

Handwritten calculations on the left side of the cover:

$$\begin{array}{r} 78 \\ 250 \\ \hline 005 \\ 391 \\ 1566 \\ \hline 1958 \\ 2003 \\ \hline 3961 \end{array}$$

$$\begin{array}{r} 828 \\ 241 \\ \hline 829 \\ 331 \\ \hline 1052 \\ 2003 \\ \hline 1653 \end{array}$$

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Handwritten calculations on the bottom left side of the cover:

$$\begin{array}{r} 3961 \\ 1417 \\ \hline 5378 \end{array}$$

L. C. BARTLETT
144 LIVINGSTON AVE.
ALBANY, N. Y.

The New York Central Railroad Company

RIVER DIVISION

L. C. BARTLETT
144 LIVINGSTON AVE.
ALBANY, N. Y.

Time Table No. 33A

FOR EMPLOYEES ONLY

Effective 12.01 A. M.

Sunday, June 28, 1931

EASTERN STANDARD TIME

Superseding Time Table No. 33
dated April 26, 1931

O. O'CONNOR,
Superintendent

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

M. OTHER RAILROADS.

Between Kenwood Jct. and Albany, trains run via D. & H.

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

Rear trainmen must frequently observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, Bridgemen, Signal Maintainers, Pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

DEFINITION.

Communicating Station—A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

3. STANDARD CLOCKS.

Weehawke.....	{ 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.....	Yard masters office.
Selkirk Yard.....	{ Engine house. General yard masters office.
Albany.....	D. & H. station masters office.

6. SIGNS.

- # Stop Holiday.
- Stop Sunday.
- ⊕ Stop Saturday.
- † Stop to receive passengers.
- ‡ Stop to discharge passengers.
- ⊕ Stop Sunday to discharge passengers.
- B Stop to discharge passengers from New York.
- ° Use Track 3 westward or 4 eastward.
- ▲ Use Track 2 from Bergenfield.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instruction O where other signals are not required:

Manner of Using	Indication
By day... Nose held with right hand, and left hand pointed toward track.....	Hot journal.
By night... Lamp swung vertically in small circle; lamp to be held by guard wire around globe.....	Hot journal.
By day... Raise and lower right hand slowly full length of body..	Car door swinging or about to fall.
By night... Raise and lower lamp slowly full length of body and in addition give "Stop" signal.	Car door swinging or about to fall.
By day... Hand shoved in sliding motion out from body.....	Brakes sticking.
By night... Lamp shoved in sliding motion out from body.....	Brakes sticking.
By day... Hand raised and held stationary.....	All right.
By night... "Proceed" signal.....	All right.

14. WHISTLE SIGNALS.

Sound	Indication
oo — o	Relief engine required. To be sounded passing first two signal stations after defect develops.
— o	When running against current of traffic approaching curves, stations or where view is obstructed.

Second paragraph of Rule 14 (k) applies to single track territory only. Rule 14 is modified accordingly.

17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night on rear of train.

Weehawken, Haverstraw and West Point Tunnels.
A red light, in addition to the markers must be displayed to the rear of every train or engine while passing through tunnel. Rule 19 is modified accordingly.

21. EXTRA TRAINS.

Freight trains will omit the display of white signals on two or more tracks.

34. COMMUNICATION OF SIGNAL INDICATION.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, of a signal is "yellow" or "green," add "middle arm," or "middle light," or "bottom arm," or "bottom light," as the case may be. Rule 34 is modified accordingly.

83. TRAIN REGISTERS.

Albany.....D. & H. station masters office.

83. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication.

Trains will not leave the following stations without a clearance card:

Main Line.

Catskill, Trains Nos. 19 and 23.
Ravena, First Class, westward, except Nos. 19 and 23.

Walkkill Valley Branch.

Kingston, all trains.
Montgomery, all trains.

Albany Branch.

Selkirk Jct., extra trains westward and Nos. 301, 305 and 309.
Kenwood Jct., extra trains (except passenger extras), eastward.
Albany, First Class and passenger extras, eastward.

Clearance cards must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operators, provided they have no train orders for train to which issued.

93. YARDS. Limits defined by signs:

New Jersey Junction Railroad.

National Jct. and Weehawken, inclusive.

Main Line.

North Bergen and Weehawken, inclusive, Tracks No. 4, No. 2, No. 1.
Signal Station "WE" and Signal Station "FY", inclusive, Track No. 3.
Cornwall. Newburgh. Kingston.

Walkkill Valley Branch.

Kingston. Montgomery.

Albany Branch.

Selkirk Jct.

Passenger trains must be given full protection at all times. Rule 93 is modified accordingly.

97. WORK EXTRAS.

On double track or three 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.

95. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
Kingston	U. & D.	Interlocking.
Selkirk Jct.	N. Y. C.	Interlocking.

98. DRAWBRIDGES.

Location	Signals
Little Ferry	Overpeck Creek. Interlocking.

Engines must not stop on the draw span, except in case of emergency.

96. SIDINGS.

Capacity, based on 43-foot cars.

Main Line.

Dumont, middle, between S. S. "DU" and Haworth	45
Tappan, middle	94
	70
Congers, middle	129
	124
West Haverstraw	56
Jones Point, middle	83
	66
Iona Island, middle	66
	66
Morgans Middle	103
	43
Cornwall	46
	79
Plum Point, between Cornwall and Newburgh	79
	74
Roseton, middle	75
Marlborough	75
Yellow Point, between Milton and Highland	63
	64
West Park	77
Esopus, middle	82
Kingston	68
	69
Mt. Marion, middle	86
	75
Alsen	96
West Athens, middle	74
Coxsackie	88
	144
Ravena	

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

Walkkill Valley Branch.

Red Rock, between Whiteport and Binnewater	14
Rosendale, gravel pit switch	32
Springtown	28
New Paltz	28
Gardiner	25
Walden	27

Albany Branch.

Selkirk	43
Wemple	18

99. FLAGMEN.

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

100. PROTECTION OF ADJACENT TRACKS.

When a train is stopped suddenly, or by application of brakes other than by service application made by the engineman, enginemen and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed. Rule 100-A is modified accordingly.

103. PUBLIC GRADE CROSSINGS.

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing. Rule 103 is modified accordingly.

When a train pulls over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the train crew unless protected by a watchman or by gates. Rule 103a is modified accordingly.

Main Line.

Trainmen must flag trains or engines over the following crossings:

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

Trains must stop before crossing:

Newburgh... Renwick Street (4.30 P.M. to 5.30 A.M.).
When cars are shoved ahead of engine.

Walkkill Valley Branch.

Trainmen must flag trains or engines over the following crossings:

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

Trains must stop before crossing:

Rosendale... Mountain Road Highway at station, westward.
Gardiner... Main St., freight trains.
Montgomery Ward St., all trains (not less than 25 feet or more than 75 feet distant).

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

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.

At all other stations the movement of trains will be governed by the instructions contained in Rule 106.

108. WATER STATIONS.

New Jersey Junction Railroad.

Jersey City, Newark Avenue. Weehawken.

Main Line.

Weehawken.	Newburgh.
North Bergen.	Esopus.
West Englewood.	Kingston.
West Haverstraw.	Catskill.
Highland Falls.	Ravena.
Cornwall.	

Walkkill Valley Branch.

New Paltz. Walkkill. Montgomery.

Kingston. Engines of westward freight trains must be detached east of crossover at Signal Station KY before taking coal or water.

Engines of freight trains of more than 25 cars must be detached before taking water, unless, in the judgment of engineman, it is unnecessary.

Rule 108 is modified accordingly.

109. BULLETIN BOARDS AND BOOKS.

Weehawken	{ Engine house. Station masters office. General yard masters office.
North Bergen	{ Engine house.
West Haverstraw	{ Passenger station.
Cornwall	{ Passenger station.
Newburgh	{ Engine house. Yard office.
Kingston	{ Engine house. Yard masters office.
Selkirk Yard	{ Engine house.
Albany	{ General yard masters office.
Rensselaer	{ D. & H. station masters office. Engine house.

110. DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Signal Station SK and Signal Station KN.
Kingston and Montgomery.

Double Track:

Between Signal Station NJ and Signal Station WE.
Through the interlocking limits of Signal Station FY.
Between 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.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Signal Station TU and Signal Station DU.

Trains will run against the current of traffic by block signals as shown below:

Signal Station	Tracks
Between 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

When signal cannot be cleared, this movement will be made only by instructions from the Superintendent.

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.

Rule 957 is modified accordingly.

751. TIME SIGNAL STATIONS ARE OPEN.

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

801. INTERLOCKING SIGNALS.

Where a passenger train is to be diverted from a main track over crossover or switch shorter than a No. 16, the signalman must hold signal in stop position until the train has stopped, except at Signal Station TU.

Crossovers and switches longer than a No. 16 are at following locations:

Signal Station	Track
WE	{ No. 1 to No. 3 No. 2 to No. 1 No. 4 to No. 2
FY	{ West of Little Ferry Station... No. 2 to No. 2 No. 1 to No. 1 East of Signal Station... No. 2 to No. 2 No. 3 to No. 1
DU	{ East of Bergenfield Station... No. 1 to No. 3 No. 4 to No. 2 Signal Station... No. 3 to No. 1 No. 2 to No. 2 No. 2 to No. 4 No. 1 to No. 2
HN	{ No. 2 to Siding

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

Sand must not be used over movable parts of an interlocking or within interlocking limits. Rule 813 is modified accordingly.

901. MANUAL BLOCK SYSTEM.

Between Signal Station SK and Signal Station KN. Kingston and yard limit sign at Montgomery.

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.

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement.

Issuance of permissive cards, or display of permissive signal will be authorized by the train dispatcher except in case of failure of communication.

1002. AUTOMATIC BLOCK SYSTEM.

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

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

Automatic signals will also give approach indication for the manual block signal at Selkirk station, westward and eastward.

Haverstraw 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."

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."

West Nyack.

Westward freight trains should receive "Proceed" indication of Signal 229 to avoid stalling on grade.

Kingston.

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

1005. AUTOMATIC BLOCK SYSTEM.

In automatic signal territory, yard engines or trains before entering a main track, or crossing from one main track to another, must obtain permission from signalman or train dispatcher.

1267. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1267. HAND BRAKES.

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

1305. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engine handling train, the train must be brought to a stop immediately, proper investigation made and necessary action taken.

Rule 1305 is modified accordingly.

1401. SPEED RESTRICTIONS.

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

Table listing speed restrictions for various train types and conditions, including General, Circus trains, Engines light or with cabooses, Engines running backward, Freight and work trains, etc.

LOCAL.

New Jersey Junction Railroad.

Table listing local speed restrictions for New Jersey Junction Railroad, National Jet., Willow Ave. crossing, and Kings Bluff Curve.

Main Line.

Table showing engine classes (K-11, K-2, G-6, H-5, etc.) and their corresponding speeds in miles per hour for various Main Line locations.

Wallkill Valley Branch.

Table listing engine classes and speeds for Wallkill Valley Branch locations, including Passenger Trains, Motors, Kingston, Whiteport, Bridge W-52, etc.

Albany Branch.

Table listing engine classes and speeds for Albany Branch locations, including Selkirk Jct., Selkirk, Engines, Class J, etc.

1402. 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 Superintendent.

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

Between Kenwood Jct. and P. R. R. Jct. Trains No. 1027, 6, Express trains, also N. Y. O. & W. passenger trains from Weehawken Sunday mornings, restricted to 14 cars.

Milk trains and deadhead equipment restricted to 40 cars. All other passenger trains restricted to 12 cars.

Between Selkirk Jct. and Weehawken.

Freight trains are restricted to 80 cars, 3,200 tons, except: Eastward on Saturdays, day before a holiday or when restricted speed will permit morning delivery, 100 cars, 4,500 tons.

Westward, 110 cars. Cornwall and Weehawken, eastward, coal trains restricted to 75 cars, 4,500 tons.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY

Continued from page 7.

WESTWARD—FIRST-CLASS.

Table with columns for stations (53, 197, 1, 101, 39, 7, 305, 223, 153, 33, 121, 43, 203) and rows for departure and arrival times.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified. No. 33 first trip July 4, last trip September 5. Nos. 53 and 223 will not carry baggage. No. 153 first trip July 4, last trip August 16. No. 305 will not carry revenue passengers. Time shown at N. Y. (Corlandt St.), N. Y. (42d St.) and Albany is for information only.

WEST SHORE R. R.—WEEHAWKEN TO ALBANY.

WESTWARD—FIRST-CLASS.

Continued on page 10.

Table with columns for stations (219, 35, 103, 123, 29, 55, 15, 205, 215, 127, 25, 59, 157, 217) and rows for departure and arrival times.

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified. No. 157 stop on signal Bergenfield to West Point to receive passengers destined to stations at which train makes regular stop on N. Y. O. & W. Ry. No. 35 first trip July 1, last trip September 11. No. 103 stop on signal at West Point to receive passengers destined to stations at which train makes regular stop on N. Y. O. & W. Ry. No. 219, 55, 205, 215 and 217 will not carry baggage. No. 219, 55, 205, 215 and 217 will not run July 4. No. 15 terminate at West Haverstraw Sunday. Time shown at N. Y. (Corlandt 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 (49, 105, 23, 307, 65, 77, 195, 5, 19, 61) and rows for Miles from Weehawken (1.51, 5.96, 6.54, 7.27, etc.). Includes departure and arrival times for various routes.

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

Nos. 49, 65, 77, 5, 19 and 61 will not carry baggage.

No. 195 first trip July 5.

No. 307 will not carry revenue passengers.

No. 19 will not carry passengers west of Ravena.

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

WEST SHORE R. R.—ALBANY TO WEEHAWKEN.

EASTWARD—FIRST-CLASS.

Continued on page 14.

Table with columns for Stations (60, 6, 80, 40, 70, 82, 218, 62, 210, 64, 220, 84, 42) and rows for Miles from Albany (1.60, 3.53, 4.54, 5.75, etc.). Includes departure and arrival times for various routes.

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

Nos. 80, 40, 82, 218, 210, 64, 220 and 84 will not run July 4 and September 7.

Nos. 60, 80, 40, 70, 82, 218, 62, 210, 64, 220, 84 and 42 will not carry baggage.

No. 42 terminate at West Haverstraw July 4 and September 7.

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

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 5.45 A.M. to 2.45 P.M.	C.S. M	101.00	1007 1019	1008 1020	Station Station, booth, south side	N N	T.D. T.D.
West Camp	C.S.	102.60	1031 1041	1028 1040	Booth, on post opposite station Alpha Cement Co., siding	N N	T.D. Alsen T.D.
Alsen Open week days 6.30 A.M. to 7.00 P.M.	C.S. AN	104.83	1049 1059 1069 1079 1089 1097	1050 1060 1070 1078 1088 1098	Station Station, booth, east side West end, eastward passing siding West end, westward passing siding	S S S N	T.D. Alsen T.D. T.D.
Catskill Open day and night	C.S. C	110.03	1101 1107 1115 1123 1131 1141	1106 1116 1124 1132 1142	Station Telegraph pole, east end of yard Booth, east end of middle Station Station, booth, west side	N N N S S	T.D., L. T.D. T.D. T.D. T.D.
West Athens Open week days 6.15 A.M. to 3.15 P.M. Open Sundays 6.15 A.M. to 7.15 A.M.	C.S. WN	114.72	1147 1159 1169 1179 1189 1199	1148 1160 1170 1180 1190	Booth, east end, eastward passing siding Station Station, booth, west side	N S S	T.D. T.D. T.D.
Coxsackie Open week days 6.00 A.M. to 5.45 P.M. Open Sundays 8.45 A.M. to 5.45 P.M.	C.S. CX	120.04	1209 1219 1227 1237	1210 1220 1228 1238	Booth, east end, eastward passing siding Station Station, booth, west side	N S S	T.D. T.D. T.D.
New Baltimore Open week days 6.30 A.M. to 3.30 P.M.	C.S. MO	124.91	1247 1257 1267 1273	1248 1258 1268 1276	Station Station, booth, west side	S S	T.D. T.D.
Ravena Open 6.00 A.M. to 10.00 P.M.	C.S. QR	127.83	1279 1280 1291 1301 1311	1292 1302 1312	Station Booth, east end, eastward passing siding Booth, west end, westward passing siding Westerloo Crossing Watchman's cabin, Coeymans Fill Westbound home signal Signal station	S N N S N N S	T.D., L. T.D. T.D. Ravena T.D. S. S. SK T.D., L.
Selkirk Jct. (S. S. SK) Open day and night	C.S. SK	132.33	INT.	INT.	Signal station	S	T.D., L.
Selkirk Jct. (S. S. SK) Open day and night	C.S. SK	132.33	INT.-M.B.	INT.	Signal station	S	T.D., L.
Selkirk Open week days 6.15 A.M. to 4.00 P.M. Open Sundays 6.00 A.M. to 8.00 A.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 6.00 A.M. to 2.00 P.M.	C.S. WM	136.03	M.B.	1334 M.B.	Station Station, booth, east side	S S	T.D., L. T.D.
River View	C.S.	137.24			River View	S	T.D., L.
Glenmont Open week days 7.15 A.M. to 5.00 P.M.	C.S. GT	138.25			Station	S	T.D., L.
Kenwood Jct. (S. S. KN) Open day and night	C.S. KN	140.18	INT.-M.B.	TO INT.-M.B.	Signal station	S	T.D., L.
Albany (D. & H.) Open day and night	C.S. RX	141.78			Station	N	T.D.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES.

KINGSTON TO MONTGOMERY.									
STATIONS	Office Calls	Miles from Kingston	SIGNALS		TELEPHONES				
			Single Track		Location	Side of Track	LINE		
			Westward	Eastward					
Kingston (S. S. KI) Open 5.00 A.M. to 9.00 P.M.	C.S. KI			M.B.	Signal station	N	T.D., L.		
Whiteport Open week days 5.40 A.M. to 6.40 A.M.	C.S.	4.35			Station Yard Master's office Station	S N	T.D., L. T.D.		
Red Rock Siding	C.S.	6.12			Red Rock siding	S	T.D. and Binnewater		
Binnewater Open week days 7.00 A.M. to 4.00 P.M.	C.S. BN	6.91	M.B.	M.B.					
Rosendale Open week days 8.30 A.M. to 5.30 P.M.	C.S. DA	8.05	M.B.	M.B.	Station	N	T.D.		
Gravel Pit Siding	C.S.	8.52			Gravel Pit siding	N	Rosendale		
Springtown	C.S.	12.27			Springtown siding, east end	N	New Paltz		
New Paltz Open week days 5.25 A.M. to 6.45 P.M.	C.S. Z	14.86	M.B.	M.B.	Station Station, booth, west side	S S	T.D. T.D.		
Forest Glen		18.53							
Gardiner Open week days 6.20 A.M. to 3.35 P.M.	C.S. GI	20.66	M.B.	M.B.	Station	S	T.D.		
New Hurley		23.08							
Wallkill Open week days 5.40 A.M. to 3.15 P.M.	C.S. A	26.07	M.B.	M.B.	Station	S	T.D.		
Walden Open week days 5.25 A.M. to 4.00 P.M.	C.S. WA	29.26	M.B.	M.B.	Station	N	T.D.		
Montgomery Open week days 6.30 A.M. to 4.00 P.M. Open Sundays 6.30 A.M. to 2.30 P.M.	C.S. MY	32.95			Station Station, booth, south side	N N	T.D. T.D.		

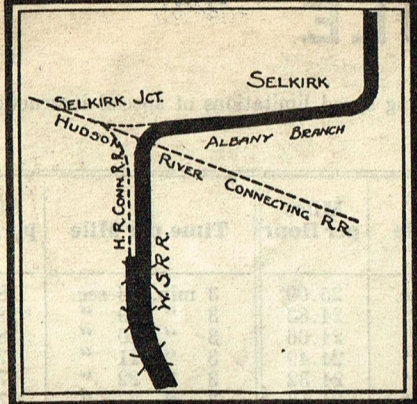
ABBREVIATIONS.

COMMUNICATING STATION	C.S.
AUTOMATIC	NUMBER.
TRAIN ORDER	T.O.
MANUAL BLOCK	M.B.
INTERLOCKING	INT.
TRAIN DISPATCHING	T.D.
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 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



RIVER DIVISION LEGEND

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

