 55, 8 malanan		s 6.04 s 6.15 s 6.22	7.09	92.8°, 689.4 Ny GENGRE I Ny Generatra	s 7.32 s 7.44 s 7.51
$\begin{array}{r} 48.23 \\ 53.77 \\ 59.25 \\ 63.65 \end{array}$	Barrytown Rhinecliff Staatsburg Hyde Park	3.45		4.40	4.45 s 4.53			8 3.1 , 0 - 1: 1: 2 , 0 - 1: 2 , 0	a 22,8 e 36,8	s° 6.28 s 6.36 s 6.43 s 6.48	7.27	aveni (13) osmi (13) teta ave 1. otvy Ri	s 7.59 s 8.00
69.37 77.81 80.40	PoughkeepsieA PoughkeepsieL New Hamburg Chelsea		12 11 11 11	4.57	s 5.10	s 5.19	s 6.39	P. M. ^o 6.45 s 6.57 s 7.01	s 7.27	s 7.35	7.45	р. м . ° 8.20 s 8.35	s 8.20
83.90 90.36 93.06 96.83	Beacon Cold Spring Garrison Manitou	4.21 4.37	Р. М.		s°5.26 z 5.35 z 5.44	1. 1. A. A.	an that is	s 7.15	s 7.49 s 7.55	s 8.00 s 8.09	7.59 8.08	s 9.10	
101.63 104.09 105.54 106.51	Peekskill Montrose Crugers Oscawana	4.50	°5.26 s5.33 s5.36 s5.39		s 5.56	s 6.09	7.18	s° 7.36 s 7.42 s 7.45 s 7.48	s 8.16 s 8.20	s 8.30 s 8.33	, , <u>) , , 00</u> , , , , , , 00	s° 9.32	s 9.1:
108.33 142.19	Croton-on-Hud Grand Cen. Term.	5.05	s5.42	5.43 6.40					s 8.33 9.40		8.28 9.30		
	Arrive	P. M	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	P. M.	P. M.	P. M.

^o Use Track No. 3 westward or Track No. 4 eastward. Z-Stop except Saturday.

25

ALBANY to CROTON-ON-HUDSON

Au	09.1 50 1.99	60	56 See Note	54 See Note	X56 See Note	ne -	86.96 S	182 3	ter in	3.4		9
Miles from Albany	STATIONS	Albany	Albany	Syracuse	Mail and Express	the las	1. Salar		land a spectra Land a la Taga g Ta congle M	exa	FATE	
Mile		Saturday only	Daily except Sat. and Sun.	Sunday only	Daily	ale cont	Dala	relacizado en presidente en	nd C Dalé	1.2.4		1
24 .9	LEAVE	Р. М.	P. M.	Р. М.	Р. М.	a proven a	11/2 19	as in fil	10 19 11	18.4	A. A. C. M. C. M.	
0.58	Troy Albany Rensselaer	7.30 7.33		8.20 8.23	Rensselaer Yard 9.15	9.40 88 88	52.5 66.5		forene i		roy Abany Joaseda	
8.63 12.55 18.65 21.02 24.21	Castleton-on-Hud. Schodack L'd'g Stuyvesant Newton Hook Stockport	s 7.43 7.54		s 8.33 8.44	9.34	bt.	er a	2)	E .	di-no-r s'o'i s se solition tooli	isstioto ebodeo buyvee ewtou toekpo	1 55 55 5
28.46 36.81 38.56 43.93	Hudson No. Germantown Germantown Tivoli	s 8.05	s 8.50	s 8.55	9.45	a85.5	e/55 . 8			wotuan inwo	tudson o, (isr) onauto isroli	17 DF 8 17 DF 8 17 DF 8 17 DF 8 17 DF 8
48.23 53.77 59.25 63.65	Barrytown Rhinecliff Staatsburg Hyde Park	s 8.28 s 8.36	s 9.13 s 9.21	s 9.20 s 9.29		82-11 8 ⁸⁻¹ 1	01-1 8				Arrytor hioebii taatebu lyde Pr	1 03, 8 1 77, 8 3 77, 6 1 05, 6 1 05, 6
69.37 77.81 80.40	Poughkeepsie A Poughkeepsie L New Hamburg Chelsea	s° 9.19	s° 9.44 s 9.56	s°9.53 s10.05	s10.30	5.130 s	e 1029	1			oughte bughte bughte balan anglan	1 78.6 12 1 18.7 1 01.0
83.90 90.36 93.06 96.83	Beacon Cold Spring Garrison Manitou	s 9.56	s 10.07 10.20	s10.15 s10.28			61116 80570			8	t koond tyk blo aostabi gotiani	3:00:2 0.86 3:06:0 1:88,8
01.63 04.09 05.54 06.51	Montrose	s° 10.23 s 10.26	s° 10.38 s 10.41	s10.44	11.15						Tolados control caragini daw.cos	1 (20.) 6 (00.) 9 (88 () 9 (18. 8
08.33 42.19	Croton-on-Hud Grand Cen. Term	10.45 11.45				197410 05.1	161-18- 01-10	56, 38 1			s-noton baan	3.2887.6 0.11.5

20

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.

^o Use Track No. 3 westward or Track No. 4 eastward.

	41 571	59	35	X35	99	139	45	43	3	X43
Miles from Albany	STATIONS	The Chica- goan	The Iro- guois	See Notes Mail and Express	See Note The Tuscar- ora	See Notes Railway Express	South Shore Express	South Shore Express	See Notes Mail	See Notes Mail and Express
Miles from		Daily	Daily	Daily exceptSun. 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 16.88 26.23	Signal Station 7 Schenectady Hoffmans	2.21 2.34	2.34 2.47	2.45 2.58	2.59 3.12	3.45 3.58	5.41 s 5.49 6.00	5.41 s 5.52 6.03	6.07 6.20	7.30 7.45
32.77 43.33 54.80 57.87	Amsterdam Fonda Palatine Bridge. Fort Plain	2.49	3.03	3.14	3.28	4.14	s 6.09 s 6.24 s 6.40 s 6.48	s 6.14 s 6.31 s 6.48 s 6.56	6.35 6.50	8.05
63.78 73.46 80.76 91.97	St. Johnsville Little Falls Herkimer Schuyler Jct	3.21	3.37 3.45	3.48 3.56	$4.02 \\ 4.09$	4.49	s 6.58 s 7.11 s 7.22 7.32	s 7.07 s 7.22 s 7.34 7.45	7.20	8.45 8.55
94.43	UticaA UticaL	3.32	s 3.50 4.00	s 4.00 4.30	s 4.14 4.19	5.00	s 7.37 7.50	s 7.50 8.10	7.31	s 9.00 9.30
101.33 105.90 108.21	Oriskany Signal Station 34 Rome	3.42	4.13	4.44	4.32	5.11	8.02 s 8.12	8.22 s 8.33	7.41	9.45
$\frac{121.33}{126.45}\\136.62$	Oneida Canastota Kirkville	3.53 4.05	4.27 4.42	5.01 5.19	4.45 4.58	5.23 5.36	s 8.32 s 8.42 9.04	s 8.56 s 9.04 9.29	7.52	10.00
139.24 142.58 144.46 <i>146.36</i>	Minoa East Syracuse Signal Station 48 Syracuse	4.13 <i>4.16</i>	4.50 4.53	5.27 5.30	5.06 5.09	5.44 5.47	9.12 9.15	9.37 <i>9.40</i>	8.12 8.15	10.27 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

ALBANY to SYRACUSE

Au	\$3 34	199	7	55 See Note	51 See Note	95	23	39	41	571	1
Milesfrom Albany	STATIONS	Mail	Mail	Advance Empire State Express	Empire State Express	Utica	North Shore Limited	North Shore Limited	The Knicker- bocker	St. Law- rence Division	The Pace- maker
MIN	Matty Datis Jobel Sales Markey Sales Markey Sales Markey Sales	Sunday only	Daily Except Sunday	Daily	Daily	Daily	Sunday only	Daily Except Sunday	Daily	Daily	Daily
norie orașii Tenție orașii	LEAVE	A. M.	A. M.	A. M.	A. M.	Р. М.	P. M.	P. M.	P. M.	Р. М.	P. M.
CO T	Albany	9.30	10.00	11.17	11.49	1.05	3.25	3.34	5.18	quadt a ,	6.25
$13.49 \\ 16.88 \\ 26.23$	Signal Station 7 Schenectady Hoffmans	9.51 s 10.03 10.14	10.21 s 10.35 s 10.48	11.39 \$11.45 11.56	$ \begin{array}{r} 12.10\\s 12.15\\12.26\end{array} $	s 1.26 s 1.34 1.45	3.46 $3.51 4.02 $	3.55 s 4.00 4.11	5.40 s 5.47 5.58	easing eachoH	6.47 s 6.52 7.03
32.77 43.33 54.80 57.87	Amsterdam Fonda Palatine Bridge Fort Plain	s 10.25 s 10.42 s 10.55	s 11.02 s 11.22 s 11.39 s 11.48	G12.11	12.41	s 1.56 s 2.12 s 2.30 s 2.38	s 4.11 s 4.24 s 4.39	s 4.20 s 4.34 s 4.49	6.12	itonda Palaki Palaki Palaki Palaki	7.18
63.78 73.46 80.76 91.97	St. Johnsville Little Falls Herkimer Schuyler Jct	$ 11.24 \\ 11.32 $	s 12.01 s 12.18 s 12.34 12.45	$12.45 \\ 12.53$	$1.13 \\ 1.20$	s 2.50 s 3.02 s 3.15 3.30	s 4.55 s 5.05 5.15	s 5.08 s 5.20 5.31	$\begin{array}{r} 6.45 \\ 6.52 \end{array}$	l Attle l Herling Sobuyl	7.51 7.59
94.43	UticaA UticaL	s 11.37 12.10	s 12.50 1.33	s12.58 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	<u>р. м.</u> 7.10	s 8.04 8.07
101.33 105.90 108.21	Oriskany Signal Station 34 Rome	12.22 s 12.30	1.44 s 1.53	1.15 s 1.19	1.40	A. A	5.38 s 5.42	5.55 s 6.00	7.13 s 7.18	<u>7.25</u> Р. М.	8.18 s 8.22
121.33 126.45 136.62	Oneida Canastota Kirkville	s 12.50 s 12.59 1.14	s 2.12 s 2.25 2.54	s 1.34 s 1.41 1.59	$1.55\\2.10$	E.B. [1	s 5.58 6.14	s 6.17 6.34	7.35 7.52	denne Gene Ryskyl	8.36 8.50
139.24 142.58 144.46 146.36	Minoa East Syracuse Signal Station 48 Syracuse	$1.22 \\ 1.25$	3.02 3.05	2.07 2.10	2.18 2.21	5.3	$\begin{array}{c} 6.22 \\ 6.25 \end{array}$	$6.42 \\ 6.45$	8.00 8.03	en and an	8.58 9.01
THE SALE	Arrive	P. M.	P. M.	. м.	 Р. М.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.

No. 51 will not carry baggage.

28

Time shown at Syracuse is for information only.

G-Stop except Saturday and Sunday.

			WESTW	ARD-FIF	RST CLASS	3		Cont	inued on I	page 30
	15	27	167 See Note	67 See Notes	25 See Note	33 See Note	17	19	155 See Notes	47 See Notes
TATIONS	Ohio State Limited	New England States	Upstate Special	The Commo- dore Vander- bilt	Twentieth Contury Limited	New England Wolverine	The Wolver- ine	Lake Shore Limited	Local	The De- troiter
	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.
ny	6.46	Renssolaer Yard 7.30	8.01	Rensselaer Yard 8.12	8.45	8.50	9.13	9.46	9.55	10 06
al Station 7 nectady	7.08 s 7.13 7.24	7.57 s 8.02 8.13	8.23 8.28 8.54	8.38 8.51	9.06 9.19	9.12 s 9.17 9.28	9.35 9.41 9.52	$ \begin{array}{r} 10.07 \\ s 10.13 \\ 10.24 \end{array} $	10.17 s 10.45 11.12	10.29 10.34 10.42
terdam la tine Bridge Plain	7.39	8.28	s 9.02 s 9.14 s 9.26 s 9.31	9.06	9. 3 4 9.48	9.43 9.57	10.07	10.39	s 11.30 s 11.42 12.10 g 12.42 s 12.50	10.57
ohnsville e Falls kimer yler Jct	8.12 8.19	9.00	s 10.05 s 10.15 s 10.25	9.38	10.05	$10.15 \\ 10.23$	10.38	11.10 11.18	G 1.03 s 1.16 s 1.30 1.40	
&A &L	s 8.24 8.26	9.11	<u>10.45</u> р. м.	9.49	10.16	B 10.28 10.30	s 10.50 10.53	s 11.23 11.27	s 1.50 2.35	11.42
kany al Station 34. ne	8.39	9.21		9.59	10.26	10.42 s 10.49	11.04 s 11.08	11.40	2.48 s 3.01	11.53
da	8.51	9.33		10.10	10.37	s 11.04	11.23	11.52	s 3.18	12.06
astota	9.04	9.45		10.22	10.49	11.19	11.36	12.05	3.49	12.19
oa. Syracuse al Station 48. cuse	9.12 9.15	9.53 <i>9.56</i>		10.30 10. 3 3	10.57 <i>11.00</i>	11.27 11.30	11.44 11.47		3.57 4.00	12.27 12.30
ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

DA		15	27	167 See Note	67 See Notes	25 See Note	33 See Note	17	19	155 See Notes	47 See Notes
Miles from Albany	STATIONS	Ohio State Limited	New England States	Upstate Special	The Commo- dore Vander- bilt	Twentieth Contury Limited	New England Wolverine	The Wolver- ine	Lake Shore Limited	Local	The De- troiter
Mile		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.	Р. М.	P. M.
	Albany	6.46	Renssolaer Yard 7.30	8.01	Rensselaer Yard 8.12	8.45	8.50	9.13	9.46	9.55	10 06
13.49 16.88 26.23	Signal Station 7 Schenectady Hoffmans	7.08 s 7.13 7.24	7.57 s 8.02 8.13	8.23 8.28 8.54	8.38 8.51	9.06 9.19	s 9.12 s 9.17 9.28	9.35 9.41 9.52	10.07 s 10.13 10.24	10.17 s 10.45 11.12	10.29 10.34 10.42
32.77 43.33 54.80 57.87	Amsterdam Fonda Palatine Bridge Fort Plain	7.39	8.28	s 9.02 s 9.14 s 9.26 s 9.31	9.06	9. 3 4 9.48	9.43 9.57	10.07	10.39	s 11.30 s 11.42 12.10 g 12.42 s 12.50	10.57
63.78 73.46 80.76 91.97	St. Johnsville Little Falls Herkimer Schuyler Jct	8.12 8.19	9.00	s 10.05 s 10.15 s 10.25	9.38	10.05	$10.15 \\ 10.23$	10.38	11.10 11.18	G 1.03 S 1.16 S 1.30 1.40	
94.43	UticaA UticaL	s 8.24 8.26	9.11	<u>10.45</u> р. м.	9.49	10.16	8 10.28 10.30	s 10.50 10.53	s 11.23 11.27	s 1.50 2.35	11.42
101.33 105.90 108.21	Oriskany Signal Station 34. Rome	8.39	9.21		9.59	10.26	10.42 s 10.49	11.04 s 11.08	11.40	2.48 s 3.01	11.53
$\frac{121.33}{126.45}\\136.62$	Oneida Canastota Kirkville	8.51 9.04	9.33 9.45		10.10 10.22	10.37 10.49	s 11.04 11.19	11.23 11.36	11.52 12.05	s 3.18 3.49	历史生,自然生
139.24 142.58 144.46 <i>146.36</i>	Minoa East Syracuse Signal Station 48. Syracuse	9.12 9.15	9.53 <i>9.56</i>		10.30 10. 3 3		11.27 11.30	11.44 11.47	12.13 12.16	3.57	12.27 12.30
	Arrive	P. M.	P. M.	Р. М.	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.

Contin	ued from page 29		W	ESTWAR	RD-FIRS	T CLASS					
by	19 103	11	21		58	591	1323	ar	4.1	591	
Miles from Albany	STATIONS	South Western Limited	The North Star	factricar] Tost-ada tost-ada tost-ada	and K - statutes -	partanti Bringer	n ald Manapadi Katarad	OSLED Manadel Martina I	еноп	AT Be-	
Mile	viati Sair	Daily	Daily	registie Parite Thinks	el gitell	via C	To day	igin C	en e	and an and the second	
	LEAVE	P. M.	P. M.			1.26.15		. Was	5 V 13	s.1	
30 (A)	Albany	10.34	11.06		nada sana Anastr		1 E 1	a. a		vandit.	and a second
$13.49 \\ 16.88 \\ 26.23$	Signal Station 7 Schenectady Hoffmans	10.56 11.09	11.28 s 11.33 11.44	0,9				80.7 8 37 38 14 7 60 7	S-aoiseti S-rijkož Ja 27. ja	i lemuii Schener Schener	48.48 36.88 26.28
32.77 43.33 54.80 57.87	Amsterdam Fonda Palatine Bridge Fort Plain	11.24	11.59	S.9 12.11 1.0	80%6	0.0 h 1.102 b 1.207 h 1.207 h	8.81) (s	81.4.90	and	Ameter Fonda Palatio	42-52 88,85 98,86 98,86 78,78
63.78 73.46 80.76 91.97	St. Johnsville Little Falls Herkimer Schuyler Jct	$11.57 \\ 12.05$	12.32 12.39	0.01 12.45	81.10		(10. (C.))	2	ollive: alls roter r Jos. 6	doliudė Lotti (nizmi) Lietudoj	68, 78 94, 87 97, 08 97, 19
94.43	UticaA UticaL	$ s 12.10 \\ 12.15 $	s 12.44 12.54	12003	01.03		1. 00	se s	k szeresztereszt I szeresztereszt	Sticker,	(and and a second se
101.33 105.90 108.21	Oriskany Signal Station 34 Rome	12.28	1.07	C. 01 1.15	ke e		8.0	8	A line and a	lanui? Ianui? Janui?	68 -40 00-20 18-80
$\frac{121.33}{126.45}\\136.62$	Oneida Canastota Kirkville	12.40 12.53	1.20 1.34	8-01 1-34 9-10E	1001 1.5 10.23		8.8-	11-8		abina() (tranal) (minia)	83-33 20.47 36.60
139.24 142.58 144.46 146.36	Minoa. East Syracuse Signal Station 48 Syracuse	1.01 1.04	1.42 1.45	10.5	6 01 8 01				e 	aonik 18 ten 1 ten vih 1 ten vih 1 ten vih	480 - 08 383 - 84 64 - 14 685 - 18
	ARRIVE	A. M.	A. M.			-			•		

Time shown at Syracuse is for information only.

			EA	STWARD	-FIRST	CLASS			Continu	ed on pag	e 32
esuo	20 04 Si station and	34 See Notes	46	44	6	28	48 See Note	12 See Note	16	2 See Note	8
Miles from Syraouse	STATIONS	St. Law- rence Express	Inter- state Express	New York Special	Fifth Avenue Special	New England States	The Detroiter	South Western Limited	Ohio State Limited	The Pace- maker	The Wol- verine
Milee	when your party	Daily except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
.M .T	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
$1.90 \\ 3.78 \\ 7.12$	Syracuse Signal Station 48 East Syracuse Minoa	Rada Rada	12.50	1.06	1.39	2.15	2.31	2 .48	3.00	3.27	3.37
9.74	Kirkville		1.02	1.18	1.51	2.27	2.43	3.00	3.12	3.39	3.49
$\begin{array}{r} 19.91 \\ 25.03 \end{array}$	Canastota Oneida	1,28	1.14	1.30	2.03	2.39	2.55	3.12	3.2 4	3.51	4.0
$38.15 \\ 40.46 \\ 45.03$	Rome Signal Station 34 Oriskany	n de la bat En de la Galacia	1.27	1.44	2 .16	2.52	3.08	3 .25	3.37	4.04	4.1
51.93	UticaA UticaL	<u>А. М.</u> 1.00	s 1.38 1.43	s 2.00 2.10	2.26	3.02	3.18	3.35	3.47	4.14	4.2
55.3965.6072.9082.58	Schuyler Jct Herkimer Little Falls St. Johnsville	1.05	1.48	2.15	0148) 0148 0148 0148	02-5- 20-3-03 21-35-0 25-31-8 25-31-8			n dah 1 ''u ''ulla'' ''ushike.	Seing Herkie Likke St. Jol	38.88 16.60 99.27 83.58
88.49 91.56 103.03 113.59	Fort Plain Palatine Bridge Fonda Amsterdam	1.51	2.31	2.57	3.11	3 .48	4.02	4.19	4.33	5.00	5.00
120.13	Hoffmans	2.06	2.47	3.12	3.26	4.03	4.17	4.34	4.48	5.15	5.2 s5.3
$\frac{129.48}{132.87}$	Schenectady Signal Station 7	s 2.16 2.23	3.00	3.25	3.39	4.17	4.31	4.47	5.01	5.28	5.3
146.36	Albany	2.45	3.20	3.40	3.59 Rensselaer Yard	4.32	4.45	5.07 Rensselaer Yard	5.16	5.43	5.5
	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

SYRACUSE to ALBANY

Continued from page 31

EASTWARD-FIRST CLASS

8	a deal at	26 See Note	68 See Note	138 See Note	X142 See Note	24	22 See Note	38	122 See Notes	40 See Note	90	570
Miles from Syracuse	STATIONS	Twentieth Century Limited	The Commo- dore Vander- bilt	Upstate Special	Mail and Express	The Knicker bocker	Lake Shore Limited	The Mohawk	Mail and Express	Missour- ian	The Chica- goan	St. Law- rence Division
Miles f	na an a	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
All all	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M	А. М.	A. M.	P. M.	Р. М.
1.90 3.78 7.12	Syracuse Signal Station 48 East Syracuse Minoa	3.58	4.28		5.55	6.34	6.56	9.58	10.40	11.42	12.58	01 - F- 97 - 5 91 - 7
9.74 19.91 25.03	Kirkville Canastota Oneida	4.10 4.22	4.40 4.52		6.07 s 6.22 s 6.32	6.46 6.58	7.08 7.20	s10.20	10.52 11.20	11.54 12.06	1.10 1.22	ino ante
38.15 40.46 45.03	Rome Signal Station 34 Oriskany	4.34	5.04	10)-Q	s 6.52 6.57	s 7.13 7.18	к 7.32 7.35	s10.44 10.49	11.26	s 12.20 12.25	1.34	Р. М. 2.3
51.93	UticaA UticaL	4.43	5.14	A. M. 5.45	s 7.10 7.55	s 7.28 7.31	s 7.45 7.48	s10.59 11.04	11.38	s 12.35 12.38	s 1.45 1.48	
55.39 65.60 72.90 82.58				5.50 s 6.05 s 6.18 s 6.31	s 8.30	7.36	7.53	11.09 s11.19 s11.28 s11.39		12.43	1.53	98.30 (0.57 (0.57)
88.49 91.56 03.03 13.59	Fort Plain Palatine Bridge. Fonda Amsterdam	5.26	5.57	s 6.42 s 6.50 s 7.08 s 7.26	s 9.13 s 9.40	8.19	8.40	s11.48 s11.54 s12.08 s12.23	12.41	1.25	2.38	61-66 10-76 103-65 118,69
20.13 29.48 32.87	Hoffmans Schenectady Signal Station 7	5.41 5.53	6.12 6.24	$ \begin{array}{r} 7.35 \\ 8 7.48 \\ 7.54 \end{array} $	10.09 s 10.35 10.43	8.35 8 8.45 8.52	8.57 s 9.08 9.15	12.30 \$12.42 12.49	1.01 1.17	1.41 s 1.51 1.58	2.55 s 3.05 3.12	61-091 64-091 164-091
46.36	Albany	6.08	6.44 Rensselaer Yard	8.15	11.30	9.15	9.41	1.06	1.40 Rensselaer Yard	2.20	3.35	49.81
-	ARRIVE	A. M.	A. M.	A. M.	A. M	A. M.	A. M.	P. M.	P. M.	P. M.	Р. М.	Р М.

Nos. 26, 138, 122 and 40 will not carry baggage. Nos. X-142 and 122 will not carry passengers. No. 63 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.

			and providences	EAST	WARD-	-FIRST	CLASS	and a second of		and an approximation	n an an garda Station an Angala
oasuo		96 See Note	50	X156 See Note	54 See Note	X56 See Note	152	52	32 See Notes	14 See Note	Manda S.
Miles from Syraouse	STATIONS	Advance Empire State Express	Empire State Express	Mail	Syracuse	Mail and Express	The Easterner	The Easternor	Mail	Mail	
Miles		Daily	Daily	Daily except Sunday	Sunday only	Daily	Sunday only	Daily except Sunday	Daily	Daily	1
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Р. М.	P. M.	P. M.	n gun trainig ng Nga nga nga
1.90 3.78 7.12	East Syracuse	2 .26	4.04	4.20	5.00	5.25	7.25	8.15	9.50	11.30	, , , y cia na , i can l'ac el 1 d'ac el 1 d'ac esta dec esta
9.74 19.91	Kirkville Canastota	2.38	4.16	4.32 8 4.47	5.12	5.37	7.37 s 7.47	8.27 s 8.40	10.02	11.42	
19.91 25.03		2.50	4.28	s 4.58	s 5.26	1. Al	s 7.57		10.15	11.54	ng.cr.Al
$38.15 \\ 40.46 \\ 45.03$	Signal Station 34.	s 3.04 3.09	4.41	s 5.23 5.27 s 5.33	s 5.42 5.47		s 8.10 8.15	s 9.12 9.17	10.30	12.06	
51.93	Utica		s 4.51 4.54		s 5.57 6.02	s 6.15 6.30	s 8.30 8.40		s 10.50 11.15	s 12.20 12.30	in Na
$55.39 \\ 65.60 \\ 72.90 \\ 82.58$	Herkimer Little Falls	3.27	4.59	s 6.57 s 7.13	6.09 s 6.20 s 6.30 s 6.43	a de	s 8.59	9.45 s 10.00 s 10.10	11.20	12.35	
88.49 91.56 103.03 113.59	Palatine Bridge Fonda		5.39	s 7.51 s 8.55	s 6.52 s 6.59 s 7.13 s 7.26	7.30	s 9.34 s 9.50	s 10.29 s 10.36 s 10.55 s 11.14	12.25	²⁰ 1.18	
120.13	Hoffmans	4.33	5.54	9.35			10.16	11.25 s 11.40	12.40 w 12.55		
129.48 132.87		8 4.43 4.50	6.11 s 6.04	s 10.10 10.20	s 7.44 7.51		10.31				
146.36	Albany	5.10	6.32	11.00	8.10	8.35 Rensselaer Yard	11.10	12.15	1.25	2.10	SKY AM.
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	ain

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.

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

W-Stop for mail Monday.

SVRACUSE to ALBANY

			A	LBA	NY	to T	RO	Y				
Second	name foor plan fit			WEST	WARD-F	FIRST CI	LASS	e transfer de la composition de		an a		
Ibany	Est. and a	X761 See Note	61	X701 See Note	X703 See Note	X727 See Note	X725 See Not		3.8 C		. 90	
Miles from Albany	STATIONS	Mail and Express	Montreal Limited	Mail and Express	Mail and Express	Mail and Express	Mail an Express	d setting t	a ortella aggenti	¹¹¹ 0389	harry -	
Miles	narra anna an	Daily	Daily	Daily	Daily	Daily	Daily except Sunday			and a second	- Tank	
	LEAVE	A. M.	A. M.	A. M.	Р. М.	Р. М.	Р. М.			10.		
0.58 5.27 6.28	Iron Works Madison St	••	<u>A. M.</u> 2.08	$\begin{array}{c} 3.15\\ 3.18\end{array}$	$12.45 \\ 12.48$			50 53		i	i andri ang lang ang lang	22 23 25 25
6.59 7. 3 1	Adams St Troy		2.28	3.35	1.05	4.00	10.1	0	84.Q		liven.	12 5
and a	ARRIVE	A. M.	A. M.	A. M.	Р. М.	P. M.	P. M.		0		n hinne	<u>6 10</u>
		01.01 03.01 03.01 03.11		8.18 8.15 8.15 8.15 8.45	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		101 101 101 101 101 101 101 101 101 101 101 101		a 3,03 8,09 8,09 9,09 8,09 8,09 9,09 9,09 9,09	946 adri 440 4	ili .ama ili lang vrai .a.ti .a.ti	
		ana a san a sa	T	ROY		11. 9 m	08/2	Y	a 3.04 8.09 9.19 9.29	tion 84 ⁰	in sura in ing vradar in alti in dis aff eluti	11. 12. 12. 12. 12. 12. 12. 12. 12. 12.
		0301 s 31.11	<u>10 29</u>	EASTV	VARD-F	IRST CL	ASS		3,04 8,09 9,09 9,09 9,09 9,09 9,09 9,09 9,09	A de la de l	in som in som vrader som som som som som som som som som som	
Troy	6	2 X70	0 X70 See No	EASTV	VARD—F	TIRST CL	08/2	X736 See Note	3.04 8.09 9.19 9.19 9.19 9.19 9.19 9.19 9.19 9	tion 84	in suro in suro vrao suro suro ali suro suro suro suro suro suro suro suro	A
g	6 STATIONS More	2 X70	0 X70 See No y Mail au	EASTV 4 14 ad Th Laura tia	VARD—F 4 14 en- h	TIRST CL	ASS	X736 See Note Railway Express	3.01 8.09 8.09 8.09 8.01 9.01 9.01 9.01 9.01 9.01 9.01 9.01 9	viton 84	in suro in suro v rao suro suro ali suro ali sur	
Miles from Troy	STATIONS Mon Lin	2 X70 See No treal Railwa	0 X70 See No y Mail au	EASTV 4 14 ad Th Laurd tian Dail	VARD—F 4 14 e TH Laur tia	TIRST CL	ASS	X736 See Note Railway	3 3.04 8 3.15 6 3.15 7 4 7 4 8 4.11 6 4.41	stion 84	in anno 19 Iang Viteo 19 Iang 19 Iang 19 Iang 19 Iang 19 Iang 19 Iang	
g	STATIONS 6 Mon Lin Da	2 X70 See No treal ited Expres	0 X70 See No y Mail an Expres Daily	EASTV 4 14 ad Th. bai cxce Sund	VARD—F 4 14 e TH bon- tia by ot sum only sum only	TRST CL 16 7 hen-All day D	ASS 06 bany	X736 See Note Railway Express	3,3,04 8,09 8,09 8,319 7,21 7,21 9,219 9,210 9,210 9,210 9,210 9,210 9,210 9,210 9,210 9,210 9,2	stich 84	in soor in soor vracion soor soor eff statis soor soor soor soor soor soor soor so	
шолівени 0.72 1.03 2.04 5.73	STATIONS 6 Mon Date LEAVE A. Troy 4 Adams St Madison St Iron Works 4	2 X70 See No Itreal Railwa iited Expred illy Daily M. A. M .35 6.0	0 X70 See No y Mail and Express Daily P. M 00 1. 20 2.	EASTV 4 14 ad Th Lauretian Dail exception Sundit . P. N 45 3	VARD—F 4 14 e TH em- tia by by Sund onl M. P. 3 58 4	IRST CL IG 7 he All day D M. P. 8.45 s s s s s s s s s s s s s s s s s s s s s	ASS 06 bany ally	X736 See Note Railway Express Daily oxcopt Sunday	3 3.04 8 3.15 6 3.15 7 20 7 20 7 20 7 20 8 4.11 9 4		in A new and a n	Li. A 46 97 146 97 193 0 90 H 90 H 90 H 193 0 193 1 193 1 19

	STATIONS		Miles			GNAL	S		TELEPHONES	nparina	Sec Commentant
No.	Location	- Office Calls	from New York	Track No. 3	Track East- ward	West-	Track No. 2	Track No. 4	Location	Side of Track	Line
68 -	86 88 75			3503		3501					line in
10	Vale of Seath terms				and the second second		3562	3564	Signal 3564 624 feet west of Signal 3593	N N	SS CD
08	C C P EB POPULATION			3593		3591			Oscawana Station, outside	Ñ	M., S.I
64	4 87 88 M 70 1				3640		3642		Oscawana Station, on bridge abutment	N	SS CD -
es .	4 85 88 12 1.	1		3673		3671			2600 Ft. W. of Oscawana Station	N N	SS CD – M., S.
08		- A				0771	3752	3754	296 feet west of Signal Bridge 114-S	N N	SS CD - SS CD -
				3773		3771	3842	3844	2350 Ft. W. of Crugers Station	N	SSCD -
1.05	- ci es lo c' i	1.5.14		3863		3861	3922	3924	Signal 3863 Montrose Station, outside	N S	SS CD - SS CD -
	n source of the strength of the	brail a		INT.		3981			Interchemical Corp. Switch, track No. 4 Booth	S N	SS CD – SS CD –
	Hall & Second		1				4022	4024	Standard Brands Switch, track No. 4	S	SS CD -
1.0	COLES C. Seint	a span	abish			•••••	•••••	•••••	S.S. 37 Westward Int. signal bridge	N	SS CD -
37	East of PeekskillC.S. Open Day and Night.	. KN	40.10	INT.	INT.	INT.	INT.	INT.	Eastward Int. signal west of S.S. 37	SS	P., T. D., M. SS 37
1.2	Open Day and Hight.	a Que	Antone)	1.2.2.1					Peekskill Station, west platform	S	SS 37
	A LA DA LA PROVIDENT		Spell Re	1.1.1.			4152		Hudson Ave, crossing Peekskill, in Cabin Booth 41.48	N	SS 37 - SS 37 -
	1000 C303 Lan	12 E 10	201.16	dit .		4171			Peekskill Bridge Signal Building, outside	N	SS 37 -
	1 13 28 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 . I		1960		4262		Booth 42.15		SS 37 -
			1.12.14	1.11	4200			17	Booth 42.45	N	SS 37 -
						4311		19	Booth 43.07	1. 1.	SS 37 -
hits	Cos State No.						4372		Booth 43.42. Watchman's Cabin 1000 Ft. W. of Signal 4375	SS	SS 37 - SS 37 -
								tig -	Booth 43 61	S	SS 37 -
			1.25	1.1.1.2		Les an			Watchman's Cabin opposite Signal 4441, in Cabin	S	SS 37 -
	2.74 N 1			abian	4450		4452		Watchman's Cabin 1150 Ft. W. of Signal 445 Watchman's Cabin 2650 Ft. W. of Signal 444		SS 37 - SS 37 -
	8 . 85 60 -				1 1 2 4 4 4 4 4 4	4541	4522		Booth 45.20	. S	SS 37 -
			i en els						Booth 45.61	. S	SS 37 -
	1 05 88 X	10.10	1.00	angie	4630		4632	1000	Manitou Station inside		SS 37 -
64	-lee sa a 1111					1.10	Hust		Booth 46.39 Booth 47.11	N S	SS 37 - SS 37 -
583		h his	-Denset	diwar		4721	4732			litera	A Salvants
12.8	14. C.T. 8	i in	and a star	gosta				1	Booth 47.41	. S	SS 37 -
43	East of Garrison C.S	S. BC	47.43		P. 194	INT	INT.	INT		. s	T.D.,M.,
10	Open Day and Night.			1	1.000				Sig. Dept. office Booth 48.24	. s	SS 43 - SS 43 -
83	- NS 98 1 7 1.	μ.						and a	Booth 48.49		SS 43 -
122	- 10 83 K			4893	-	4891	11.670		Booth 49.12 Garrison Tell-tale Inspector's Cabin, inside.	. S	SS 43 -
							. 4922	4924	Garrison Tell-tale Inspector's Cabin, inside.	. S	T.D.,M.,
	East of Garrison Sta.		49.1		1			. INT	Garrison Station, inside	. S	T.D.,M.,
in the second	The fact is the second second	1.1.1	1	4993		499	1	1	Booth 50.29	. s	SS 43 -
88	- 10 20 8	1.80	toofi :		unit		. 5042	2 5044	Booth 50.73	. N	SS 43 -
52.5	_ 38.88 p			5103	3	510		5134		1	58 86
					0.080				Booth 51.37		SS 43 -
3.L.	Mar Villa			5203	5	520	1		Booth 52.03 Booth 52.19	. N	SS 43 - SS 43 -
123	- 10 801 - X- 10 / 10	- the					. 5222	2 5224	Cold Spring Frt. House Cold Spring Station, inside	. S N	SS 43 - M., S.
155			1	5303		530	1		Booth 53.03		SS 43 -
186	- 15 BR B					1.11	. 5332	0334	Booth 53.38		SS 43 -
88	- +8 88	roldt.	Rooth	539		539	i	:::::	Booth 53.72	S. 20 16	SS 43 -
1 42	La partire	-	(hear)		a seri		5432	7.	4 E. end Breakneck Tunnel, Booth 54.31 W. end Breakneck Tunnel, Booth 54.42	· N	SS 43 - SS 43 -
1.88	- AS 82 14 1.1.1	1	a. 18 . 10	bel die	549	3 549	i	1/1		1 1 10	Share the
1.50	The sea was the season of	4 844	A State also	8 - 8 - 1	1				. Booth 55.20	. S	SS 43 -

35

and the	the last state of the second st	a series	-	and the second second	0101	in the second		SOIN	TO RENSSELAER		
	STATIONS	(in farm	Office	Miles from	1996	1	NALS	Sector 4	TELEPHONES	011.67	1
No.	Location	1	Calls	New York	Track No. 3		Track No. 2	Track No. 4	Location	Side of Track	Line
			1.1.1.		ALL PLANT ROOMS	5581			Booth 55.61	N	SS 43 — 4
		17919	19.4. ¶ 11.1.19	Send (1997) Send (1997)	5663	5661	A. 199 (199 (199 (199 (199 (199	5624	Booth 56.37	N	SS 43 — 4
18 19		101031	din og	677 June 1919 - 1919					Booth 56.62	N	SS 43 — 5
8.1	40 88 4 1/2 40 88 4 1/2	2.4	t mit Straa	1-1 ⁻¹ 1-1-1-1 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1					Dutchess Shelter, Booth 57.19 Booth 57.41 Durisol Switch, Booth 57.55	N S S	SS 43 — 5 SS 43 — 5 SS 43 — 5
		1.84	Tax		0/00	5761		5794			til en fi
5		in the second				•••••			Booth 58.15 Car Inspector's Office in Bridge Yard, outside	N S	SS 43 - 5 SS 50
0	Beacon	C.S.	F	57.88	INT.	INT.	INT.	Chi Street		N	T. D., M., S. I
0	Open Day and Night.			0			122103020		N. Y., N. H. & H. Frt. Office, inside	S	M., S. L.
1		1	- And	and gen	•••••				East End East Yard, outside, Section House. Beacon Station Baggage room	N S	SS 50 - 5 SS 50
1		1.1.1		1.57 6.5					Beacon Station, inside	S	M., S. L.
			antip.	1 2014	(alaba	1 11 20	1001	Alter ile	Maintenance of Way, Foremen's Office Booth 59.39	N N	M., S. L. SS 50 - 5
		and and a second	1 (P.).6		5963	5961			Booth 59.57	S	SS 50 - 5
		10.24	ilitia	(lang			5982		Track No. 3, Sw. 100 Ft. W. of Signal 5982 in cabin	N	SS 50 - 5
		1 de la		11116	•••••				Booth 60.21 Booth 60.44	N N	SS 50 - 5 SS 50 - 5
		1.1	1		6063	6061		6084	Line and the second		
									Booth 61.10	N	SS 50 - 5
		Re. U.K.	W.KC	dian a	6163	6161			Booth 61.42	N	SS 50 - 5
		iroit.	ista ma	ano oi				6174	Cabin 69.06	N	99 50 -
		1 and	in the	11.1				1. 189	Cabin 62.06 Chelsea Crossing, Booth 62.36	N N	$\frac{85}{50} = 5$ $\frac{50}{50} = 5$
		and!	Nr. Str	otat: a	6253	6251			Chelsea Station, inside	N	M., S.L.
		1	1	1.000	an del	1.06.0	6272	6274	Booth 62.52 Booth 63.14.	S N	SS 50 - 5 SS 50 - 5
		1. 1. 1. 1.	Party	hanne	6333	and the second second	100		Booth 63.48.	S	SS 50 - 5
							6362	6364	Track No. 3 Int. Signal, Booth 64.04 Maintenance of Way, Tool House, 64.17 Booth 64.28	N N S	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$
1	East of New Hamburg Open 8 A. M. to 5 P. M.	C.S.	BU	64.02	INT.	INT. INT.	INT. INT.	INT.	New Hamburg Drawbridge Cabin 64.56	N S	SS 54 — 5 T.D., M., S.
	Mon. to Sat. inclusive.		1. 1. 1. 1	S. COLE		1 1 1 1 1 1 1 T 1 T 1 T		!	New Hamburg Station Platform 65.06	N	SS 54 - 5
-									New Hamburg Station, inside Booth 65.14	N S	M., S.L. SS 54 - 5
		n f. B. de La se se	and a second	e alle a la	6533	6531			Booth 65,49.	N	SS 54 - 5
					6623	6621	6612		Booth 66.14	N	SS 54 - 5
		1440	anor	acqual a	6713	6711	6712	6714	No. 66.53	N	SS 54 — 5
				obiani		R mos	6802		Booth 67.09 Booth 67.42 Booth 68.01	S N S	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
0	Camelot		alahahah wela 	68.17	6813	6811			Camelot Station, outside Booth 68.17	s	SS 54 — 5
		and the second	Sec. 1				6892	6894	Booth 68.66	S	SS 54 — 5
		1.2.2	11		6903				Booth 69.23 Booth 69.53	NN	r.d., M.,s.1 SS 54 — 53
			1.31	and and	Sast?	uing?	0000]]	Booth 69.53.	N	SS 54 - 58
		1.200		in a k	7003	7001	6982	6984	6303		SS 54 – 58 T.D., M.,S.I
		11.1		Level.		1.83.1	hoe		Booth 70.30		SS 54 - 58
8	,000 ft. E. of S.S. 58			70.21	INT.	INT.	INT.		Frack No. 4 Int. Signal Booth 70.61	S	SS 54 — 58
		die	1. 16						Track No. 3 Int. Signal Booth 70.67 Maintenance of Way, Sect. Hse		SS 54 - 58 SS 54 - 58

	STATIONS	and the	1	Miles		SIGN	TALS	1	TELEPHONES	COLV & COLO	
No.	Location		Office	f rom New	Track	Track	Track	Track	Leastion	Side of	Line
				York	NO. 3	NO. 1	No. 2	A.L.	Booth 71.62	1	SS 54 -
	A CALL & CALL	1011	1201	i interes			7172	7174		and the second	a carden brander fight
58	East of Poughkeepsie	C.S.	PO	71.75	INT	INT	INT		Booth 72.30	N N	SS 54 — T.D., M.,
00	Open Day and Night.	0.5.	10	.1					Eastward Int. Signal Bridge Booth 72.47	N	SS 58 -
	11188 M W	1	1.14		1.65	1218.4	emplain		Booth 72.69 Poughkeepsie Frt. House Office, inside	N N	SS 58 — M-SL
	The second se	1					7332	7334	Booth 73, 17,	N	SS 58 -
	114 88 1 22 1.1.1.1.1.1.		1.11		7353	7351			Poughkeepsie Station, eastward platform	S	SS 58 -
		1	-						under stairway Poughkeepsie Station, westward platform	N	SS 58 -
	17 83 K (1		in the	\$01.JA	90		under stairway Poughkeepsie Station, inside T. D., M., S. L	1	SS 58 -
	17 88	1	herei	S. Calify					Poughkeepsie Engine House, inside	S	M., S. 1
			10.1	1					M. of W. Motor Car Shed W. of Station	N	SS 58 -
	P M The The Proceedings		11.1	•	, Gd. H trol		ANG ANG ANG		No. side of Hoffman St. Bridge abutment, in Cabin, Booth 73.54	S	SS 58 -
	IT BR V			free as a			1.	7414		1	SS 58 -
	+ 1 V B () () () () () () () () () (-		1111		por a	0000	110	Booth 74.21	N	ISS 58 -
	1787 N. 1.					7451			Booth 74.55 Booth 75.17	N	SS 58 -
	E .M. W. M. Bellevier	lsbi	01 JA		r		7492	7494			1 San Charles
60	West of Poughkeepsie	C.S.	WS	74.76	INT.	INT.	INT.	INT.		S	T.D., M.,
82	Open daily except Sunday 6:35 A.M. to 10:45 P.M.								Booth 75.53	N	SS 60
	Open Sunday 2:45 P.M. to 10:45 P.M.				1043	1041	7672	7674	Booth 76.22.	S	SS 60 -
	2.15 1.11. 10 10.10 11.11								Booth 76.50 Booth 77.19	N	SS 60
	the state of the foreserver				1133	1131	7762	7764	Booth 77.19.	N	SS 60 -
	-1778月1日前1月的月二			13/01/6	1011 P. C. M. O. F.	101171010	7852	7854	Booth 78.21	S	SS 60 - SS 60 -
	reppi p								Booth 78.46 Hyde Park Station, inside	N	M., S.
	- 17 68 A				7953	7951			Booth 79.17	N N	SS 60 -
			1		8053	8051	7962	8054	Booth 79.49 Booth 80.29	N N	SS 60
	- IT 282 - 8								Booth 80.53.	. N	SS 60 -
			1.17	histoph	8153		8162	8164	Booth 81.28	. N	SS 60
	IT BE A LINE	1.1.1	1.1	n allena					Booth 82.07.	. N	SS 60 -
	[[[[]]]] [] [] [] [] [] [] [] [] [] [] [e ()			8263				Booth 82.36. Booth 83.15.		SS 60
	Lives & Lives	1.1	1.1.1		100000000000000000000000000000000000000		and the		Booth 83.37	. S	SS 60 -
	is serve a				8383	8381	8362	8364	Staatsburg Station, inside Booth 83.55	N N	M., S. SS 60 -
									Booth 84.23.	N	SS 60 -
	co po la n	K Winte	1. SAA	A said		9401	8472		Booth 84.51 Booth 85.20	N	SS 60 -
	T E Photo Participation	1000		1919	0490				Booth 85.20. Booth 85.45.	. S	SS 60 -
	- 128 82 82			Re night			8592	8594	Booth 86.22.	· SS	SS 60
	Man Burney	1		ana tau	8603 8693				Booth 86.52 Booth 87.14.	. S	SS 60 -
	B.M. 1 74		2.5	, obieldi			8702	8704	Booth 87.37.		SS 60 - SS 60 -
	LODAL M CREATIN	1.20	193	L Lang	8773	8771	8812	8814	Booth 88.07.		SS 60 -
	- 13 82 B. J		24.		8883						
		-	11.34	1.			8902	8904	Booth 89.31.	. s	SS 60 -
	- 16 CB M. Harrison								Booth 89.54.	. S	SS 60 -
	The set of the sector of the				8993	8 8991	8992	8994	Booth 90.25.		SS 60 - SS 60 - SS 60 -
	- 19 PA - W. C								Booth 91.04.	. N	SS 60 -
1	Line in the second	and the	and in	a de la constante	9103	9101	9082	9084	Booth 91.13 Booth 91.37		SS 60 - SS 60 -
	a the Bir Halfsmar 821 doo	de al	ibie	att us			9182	9184	Booth 92.09.	. N	SS 60 -
	A	12.1			9223	9221	9272	9274	Booth 92.35 Booth 93.16		SS 60
	LIN BE N		1.011		9333	9331	l		Booth 93.40	. N	SS 60 -
		a star		en en			. 9372	9374	Booth 94.26	. N	SS 60 -
71	Barrytown	. C.S.	BA	93.91	INT.	INT.	INT.	·····			T.D., M.
	Open Day and Night.	121	Linol	, aoi.a	12 199			211	Barrytown Station, inside.		M., S. SS 71 –
		1000	1	Sel wat	ALC IN	953	i	- Gre		1	SZOL CALLER
	1 12-28 Mills Provenues	- ere			1.81	965	9562	A CONTRACTOR OF CONTRACTOR	Booth 95.39. Booth 95.57.		SS 71 - SS 71 -
PAR	Bendlin P. S. Streeter				12.10	905.	1		Booth 96.23.	. N	SS 71 -
	unitade t	aborr	tute.	anuas	Pitte (9672	2	Booth 96.41.		SS 71 - SS 71 -
	and the first for the second	+ + + +	1.2	in the Mar	The Sale	976	0700		Booth 96.62.		SS 71 -
	and the second of the second	11000	1	Constant of the	A A A A A A A A A A A A A A A A A A A	1		I CONTRACT	Booth 97.53		SS 71 -

	STATIONS	The set	1	CRO		NALS	TELEPHÒNES	OUTAT	
No.	Land a second		Office Calls	from New York	Track No. 1	1	Location	Side of Track	Line
	Tivoli			98.25	9871 9981	9902 9982	Booth 98.26. Tivoli Station, inside. Tivoli Station, outside. Booth 99.19. Booth 99.51.	N N N N N	$\begin{array}{c} \text{SS 71} - \text{82} \\ \text{T.D., M., S.L} \\ \text{SS 71} - \text{82} \end{array}$
	al 231 a and a and a and a a a a a a a a a a a			anaB	10091 10201	10092 10202	Booth 100.25 Booth 100.49 Booth 101.29 Booth 102.02	N N N N	$\begin{array}{c} \mathrm{SS} \ 71 - 82 \\ \mathrm{SS} \ 71 - 82 \end{array}$
			ioni ioni ioloine	aoitas	A CONTRACTOR OF A CONTRACT OF	10312	Booth 102.32. Booth 102.48. Booth 103.23.	N N N	$\begin{array}{c} 88 & 71 - 82 \\ 88 & 71 - 82 \\ 88 & 71 - 82 \\ 88 & 71 - 82 \end{array}$
	and as a finite state	incil July 1	inne b Milite	B caise B	10411†	10412	Cheviot Crossing Cabin, inside	S	SS 71 - 82
	Germantown	. C.S.	noli Presidente Presidente	103.71		····· 10512†	Booth 104.13 M. of W. Tool House Booth 104.31. Booth 104.36	N	SS 71 - 82 M., S. L. SS 71 - 82 SS 71 - 82
					10521	····· 10612	Booth 105.06 Booth 105.32 No. Germantown Station, inside	N N N	SS 71 — 82 SS 71 — 82 M., S. L.
					10621		Booth 106.43 Booth 107.16 Booth 107.44	N N N	$\begin{array}{c} \text{SS 71} - 82 \\ \text{SS 71} - 82 \\ \text{SS 71} - 82 \\ \text{SS 71} - 82 \end{array}$
					10821	10822	Booth 108.16 Booth 108.40 Booth 109.14	NNS	M., S. L. SS 71 – 82 SS 71 – 82
			ie.	hai ac si	11011		Booth 109.40 Booth 110.04	S S	${{ m SS}71-82} \atop {{ m SS}71-82} \atop {{ m SS}71-82}$
					INT.	ii042	Booth 110.30. Booth 110.64 Remote Switch, Booth 111.13. Booth Switch Cabin Track 2, Booth 111.17	00000	$\begin{array}{c} \textbf{M., S. L.} \\ \textbf{SS 71} & = 82 \end{array}$
					11231	INT.	Remote Switch Cabin Track 2, Booth 111.17 Booth 111.21 Booth 111.57 Booth 112.22 Booth 112.45	00000	$\begin{array}{c} \text{SS } 71 - 82 \\ \text{SS } 71 - 82 \end{array}$
82	West end Hudson Siding Open Day and Night.	. C.S.		112.74	INT.	11262 INT.	Booth 113.39	8	SS 71 - 82 T.D., M., S.L. SS 82 - 84
				en see		·····	Car Inspector's Office, east yard, outside Booth 114.07 Booth 114.14. Booth 114.20, Repair Shops	S N S	$\begin{array}{c} \mathrm{SS} \ 82 \ - \ 84 \\ \mathrm{SS} \ 82 \ - \ 84 \\ \mathrm{SS} \ 82 \ - \ 84 \\ \mathrm{SS} \ 82 \ - \ 84 \end{array}$
84	Hudson Open Day and Night.	. C.S.	UD	113.66	iii42i† iii52i	INT. 11502	Signal Maintenance, inside Hudson Station, inside Hudson Station, Baggage Room.	N N N S	SS 82 — 84 T.D., M.,S.L. M., S. L. SS 84 — 90
	68 85 H				11631 11731	11612 11732	1164 Ft. W. of Signal 11521, Booth 114.35 Booth 115.01 Booth 115.28 Booth 115.47	N S NN	$\begin{array}{c} \mathrm{SS} \ 84 \ - \ 90 \\ \mathrm{SS} \ 84 \ - \ 90 \\ \mathrm{SS} \ 84 \ - \ 90 \end{array}$
					 11841		Booth 116.29 Booth 116.46 Booth 117.15 Booth 117.40	N N	$\begin{array}{c} \mathrm{SS} \ 84 \ \ 90 \\ \mathrm{SS} \ 84 \ \ 90 \\ \mathrm{SS} \ 84 \ \ 90 \\ \mathrm{SS} \ 84 \ \ 90 \end{array}$
				Cr.AT	11941	 11952	Booth 118.15. Stockport Station, outside, Booth 118.37 Outlying Switch to Sta., siding, Booth 118.51 Booth 119.30.	N N	$\frac{\text{SS 84} - 90}{\text{SS 84} - 90}$ $\frac{\text{SS 84} - 90}{\text{SS 84} - 90}$
					12031 12151	12052	Booth 120.04 Booth 120.29 Booth 120.47 Booth 121.11	NNNN	$\begin{array}{c} \text{SS 84} & - & 90 \\ \text{SS 84} & - & 90 \end{array}$
			d	ika	12261	12182 12282	Booth 121.35 Newton Hook Station, Booth 121.50 Booth 122.14. Signal 12261, Booth 122.37	ZNSSZZ	$\begin{array}{c} 55 \ 84 - 90 \\ SS \ 84 - 90 \end{array}$
90	East of Stuyvesant Open Day and Night.	. C.S	XN	123.01	INT.	12282 INT.	Booth 123.16 Booth 123.48	NSS	55 84 - 90 55 84 - 90 T.D., M., S.L 55 90 - 98
					12451		On bridge structure, Stuyvesant Station island platform Stuyvesant Station, inside Booth 124.50	N N S	SS 90 — 98 M., S. L. SS 90 — 98

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES CROTON-ON-HUDSON TO RENSSELAER SIGNALS Miles from New York STATIONS Office Calls Track No. 1 No. 2 Location No. 12482 12551 $12651 \\ 12572 \\ 12651 \\ 12652$ 12741 12742 12821 12822 12901 12902 12991 12992 13081 13092 13181 13192 13281 13282 13371 13372 Castleton on Hudson C.S. 133.56 13471 $\frac{13472}{13561}$ 13652 13651 13731 $\frac{13742}{13831}$ 13922 HUDSON RIVER CONNECTING LINE SIGNALS Miles Office Calls from New York LOCATION Track Track No. 3 No. 4 Signal Station 90.... Stuyvesant Station..... West of Stuyvesant Station..... 1¹/₄ miles W. of Stuyvesant Station... INT. 197* INT. 189* 186 11 miles W. of Stuyvesant Station 24 miles W. of Stuyvesant Station.. 34 miles W. of Stuyvesant Station.. 44 miles W. of Stuyvesant Station.. 34 miles E. of S.S. SM..... 24 miles E. of S.S. SM..... 179* 168 169* 159 148 147* 137* 126 127* 11 miles E. of S.S. SM..... SM 132.01 INT. INT.

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

† Rule 292 will govern.

TELEPHONES	17-2-1	
Location	Side of Track	Line
Booth 125.21. Signal 12482, Booth 125.37. Booth 126.07. Booth 126.28.	N N N N	SS 90 98 SS 90 98 SS 90 98 SS 90 98 SS 90 98
Booth 126.51. Booth 127.22. Poolsburg Sw. Track No. 1, Booth 127.35 Booth 128.13. Booth 128.33. Booth 129.01. Booth 129.23. Booth 129.47. Schodack L'd'g Station, outside, Booth 130.21	NNNNNNN	SS 90 98
Booth 130.53 Booth 131.22 Booth 131.40	N N N	SS 90 — 98 SS 90 — 98 SS 90 — 98
Booth 132.18 Booth 132.43 Booth 133.13 Booth 133.41 M. of W. Tool House, 1000 Ft. E. of Castleton	N N N N	SS 90 98 SS 90 98 SS 90 98 SS 90 98 SS 90 98
M. 100 House, 1000 F. E. Or Casteron on Hudson, outside, Booth 134.04. Castleton on Hudson Station, inside. Booth 134.19 Booth 134.41 Booth 134.52 Booth 135.07 Booth 135.07 Booth 136.05 Booth 136.26 Booth 137.18 Booth 138.16 Booth 138.16 Booth 139.32 Booth 139.32	NN SS NN NN NN NN NN NN	$\begin{array}{c} \text{SS } 90 & - & 98 \\ \text{M., S. L.} \\ \text{SS } 90 & - & 98 \\ \text{SS } 98 & - & 98 \\ \end{array}$
Booth 140.22 Booth 140.50		SS 98 - 98 SS 98 - 98

	TELEPHONES	1 - M 	
	Location	Side of Track	Line
2	Stuyvesant Station, inside INT. Signal SS 90	. N S	M., S. L. SS 90
1	West of Signal 189	. N	SS 90 - SM
]	East of Signal 179	. N	SS 90 - SM
010101	Signal 169. In cabin near Signal 159. Signal 147. Signal 137. East of Signal 127. Signal 127. West end, Hofmeyer's Cut.	NNNNN	$\begin{array}{l} {\rm SS} \; 90 - {\rm SM} \\ {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} \; {\rm SM} \; {\rm SM} \; {\rm SM} \\ {\rm SM} \; {\rm SM} $

	STATIONS	Gitter	Miles	1 Child	5	BIGNALS	THE PART	12 A	TELEPHO	NES	
No.	LOCATION	Office Calls	from New York	D. Hereita	Track	Track	11-40-4	10200	LOCATION	Side of	Line
en de la compositione Compositione		Contra anti	IOIK	n poglativ producer	No. 1 13921	No. 2	a Solidadia I		LOCATION	Track	TYTE
	Celly O.E. Sol	a or an	in and the second	70.7	14011 14091	14012 14092	$T \left[\frac{1}{2} m_{B} \left(T \right) \right]$		ing Attention (1992 and 1992) Long Cally (1992 and 1992) Long (1992 and 1992)	anu i gri e anu i	
98	Rensselaer C.S. Open Day and Night.		141.7	102.081	INT.	INT.	nandrager skrift Televila at e a		Signal Station		T.D.
99	Rensselaer C.S.	RS	142.3	TA ANALAS YAARA	INT.	INT.	. Jusies s		Rensselaer, cabin Signal Station	S	SS 98 T.D.
				Track	Track	Track	Track				
00	Rensselaer C.S.	081.L	142.4	No. 3 INT.	No. 4 INT.	No. 1	No. 2				
00	Open Day and Night.	1 a.a	142.4		636666	INT. 	INT.	Sec. 1	Signal Station		T.D.
01	East End Passenger C.S.	la de an	142.5			INT.	INT.		Engine House		T.D M. SS 99
	Bridge Open Day and Night.	si di	142.0		sooth totooda	INT.	INT.		Signal Station		99
A	East End Albany C.S.		142.8			INT.	INT.		Signal Station		TTD
	Yard		112.0			INT.	INT.		East end passenger yard,		T.D.
Patr	Open Day and Night.			08.181		INT.	108181		cabin	N	SS A
	86 88 1 16 1							12 yr l	West end passenger yard,		007
в	West End Albany C.S.	i de la cale	143.1				INT.		cabin	N	SSB T.D. – M
1	Yard	1.1.1.1.1	179.1				INT.		Signal Station Spencer St. booth	s	T.D M SS 1
0	Open Day and Night.	1 . 5 V (). 8 1 . 11	OI Joero		Church -					5	
D	East End Albany C.S. Freight Bridge	4,404	deon Sta	INT.	INT.				Signal Station	an on Ea	SS 1, 100
	Open Day and Night.			INT. 14323	INT.				Booth	N	T.D.
1	Albany Viaduct C.S.	Z	143.4	INT.	INT.	INT.	INT.		Signal Station		T.D. – M
	Open Day and Night.	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	0	INT.	INT.		INT.		Booth	S	SS 1 - SS 7
	80 88 80 88	• • • • • • •	· · · · · · · · · ·	14433*	14434	$14371* \\ 14431*$	INT.		Leg of Signal bridge	S	SS 1 -SS 7
al and	80 BR 12 11 11 11 11 11 11 11 11 11 11 11 11		Willing !!			14501*			5		
	Statistics of the second second	a a dia a a	greens				·····		Booth 1444	N	SS 1 -SS 7
IC	Jones Crossing	n n di di bi di n n n n n pin	145.4		14524	INT.	INT.		Rock Cut cabin	Sg	SS 1 -SS 7
	00100 0100011g		140.4	. 28.82 / . 08.82 /	dioparticity	IN I.	INT.		Booths	S	SS 1 -SS 7
				8.8.014	Aloo E	14611			Booth 146	S	SS 1 -SS 7
			1	Track	Track	14661	14622		Cabin 50 ft. west of		
				No. 4	No. 3				Central Avenue Bridge.	N	SS 1 -SS 7
	and the second second second		11/3-08		MARIE	14751	14752	1.1.1	Booth 147.4	N	SS 1 -SS 7
			T. Sector			14841		and the second	Booth 148 Booth 148.5	N N	SS 1 -SS 7
					in the second	14941		Carlos and	Booth 149	N	SS 1 -SS 7 SS 1 -SS 7
			A Constant		1 4 3 1 1 1			engiver!	Booth 149.6	N	SS 1 -SS 7
	85 V.C.121	SIST			H. A. C. Mark		15012	net Tayr	Booth 150.1	N	SS 1 -SS 7
		and the day of the				15031			Karners, west side section	ACAT!	aa 1
	Karner	no	151.1			15131	15132		cabin 150.6 Booth 151.1.	N N	SS 1 -SS 7 SS 1 -SS 7
	and an addition of the second s	and prese							Booth 151.6	N	SS 1 -SS 7
	BUR T		ani .moit		tereset Maria	15231	15232		Booth 152.1	N	SS 1 -SS 7
	Berlin Colores and	and for da		B. Frederic	1. E. 201.			19.1	Booth 152.6	N	SS 1 -SS 7
	- 00 BEL 7			Le real State	Saray? 1	15331	15332		Booth 153.1 Booth 153.6	N N	SS 1 -SS 7
					1 Hacks	15431		19.	Booth 153.6 Booth 154	N	SS 1 -SS 7 SS 1 -SS 7
	- Vo col - V2 / Lingard		ala na ala Ca	Langes a	Wind. S.		15432	1. 1	Booth 154.5	N	SS 1 -SS 7
	- OF BEL V. Commence	*****	a present	15520†		15521	·····	and the	Booth 155	N	SS 1 -SS 7
	- No Carl Statements	1.1.1.1.1	ar largi	1441.16	THO HILL		15552		Booth 155.4	N	SS 1 -SS 7
	and the for the second			INT.		INT.			Booth 156	N	SS 1 -SS 7
7	Carman C.S.	AS	156.4	IN 1.	g isalis familia	INT.	INT.		Signal Station.	2 0 0 -	T.D. — M.
aler.	Open Day and Night.	dil	100.4	INT.	120.07			as an se	Booth 157.1	N	SS 7 - SS 8
R.9.,	De Martin In province			15774*	15773	15771	15772*	1.221/9	Booth 157.7	N	SS 7 -SS 8
STREET, SOL		11.7512 1975	1.11	1110182 418104				15 A. Spirit	Booth 158.3	N	SS 7 -SS 8

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES RENSSELAER TO KIRKVILLE

and and an	STATIONS	Office	Miles from	Track	No. 4	SIGNAL		-	TELEPHO		Address of the second second
No.	LOCATION	Calls	New York	East- ward	West- ward	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line
1.20	and the second s	1.2.7	Last	15874*	and the series			15872*	1901 6	Prosta 4	the Carl
	a contraction of the second second	hat a	mar 1			15883	15881		Booth 159	N	SS 7 -SS
8	Schenectady C.S.	SC	159.7	INT.	1.12	INT.	INT.	INT.	Signal Station		T.D M
100	Open Day and Night.	1201 1			1 March				Platform No. 2, Station	12 12	SS 7 -SS
		1.001.0	000	16054	inda a la	16053	16051	16052	Booth 160.4	S	SS 8 -SS
	18 the provide set	0.031 /1	Post		No. Contraction				Switchman's Cabin	N	SS 8 -SS
	The second second second	. G/51 II	1000		1.11. (1.1				Water Station	N	SS 8 -SS
	18	1.101.201	1290		a banda da	INT.	16141		Diesel Fuel Station	N	SS 8 -SS
SB	Sand Bank	134373 10	161.4	INT.	1.1.1	<u></u>		16152	West End Sand Bank	N	SS 8 -SS
DD		1, BBSSB	101.1	1. S.	7 832 AV	1.19			Booth 161.6	N	SS 8 -SS
	DI COLLECTION CONTRACTOR	10.10	epect (16241		Cabin	N	SS 8 -SS
	04 bill of a low second Carl	. 181 0	0.044.00	16264	er ste stad	10	A CARLENCE	16262	Booth 162.5	N	SS 8 -SS
	Phillip De marrie part	6.785 d	Book 1	1	er get le	he stall for a	16341	Carl Carl Carl	Booth 162.8	N	SS 8 -SS
	52.82 12	h 187.0	hole i s		187		0.00114	16382	Booth 163.6		The second second second
	BLER V. Lewissing	.88£ ii	ester (10110	Red 1 1	10441			N	SS 8 -SS
	ar 69	.861. d	10 C 1		16440	and the	16441		Booth 164	N	SS 8 -SS
	at 88 N Line 18	1.881.43	Sec. 1		881 13	1. L		16512	Booth 164.5	N	SS 8 -SS
	STREEP R. L	8843	lovis 1			Section 8	16531		Rectors crossing booth	N	SS 8 -SS
	ST ST INT	081.4	1. 1 T						Booth 165.5	N	SS 8 -SS
	of the Martin and	021	Call 1	16604				16602	Booth 166	N	SS 8 -SS
	AL SO LOD LOD	i des a	Sug 1		igié r	1001 1 2			Booth 166.4	N	SS 8 -SS
	11 50 1 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	001.0	1. 19 A.		100000		16651		Booth 166.9	N	SS 8 -SS
	br pp M	C Dine 1			arwite .			16702	Booth 167.3	N	SS 8 -SS
	At the termine				16760	141 3	16761		Booth 167.8	N	SS 8 -SS
	A COLUMN THE STATES AND A COLUMN THE				indi			16802	Booth 168.3	N	SS 8 -SS
	DE COS AN INTERNET	1.1.1.1 1.1 1.1.1.1			INT.		16881		Booth 168.7	N	SS 8 -SS
	01.00 10 100000000000000000000000000000	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	COLAGA SAN		1.1.1.1				e Bashal Andre Start Charles	A Star	All a state
IA	Hoffmans		169.2	INT.	1.1.1			16922	Booth 169.3	N	SS 8 -SS
-		and a state	1000000						Booth 169.5	N	SS 8 -SS
	101 6/2 Million and a second	1.61° L B	GOLD IS						Booth 169.7	N	SS 8 -SS
IF	West of Hoffmans	484 C	170.0	INT.	SHARE FOR	INT.	INT.	INT.	Booth 170.1	N	SS 8 -SS
II	West of Honmans	1. 120	110.0	1111.	and a		1 1 2 3 2 2		Booth 170.5	N	SS 8 -SS
	HIBE N	8. 1995 A	1008 A.		1 1.94	•••••		Rollinger Stor	Water station booth	N	SS 8 -SS
	61 Balanta harren harr	1.885 d	hand a	17104	and a second	17109	17101	17100			
	-0. 12. C. C. La marker	1.291. 1	9008	17104	(11180)	17103	17101	17102	Booth 171	N	SS 8 -SS
	-D1 88 11 1	1.34rt 8	Beat		Leenter.				Booth 171.5	N	SS 8 -SS
	at set V	1.241 3	leen to		1 1960				Booth 171.9	N	SS 8 -SS
	ar set with	1. 1921 14	molt 1	17214		17213	17211	17212	Booth 172.5	N	SS 8 -SS
	10.14 N	1. 1827 . 1	Dett 1		1 1 197				Booth 172.9	N	SS 8 -SS
	GT 8 noitest out	AST SAL	1.000						Booth 173.4	N	SS 8 -SS
	at pe l vi	a series of	man and	17324		17323	17321	17322	Kelloggs yard office	N	SS 8 -SS
		1 00 · ·	Land I		1001				Kelloggs y'd, W. end booth		Capital States
			and a large	17434		17433	17431	17432	174.5	N	SS 8 -SS
	TO CO RECEIPTION		allow and a						Booth 174.8	S	SS 8 -SS
	The state of the second second		10		1.220				Booth 175.3	S	M S.J
	Amsterdam C.S.	10,000 () 10,000 ()	175.7	17544	1 J	17543	17541	17542	Booth 175.7	S	SS 8 -SS
	11 CC	A BAR D	avac		1.1.1				Booth 176.1	S	SS 8 -SS
	-91 88 8 10000 100 100 100 100 100 100 100	8.00% 4	0.063	17664	Colorida -	17663	17661	17662	Booth 176.6	S	SS 8 -SS
	A.C. M. S. Lines addad		10.07		erte la	194 - 15 1. 1	ALCONT BUD	15117 8	Booth 177.1	S	SS 8 -SS
	1 81 823 M		Boot	17754		17753	17751	17752	Booth 177.7	N	SS 8 -SS
	Fort Johnson	n. 201. f	178.6	1	2018	A A A A A A A A A A A A A A A A A A A	and an a second second	1 2 - 4 - 5 f - 40	and the second		
	FOR JOURSOU	5 202.1	1/8.0		and a start	17883	17881	17882	Booth 178.3	N	SS 8 -SS
	et 88 / / / / / / / / / / / / / / / / / /	8.80a s	10032	17004	1208, J.				Booth 178.6		SS 8 -SS
	or 88 M hereiter	1.203.4	(aod) []	17894			1120.0		Booth 178.9	1	SS 8 -SS
	Parent Milesie	1 203 J	Rio A		EVIL L.				Booth 179.3	N	SS 8 -SS
	erds W	6 402 0	food	17974	A	17973	17971	17972	Booth 179.8	N	SS 8 -SS
	ALES M	1.203	Book	18054	1	18053	18051	18052	Booth 180.1		SS 8 -SS
	1128 11	2.204.8	1008		and the				Booth 180.6	. N	SS 8 -SS
	ACRO TO TO TO TO TO TO TO TO TO	1.202	tools						Booth 180.9	N	SS 8 -SS
	Tribes Hill	0.800	181.3		to all the				Booth 181.4	N	SS 8 -SS
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Land La	18144	1.1.1			18142	Booth 181.7	N	SS 8 -SS
	Will Color March Colores and	1,206,1	Torra 1		1-23040	18183	18181		Booth 182.2	N	SS 8 -SS
	POT BELLE MARLEN PROVIDENT	807.9	Bootel 1	18224	and the first			18222	Booth 182.8	N	SS 8 -SS
	1902. CO . K. Conner Level	1.705.1	Hooti I		12122	10.000			Booth 183.0		SS 8 -SS
	-81 82 V	3.808	Book	1	1203	18303	18301	and the second second second	Booth 183.4	N	SS 8 -SS
	101 83 N	2.808	1000	18344		1 * * * * * * (-	1 1 1 1 1 1	18342			
	101.84 Tank and and	1.000	loog I	10044	12008			10042	Booth 183.9 Booth 184.2	N	SS 8 -SS
			· · · · · · · · · · · · · · · · · · ·	La contra de la co	A CONTRACT OF	a state of the second	A STORE STORE	The second second	L DOOLD 184 Z	. N	ISS 8 SS

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

		SIAI	10145,			R TO K			EPHONES		and the second second second		
	STATIONS	1472/19710 - 147 	Miles	eren (s.d. det)eren La constanti	Sent disposition and a second	SIGNALS	ter ann a stàit ann ann ann ann ann ann ann ann ann an		TELEPH	ONES	1		
Jo.	LOCATION	Office Calls	from New York	Track No. 4	Track No. 3	Track No. 1	Track No. 2	alt li	LOCATION	Side of Track	Line	No.	
E	East of Fonda C.S.		184.5	· · · · · · · · · · · · · · · · · · ·	INT.	INT.		801 1	Booth 184.4	N	SS 8 -SS 16	08.884	13
	C. Marken and Street Street	(851), 	New Electron of		BOED S			see.	Booth 184.7	N	SS 8 -SS 16	108 8/8	-09
	S 2	ana ana a	liste in	INT.	18513	 18511	INT.		Booth 184.9 Booth 185.3	N N	SS 8 -SS 16 SS 8 -SS 16	1.6767.9367	150
	State Francisco Ale	har	alast field	18594	18915	18911	18592	oer il	Booth 185.5	N	SS 8 -SS 16	in an	
	- 8,881 M	anni	siw2					1	Booth 185.8	N	SS 16	15 864	-01
		1.1.11014	18/1/				1	* 1.1. T	Center St. cabin	N	SS 16	112/821	-OK
6	Fonda C.S. Open Day and Night.	VN	186.3		18613†	18611†	····	Wi Us	Signal Station Booth 186.4	N N	T.D. or M.	11167	
	Chelling Martine	. 105	eloser ^{ata} ()			·····			Booth 186.8	N	SS 16-SS 26 SS 16-SS 26	N/L	
	- 2. Martin Martin Street Street	Sec. and	ideC(1)		18713	18711		Sec. Ma	Booth 187.2	N	SS 16-SS 26		1
	af film franciscus and	a parta da Antanio da	P. C. L					\$31	Booth 187.3	N	SS 16-SS 26	1.14	1
		La Ci	warden in	18734†	18803	18801	18732†		Booth 187.5 Booth 188	N N	SS 16-SS 26 SS 16-SS 26	1.5.6.6.6	10
	8.83 Bi burning		hautt						Booth 188.3	N	SS 16-SS 26	LAC FR	
			Ser (18864			18862	e en la la	Booth 188.4	N	SS 16-SS 26	the States	
	the filter of the second second second		Hant I		18883	18881		14 - A.	Booth 188.8	N	SS 16-SS 26	112.石塔	1
		n - Griffing (n Statistics	Trank 1			•••••		ant	Booth 189.3	N	SS 16-SS 26	1.	
	ERRY M. LANDAR	001.8	house !!	18994	18993	18991	18992		Booth 189.5 Booth 189.9	N N	SS 16-SS 26 SS 16-SS 26	1 Martin	
		1.60Th	438a+16.					142 163	Booth 190.3	N	SS 16-SS 26	1 1 1 102	
	the state day produce and	a yu k	ite Boott	19084			19082		Booth 190.7	N	SS 16-SS 26	前非常问题	
	Contract of the second second	S. NO NON N TORY S AL	101 0		19113	19111			Booth 191.5	N	SS 16-SS 26		
	Yosts	1.20010	191.6	19164		•••••	19152		Booth 191.8 Booth 192	N N	SS 16-SS 26 SS 16-SS 26	11114	
					19233	19231			Booth 192.5	N	SS 16-SS 26	1 12 88	
	a fille all a standard and a	LARDZ 0	1408.14	19274			19272	CHER. J. R	Booth 192.7	N	SS 16SS 26	1.277.88	
	the Ballion of the Second of the	A ANA CAR	ALCONT OF						Booth 193.1	N	SS 16-SS 26	1.0.68	1
		e contante F contante	Louist 11	19374	19373	19371	19372	ever il e	Booth 193.7 Booth 194.1	N N	SS 16-SS 26	Constanting Constanting	1
	- gare Martin	1.071h	Brock (19474	19473	19471	19472	1.1.1	Booth 194.8	N	SS 16-SS 26 SS 16-SS 26	and sale	
Par	- R BR (M) - A Third a	diam's	METT I					1.69	Booth 195.1	N	SS 16-SS 26	26	
	2.85 A.	e di Tenda nomenia	Steeld 1	19584	19583	19581	19582	12.6.2	Booth 195.6	N	SS 16-SS 26	20	
	ing the second second second	D. Extra		10004					Booth 196	N	SS 16-SS 26	1 8 605	1
	Palatine Bridge C.S.	AL STATE	197.1	19694	19693	19691	19692	271	Booth 196.5 Booth 197.0	N N	SS 16–SS 26 SS 16–SS 26	1 100 100 1 100 100	
	raiatino bilago C.b.	2.1111	Book	19794	19793	19791	19792	See 1	Booth 197.7	N	M. or S.L.		1
	STREET METERS AND AND	E.E.T.	step.						Palatine Bridge Station.	S	T.D. or M.	. 190.0	
			alozi Ta					CENTE H	Booth 198.3	N	SS 16-SS 26	1	
	ing top in the second			19904	19903	19901	19902	avi II	Booth 198.7 Booth 199.2	N N	SS 16–SS 26 SS 16–SS 26	COCH LAD	1
	4 B 82 1 2 1	6.67.0.)	Boot					1	Booth 199.8	N	SS 16-SS 26	02 88	
	L.M. S.	副時期	Boot:		20023†	20021†		223-44	Booth 200.2	N	SS 16-SS 26	1.2%	
		R. C. S.	son a Tit					avr H	Booth 200.7	N	SS 16-SS 26		1
	Fort Plain	RN	200.8	20034			20032	10.27	Booth 200.8	SS	SS 16-SS 26	1.86.88	1
	FORG FIZIER	LIN	200.8		20133	20131			Fort Plain Station Booth 201.3	N	TD., M., SL. SS 16–SS 26	1.1212.1213	
	AREA TO LAND AND	177.5	agott, ()	20154			20152	552	Booth 201.7	N	SS 16-SS 26	Car Be	
	- 8 82. F		BiogET 1/8		20233	20231		N. S. S. S.	Booth 202.5	N	SS 16-SS 26	中的目的	
T	W. CE. D.	A LESSING	000 7	20274			20272	were le	Booth 202.8	N	SS 16-SS 26	A Charles	
T	West of Fort Plain C.S.	210221	203.7	INT.	INT.	INT.	INT.		Booth 203.2 Booth 203.6	N N	SS 16–SS 26 SS 16–SS 26	1 08/358 1 08/358	
	4 8 93 V.	a entit	Toold of					17 T	Booth 204.0	N	SS 16-SS 26		1
	- 8 88 / 92 / 10 - 11 - 10	110	month 1		1081V	×		085	Booth 204.3	N	SS 16-SS 26	102,28	1
	- SEE La management	1.023 M E	16042 P	20494	20493	20491	20492		Booth 204.8	N	SS 16-SS 26	102 83	
			book ()) book ()	20614	20612				Booth 205.1	N	SS 16-SS 26	NH HE	
	St. Johnsville	C. Col. e	206.7	20614	20613	20611	20612	TRI	Booth 206.1 Booth 206.3	N N	SS 16-SS 26 SS 16-SS 26	100.00	1
		1. 8.8 L p	the file	20714	20713	20711	20712		Booth 207.1	N	SS 16-SS 26	10000	
	addited the survey of the	he for fail it	Charles La	1.1.1.1	•••••				Booth 207.6	N	SS 16-SS 26	196,883	
	No. of the second	A Million of	100011	20814	20813	20811	20812		Booth 208.1	N	SS 16-SS 26	BAR BR	
		an a super of a De la set of a	toy of the	20024	20022	20021	20022		Booth 208.7	N	SS 16-SS 26		
			172	20934	20933	20931	20932		Booth 209.3 Booth 209.9	N	SS 16-SS 26	29	1

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES RENSSELAER TO KIRKVILLE TATIONS Miles from New York SIGNA Office Calls Trac No. Track No. 4 Track No. 3 LOCATION 21054 | 21053 | 2105 21114 21113 2111 21234 21233 2123 21314 21313 2131 21424 21423 2142 21513 2151 21554 le Falls..... C.S. 216.3 21634 21633 2163 21733 2173 21754 21844 21843 2184 21944 21943 2194 22033 22034 2203 22133 2213 22134 22234 22233 2223 INT. INT INT. kimer..... C.S. KI 223.7 INT. INT INT. INT. 2247 INT. th Ilion..... C.S. 226.0 INT. 22593 2259 22704 22703 2270 22804 22803 2280 22904 22903 2290 23004 23003 230 230 23094 23093 23194 23193 2319 23294 23293 232 IN nuyler Jct..... C.S. 234.1 J INT. 23404

†Rule 292 will govern.

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43

ILS	1.7.5	TAGE TO V	TELEPHO	ONES	er ander ander begen er en er
	Track No. 2		LOCATION	Side of Track	Line
1	21052	L'PHE I	Booth 210.3	N	SS 16-SS 26
1	21112	mart l	Booth 211.1.	N	SS 16-SS 26
-		1999 B	Booth 211.7.	N	SS 16-SS 26
1	21232	Shade El	Booth 212.3	N	SS 16-SS 26
		anger si	Booth 212.7.	N	SS 16-SS 26
1	21312	11.16	Booth 213.1	N	SS 16-SS 26
		Free MI	Booth 213.6	N	SS 16-SS 26
1	21422		Booth 214.2.	N	SS 16-SS 26
		Redd ale	Booth 214.8	N	S.L., M.
1		Sec. 2	Booth 215.5	N	SS 16-SS 26
	21552	Star 6	Booth 216.3	N	S.L., YD.
1	21632	merican	Little Falls Station	S	T.D., M.
1		at so and the	an a starty in the set of the start of the start of the set of the		Harris Arris
	21752	addin 1	Lock St. crossing, cabin	S	Frt. Hse-Sta
			Booth 217.0	N	SS 16-SS 26
		1999 - C.	Booth 217.1	N	Frt. Hse-Sta
		ale and	Booth 217.4	N	SS 16-SS 26
	a Magar	and and the first	Booth 217.9	N	SS 16-SS 26
1	21842	Sec. St.	Booth 218.2	N	SS 16-SS 26
			Booth 219	N	SS 16-SS 26
		Marin Br	Booth 219.4	N	SS 16-SS 26
1	21942	CHERT AND	Booth 219.9	N	SS 16-SS 26
1	22032		Booth 220.2	N	SS 16-SS 26
		1129 H	Booth 220.7	N	SS 16-SS 26
1	22132	al e a la	Booth 221.1	N	SS 16-SS 26
		NERGY AND A	Booth 221.5	N	SS 16-SS 26
		1000	Booth 221.9	N	SS 16-SS 26
1	22232	Sistin 0	Booth 222.3	N	SS 16-SS 26
		1120440	Booth 222.7	N	SS 16-SS 26
	A	19939	Booth 223.0	N	SS 16-SS 26
	INT.		Booth 223.2	S	SS 26
:		Made St. 11	Booth 223.6	N	SS 16-SS 26
		All strates and	Herkimer Station		T.D., M.
•		1973-2-11	Booth 223.8, Station		1.1., 11.
		Surger in the	Platform	1.4	SS 26
	INT.	OR ME L	Booth 224.0	S	SS 26
		arrose B	Booth 224.1	N	SS 26-SS 29
		Sand So Ki	Booth 224.2	N	SS 26
		11/30.2" B	Booth 224.4	N	SS 26-SS 29
1	a contra la	and the fil	Booth 224.7	N	SS 26-SS 29
	22482		Doom 221	1	
		PRESERVE IN	Booth 225.3	N	SS 26-SS 29
	22592	PICOTA II	Booth 225.7	N	SS 26-SS 29
		123	North Ilion, cabin	S	T.D., S.L
		Cherry 1	Booth 226.4	N	SS 26-SS 29
)1	22702	natse (Booth 226.8	N	SS 26-SS 29
		in atrial	Booth 227.2	N	SS 26-SS 29
	anals (statist	Booth 227.6	N	SS 26-SS 29
		La ser i de	Booth 228.2	N	SS 26-SS 29
01	22802	KEELTS &	Booth 228.6	N	SS 26-SS 29
)1	22902	ukan sela da Martina da	Booth 229.1	N	SS 26-SS 29
		No. of the second second	Booth 229.6	N	SS 26-SS 29
)1	23002	ess carry	Booth 220.0	N	SS 26-SS 29
		17056	Booth 230.5	N	SS 26-SS 29
91	23092	Criste 1	Booth 230.9	N	SS 26-SS 29
		and a provide the	Booth 231.4	N	SS 26-SS 29
 91	23192	States and	Booth 231.8	N	SS 26-SS 29
-	A A A A A A A A A A A A A A A A A A A	AND ALL STATE	Booth 232.4	N	SS 26-SS 29
91	23292	b Cases - [Booth 232.9	N	SS 26-SS 29
1	10101				~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~
	1.239933	Track	D. 11 000 F	N	SS 26-SS 29
		W. S. Conn.	Booth 233.5		
	S. CAMPAN	and the second second	12.002.)	1	20120/2083/2
	the state of the				
 Г.	INT.	INT.	Signal Station		T.D., M.

	STATIONS			Miles	REN	SSELAI SIGN	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	KIRKVI	LLE	EPHONES TELEPHONES	10	
No.	Location		Office Calls	from New York	Track No. 4	Track No. 3	Track No. 1	Track No. 2	San B	Location	Side of Track	Line
1					INT.	23513	23511	23512		Booth 235.1	S	SS 29-SS 3
	Bre man har the state	1.5	10.018	frontly b					1 21040	Booth 235.2	N	SS 29-SS 3
	er en 14 martine.		1.112	Booth			1.60	81118	PETRE I	Booth 235.3	N	SS 29-SS 3
	1 88 No familia		1.1.18	Month		INT.	23581			Booth 235.9	N	SS 29-SS :
	OA COST AN ANNANANA American del Statuto del St	1.1.1		tiooti tiooti	23614			23602	C Gas Lite			138,01.39
			8 80100	Boot		23643	23641		evere 1	Engine House	N	T.D M
	N 88 12			thooth						Booth 236.5	S	SS 30-SS
	niel Villians			disoff. []	23694			23662	stats: 16	Booth 236.9	S	SS 30-SS
	marine Prairie Harres		212.8	Hable					See. 1	Signal Mast bet. trs. 1-3. Drop Pit Booth 237.1	S S	SS 30-SS SS 30-SS
30	Utica	C.S.	UA	237.2		INT.	INT.	INT.	edered 1	Signal Station	5	T.D M
	Open Day and Night.		8.015	Boota I		INT.			1 21654	Station Platform 5 and 7.		T.D M
31	Utica	C.S.	WU	237.8	INT.	INT.	INT.	INT.	sdars II	Signal Station	N	T.D M
	Open Day and Night.	t anis		Look					Servis 1	Washington St., cabin	N	SS 30-SS :
	61 88 M	1 and		Book	23864	23863	23861	23862		Booth 238.6	N	SS 31-SS :
	13. 18 M	1		Book					deres 1	Booth 239.3	N	SS 31-SS
	DL 08 N			Boob	23974	23973	23971	23972	e fan er fli	Booth 239.7	N	SS 31-SS
	81 88 14	· ···		Hoott			20071		derell	Booth 240.1	N	SS 31-SS
	Whitesboro	C.S.		241.4	24074	24073	24071	24072	1 21200	Booth 240.7	N	SS 31-SS
	ar ba te	17.0		110011				111.		Booth 241.1	N	SS 31-SS :
		1		Booth				24162	store le	Booth 241.6	N	SS 31-SS
	ar 881 18			Bookh	$24164 \\ 24254$	24163	24161		1 22084	Booth 242.4	N	SS 31-SS
	or Ball W. L.			Booth L	24204	24263	24261	24252	dere H	Booth 242.6 Booth 243.2	N N	SS 31-SS SS 31-SS
	or ear with the second	- la a -		Hoold, P	24364	24203	24201 24361	24362	1 32134	Booth 243.6	N	SS 31-SS
	N SS 16			Booti					en e	Booth 244.1.	N	SS 31-SS
	Oriskany	C.S.		244.4		24453	24451	24452	China II	Frt. Hse. Booth 244.5	N	SS 31-SS :
	ar ball of the present	1000		13002	24464				0.0049630	Booth 245	N	SS 31-SS :
	er 28 M			Booth	24544	24543	24541	24542		Booth 245.4	N	SS 31-SS :
	BS 88 8	1.19		Boott	94694				artes 1	Booth 245.8	N	SS 31-SS
	81 BB / W /			Booth	24634	24633	24631	24632	elere 1	Booth 246.3 Booth 246.8	N N	SS 31-SS SS 31-SS
	an and a second	ion da		Hack	24724	24723	24721	24722	area la	Booth 247.2	N	SS 31-SS
	Station	1.8		Booth						Booth 247.7.	N	SS 31-SS
	123.28			Paul	24804	24803	24801	24802	e) er el f	Booth 248	N	SS 31-SS :
	State Contractor	15.89		120061				·	THY !!	Booth 248.5	N	SS 31 SS 3
34	P.S.	ad	TANK	Booth					a de Vidente	Booth 248.8	N	SS 34
04	Rome Open Day and Night.	C.S.	FY	249.0	INT.	INT.	INT.	INT.		Signal Station	N	T.D M
	88.88 12.			Booth		24973	24971	aver		Booth 249.2	N N	SS 34
					24994				TML	Booth 250.3.	N	SS 34-SS : SS 34-SS :
	og 88 M			Bookh	25074	25073	25071	25072		Booth 250.7	N	SS 34-SS 3
	88 88 V	.h		Booth					TNI	Rome Station	. HOUL	T.D M
	AC 88 VI	1 ALART		North Boath						D il ani		88116
	00.88			Booth	25164*	25163	25161	25162	bores []	Booth 251.6	N	SS 34-SS
	PS 28 1 1			ditooth	25244*	25243	25241	25242		Booth 252.0 Booth 252.4	N N	SS 34-SS
	82 88 14			Booth .				20242	store !!	Booth 252.8	N	SS 34-SS : SS 34-SS :
		· · · · ·		Booth	25324*	25323	25321	25322	dina II	Booth 253.2.	N	SS 34-SS
	82 88 X		228.4	Booth					11 22804	Booth 253.6	N	SS 34-SS 3
		1000	229.4	Booth Gloot	25454	25453	25451	25452		Booth 254.5	N	SS 34-SS 3
	05 88 VI		2.088	Booth	25524	25523	25521	25522	1 23064	Booth 255.2	N	SS 34-SS 3
	88.88 K		2.08%			25613	25611		eres li	Booth, 256.2	N	SS34 - SS
	08.88 M	Second	\$.0ec		25634		100000	25632	H 28094	Booth 256.6		$\frac{5534-55}{SS34-SS}$
E 28	88 88 N				25714	25713	25711	25712		Booth 257.1		SS 34 - SS
0.00	N 68-20		231.9.	Booth 1				20102X	1 23194	Booth 257.7	N	SS34 - SS
N. 60 1 E.E.	an an analysis and	1	282.4 282.9	dhog8, 1 dhooli 1	25824	25823	25821	25822	Abene	Booth 258.2	N	SS34 - SS
and Call	ee aa na hiiiiii		T a starter day	and the second	25014				1001000	Booth 258.7		SS34 - SS
8: 88	82 83 W		a	Book	25914	25913	25911	25912	II	Booth 259.1		SS34 - SS
	Verona	C.S.	1 antion	260.3	26014	26013	26011	26012	· · · · ·	Booth 259.6 Booth 260.3	N N	$\frac{\text{SS } 34 - \text{SS}}{\text{SS } 34 - \text{SS}}$
						26103	26101	26102		Booth 261	N	SS 34 - SS SS 34 - SS
1.10	C.C. AVENUES CONTRACTOR	10	Statio	Lacal?	26114				1.23404	Booth 261.5.	N	SS34 - SS

			SIA	110145,			ER TO		AND TE	LEPHO	NES		ant v agendroge geland
	STATIONS		Office	Miles from	1. Nul 2. h	A Need A.	SIGN	IALS	Carpet & Revellout		TELEF	HONES	
No.	LOCATION	Mpr	Calls	New York	Track No. 6	Track No. 4	Track No. 3	Trac No.		W. S. Conn.	LOCATION	Side of Track	Line
	to addit		MOL	about 1		26214*	26213	2621	Contraction of the Contract of the	all de la	Booth 262.1		SS34 - SS
anna	stours' K					26304*	26303	2630		and the	Booth 262.5 Booth 263		$\frac{SS 34 - SS}{SS 34 - SS}$
n.r	1	280-5	vbato	Schen		20304	20303	2050	100	allower for	Booth 263.5	KR 1973	SS 34 - SS
T.a.B			4.5. 19. 1			26404*	26403	2640		a de torre a de la	Booth 264		SS34 - SS
0 38	1 . They bearing			paieson ^{Cl}		Booth					Booth 264.3	N	SS 39
			1	1.2.1						6	William St., cabin.	S	SS 39
			62.6							Benersten	Main St. cabin	N	SS 39
		ad	DV	004.0		INT.	INT.	INT		88	Booth 264.9 Signal Station	N S	SS 39 T.D. — M
39	Open Day and Night.	C.S.	RX	264.8		1N1.	11. 1.				Booth 265.4	N	SS 39-SS
	al 8-5433	maan	eo di	Sanatr's		26604	26603	2660		36	Booth 266	N	SS 39-SS
									the second second	Part and	Booth 266.5	N	SS 39-SS
										- Acast	Oneida, west end		12.12
											middle 266.7	N	SS 39-SS
	W	NCIE	1641631	207		26704*	26703	2670	BALLY II .	HAL STORE	Booth 267	N	SS 39-SS
	Wampsville	1	Di ko	267.6		969043			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A MARK	Booth 267.6 Booth 268	N N	SS 39-SS SS 39-SS
	1 WORT		21			26804*	26803	2680	and the second se		Booth 268.5	N	SS 39-SS SS 39-SS
	8. J		1			26904	26903	2690	and the second second second		Booth 269	N	SS 39-SS
41	Canastota	C.S.	CS	269.9		INT.	INT.	INT		3	Signal Station	S	T.D N
**.0	Open Day and Night.	-	and the l						AL AC	SL.	Booth 270.3	N	SS41 - SS
		in at				27124	27123	2712	21 27122	01	Booth 270.9	N	SS 41 - SS
		1			111-15,5			• • • •			Booth 271.3	N	SS 41 - SS
						27224				and the second se	Booth 271.7	N	SS 41 - SS
				1 11	NV3a	100	27243	2724		11.3	Booth 272.1 Booth 272.6	N N	$\frac{SS 41 - SS}{SS 41 - SS}$
		1					27243	414		asil.	Booth 273	N	SS 41 - SC SS 41 - SC
	10 10 to stick S. C.	a		18 2 31		27344	27343	2734		ality of the	Booth 273.6	N	SS 41-SS
	and a state of the								Carl Constraint are be	and the second	Booth 274.1	N	SS41 - SS
	and the second second					27454	27453	274	a second a second se		Booth 274.5	N	SS 41 - SS
	B. NAME			-legelse (Nº R.S.			. soid		-	Booth 274.9	N	SS41 - SS
	.2				1 Aleren	27534	27533	275	14.1	88.0	Booth 275.3	N N	SS 41 - SS SS 41-SS
	North Chitteren	aa		276.0	and the second second		27613	276			Booth 276.0	IN	86-14 80
	North Chittenango.	U.D.		210.0		27614	27613	270	40	Bestice	Booth 276.5	N	SS41 - SS
				19 196	ALL AL	27694	27693	276		AVAS	Booth 276.9	N	SS 41 - SS
	LIGPHONDS,	TT									Booth 277.3	N	SS 41 - SS
	elite interest	MON			dary P	27774	27773	277	71 27772	B. A.R.	Booth 277.7	N	SS41 - SS
) tom				0.0081					Sid A Cong	Booth 278.1	N	SS 41 - SS
	C.A			lacgia	a series	27854	27853	278	KAR AL CARL	VIV(1	Booth 278.5 Booth 278.9	N	$\frac{SS 41 - SS}{SS 41 - SS}$
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* Signals arranged to display Rule 290 as most restrictive indication.

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

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Green Island	<u>l</u>			20.7	7	- Kali	SW.	Freight l	house	Extension on Arsenal 3-5433	s. 8	B.T.
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STATIONS			ffice	Mile		SIGNA INGLE T		26702		TELEPHONES	N. 16	11 (A.S. 1997) 15 May 1997
STATIONS	26776 202		Calls	from Herkin	ner N	orth- ward	South- ward	i jakaka k		LOCATION	Side of Track	
Herkimer, SS-26 Open Day and Night.	C	.s.	KI		sails !	-		Signal S	tation.		. S	B.T.
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STATIONS, OFFICE CALLS, SIGN RAVENA TO KIRKVII SIGNALS Miles Office Calls from Wee-STATIONS Track No. 4 Track No. 5 hawken 14334 14305 14434 14405 14534* 14515 Guilderland Center C.S. 145.8 14605 14624* 14734* 14715 147.4 Fullers..... C.S. 14844* 14845* 14954 14955 Single Track 15074 15075* Eastward Westward Carman, Main Line C.S. Open Day and Night. INT. AS 194 23 INT. INT. INT. 151.6 WH..... C.S. South Schenectady C.S. 152.6 15274 15255 15364 15365 15454* 15455 15554* 15615 15644* 15724* 15804* 15805 15894* Track No. 4 Detour Track No. 3 Detour RJ 159.6 INT. INT. INT. C.S. Rotterdam Jct.... Open Day and Night. 124 103 Hoffmans Main... 16924 INT. line.....NA 1603 1609 Pattersonville..... C.S. 161.2 1619 1631 1641 1651 1663 1671 Sing Westward South Amsterdam. C.S. AM Open 8 A.M. to 5 P.M., Mon. to Fri. inclusive 168.0 MB Fort Hunter..... C.S. 172.8 Auriesville...... C.S. 174.6 Open 8 A.M. to 5 P.M., Mon. to Fri. inclusive Randall MB 178.3 Randall..... C.S. 183.1 Sprakers..... C.S. 187.0 Canajoharie......C.S. CN Open 8 A.M. to 5 P.M., Daily Except Sunday 190.3 MB 193.7 South Fort Plain... C.S.

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

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

LE JU	JNCTI		- Harrison and a second					
a francisco est		TELEPHONES						
Track No. 6		LOCATION	Side of Track	Line				
		West end, west bound siding, booth Booth. 145.3 Station booth	N N S	T.D. T.D. T.D.				
		Station, booth	8	T.D.				
no todi opas v todi Con	Sollador .	Switch to Govt. Plant, Booth Booth Booth 152.3	N N S S	T.D. SS 7 T.D. T.D.				
	, 1 745 	Booth	s	T.D.				
INT.	B&M CONN INT.	West end middle booth Signal Station 2000 Ft. west of SS-RJ		R.J. T.D. R.J.				
1602 1610		Station, booth 161.2		T.D.				
1620 1630 1642 1652 1662		Stone Quarry crossovers booth 164.8		T.D.				
1674 e Track Eastward 		Booth 167.9 Booth 168.0 Freight House	S	T.D. T.D. T.D .				
 MB	9. E.	Booth 172.8 Station, booth 174.6 Booth 178.1 Freight House	S S	T.D. T.D. T.D. T.D.				
 MB		Big Nose, booth 186.6Booth 187.0Booth 189.8East end, Middle 190.4Freight HouseBooth 191.6Freight House	5 59 59 59 59	T.D. T.D. T.D. T.D. T.D. T.D. T.D. T.D.				
		Booth 193.8 Booth 199.1 Booth 201.1	N S	T.D. T.D. T.D.				

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STATIONS	Office	Miles f rom	-		SIG	NALS	danser		TELEPHON		STATIONS
and the second sec	Calls	Wee- hawken					Track Eastward		LOCATION	Side of Track	Line
Indian Castle C.S.		204.4	ibis				14484		Cabin	S	T.D.
South Little Falls C.S.		209.2	Booth		and the second	dae.e.	100.00		Booth 209.4	S	T.D.
MohawkC.S.		216.5	pitase						Booth 216.6	S	T.D.
								and h	Booth 218.3	8	T.D.
defending to the second							1		Station booth 218.8	S	T.D.
IlionC.S.		218.8	10.00		1 diale	Track	Track		Freight House	N	T.D.
8 T.D.		ditood .	0(38)3			No. 5	No. 6		Crossover east end of yard,		
					1	2209	MB	Linna Al	booth 220	S	T.D.
FrankfortC.S. Open 7 A.M. to 4 P.M.	FK	221.0	M	AIN LIN	IE				Freight House	N	T.D.
Mon. to Fri. Inclusive.			CO	NNECTI	ON	2221	2222	2 marth	Booth 221.1	S	T.D.
			Westward	Yard	Eastward	2233	2234	MainLine	and the of the second of the second		B.L
Jan Jan		D at	Jump- over	Con- nection	Jump-	2243	2244	Con-	D.B. A.B NUT	enil o	inM anor
N T.D.		d	over	nection	over	2253	2254	nection	194	1. Sugar	Data gade
Harbor C.S.		226.2	Booth		INT.	INT.	INT.	INT.	Cabin	S	T.D.
archelle		1. 3.8-6.	03		11.3	AWIGPU	TWI.	TWI	Booth 226.3	S	T.D.
S T.D.		1.828.5	Athorna th		06	in stand	2278	1000 200 202 (A	.8. 152.G	in balas	model th
the second s		from may -	11	maning	Manus p	1 Storage	1 18334			1. 1.17	A
and the second second second		the life		INT.	INT.	26165	1118458	1.000	Broad St., Utica, Con-	~	
Utica Connection			INT.				1 16659		nection, booth 227.7	8	T.D.
South Utica C.S.		231.9	1			TOUR	posto de	the said of	on Asimoschole years	1.000	14.7
East New York			Doole			SW	1 18644				
Mills C.S.		232.7			1666	INT.	INT.		Booth 232.7	8	T.D.
and the second second second second		all the second					Track				
							Eastward	P.			
New York Mills C.S. Open 9 A.M. to 6 P.M.	NF	233.3	1.17		ALL T	INT-M.B.	INT-M.B.	April	Signal Station	N	T.D.
Mon. to Fri. Inclusive.		bin bin	Jasvrita					usopal I.T	In 18 (I. Spin and a survey of the state of the second	and the second	angers a make
and the line		moidents	names 1		C. A. A. S.	SW		PVII.K	18. RJ 169.01 LNL	· · · · ·	terden Je
Clark Mills C.S.		238.1	1 doos 1				INT.	1 103	Booth 238.2	8	T.D.
A second s		and a strange			TWI.	INT.	handleret	creek	a sugar for an and and a sugar and	In the second	
		and I					SW		Booth 241.9	S	T.D.
VernonC.S.		246.8	and the			12001	THE LASS P	TWE	Freight Station	N	T.D.
					1 1602	Actor	in the part of the		Freight Station, 246.9	N	T.D.
Oneida Castle C.S.		251.9			040	SW			Booth 252.1	S	T.D.
	CD	257.6	sidate			INT-M.B.	terimeter inter		Signal Station	8	T.D.
		14	1. 11 17 16		non-	Ser el	INT-M.B.	phan i			
Open 12.01 P.M. to 9.00		263.8			man	rent	SW		Booth 263.9	8	T.D.
Dpen 12.01 P.M. to 9.00 P.M.					OLES .	the family	· Summer		Freight Station	N	T.D.
open 12.01 P.M. to 9.00		267.5	electricity in								

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 100.00\\ 90.00\\ 87.80\\ 85.71\\ 83.72\\ 81.82\\ 80.00\\ 78.26\\ 76.60\\ 75.00\\ 73.47 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 72.00\\ 70.59\\ 69.23\\ 67.92\\ 66.67\\ 65.45\\ 64.29\\ 63.16\\ 62.07\\ 61.02\\ 60.00\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 55.38\\ 51.43\\ 48.00\\ 45.00\\ 42.35\\ 40.00\\ 37.89\\ 36.00\\ 34.29\\ 32.73\\ 31.30\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 30.00\\ 27.69\\ 25.71\\ 24.00\\ 22.50\\ 21.18\\ 20.00\\ 17.14\\ 15.00\\ 12.00\\ 10.00\\ \end{array}$

$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	DATED SEPTEMBER 26, 1937REPRINT OF MAY 15, 1944REPRINT OF JUNE 1, 1948REPRINT OF JAN. 1, 1951							
		Rule		Change	September	of May	of June	Reprin of Jan 1, 1951
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	11	M	10- 1-46	Addition	X	X		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		2-3 (Standard Time)	3-15-48	Revised	X	X		
141 708 4-15-44 Revised X		14 (Ì)	2-15-41		X		Participant and a sector	
140 708		14 S(n)	11-1-41		X			
140 708		16 (1)			X		T	
140 708		17			X	X	X	
140 708 X 4-15-44 Revised X		S-90			X			
140 708 <u>4-15-44</u> Revised X		93 (Note)				T		
140 708 X	42	99 (Note)				A		
140 708 <u>4-15-44</u> Revised X	-46	109						
140 708 <u>4-15-44</u> Revised X		210-211-211a				T		
140 708 <u>4-15-44</u> Revised X	-57	221 (C)			$\frac{\Lambda}{Y}$	A		
140 708 <u>4-15-44</u> Revised X		Clearance Form A			$\frac{\Lambda}{\mathbf{v}}$		A CONTRACTOR OF	
140 708 <u>4-15-44</u> Revised X		Clearance Form B.			x x			
140 708 <u>4-15-44</u> Revised X		Signal Definitions (Speed)			x x			
140 708 <u>4-15-44</u> Revised X		281A			Î Î	x	x	
140 708 X		282			Î Î	x	x	
140 708 <u>X</u>		282A			Î			
140 708 <u>X</u>		284			Î			Contract Sol of
140 708 X		285	and the second se		x	X	and the second second	
140 708 X		289A			X	Contract of the	The second s	
140 708 X		291			X		and the second states	
140 708 X		3208			X	X		
140 708 X		920			X	X		
140 708 <u>X</u>		701			X	X	X	
140 708 <u>X</u>		702	 It is the test set of test set set of test set of test set se		X		Statistics and	
140 708 <u>X</u>		706	and the second se	Revised	. X	X	X	
TT data Addition		708		Revised	. X	California Principality	Contraction of the last	
146 733	146	733	No date	Addition	. X	Participante de la consta	A CONTRACTOR A	
	1 - 162	937	. 4-15-44	Eliminated	. X	SALES COLONNES	Last and states	

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 A

-		DFA	
DES			DEAS
506-510		1000-1043	
526 - 541	DES-3	1044-1123	
543- 560	DES-3	1600-1605	
564-566	DES-3	1606-1873	
567- 573	DES-4	3800-3803	DFA-4
574 - 621	DES-5	3804-3821	DFA-8
650-704		5000-5005	DFA-5
750-761		5006-5017	DFA-6
800- 810		6600-6607	
	DES-8		
950 - 957			
8400-8411		DFB	
		2400-2403	DFB-1
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9602-9627		4300-4303	DPB-2
9800-9820		4304	DPB-4
9000-9820	101010-10	1001	ALL MARTINE AND

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

AND CORRESPONDING	LOCOMOTIVE NUMBERS
DRS	DFT-1
5600-5607 DRS-4	7100-7118 DFT-1
5608-5611 DRSP-4	
5612-5623 DRS-4	DCA
5624-5625 DRSP-4	3500-3503 DCA-1
5626-5675 DRS-4	3200-3203 DCA-2
5686-5708 DRS-4	

5612-5623	DRS-4	DCA
5624-5625	DRSP-4	3500-3503 DCA-1
5626-5675	DRS-4	3200-3203 DCA-2
5686-5708		
5709-5712		DCB
5738-5807		3600-3601 DCB-1
	DRS-4	3210-3211 DCB-2
5900-5903	the second se	
6200-6215		DPA
6220-6236	DRSP-8	4000-4035 DPA-1
Charle Charles	DRS-7	4036-4095 DPA-5
	DRSP-3	4200–4203 DPA-2
	DRSP-1	4200-4205 DIA-2 4208-4212 DPA-4
0400		4208-4212 DIA-4 4400-4405 DPA-3
8101-8111		4400-4405 DFA-5 4500-4507 DPA-6
8112-8113		4500-4507 DPA-0
	DRSP-2	
8202-8208	DRS-2	
8209-8222	DRSP-2	
8223-8230	DRSP-6	
	DRS-6	
8244-8280	DRSP-6	
8281-8284	DRS-6	
8285-8357	DRSP-6	

