

Cornwall ny



*J. W. Neversahl.
Joint Ticket agent
NYS + O&W Ry*

CONTENTS

	PAGE
Surgeons, Oculists and Hospitals..	Inside Front Cover
Special Instructions.....	1 to 9
Weehawken to Albany.....	10 to 14
Albany to Weehawken.....	15 to 18
Wallkill Valley Branch.....	19
Catskill Mountain Branch.....	20, 21
Stations, Office Calls, Signals and Telephones.	22 to 27
Speed Table.....	28
Map, Catskill Mountain Branch...	Inside Back Cover
Map, River Division.....	Back Cover

The
**New York Central
Railroad Company**

RIVER DIVISION

Time-Table No. 57

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A.M. Eastern Standard Time

Sunday, April 11, 1943

L. RELYEA,
Superintendent

COMPANY SURGEONS

C. G. Burdick, M.D., Acting Chief Surgeon.
140 East 54th St., N. Y. City.

SURGEONS

Albany, N. Y. Dickinson, A. M. 302 State Street
Telephone Albany 3-8422
McCormick, J. S. 508 Madison Avenue
Telephone Albany 4-1068
Vander Veer, E. A. 224 State Street
Telephone 4-9220

Bergenfield, N. J. Warren, C. B. 181 So. Prospect Ave.
Telephone Dumont 4-0616

Brooklyn, N. Y. Bliss, J. H. 567 First Street
Telephone South 8-1060

Catskill, N. Y. Branch, G. L. 315 Main Street
Telephone 244

Congers, N. Y. DeBaun, Ralph. Conger Avenue
Telephone Congers 504

Cornwall, N. Y. Thompson, R. W. 400 Hudson Street
Telephone Cornwall-on-Hudson 1

Haverstraw, N. Y. Telephone:

Highland Falls, N. Y. McMenamin, T. D. 197 Main Street
Telephone Highland Falls 521

Kingston, N. Y. Snyder, Fredk. 44 Clinton Avenue
Telephone Kingston 715
Van Gaasbeck, C. B. 79 St. James Street
Telephone Kingston 2496

Newburgh, N. Y. McKeever, J. W. 121 Chambers Street
Telephone Newburgh 2789

Oneonta, N. Y. Carson, A. F.
Residence: Watkins Avenue
Telephone: Oneonta 501
Office: 76 Chestnut Street
Telephone: Oneonta 1620

Ravena, N. Y. Van Woert, R. 15 Central Avenue
Telephone Ravena 115

Rensselaer, N. Y. Wilcke, B. W. 204 Washington Ave.
Telephone Rensselaer 3-7271

Saugerties, N. Y. Gifford, B. W. 80 Ulster Avenue
Telephone Saugerties 215

Selkirk, N. Y. Holmes, T. M. 455 Kenwood Ave.,
Delmar, N. Y.
Telephone Delmar 9-1176

Stony Point, N. Y. Richards, G. M.
Telephone Stony Point 700

Weehawken, N. J. Fendrich, A. E. 74 Highwood Terrace
Telephone Union 3-0715
Sweeney, W. J. 68 Clifton Terrace
Telephone Union 7-0058

EARS, NOSE AND THROAT

New York, N. Y. Hinsdale, I. A. 135 East 65th Street
Telephone Rhinelander 4-7210
Residence: 1239 Madison Avenue
Telephone Atwater 9-5366

OCULISTS

Albany, N. Y. Munson, G. S. 261 State Street
Telephone Albany 3-0292
Kemp, R. C. 343 State Street
Telephone Albany 5-2146

Newburgh, N. Y. Browning, B. L. 208 Grand Street
Telephone: Office Newburgh 1927
(Res. Newburgh 445)

New York, N. Y. Boyes, T. L. 654 Madison Avenue
Telephone Regent 4-3522
Conboy, J. E.
Office: 2265 University Ave.
Telephone: Raymond 9-3691
Residence: 2648 Morris Ave.
Telephone: Raymond 9-1573
McDannald, C. E. 100 West 59th Street
Telephone Circle 7-0035

HOSPITALS

Albany, N. Y. Memorial 161 N. Pearl Street
Telephone 4-9141
St. Peter's New Scotland Avenue
Telephone 2-3322

Cornwall, N. Y. Cornwall Laurel Avenue
Telephone Cornwall-on-Hudson 500

Hackensack, N. J. Hackensack 22 Hospital Place
Telephone Hackensack 2-4000

Hoboken, N. J. St. Mary's 4th and Willow Ave.
Telephone Hoboken 3-2484

Jersey City, N. J. Christ 176 Palisade Avenue
Telephone Journal Square 2-1220

Kingston, N. Y. City of Kingston 396 Broadway
Telephone Kingston 133

Newburgh, N. Y. St. Lukes 70 Dubois Street
Telephone Newburgh 4400

Nyack, N. Y. Nyack No. Midland Avenue
Telephone Nyack 1510

Teaneck, N. J. Holy Name 718 Teaneck Road
Telephone Teaneck 7-3070

Weehawken, N. J. North Hudson 4300 Park Avenue
Telephone Union 3-1900

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 Kenwood Jet. and Albany, trains run via D. & H. R. R.

B3. LAWS AND REGULATIONS.

Safety Appliance Laws.

Cars becoming defective enroute, when loaded with live stock or perishable freight, may be hauled by chain instead of coupler 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 report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20F and 20G, effective January 7, 1941, govern.

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

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

In cases 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 and Public Utilities Commission, State of New Jersey, shall have power, through their members, or responsible engineer or inspectors, duly authorized by them, to enter in and 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.

1. STANDARD TIME.

Easter Standard Time is in use.

3. STANDARD CLOCKS.

Weehawken	(Station masters office. Train dispatchers office. General yard masters office.
North Bergen	Engine house.
West Haverstraw	Passenger station.
Cornwall	Passenger station.
Newburgh	Passenger station.
Kingston	(S.S. Kl. Engine house. Engine house.
Selkirk Yard	(General yard masters office. D. & H. station masters office.
Albany	D. & H. station masters office.
Phoenicia	Agents office.
Arkville	Agents office.
Oneonta	Agents office.

5. STATIONS—ADDITIONAL TO STATION COLUMN.

Glenford 3.10 miles west of West Hurley.
Old Shandaken 1.57 miles west of Shandaken.

6. LETTERS AND SIGNS.

⊙ Stop Saturday.
‡ Stop to discharge passengers.
★ Stop Saturday to discharge passengers.
§ Stop on signal to receive passengers.
Stop to receive or discharge New York passengers.

B Will not carry baggage.
B-1 Will not carry baggage Sunday.
C Stop regularly to receive passengers.
E Stop on signal to load express.
M Stops at Little Ferry for Railroad mail.
H Stops May 31, July 5, Sept. 6, Nov. 2, Nov. 25 and Dec. 25.
° Will use track 3 westward or track 4 eastward.
▲ Will use track 2 from Bergenfield.
■ Will use track 3, eastward, from Little Ferry.
⊙ Time shown at Cortlandt Street is for Saturday only.
‡ Will not operate to or from Cortlandt Street May 31, July 5, Sept. 6, Nov. 2, Nov. 25 and Dec. 25.
J Will not operate from or to Cortlandt Street on Saturday.
K Will not operate from or to Cortlandt Street on Sunday.
☒ Will stop on signal to discharge passengers from stations west of Haverstraw.
P-1 Will not carry passengers.
P-2 Will not carry revenue passengers.
P-3 Will stop on signal, east of Haverstraw to discharge passengers from stations west of West Haverstraw.
P-4 Will stop on signal, east of Haverstraw, to discharge revenue passengers from Haverstraw, and stations west.
P-5 Will stop on signal between Little Ferry and West Point, both inclusive, to receive or discharge N. Y. O. & W. Ry. passengers.
P-6 Will not carry passengers west of Ravena.
NR-1 Will not run May 31, July 5, Sept. 6, Nov. 2, Nov. 25 and Dec. 25.
T-1 Will terminate at West Haverstraw, Saturday.

14. ENGINE WHISTLE SIGNALS.

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

19. MARKERS.

Walkill Valley Branch.
Catskill Mountain Branch.

A red flag by day and a red light by night will be displayed to indicate the rear of the train. Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains on two or more tracks, also on Walkill Valley Branch.

83. TRAIN REGISTERS.

Albany Branch.

Albany D. & H. station masters office.

Catskill Mountain Branch.

Kingston S.S. Kl.
Arkville Agents office.
Oneonta Agents office.

83d. CLEARING OF TRAINS.

Main Line.

On two or more tracks, trains will be cleared at initial stations by signal indication.
Trains will not leave the following stations without Clearance

Form A:

Catskill, All first class trains and passenger extras west for Albany Branch when Ravena is not open.
Ravena, All first class trains and passenger extras west for Albany Branch during hours office is open.

Albany Branch.

Selkirk Jet., Trains Nos. 307, 301, 305 and extra trains westward, except passenger extras.
Kenwood Jet., extra trains eastward, except passenger extras.
Albany, first class and passenger extras, eastward.

Walkill Valley Branch.

Kingston, all trains, eastward.
Montgomery, all trains, westward.

Catskill Mountain Branch.

Kingston, all trains, westward.
Arkville, all trains, eastward, originating.
Oneonta, all trains, eastward.

93. YARD LIMITS.

New Jersey Junction Railroad. National Junction and Weehawken, inclusive.

Main Line.

Weehawken and North Bergen, inclusive, tracks No. 1, No. 2, No. 4. Signal Station WE and Signal Station FY, inclusive, track No. 3. Tappan and Orangeburg, inclusive. Cornwall. Newburgh. Kingston.

Albany Branch.

Selkirk Junction.

Walkill Valley Branch.

Kingston. Montgomery.

Catskill Mountain Branch.

Kingston Point and Kingston, inclusive. Phoenicia. Grand Gorge. Grand Hotel Station. Oneonta. Arkville.

Passenger trains must be given full protection at all times.

Oneonta.

Westward first class trains will approach clearance point at west end of No. 1 siding prepared to stop, and will move west of that point prepared to stop unless the main track is seen or known to be clear.

D-97. WORK EXTRAS.

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

98. RAILROAD CROSSINGS AT GRADE.

Table with 3 columns: Location, Railroad, Signals. Includes Kingston (N. Y. C.) and Selkirk Jct. (N. Y. C.) with interlocking signals.

99. DRAWBRIDGES.

Table with 2 columns: Location, Signals. Includes Little Ferry (Overpeck Creek) with interlocking signals. Note: Engines must not stop on the draw span, except in case of emergency.

103. PUBLIC CROSSINGS AT GRADE.

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

Automatic gate arms are in service at Old Hook Road, east of Harrington Park. The gate arms are normally down when flashing light signal is operating.

When cars are left standing on circuit controlling this signal, a member of the train crew must be stationed at the crossing to raise gates to permit highway traffic to proceed when safety will permit.

To raise gates, push button marked "TO RAISE" with track number occupied located in switch box at crossing. To lower gates or restore them to normal operation, push button marked "TO CLOSE" with track number occupied. Door of switch box must be closed and locked before leaving.

Trains meeting, passing, or using the siding at the following stations will approach crossings shown below prepared to stop:

Table showing crossings for Main Line, Albany Branch, and Walkill Valley Branch. Includes Tappan Middle, Congers Middle, West Haverstraw, Jones Point Middle, West Athens Middle, Wemple, New Palts, Gardiner, and Walden.

Catskill Mountain Branch.

Phoenicia. Crossing at water tank. Shandaken. Crossings east and west of station. Big Indian. Crossing east of station. Grand Hotel Station. Crossing west of station. Halcottville. Crossing east of station. Roxbury. Crossing east of station. Grand Gorge. Crossing west of station. Hobart. Crossing west of station. Bloomville. Crossing east of station. Oneonta. Crossing at engine house.

Trainmen must flag trains or engines over the following crossings:

New Jersey Junction Railroad.

Hoboken. R. B. Davis Co. siding, across Ferry Street.

Main Line.

Congers. Lake Road, Rockland Lake siding, switching movements.

Walkill Valley Branch.

New Palts. Creamery, switching movements. Gardiner. Main St., switching movements. Montgomery. Ward St., all trains.

Catskill Mountain Branch.

Kingston. Upper Hasbrouck Avenue. Prince Street. Grand Street.

Trains must stop before crossing:

Main Line.

Newburgh. Renwick Street (5.30 P.M. to 6.30 A.M.) when cars are pushed ahead of engine.

Walkill Valley Branch.

Kingston. Rosendale Road Crossing, all trains, except eastward freight (not less than 50 feet or more than 100 feet distant).

Rosendale. Mountain Road Highway, at station, westward.

Gardiner. Main Street, freight trains. Montgomery. Ward Street, all trains (not less than 25 feet or more than 75 feet distant).

Catskill Mountain Branch.

Grand Gorge. Crossing just west of station.

105. SIDINGS.

TWO OR MORE TRACKS: Capacity, based on 44-foot cars.

Table with 5 columns: Location, Westward, Eastward, Westward and Eastward. Lists sidings like Congers, West Haverstraw, Jones Point, Iona Island, Morgans Middle, Montgomery and Highland Falls, Cornwall, Plum Point, Newburgh, Roseton, Yellow Point, Highland, Esopus, Kingston, and West Athens.

Sidings having intermediate crossovers must not be used beyond such crossover without flag protection or permission from the Superintendent.

SINGLE TRACK

Table with 2 columns: Location, Capacity. Lists Selkirk, Red Rock, New Palts, Walden, Kingston, West Hurley, Ashokan, Phoenicia, Shandaken, Big Indian, and Grand Hotel Station.

Table listing stations and distances: Fleischmann's (15), Arkville (27), Halcottville (38), Roxbury (46), Grand Gorge (22), Stamford (8), Hobart (35), South Kortright (26), Bloomville (46), Kortright Station, crossover west of station to west end of siding (13), East Meredith (16), Davenport Center (17), Oneonta (32).

107. STATION STOPS.

A train approaching the following stations, where another train is receiving or discharging passengers, must stop before reaching the station and must not proceed until signal has been received, or until the passenger train proceeds: Little Ferry, Harrington Park, Haworth, Orangeburgh.

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employees.

Table listing locations and associated offices: Weehawken (Station masters office, General yard masters office), North Bergen (Engine house), Dumont (Signal Station DU), West Haverstraw (Passenger station), Cornwall (Passenger station), Newburgh (Yard office), Kingston (Engine house, Baggage room, Engine house), Selkirk yard (General yard masters office, East bound classification yard), Albany (D. & H. station masters office), Rensselaer (Engine house), Arkville (Agents office), Oneonta (Agents office).

DESIGNATION AND USE OF MAIN TRACKS.

Single Track: Between Signal Station SK and Signal Station KN. Kingston and Montgomery. Kingston and Oneonta.

D-151.

Two Tracks: Between Signal Station NJ and Signal Station WE. Through the interlocking limits of Signal Station FY. Signal Station DU and Signal Station SK. Tracks are numbered from the South: No. 2, No. 1. Tracks will be used as follows: No. 2, Eastward. No. 1, Westward.

Four Tracks: Between Signal Station WE and Signal Station DU, except through the interlocking limits of Signal Station FY. Tracks are numbered from the South: No. 4, No. 2, No. 1, No. 3. Tracks will be used as follows: No. 4, No. 2, Eastward—Passenger. No. 1, No. 3, Westward—Passenger.

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

Between Signal Station TU and Signal Station SK. When signal cannot be cleared for trains moving with the current of traffic between Signal Stations TU and WE, Manual Block Rules apply and trains must be operated under absolute block.

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

Table with 2 columns: Signal Station, Tracks. Includes TU and WE (No. 1 and No. 2), FY and WE (No. 3), GY and Signal 568 (No. 2), Dwarf Signal west of crossover, west of Newburgh Station and Signal 549 (No. 1). Note: When signal cannot be cleared, this movement will be made only by instructions from the Superintendent.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Fig. 127

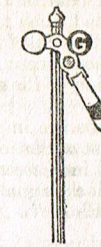


Fig. 127 A



Fig. 133

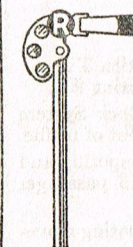


Fig. 146

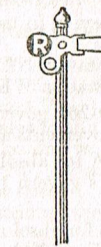


Fig. 149

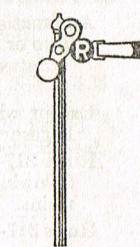


Fig. 149 A

289 Proceed.

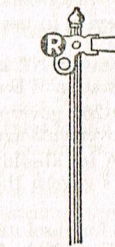


Fig. 149 B

289B Stop.

The following Automatic Signals have square end blades and/or vertical lights:

Table with 3 columns: Signal Number, Signal Number, Signal Number. Lists 297, 1279, 522, 475, 302, 568, 549, 472, 886, 879, 452.

Rule 292 will govern.

290. RESTRICTED SPEED INDICATIONS.

Engine and train crews will not accept signal indication, Rule 290, Figures 175 and 181, to proceed through a block without instructions. Rule 290 modified accordingly.

293. SWITCH TARGETS.

Lights on main track switches are not in use: Between: National Junction and Hoboken. North Bergen and Selkirk Junction. Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use: Single Track: Between: Signal Station SK and Signal Station KN. Kingston and Montgomery. Kingston and Oneonta. 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. A Signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

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

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

Issuance of Clearance Forms A and B, or display of permissive indication, will be authorized by the train dispatcher except in case of failure of communication.

When the number of loaded coal cars in eastward freight trains exceed 25 per cent of the total number of cars in train, caboose included, such trains will be held at Grand Hotel Station and Pine Hill for clear block. Conductors of such trains will not accept Clearance Forms A and B at Grand Hotel Station or Pine Hill. Rule 317-B modified accordingly.

Automatic Block 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 Block signal and fixed signal reading "End of Automatic Block."

372. 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:

Two or More Tracks:

Between: Signal Station NJ and Signal Station TU.
Signal Station WE and Signal Station SK.

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

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

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

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

S.S. NJ National Junction.
S.S. TU Weehawken.
S.S. WE North Bergen.

Rule 611 modified accordingly.

Haverstraw, Fort Montgomery and West Point Tunnels.

If track is not in condition for movement of trains at normal speed, the wire on either side of track must be broken promptly to cause automatic signals to indicate "Stop" or "Stop; then proceed at restricted speed" as case may be.

Between Jones Point and Kingston.

If track is not in condition for movement of trains at normal speed, knife switches in boxes on various telegraph poles must be opened promptly to cause automatic signals to indicate "Stop; then proceed at restricted speed."

Milton.

Slide detector fences are located along south side of track No. 2, one third mile west of Mile Post 67, east of Milton. When slide or rock come in contact with fence, signals 667 west and 684 east will indicate "STOP; THEN PROCEED AT RESTRICTED SPEED." Enginemen finding either of the above signals giving such indication, will be governed as per rule, and in addition to looking for obstruction on their track, will also look for obstruction on opposite track, reporting from nearest communicating station, conditions noted.

Highland.

Slide detector fences are located along south side of track No. 2 between Mile Post 73 and Mile Post 75.62, west of Highland. When slide or rock come in contact with fence, Signals 723, 739, or 755 west and 736 or 704 east will indicate "STOP; THEN PROCEED AT RESTRICTED SPEED." Enginemen finding any of the above signals giving such indication, will be governed as per rule, and in addition to looking for obstruction on their track, will also look for obstruction on the opposite track, reporting eastward from Highland and westward from Esopus or Kingston conditions noted.

Kingston.

Westward freight trains should receive "Proceed" indication of Signal 875 to avoid delay moving over Broadway crossing.

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

606. INTERLOCKING SIGNALS.

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

668. INTERLOCKING.

Location Signal Station Tracks
North Bergen Yard, west end..... WE....No. 3 to Yard
Bellmans Yard, east end..... FY....No. 3 to Yard
Bergenfield, east of..... DU....No. 1 to No. 3
Bergenfield, east of..... DU....No. 4 to No. 2
Enginemen or trainmen finding signal governing movement over switch displaying stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

703. MAKE-UP OF FREIGHT TRAINS.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.
Scale test cars must be hauled only in slow or local freight trains.
Caboose must be handled on rear of trains except as otherwise provided.

705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.
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.

708. CAR DOORS, CURTAINS AND GATES.

Where distance between station stops will not permit of closing trap and side vestibule doors on platform side, trainmen must observe necessary precaution to insure safety.
Vestibule doors must not be open unless trap doors are raised except when making station stop at high platform.

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

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

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.
When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.
Railroad employees 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 Railway Mail Service.
When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

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

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

1 to 50 sacks—3'	251 to 300 sacks—18'
51 to 100 sacks—6'	301 to 350 sacks—21'
101 to 150 sacks—9'	351 to 400 sacks—24'
151 to 200 sacks—12'	401 to 450 sacks—27'
201 to 250 sacks—15'	451 to 500 sacks—30'

2 outside parcels equal one sack.

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

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

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

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

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

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

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

SPEED RESTRICTIONS.

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

GENERAL—Unless otherwise restricted.

Circus trains with freight equipped cars.	{Main Line 30 Branches. 20
Engines light or with caboose.....	35
Engines running backward.....	{Main Line 30 Branches. 20
Engines running backward by night over public crossings.....	15
Engines classes B. & U. under steam or being towed	20
Work trains.....	45
Freight trains with pushers.....	30
Freight trains,	
Between Weehawken and Saugerties:	
Not more than 4,000 tons.....	50
More than 4,000 but not more than 5,000 tons.	45
More than 5,000 but not more than 6,000 tons.	40
More than 6,000 tons.....	35
Between Saugerties and Selkirk Jct.:	
Not more than 5,000 tons.....	45
More than 5,000 but not more than 6,000 tons.	40
More than 6,000 tons.....	35
Passenger, mail, express, milk and deadhead equipment trains,	
Main Line:	
20 cars or less.....	60
21 to 25 cars, inc.....	55
26 to 40 cars, inc.....	50
Branches:	
12 cars or less.....	45
Passenger, mail, express, milk and deadhead equipment trains, with freight equipped cars:	
Main Line.....	50
Branches.....	30
Passenger, mail, express, milk and deadhead equipment trains, with H or L engine.....	50
Revenue freight trains with cranes moving on their own wheels.....	25
Rail motor cars operating under their own power or being towed:	
M-14 and M-404.....	50
M-10 and M-201.....	55
All others.....	60
Rail Detector Car X-8015, under own power or on rear of passenger train.....	40

Snow plows and flangers.....	35
Switches and crossovers, other than interlocking, when diverging.....	10
Trains with dead engines not having all side or main rods.....	20
Trains consisting of 50 per cent or more of 55-ton capacity or greater coal cars, loaded.....	{Main Line 35 Branches. 20
Trains with scale test car or Jordan spreader.....	25
Trains with steam cranes.....	35
Trains with steam cranes X-17, X-18, X-25, X-27 or U. & D. No. 1, over bridges 45, 46 and 94.....	20
Work trains with locomotive cranes.....	{Main Line 30 Branches. 20
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use: Over all hand operated switches.....	10
LOCAL—Unless otherwise restricted.	
New Jersey Junction Railroad.	
Engines, Classes, K, G, H and L and N.Y.O.&W., C.R.R., L.V. and P.R.R. engines.....	25
National Jct., trains to and from the P. R. R. or L. V. over switches leading to National Docks Branch..	15
Signal Stations, NJ, AV and TU	
Rule 287, Slow speed.....	10
Rule 290, Restricted speed.....	10

Main Line.

Engine Classes

K-3, K-11, G-8, H-5, L and K-14 and N.Y.O.&W. Y-2 Nos. E, U and Y P & W Nos. 401 to 410, inclusive	451 to 460, inclusive
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Between Weehawken and S.S. SK.....	60	50	50
Bridge 45, Iona Island.....	25	25	25
Bridge 46, Iona Island.....	40	40	40
Bridge 49, Fort Montgomery.....	40	40	40
Bridge 94, Cedarcliff.....	40	40	40
Boston and Albany Railroad Engines, Class A-1			
Between Weehawken and SS "SK".....			40
Bridge 8, Little Ferry.....			20
Bridge 45, Iona Island.....			20
Bridge 46, Iona Island.....			20
Signal Stations, TU, WE, FY and CN			
Rule 287, Slow speed.....			10
Rule 290, Resticted speed.....			10
Weehawken.			
Between passenger station and tunnel.....			10
Through tunnel.....			25
Little Ferry Drawbridge to east end of Bellmans Yard Eastward, tracks No. 4 and No. 2, freight trains..			35
Little Ferry Drawbridge.....			40
Little Ferry Drawbridge (reverse movements).....			10
Orangeburg Cut, passenger, express, milk and dead-head equipment.....			50
West Nyack, Train No. 8, to discharge mail....			30
West Nyack, reverse curve.....			40
Haverstraw Tunnel.....			25
West Haverstraw to Stony Point, passenger, express, milk and deadhead equipment.....			50
Tomkins Cove, Train No. 9, to discharge papers...			10
First curve west of Jones Point Station.....			45
Fort Montgomery, Train No. 9, to discharge papers.			10
Between Fort Montgomery and Mile Post 44.....			40
Over Bridge 54 {Westward.....			40
{Eastward.....			30
Highland Falls, between Station and Bridge 56....			20
Reverse curve Mile Post 47.....			30
West Point tunnel.....			20
Between Mile Post 43 and Mile Post 50.....			40
Storm King Curve.....			25
Between Storm King Curve and Cornwall.....			40
Newburgh, Renwick Street.....			45
Newburgh, between Washington St. and South St...			30
Newburgh, between South St. and Mile Post 58....			40
Peggs Point.....			40
Kidds Cove Curves.....			40
West Park curve.....			45

Black Creek Curve, passenger, express, milk and deadhead equipment.....	50
West end Esopus middle to west end Yellow Point siding, Eastward, freight and work trains.....	30
Kingston viaduct.....	30
Kingston, Broadway crossing.....	10
Kingston yard.....	30
{ Passenger trains.....	25
{ Freight trains.....	10
Lake Katrine, Train No. 25, to discharge papers...	10
Cementon, reverse curve, east of, passenger, express, milk and deadhead equipment.....	50
Alsen, reverse curve east of.....	50
Rightmyers Fill.....	40
Catskill viaduct.....	30
Mile Post 126, first curve east of, passenger, express, milk and deadhead equipment.....	50
Ravena, between Mile Post R-1 and R-3.....	45
Coeymans Falls.....	45

Albany Branch.

Selkirk Jct., curve.....	20
Selkirk, first curve east of.....	30
Wemple, Highway crossing, west of station, Westward trains.....	10
Between S.S. SK and S.S. KN: Engines, Classes G, H, J, L and B.&A. A-1.....	40

Wallkill Valley Branch.

Freight and work trains.....	40
Trains with Steam Crane.....	20
Between Kingston Station and Phelan & Cahill siding, cars weighing 210,000 lbs.....	20
Bridge W-52, Mile Post 4.46, cars weighing 210,000 lbs.....	20
Bridge W-51, Mile Post 4.70, cars weighing 210,000 lbs.....	10
Bridge W-44, East of Binnewater, Engine 802.....	20
Rosendale Viaduct.....	6
Rosendale, reverse curve.....	10
Bridge W-36, { Engines, FX, Nos. 800, 801, 802, 803, 804, 805, 806 and 807.....	20
Mile Post 12.76 { Cars weighing 160,000 lbs.....	10
Bridge W-25, east of New Palts.....	15
Bridge W-25, east of New Palts, cars weighing 160,000 lbs.....	10
Gardiner { Main Street.....	5
{ Wallkill Road } Grade crossings.....	5
Bridge W-4, { Engine 802.....	20
{ Mile Post 29.14 } Cars weighing 160,000 lbs.....	10
Factory Street crossing, west of Montgomery.....	5

Catskill Mountain Branch.

Freight and work trains.....	30
Trains with Steam Cranes.....	30
Between Kingston Point and Kingston.....	15
{ Rondout, through Ferry St. and the Strand.....	5
{ Foxhall Avenue, grade crossing.....	10
Kingston { Cornell Street } grade crossings.....	5
{ O'Neil Street } { Westward.....	5
{ Downs St., grade crossing } { Eastward.....	10
Bridge 9, West of Kingston.....	15
Between Mile Post 5 3/4 and West Hurley: Passenger, milk and deadhead equipment.....	30
Freight trains, Eastward.....	20
Between Mile Post 22 and Mt. Pleasant, passenger, milk and deadhead equipment.....	30
Between Phoenicia and Fleischmann's, passenger, milk and deadhead equipment.....	30
Bridge 34, West of Phoenicia.....	20
Bridge 37, West of Shandaken.....	30
Grand Hotel Station to Big Indian, freight trains.....	20
Grand Hotel Station, curves east of.....	20
Grand Hotel Station to Fleischmann's, freight trains.....	20
Between Mile Post 47 1/2 and Mile Post 50, passenger, milk and deadhead equipment.....	30
Arkville, through yard, first class trains.....	20
Between Mile Post 52 1/2 and Mile Post 54, passenger milk and deadhead equipment.....	40
Bridge 55, West of Halcottville.....	30
Bridge 59, West of Roxbury.....	30
Bridge 60, West of Roxbury.....	20
Between Mile Post 63 1/2 and Mile Post 64, passenger, milk and deadhead equipment.....	40
Between Mile Post 65 and Mile Post 67 1/4, passenger, milk and deadhead equipment.....	30
Grand Gorge, Rice Clark crossing, 1.64 miles west of.....	6

Between Mile Post 68 1/2 and Mile Post 69, passenger, milk and deadhead equipment.....	40
Stamford, through village limits.....	20
Bridge 70, East of Hobart.....	30
Hobart, through village limits.....	20
Between Hobart and Mile Post 82 1/4, passenger, milk and deadhead equipment.....	30
Between Mile Post 83 1/4 and Mile Post 89.....	40
Bloomville, over crossing, east of station.....	25
Between Mile Post 89 and Kortright Station.....	30
Kortright Station to Bloomville, freight trains.....	20
Kortright Station to East Meredith, freight trains.....	20
Between Kortright Station and Oneonta.....	30

ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.

Cars exceeding a total weight of 220,000 lbs. must not be operated over any part of the division except by authority of the Superintendent.

Rail motor cars in damaged condition, making them unfit to be operated at speeds specified, must be hauled separately.

Rail Detector Car X-8015 must not be operated in freight train.

When operating locomotives or handling wide shipments exceeding the published clearances, on which special restrictions have been laid, over sidings or in yards and terminals, extreme care must be used to see that other unusually wide equipment or shipments standing on adjacent tracks are not passed.

Between Selkirk Jct. and National Junction.
Cars of a total weight of 220,000 lbs. are subject to same restrictions as apply to engines Class H-5 or L.

Between Kenwood Jct. and National Junction.
Engines heavier than Class L, B. & A. Class A-1, or N. Y. O. & W. Class Y-2 (Nos. 451 to 460) must not be operated.

Between Cornwall and Weehawken.
Coal trains restricted to 75 cars, 4,500 tons.

Weehawken.
Elevator on Pier 7.
Engines must not be operated. Cars exceeding total weight of 170,000 lbs. must not be operated.

Transfer bridges, Nos. 2, 5 and 6 are limited to a gross weight of 120,000 lbs. Engines must not be operated over these bridges.

Transfer bridges, Nos. 1, 3 and 4. Engines, other than Classes B and E, must not be operated.

Engines, with double cabs, must not be operated through tunnel, without two men in forward cab.

North Bergen.
Engines, Class L, and B. & A. Class A-1, must not use turn table.

Tappan.
Engines, Classes G-6, H-5, K-3, L, B. & A. Class A-1 and N. Y. O. & W. Classes P, W and Y must not use turn table.

Haverstraw.
E. W. Johnson coal trestle.
Engines must not be operated.
Cars exceeding 160,000 lbs. must not be operated.
Clark & Bennett coal trestle.
Engines must not be operated.

West Haverstraw.
Engines, Classes G-6, H-5, K-3, L, B. & A. Class A-1 and N. Y. O. & W. Classes P, W and Y must not use turn table.

Engines, Classes H-5, L, B. & A. Class A-1 and N. Y. O. & W. Classes P, W and Y must not be operated on interchange track.

Bear Mountain.
Palisade Interstate Park.
Engines must not be operated beyond a point 75 feet west of trestle.

West Point.
United States Military.
Engines must not be operated on trestle.

Cornwall.
N. Y. O. & W. yard.
Engines must not be operated except on Tracks 1, 2, 3, 8, 9 and 10. Track No. 21 may be used for empty cars only.

Newburgh.
Engines, Class L, and B. & A. Class A-1 must not use turn table.

Erie R. R. yard.
Engines, Classes K-3, K-11, K-14, H-5, L, and B. & A. Class A-1 must not be operated on westerly or wall track.

Kingston.
Engines, Class L, and B. & A. Class A-1 must not use turn table.

Alsen.
Engines must not be operated on track leading to South trestle or beyond storage shed on North side of Lehigh Portland Cement Company plant.

Wallkill Valley Branch.

Engines, except Classes E, Ec, Ed and FX, Nos. 800, 801, 802, 803, 804, 805, 806 and 807, must not be operated. Engine 802, when doubleheading must be separated from second engine by at least three cars weighing loaded, not in excess of 140,000 lbs. each. If operated single, must not be placed next to car in excess of 140,000 lbs. Between Kingston and Montgomery, New York Central covered hopper cars in series 880500-881199, and foreign mark cars of similar or greater length, weighing loaded 210,000 lbs., may be operated, coupled together.

Foreign mark cars, shorter than NYC hopper cars shown above, weighing loaded 210,000 lbs., must be separated from engine or other cars in excess of 120,000 lbs. by at least one car not in excess of 120,000 lbs.

Train hauling steam crane X-8 must have crane separated from engine or from cars weighing in excess of 64,000 lbs., by at least one car not in excess of 64,000 lbs.

Rosendale.
E. H. Demarest trestle.
Engines must not be operated.
Cars exceeding gross weight 120,000 lbs. must not be operated.

Walden.
C. W. Hill coal trestle.
Cars of a total weight of 80,000 lbs. must not be operated.

Rider-Ericson Engine Co. coal trestle.
Engines or cars must not be operated.

J. S. Walker private siding.
Cars exceeding 110,000 lbs. must not be operated.

Catskill Mountain Branch.

Engines heavier than Class E-1-A must not be operated. Cars weighing 210,000 pounds loaded, must be separated from engine or other cars weighing in excess of 64,000 pounds by at least two cars weighing loaded, not in excess of 64,000 pounds each.

Trains hauling steam crane X-17 must have crane separated from engine or from cars weighing in excess of 64,000 lbs., by at least one car weighing not in excess of 64,000 lbs. Must stop then proceed carefully through Hasbrouck Ave. Tunnel, between Kingston and Rondout, account scant overhead clearance.

Steam crane X-17 must not lift loads with crane standing on a bridge without special permission or unless the front wheels are supported by timber beams.

Rondout.
Coal trestle.
Engines heavier than Class FX (Nos. 800-807 inclusive) must not be operated.

Bridge 9.
Not more than two engines coupled to be operated. Trains with steam crane, handled by two engines, coupled, must have crane separated from engines by at least one car.
Cars exceeding a total weight of 210,000 lbs. must not be operated.

WATER STATIONS.

New Jersey Junction Railroad.		
Jersey City, Newark Avenue. Weehawken.		
Main Line.		
Weehawken.	West Haverstraw.	Newburgh.
North Bergen.	Highland Falls.	Kingston.
West Englewood.	Cornwall.	Catskill.
Orangeburg		
Wallkill Valley Branch.		
Wallkill.	New Palts.	Montgomery.
Catskill Mountain Branch.		
Kingston.	Big Indian.	Hobart.
Phoenicia.	Arkville.	East Meredith.
		Oneonta.

TRACK MOTOR CARS.

Track motor cars will be operated by train order between Kingston and Montgomery.
Kenwood Jct. and Selkirk Jct.
Manual Block Rules will not apply to track motor cars.
Markers and train signals will not be displayed.
Track motor cars must be equipped with portable telephones.
Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and Train Dispatcher notified.

ENGINE CREWS.

Wind shield wings must be folded in when passing through tunnels:
Weehawken West Point
Haverstraw Kingston

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

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

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

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern.
The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approach-	Direction	Open rear end train pipe valve	Engineman shut off steam at
Weehawken..	Eastward...	Bellmans Yard.	Bellmans Yard.
Dumont.....	Westward..	East of New Bridge crossing.	East of New Bridge crossing.
Tappan.....	Westward..	West of West Norwood.	West of West Norwood.
West Haverstraw	Westward..	West of Haverstraw tunnel.	West of Haverstraw tunnel.
Newburgh....	Westward..	West of S.S. CN.	West of S.S. CN.
Kingston....	Westward..	East of Kingston Viaduct.	East of Kingston Viaduct.
Kingston....	Eastward..	East of Lake Katrine.	East of Lake Katrine.
Ravena.....	Westward..	West of New Baltimore.	West of New Baltimore.
Albany.....	Westward..	East of Kenwood Jct.	East of Kenwood Jct.

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.
When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707, and 1712 modified accordingly.
Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.
When double windows are open, both windows must be raised to the same level.
Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide maximum comfort to passengers according to existing weather conditions.
Electric fans will be shut off on arrival at terminal by train crews if cars are to be stored.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal, effective February 1, 1930, govern.
The note at foot of Air Brake Rule 1554 issued in past form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., effective February 1, 1930, is modified as follows:
NOTE—It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

WESTWARD—FIRST-CLASS.

Table with columns for Stations (307, 19, 61, 27, 67, 9, 409, 109, 17, 301, 401, 99, 11) and rows for various stations from Weehawken to Albany. Includes departure times and arrival times.

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

Time shown at N. Y. (Cortlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

WESTWARD—FIRST-CLASS.

Continued on page 12.

Table with columns for Stations (411, 101, 1, 41, 441, 21, 49, 39, 7, 305, 225, 43, 203, 219) and rows for various stations from Weehawken to Albany. Includes departure times and arrival times.

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

Time shown at N. Y. (Cortlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

Continued from page 11.

WESTWARD—FIRST-CLASS.

Table with columns for Stations (201, 25, 55, 205, 29, 59, 217, 97, 81, 103, 209, 13, 69) and rows for LEAVE and ARRIVE times. Includes special notes for Sept. 7 and July 2.

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

Time shown at N. Y. (Cortlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

WESTWARD—FIRST-CLASS.

Table with columns for Stations (71, 207, 51, 83, 45, 73, 57, 221, 85, 213, 91, 75, 63, 87) and rows for LEAVE and ARRIVE times. Includes special notes for Sept. 7 and July 2.

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

Time shown at N. Y. (Cortlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

Continued from page 13.

WESTWARD—FIRST-CLASS.

Table with columns for Stations, Train Numbers (47, 105, 79, 3, 23, 65, 77, 5), and departure/arrival times. Includes notes like 'First trip July 2; last trip Sept. 3.' and 'See Special Instruction No. 6'.

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

Time shown at N. Y. (Cortlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—ALBANY TO WEEHAWKEN.

EASTWARD—FIRST-CLASS.

Continued on page 16.

Table with columns for Miles from Albany, Stations, Train Numbers (6, 60, 80, 40, 70, 82, 62, 210, 64, 220, 84, 206, 202), and departure/arrival times. Includes notes like 'See Note' and 'See Special Instruction No. 6'.

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

No. 84 use track 4 from Little Ferry, May 31, July 5, Sept. 6, Nov. 2 and Nov. 25.

Time shown at Albany, N. Y. (42d St.), and N. Y. (Cortlandt St.) is for information only.

WEST SHORE R. R.—ALBANY TO WEEHAWKEN.

Continued from page 15.

EASTWARD—FIRST-CLASS.

Table with columns for Miles from Albany, STATIONS, and various train service indicators (Daily, Except Sunday, Holidays Only) for stations 42 through 26. Includes arrival and departure times and special instructions.

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

Time shown at Albany, N. Y. (42d St.), and N. Y. (Cortlandt St.) is for information only.

WEST SHORE R. R.—ALBANY TO WEEHAWKEN.

EASTWARD—FIRST-CLASS.

Table with columns for Miles from Albany, STATIONS, and various train service indicators (Daily, Except Sunday, Holidays Only) for stations 300 through 302. Includes arrival and departure times and special instructions.

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

Time shown at Albany, N. Y. (42d St.), and N. Y. (Cortlandt St.) is for information only.

WEST SHORE R. R.—ALBANY TO WEEHAWKEN.

Continued from page 17.

EASTWARD—FIRST-CLASS.

Table with 12 columns for stations (136, 2, 72, 102, 24, 68, 110, 18, 20, 76, 92, 304) and rows for departure times and arrival times. Includes notes like 'First trip July 11; last trip Aug. 29.' and 'See Special Instruction No. 6'.

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

Time shown at Albany, N. Y. (42d St.), and N. Y. (Cortlandt St.) is for information only.

WALLKILL VALLEY BRANCH.

KINGSTON TO MONTGOMERY.

EASTWARD—FIRST CLASS.

Table with columns for stations and rows for departure times from Kingston. Includes station names like Kingston, Red Rock Siding, Binnewater, Rosendale, New Palts, Gardiner, Wallkill, Walden, and Montgomery.

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

MONTGOMERY TO KINGSTON.

WESTWARD—FIRST CLASS.

Table with columns for stations and rows for departure times from Montgomery. Includes station names like Montgomery, Walden, Wallkill, Gardiner, New Palts, Rosendale, Binnewater, Red Rock Siding, and Kingston.

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

CATSKILL MOUNTAIN BRANCH.

KINGSTON TO ONEONTA.

WESTWARD—FIRST-CLASS.

Miles from Kingston Point.	STATIONS	509 See Notes																	
		Oneonta																	
		Daily																	
LEAVE.		A. M.																	
2.90	Kingston.....		8.35																
8.38	Stony Hollow.....	f	8.52																
10.22	West Hurley.....	s	9.00																
16.24	Ashokan.....	s	9.10																
22.17	Cold Brook.....	f	9.19																
24.94	Mt. Pleasant.....	f	9.25																
27.56	Phoenicia.....	s	9.35																
32.13	Shandaken.....	s	9.45																
36.43	Big Indian.....	s	9.55																
39.80	Pine Hill.....	f	10.10																
41.47	Grand Hotel Station..	s	10.20																
44.20	Fleischmann's.....	s	10.27																
48.18	Arkville.....	s	10.47																
51.45	Kelly's Corners.....	f	10.53																
53.08	Halcottville.....	f	10.58																
59.13	Roxbury.....	s	11.07																
65.53	Grand Gorge.....	s	11.27																
70.68	South Gilboa.....	f	11.37																
74.02	Stamford.....	s	11.57																
77.53	Hobart.....	s	12.20 ⁵²⁸																
81.59	South Kortright.....	s	12.30																
86.28	Bloomville.....	s	12.50																
91.61	Kortright Station.....	f	1.02																
97.92	East Meredith.....	s	1.15																
100.01	Davenport Center....	s	1.35																
103.25	West Davenport.....	f	1.42																
106.93	Oneonta.....		1.50																
ARRIVE.		P. M.																	

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

No. 509 stop on signal for Mail at Glenford, Old Shandaken and Kelly's Corners.
No. 509 take siding at Hobart for No. 528.

CATSKILL MOUNTAIN BRANCH.

ONEONTA TO KINGSTON.

EASTWARD—FIRST-CLASS.

Miles from Oneonta.	STATIONS	528 See Notes																	
		Kingston																	
		Daily																	
LEAVE.		A. M.																	
	Oneonta.....		10.35																
3.68	West Davenport.....	f	10.43																
6.92	Davenport Center....	s	10.55																
9.01	East Meredith.....	s	11.00																
15.32	Kortright Station.....	f	11.15																
20.65	Bloomville.....	s	11.30																
25.34	South Kortright.....	s	11.55																
29.40	Hobart.....	s	12.20 ⁵⁰⁹																
32.91	Stamford.....	s	12.45																
36.25	South Gilboa.....	f	12.53																
41.40	Grand Gorge.....	s	1.15																
47.80	Roxbury.....	s	1.30																
53.85	Halcottville.....	s	1.55																
55.48	Kelly's Corners.....	f	1.59																
58.75	Arkville.....	s	2.35																
62.73	Fleischmann's.....	s	2.45																
65.46	Grand Hotel Station..	s	3.05																
67.13	Pine Hill.....	s	3.11																
70.50	Big Indian.....	s	3.20																
74.80	Shandaken.....	s	3.30																
79.37	Phoenicia.....	s	3.45																
81.99	Mt. Pleasant.....	f	3.51																
84.76	Cold Brook.....	f	3.57																
90.69	Ashokan.....	s	4.06																
96.71	West Hurley.....	s	4.15																
98.55	Stony Hollow.....	f	4.20																
104.03	Kingston.....		4.35																
ARRIVE.		P. M.																	

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

No. 528 stop on signal for Mail at West Davenport and Old Shandaken.
No. 509 take siding at Hobart for No. 528.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS, Office Calls, Miles from Weehawken, SIGNALS (Track No. 3, 4, 1, 2), TELEPHONES (Location, Side of Track, LINE). Rows include National Jct. (S.S. NJ), Hoboken, Willow Ave. (S.S. AV), Weehawken (S.S. TU), North Bergen (S.S. WE), Little Ferry (S.S. FY), Ridgefield Park, Bogota, Teaneck, West Englewood, Bergenfield, Dumont, Haworth, Harrington Park, West Norwood, Tappan, Orangeburg, Blauvelt.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

Table with columns: STATIONS, Office Calls, Miles from Weehawken, SIGNALS (Track No. 1, 2), TELEPHONES (Location, Side of Track, LINE). Rows include West Nyack, Valley Cottage, Congers, Haverstraw, West Haverstraw (S.S. HN), Stony Point, Tomkins Cove, Jones Point, Iona Island, Bear Mountain, Fort Montgomery, Highland Falls, West Point, Cornwall, Cornwall (S.S. CN), Newburgh (S.S. GY), Newburgh.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

STATIONS	Office Calls	Miles from Weehawken	SIGNALS		TELEPHONES			
			Track No. 1	Track No. 2	Location	Side of Track	LINE	
Roseton..... Open week days 7.00 A.M. to 4.00 P.M.	C.S.	RO	60.97	609 619 620 631	610 619 620 630	Station..... Station, booth, east end..... West end of Middle.....	S S N	T.D. T.D. T.D.
Cedarcliff.....			63.39	643	642	Kerr's Trestle, watchman's cabin..... Station..... Station, booth, west end..... Booth, west end of siding.....	N S S N	T.D. T.D. T.D. T.D.
Marlborough..... Open week days 7.30 A.M. to 4.20 P.M.	C.S.	MB	64.62	657 667 677	654 670	Station..... Station, booth, north side.....	S S	T.D. T.D.
Milton..... Open week days 7.30 A.M. to 4.30 P.M.	C.S.	MI	68.02	687 697 709	684 696	Station..... Station, booth, north side.....	S S	T.D. T.D.
Highland..... Open week days 7.30 A.M. to 4.30 P.M. Open Sundays 8.00 A.M. to 5.30 P.M.	C.S.	HI	72.32	739 755 761 767 775 779 785 791 801	722 736 748	Yellow Point siding, east end..... Yellow Point siding, west end..... Station..... Station, booth, north side..... Former Freight Station, east end..... Coes Cut, watchman's cabin.....	N N S S S N	L T.D., L T.D., L T.D., L L T.D.
West Park.....	C.S.		78.36	775 779 785 791 801	780 792	Station.....	N	T.D.
Esopus..... Open Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays 6.35 A.M. to 5.15 P.M. Open Saturdays 6.35 A.M. to 7.05 P.M. Open Sundays 3.00 P.M. to 5.15 P.M.	C.S.	PS	80.44	811 817	804 818	Station..... Station, booth, west end..... Booth, east end of Middle..... Booth, west end of Middle.....	N N N N	T.D. T.D. T.D. T.D.
Ulster Park..... Open week days 7.15 A.M. to 4.15 P.M.	C.S.	US	82.60	825 835	826	Station.....	S	T.D.
Hercules..... Port Ewen..... Open week days 6.30 A.M. to 3.30 P.M.	C.S.	ON	84.41 85.49	849 858 865	848 858	Station..... Station, booth, north side.....	S S	T.D. T.D.
Kingston (S.S. KI)..... Open day and night.	C.S.	KI	88.16	873 875 879	878	Kingston Viaduct, West end, watchman's cabin..... Crossover, Kingston east yard..... Freight office..... Baggage room..... Broadway, gateman's cabin..... Signal station..... Foxhall Ave., gateman's cabin..... Flatbush Ave., gateman's cabin..... Telegraph pole west of Flatbush Ave..... Flatbush Ave., gateman's cabin..... Signal station..... On pole at Coal pocket..... On signal 906.....	S N N S N S S S S S S S	L L T.D., L T.D., L L T.D., L L L L L L
Kingston (S.S. KY)..... Open day and night	C.S.	KY	89.61	885 891 892	INT. INT.	Station..... Station, booth, east end.....	S S	T.D. T.D.
Lake Katrine..... Open week days 6.30 A.M. to 3.30 P.M.	C.S.		92.35	905 919	906 916	Crossing flagman's cabin..... Glenerie.....	S N	T.D., L L
Mt. Marion.....	C.S.		95.82	933 943	934 944	Station..... Station, booth, east end.....	S S	T.D. T.D.
Saugerties..... Open week days 6.40 A.M. to 7.50 P.M. Open Sundays 11.10 A.M. to 7.10 P.M.	C.S.	SR	99.06	950 967 979	950 968 980	Station..... Station, booth, east end..... Gateman's cabin..... Station.....	S S S S	T.D. T.D. T.D. T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

STATIONS	Office Calls	Miles from Weehawken	SIGNALS		TELEPHONES			
			Track No. 1	Track No. 2	Location	Side of Track	LINE	
Malden-on-Hudson..... Open week days 6.45 A.M. to 3.45 P.M.	C.S.	M	101.00	1007 1019	1008 1020	Station..... Station, booth, south side.....	N N	T.D. T.D.
Alsen..... Open week days 7.15 A.M. to 4.15 P.M.	C.S.	AN	104.83	1031 1041 1049	1028 1040 1050	Alpha Cement Co., siding..... Station..... Station, booth, east side..... West end, eastward siding..... West end, westward siding.....	N S S S N	L T.D. T.D. L T.D.
Catskill..... Open day and night	C.S.	C	110.03	1059 1069 1079 1089 1097	1060 1070 1078 1088 1098	Station..... Telegraph pole, east end of yard.....	N N	T.D., L T.D.
West Athens..... Open week days 7.15 A.M. to 4.15 P.M.	C.S.	WN	114.72	1107 1115 1123 1131 1141 1147	1106 1116 1124 1132 1142	Booth, east end of middle..... Station..... Station, booth, west side.....	N S S	T.D. T.D. T.D.
Coxsacke..... Open week days 7.30 A.M. to 4.30 P.M.	C.S.	CX	120.04	1159 1169 1179 1189 1199	1160 1170 1180 1190	Station..... Station, booth, west side.....	S S	T.D. T.D.
New Baltimore.....	C.S.		124.91	1209 1219 1227 1237	1210 1220 1228 1238	Station, booth, west side.....	S	T.D.
Ravens..... Open week days 7.00 A.M. to 6.15 P.M. Open Sundays 7.45 A.M. to 4.45 P.M.	C.S.	QR	127.83	1247 1257 1267	1248 1258 1268	Station..... Booth east end, Westerlo Viaduct.....	S N	T.D., L T.D.
Selkirk Jct. (S.S. SK)..... Open day and night	C.S.	SK	132.42	1291 1301 1311 INT.	1292 1302 1312 INT.	Watchman's cabin, Coeymans Hill..... Westbound home signal..... Signal station.....	N N S	T.D. S.S. SK. T.D., L
Selkirk Jct. (S.S. SK)..... Open day and night	C.S.	SK	132.42	INT.	INT.	Signal station.....	S	T.D., L
Selkirk..... Open week days 7.00 A.M. to 4.00 P.M.	C.S.	SI	132.93	M.B.	M.B.	Station..... Station booth, west side.....	S S	T.D., L T.D.
Wemple..... Open week days 8.30 A.M. to 5.30 P.M.	C.S.	WM	136.03	M.B.	M.B.	Station..... Station, booth, east side.....	S S	T.D., L T.D.
Glenmont.....	C.S.		138.25			Station.....	S	T.D., L
Kenwood Jct. (S.S. KN)..... Open day and night	C.S.	KN	140.18	INT.	M.B.	Booth, Port of Albany switch..... Signal station.....	N S	T.D. T.D., L
Albany (D. & H.)..... Open day and night	C.S.	RX	141.78			Station.....	N	T.D.

**STATIONS, OFFICE CALLS AND SIGNALS.
CATSKILL MOUNTAIN BRANCH.**

STATIONS	Office Calls	Miles from Kingston Point	SIGNALS		STATIONS	Office Calls	Miles from Kingston Point	SIGNALS	
			Single Track					Single Track	
			Westward	Eastward				Westward	Eastward
Kingston Point.....					Halcottville.....	C.S. JA	53.08	M.B.	M.B.
Rondout.....		1.07			Open week days May 1 to Sept. 30. 8.00 A.M. to 5. P.M.				
Kingston (S.S. KI).....	C.S. KI	2.90			Cold Spring Creamery.....	C.S. RU	59.13	M.B.	M.B.
Open day and night.					Roxbury.....				
Siding 4.....		3.87			Open week days 8.00 A.M. to 5.00 P.M.				
Stony Hollow.....		8.38			Delaware Valley Creamery.....	C.S. S	65.53	M.B.	M.B.
West Hurley.....	C.S. HY	10.22	M.B.	M.B.	Grand Gorge.....				
Open week days 7.50 A.M. to 4.50 P.M.					Open week days 7.00 A.M. to 4.00 P.M.				
Glenford.....		13.31			South Gilboa.....	C.S. D	70.68	M.B.	M.B.
Ashokan.....	C.S. AK	16.24	M.B.	M.B.	Stamford.....				
Open week days 8.00 A.M. to 5.00 P.M.					Open Daily 8.00 A.M. to 5.00 P.M.				
Cold Brook.....		22.17			Hobart.....	C.S. BA	77.53	M.B.	M.B.
Mt. Pleasant.....		24.94			Open week days 7.00 A.M. to 4.00 P.M. Sundays 10.10 A.M. to 12.40 P.M.				
Phoenicia.....	C.S. PN	27.56	M.B.	M.B.	Dairymen's League Creamery... South Kortright.....	C.S. KR	81.59	M.B.	M.B.
Open Daily 8.30 A.M. to 5.30 P.M.					Open week days 7.00 A.M. to 4.00 P.M.				
Snyder Hollow Switch.....					Delaware Packing Co..... Sheffield Farms Creamery.....	C.S. BE	86.28	M.B.	M.B.
Shandaken.....	C.S. SA	32.13	M.B.	M.B.	Bloomville.....	C.S. KO	91.61	M.B.	M.B.
Open week days April 1 to Sept. 30th. 8.15 A.M. to 5.15 P.M.					Open week days 7.00 A.M. to 4.00 P.M.				
Old Shandaken.....		33.69			Kortright Station.....	C.S. MH	97.92	M.B.	M.B.
Big Indian.....	C.S. BJ	36.43	M.B.	M.B.	Open week days June 15 to Sept. 15. Dairymen's League Creamery... Hanford's Switch.....	C.S. AV	100.01	M.B.	M.B.
Open week days May 25 to Sept. 30. 7.00 A.M. to 4.00 P.M.					East Meredith.....				
Pine Hill.....	C.S. P	39.80	M.B.	M.B.	Open week days 11.30 A.M. to 3.00 P.M.				
Open week days May 15 to Sept. 30, inc. 7.00 A.M. to 4.00 P.M.					Davenport Center.....	C.S. NQ	103.25	M.B.	M.B.
Grand Hotel Station.....	C.S. GH	41.47	M.B.	M.B.	Open week days 7.00 A.M. to 11.00 A.M. 3.30 P.M. to 4.00 P.M.				
Open Daily 8.00 A.M. to 5.00 P.M.					West Davenport.....				
Fleischmann's.....	C.S. FN	44.20	M.B.	M.B.	Oneonta.....				
Open week days 8.00 A.M. to 5.00 P.M.					Open week days 4.30 A.M. to 5.00 P.M. Sundays 8.00 A.M. to 5.00 P.M.				
Arkville.....	C.S. AX	48.18	M.B.	M.B.					
Open Daily 8.00 A.M. to 5.00 P.M.									
Kelly's Corners.....		51.45							

ABBREVIATIONS.

- | | | | |
|-------------------------------|--------|---------------------------|------|
| 1. COMMUNICATING STATION..... | C.S. | 5. TRAIN ORDER..... | T.O. |
| 2. SIGNAL STATION..... | S.S. | 6. INTERLOCKING..... | INT. |
| 3. AUTOMATIC..... | NUMBER | 7. TRAIN DISPATCHING..... | T.D. |
| 4. MANUAL BLOCK..... | M.B. | 8. LOCAL..... | L. |

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

**WALLKILL VALLEY BRANCH.
KINGSTON TO MONTGOMERY.**

STATIONS	Office Calls	Miles from Kingston	SIGNALS		TELEPHONES		
			Single Track		Location	Side of Track	LINE
			Westward	Eastward			
Kingston (S.S. KI).....	C.S. KI				Freight office.....	N	T.D., L.
Open day and night					Baggage room.....	S	T.D., L.
					Broadway, gateman's cabin.....	N	Freight office and S.S. KI
					Signal station.....	S	T.D., L.
Red Rock Siding.....	C.S.	6.12			Red Rock siding.....	S	T.D.
Binnewater.....	C.S. BN	6.91	M.B.	M.B.	Station.....	S	T.D.
Open week days 8.00 A.M. to 5.00 P.M.							
Rosendale.....	C.S. DA	8.05	M.B.	M.B.	Station.....	N	T.D.
Open week days 8.00 A.M. to 5.00 P.M.							
New Paltz.....	C.S. Z	14.86	M.B.	M.B.	Station.....	S	T.D.
Open week days 7:30 A.M. to 4:30 P.M.					Station, booth, west side.....	S	T.D.
Gardiner.....	C.S. GI	20.66	M.B.	M.B.	Station.....	S	T.D.
Open week days 8.30 A.M. to 5.30 P.M.							
Wallkill.....	C.S. A	26.07	M.B.	M.B.	Station.....	S	T.D.
Open week days 7:30 A.M. to 4:30 P.M.							
Walden.....	C.S. WA	29.26	M.B.	M.B.	Station.....	N	T.D.
Open week days 7.30 A.M. to 4.30 P.M.							
Montgomery.....	C.S. MY	32.95			Station.....	N	T.D.
Open Daily 7.30 A.M. to 4.30 P.M.					Station, booth, south side.....	N	T.D.

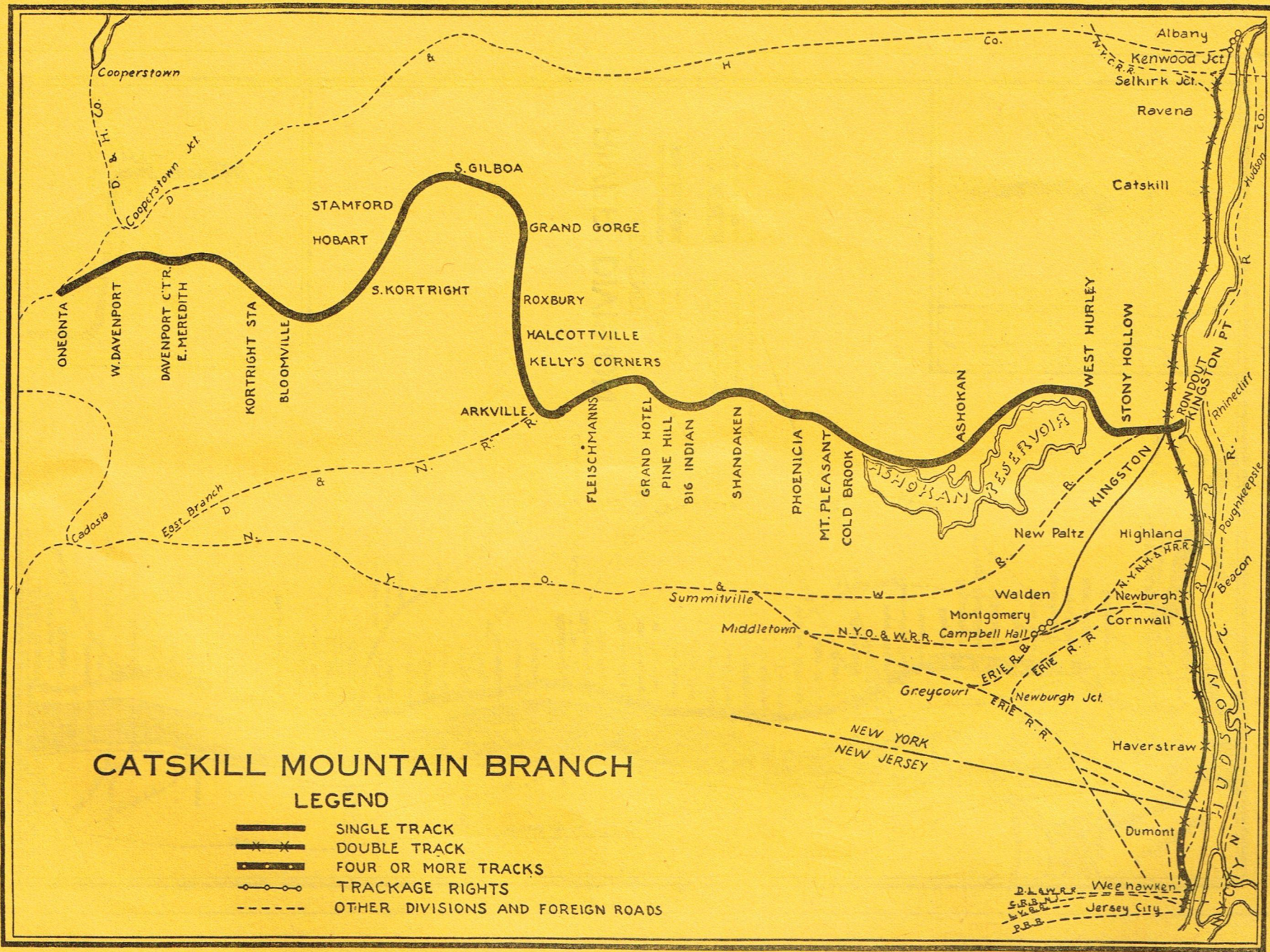
ABBREVIATIONS.

- | | | | |
|-------------------------------|--------|---------------------------|------|
| 1. COMMUNICATING STATION..... | C.S. | 5. TRAIN ORDER..... | T.O. |
| 2. SIGNAL STATION..... | S.S. | 6. INTERLOCKING..... | INT. |
| 3. AUTOMATIC..... | NUMBER | 7. TRAIN DISPATCHING..... | T.D. |
| 4. MANUAL BLOCK..... | M.B. | 8. LOCAL..... | L. |

SPEED TABLE






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

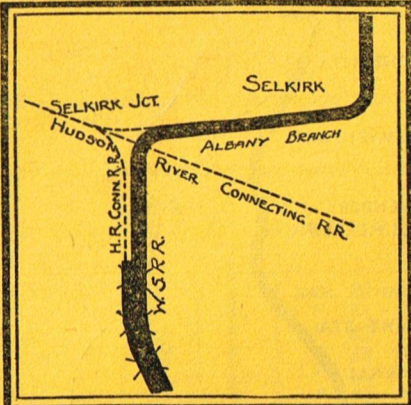
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.72	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.78	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.94
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.88
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	14.82
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 1 "	14.76
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	14.70
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 1 "	14.64
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 0 "	14.58
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 0 "	14.52
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	14.46
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	14.40
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		








CATSKILL MOUNTAIN BRANCH

LEGEND

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



RIVER DIVISION LEGEND

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

