

**The
New York Central
Railroad Company**

NEW YORK DISTRICT

RIVER DIVISION

TIMETABLE No. 22

FOR EMPLOYES ONLY

Effective 4:01 A.M. Eastern Standard Time

SUNDAY, NOVEMBER 5, 1967.

R. F. LAWSON

General Manager

R. K. PATTISON

**District Transportation
Superintendent**

Division Superintendent

T. E. JORDAN

Division

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COMPANY DOCTORS		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Albany	Nicholas P. Teresi 4 Ten Eyck Ave.	Office & Res. 463-3978
	J.H. Heim 9 Northern Blvd.	Office 465-9966 & Res.
	T.I. Tyrrell 375 State St.	Office 463-1832
	W.F. Tibbitts 149 Washington Ave.	Office 463-4913
Coxsackie	S. Yarvin 145 Mansion St.	Office 731-8359
Dumont, N.J.	S. Siegel 167 Washington Ave.	Office 384-3493
Haverstraw	H. Karlan 55 New Main St.	Office 429-2222
Kingston	Fred K. Snyder 44 Clinton Ave.	Office 331-0715
	G.D. Van Gaasbeck 78 Maiden Lane	Office 338-2121
N.Y. City	E.V. Bizzaro, Lower Level, GCT - Res. 2219-47th St., Astoria, L.I.	Office 340-2533 Res. 728-5096
	R.C. Blackwell, Lower Level, GCT Res. 39 East 37th St.	Office 340-2533 Res. 685-7776
Newburgh	E.H. Douglass, Jr. 286 Liberty St.	Office 562-0626
	D.R. Shapiro 27 West St.	Office 562-5450
Oneonta	A.F. Carson 26 Watkins Ave.	Office 432-2110
Ravena	J.F. Mosher Coeymans, N.Y.	Office 751-2701
	I.D. LeFevre Coeymans, N.Y.	Office 751-2701
Rensselaer	B.W. Wilcke 212 Washington Ave.	Office 463-7271
Saugerties	B.W. Gifford 80 Ulster Ave.	Office 246-2014
Union City, N.J.	J.D. Napoli 2815 Summit Ave.	Office 863-1015
<u>EARS, NOSE AND THROAT</u>		
New York	D.G. Voorhees 29A East 63rd St.	Office 838-1737
<u>OCULISTS</u>		
Albany	H.M. Judge 634 Madison Ave.	Office 434-6731
Newburgh	J.W. Overton 229 Liberty St.	Office 561-3260
New York	B.J. Curtin 115 East 61st St.	Office 838-2820
	G.B. Kara 654 Madison Ave.	Office 838-9011
North Bergen, N.J.	H.H. Romaine 111 East 65th St.	Office 744-1726
	F.R. Arndt 7500 Bergenline Ave.	Office 863-6601

HOSPITALS		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBERS
Albany	Memorial Northern Boulevard	462-5661
	St. Peter's New Scotland Ave.	438-7811
	Albany Medical Center New Scotland Ave.	462-7521
Cornwall	Cornwall Laurel Ave.	534-3240
Hackensack, N.J.	Hackensack 22 Hospital Place	487-4000
Hoboken, N.J.	St. Mary's 4th and Willow Ave.	792-3300
Jersey City, N.J.	Christ 176 Palisade Ave.	653-1220
Kingston	City of Kingston 396 Broadway	331-3131
Newburgh	St. Lukes 70 Du Bois St.	561-4400
Nyack	Nyack N. Midland Ave.	358-6200
Teaneck, N.J.	Holy Name 718 Teaneck Road	837-3070
Weehawken, N.J.	North Hudson 4300 Park Ave.	863-1900

DIVISION OFFICIALS

Trainmasters

W.B. ROGERS
M.J. RODWICK

Assistant Trainmasters

J.E. REED

Road Foreman

J.D. HUDLER

Chief Train Dispatcher

J.A. STEYN

Assistant Chief Train Dispatchers

E.C. LIETZ
H.H. HARDISTY
C.D. KONZ

Train Dispatchers

C.J. KEATOR	F. CARRIGAN	M.J. BARLETTA
C.W. STEWART	C.P. D'ANTONIO	J.J. CANNON
W.W. DEVANTIER	J.A. BALKO	R. ZEIGLER
A.J. STEIMLE	A.I. GUALTIERE	W.K. NOEL
		G. STIMSON

Division Engineer

J.E. SPANGLER

Master Mechanic

M.A. LAURELLO

TRAIN DISPATCHING TERRITORY

Location of Train Dispatchers.

Train Dispatchers in charge as follows:

New York City

Main Line: National Junction to Selkirk Junction

Branches: Catskill Mountain
Wallkill Valley

A	indicates	Rule 221A in effect
B	"	Rule 221B in effect
C	"	Rule 221C in effect
D	"	Attended continuously
E	"	Attended part time
F	"	Manual Block Station
I	"	Interlocking Rules in effect
M	"	MB for movements against the current of traffic.
O	"	Automatic Interlocking
P	"	In service part time
R	"	Remote controlled from
S	"	Control Station at other than Train Dispatcher's office.
X	"	In service continuously.

MAIN LINE National Jct. to Selkirk Jct.

Interlocking	TRAIN ORDER OFFICE	MILES FROM WEEHAWKEN	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				NOTE	EAST	WEST	EAST & WEST	
I		4.36	National Jct. CP 05				66	
		3.22	Hoboken					
		1.57	Willow Ave. CP 04					
I			Weehawken CP 02, CP 03				60	
I		1.33	North Bergen CP 1					
I		5.76	Little Ferry CP 5					
I		7.64	CP 7					
		8.99	Teaneck					
		11.98	Bergenfield				559	
		12.89	Dumont					
I		13.02	CP 13					
		16.03	Harrington Park					
		20.53	Orangeburg					
I		22.86	CP 22				159	
I		24.44	CP 24					
		26.35	Valley Cottage					
		28.50	Congers					
		32.15	Haverstraw					
		33.34	West Haverstraw					
I		33.40	CP 33					
		35.08	Stony Point CP 35				175	
		36.72	Tomkins Cove					
		41.01	Iona Island					
P		47.32	West Point					
I		53.56	CP 53					
I		55.68	CP 55				215	
		56.20	Newburgh					
		64.62	Marlborough					
I		67.04	CP 66					
		68.02	Milton				225	
I		69.25	CP 69					
		72.32	Highland					
		84.41	Hercules					
I		87.57	CP 87					
		89.61	Kingston				258	
I		90.47	CP 90					
		95.82	Mt. Marion					
		99.06	Saugerties					
		101.00	Malden-on-Hudson					
I		104.58	CP 104					
P		104.83	Alsen				177	
I		106.39	CP 106					
		110.03	Catskill					
		114.72	West Athens					
I		118.36	CP 118					
		120.14	Coxsackie				227	
I		121.09	CP 121					
		127.83	Ravena				50	
I D X		132.42	Selkirk Jct					

The direction from National Jct. to Selkirk Jct. is Westward.

STATIONS IN SERVICE PART-TIME AS FOLLOWS:

Station	Hours in Service
West Point	8:00 A.M. to 5:00 P.M. daily except Sat. and Sun.
Alsen	8:00 A.M. to 5:00 P.M. daily except Sat. and Sun.

WALLKILL VALLEY BRANCH
KINGSTON TO MONTGOMERY

Interlocking	Train Order Office	Miles From Kingston	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				Note	East	West	East & West	
		0.0	Kingston					
		8.05	Rosendale					
		14.86	New Paltz					17
		20.66	Gardiner					21
		26.07	Walkkill					15
		29.26	Walden					
		32.95	Montgomery					

The direction from Kingston to Montgomery is Eastward

CATSKILL MOUNTAIN BRANCH
KINGSTON POINT TO BLOOMVILLE
Miles From Kingston Point

Interlocking	Train Order Office	Miles From Kingston Point	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297)	Siding Assigned Direction Car Capacity 50 Ft. Cars				
				Note	East	West	East & West	
		0.0	Kingston Point					
		2.90	Kingston					
		10.22	West Hurley					
		24.94	Mt. Pleasant					
		27.56	Phoenicia					
		36.43	Big Indian					
		41.47	Grand Hotel					13
		48.18	Arkville					15
		59.13	Roxbury					22
		65.53	Grand Gorge					17
		74.02	Stamford					7
		77.53	Hobart					19
		81.59	South Kortright					11
		86.27	Bloomville					

The direction from Kingston Point to Bloomville is Westward.

WEEKHAWKEN TO SELKIRK JCT

WESTWARD

STATIONS	SV-9	WD-1	WD-5	ML-9	SV-11
	Freight	Freight	Freight	Freight	Freight
	Daily Ex. Sun. & Mon.	Daily	Daily	Daily	Satur- day only
LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.
Weehawken		6.00	1.30		9.30
North Bergen	2.59				
Little Ferry				9.00	
Kingston	6.00	11.30	5.15	11.30	12.30
Selkirk Jct.	7.30	2.00	8.30	12.30	1.30
ARRIVE	A.M.	P.M.	P.M.	A.M.	A.M.

EASTWARD

STATIONS	SW-6	WS-2	SV-10	ML-12	SV-12
	Freight	Freight	Freight	Freight	Freight
	Daily	Daily	Daily Ex. Fri. & Sat.	Daily	Daily Except Monday
LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.
Selkirk Jct.	3.30	3.57	8.25	9.15	10.40
Kingston	5.00	6.00	9.30	10.50	11.59
Little Ferry				3.00	
North Bergen			12.59		3.30
Weehawken	9.30	10.00			
ARRIVE	P.M.	P.M.	A.M.	A.M.	A.M.

Time shown for information only.

WALKILL VALLEY BRANCH

KINGSTON TO MONTGOMERY

EASTWARD SECOND CLASS WESTWARD

	RV-2	Miles from Kingston	STATIONS	Miles from Montgomery	RV-9	
	Freight				Freight	
	Daily				Daily	
LEAVE	A.M.				P.M.	ARRIVE
	7.30		Kingston	32.95	4.00	
		8.05	Rosendale	24.90		
		14.86	New Paltz	18.09		
		20.66	Gardiner	12.29		
		26.07	Walkill	6.88		
		29.26	Walden	3.69		
	12.01	32.95	Montgomery		1.00	
ARRIVE	P.M.				P.M.	LEAVE

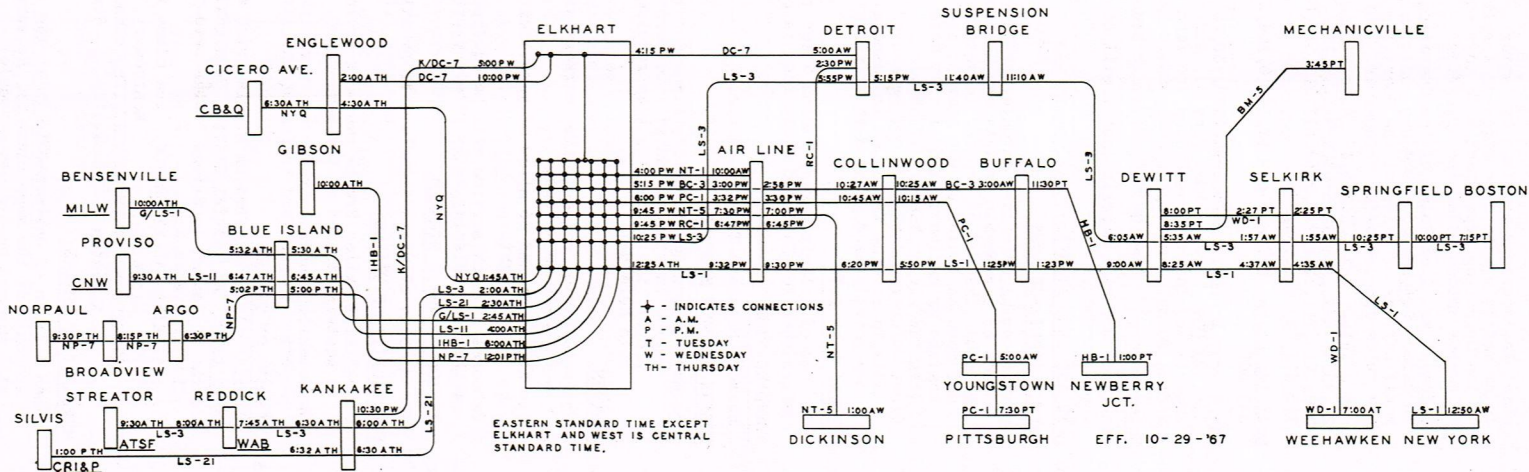
CATSKILL MOUNTAIN BRANCH

KINGSTON TO BLOOMVILLE

WESTWARD SECOND CLASS EASTWARD

LV.	KB-1	Miles from Kingston Point	STATIONS	Miles from Bloomville	BK-2	BK-2	ARR.
	Freight				Freight	Freight	
	Mon. and Thurs. only				Mon. and Thurs. only	Tues. and Fri. only	
	A.M.				P.M.	A.M.	
	10.00	2.90	Kingston	83.37		11.30	
		10.22	West Hurley . . .	76.05			
		24.94	Mt. Pleasant . .	61.33			
		27.56	Phoenicia	58.69			
		36.43	Big Indian	49.84			
		44.20	Fleischmann's . .	42.07			
		48.18	Arkville	38.09			
		59.13	Roxbury	27.17			
		65.53	Grand Gorge . . .	20.74			
		74.02	Stamford	12.25	8.00	5.30	
		77.53	Hobart	8.74			
	7.00	86.27	Bloomville		7.30		
ARR.	P.M.				P.M.	A.M.	LV.

OPERATION SUNSET
PROTECTED CONNECTIONS PAY OFF — LET'S ROLL AS ADVERTISED



SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

- A. Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964 and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

Revised Rules: B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, D-152, 109, 206a, 210, 211, 211a, 223, 281d, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938.

Modified Rules: Definitions 12, 14, 16, 104, 293, 295, 300, 317, 342, 505

New Rules: L-2, 0, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921, 939. Train Order Form Z. Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Board.

Rules deleted: 33a, 100, 940, 942, Train Order Form U.

- A-1. The title Division Superintendent will be used instead of Superintendent

B-2. **LAWS AND REGULATIONS.**

SAFETY APPLIANCE LAWS.

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

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

K-1. DISCHARGE OF DUTY.

The use of televisions or radios other than those furnished for Railroad Operations is prohibited.

1. STANDARD TIME.

Eastern Standard Time is in use.

14. ENGINE WHISTLE SIGNALS

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

19. MARKERS.

Optional use of reflectorized markers will not apply to cabooses as follows:

Operations beyond 25 miles of yard limits in New York by day or night.

Cabooses in such service will be equipped with electric markers for display as by rule prescribed.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.

72. SUPERIORITY OF TRAINS.

On Wallkill Valley Branch eastward trains are superior to westward trains of the same class.

On Catskill Mountain Branch westward trains are superior to eastward trains of the same class.

83d. CLEARING OF TRAINS.

Trains will be cleared on single track as follows: MAIN LINE. At initial Station by signal indication.

At the following locations trains need not obtain Clearance Form A:

WALLKILL VALLEY BRANCH. 2nd class trains.
Kingston Montgomery

CATSKILL MOUNTAIN BRANCH. 2nd class trains.
Kingston Bloomville Stamford

85. MOVEMENT OF TRAINS:

When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule and extra trains may pass and run ahead of extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section.

Unless otherwise provided, when a superior train leaves the main track, the responsibility for a following inferior train passing such superior train, rests with the superior train.

93. Yard Limits indicated by yard limit boards as follows:

LOCATION	BETWEEN	AND	NOTE						
MAIN LINE	Weehawken	North Bergen							
Newburgh	MP 54.4	MP 58.3							
Kingston	MP 86.0	MP 90.8							
Alsen	MP 103.2	MP 106.0							
NEW JERSEY JUNCTION BRANCH									
MAIN LINE	National Junction	Weehawken							
WALLKILL VALLEY BRANCH									
Kingston	MP 0.0	MP 1.0							
Montgomery	MP 32.6	MP 32.95							
CATSKILL MOUNTAIN BRANCH									
Kingston	Kingston Point	MP 4.5							
DRAWBRIDGES									
LOCATION	WATERWAY	SIGNALS	NOTE						
Little Ferry	Overpeck Creek	INT.							
COLUMN TABLE FOR RULE 103 - PUBLIC CROSSINGS AT GRADE									
X - Indicates method of operation.									
Column 1 - Switching movements must be protected by a member of crew over the crossing.									
Column 2 - Trains or engines moving against the current of traffic must proceed at slow speed over the crossing.									
Column 3 - Trainmen must flag trains or engines over crossing.									
Column 4 - Trains and engines must stop before moving over the crossing.									
Column 5 - Trains and engines using other than main tracks will approach crossing prepared to stop.									
103. <u>PUBLIC CROSSINGS AT GRADE</u>									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
NEW JERSEY JCT. BRANCH									
Hoboken	Ferry St.	Pennick & Ford Co. Side Track			X				
WALLKILL VALLEY BRANCH									
Kingston	South Clinton Ave. Rosendale Road	Main				X			1
Rosendale	Mountain	Main				X			2
New Paltz	Creamery	Main	X						
Gardiner	Main St.	Main	X		X				

WALLKILL VALLEY BRANCH									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Gardiner	West of Station	Main & Siding							3
Walden	Grant St.	Main & Siding							3
Montgomery	Ward St.	Main		X					
CATSKILL MOUNTAIN BRANCH									
Kingston	State Route No. 209	Main							4
	Upper Hasbrouck Ave	Main			X				
	Prince St.	Main			X				
	Grand St.	Main			X				
	Cornell St. O'Neil St.	Main Main			X X				
Phoenicia	West of Station	Main & Siding							3
Shandaken	2700 feet West of MP 33	Main		X					
Big Indian	2184 feet West of MP 36	Main		X					
Grand Hotel Station	2700 feet West of MP 41 Grand Hotel Road	Main		X					3
		Main & Siding							
Arkville	Main St.	Main	X						
Austin's Bridge	1.16 miles West of Arkville	Main		X					
Halcottville	Halcottville Road	Main & Siding							3
Roxbury	Prestons Road	Main & Siding							3
Grand Gorge	State Road	Main & Siding			X				
Hobart	Railroad Ave.	Main & Siding							3
Bloomville	Bloomville Road	Main & Siding							3

NOTE #1: All trains except eastward freight.

NOTE #2: Westward movements only.

NOTE #3: Trains or engines meeting, passing or using side track will approach crossings prepared to stop.

NOTE #4: A member of crew must push "STOP" button located in Manual Control Box to change Highway Traffic Signal from "Green" to "Red". After it is ascertained Highway Signal is "RED" and traffic stopped, train or engine may proceed over crossing. To avoid delay to Highway traffic, after movement over crossing is completed a member of crew must push "START" button in Manual Control Box to restore signal to "GREEN". Note: Highway Signal will remain "RED" for five minutes and then automatically be restored to "GREEN".

AUTOMATIC FLASHING LIGHT SIGNALS WITH OR WITHOUT GATES.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds).

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed past sign prepared to stop and not cross highway until gates are in horizontal positions. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds).

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in the control box.

"X" sign will be used where Close Clearance prohibits the use of "End of Circuit" sign.

BERGENFIELD

Crews of Westbound freight trains on Main track and siding that stop short of New Bridge Road crossing and are delayed will use pushbuttons in the manner described to control the gate manually to avoid delaying highway traffic.

NEWBURGH

Trains having work to do at Newburgh Yard must not block Renwick Street or Washington Street crossings. These crossings must be kept clear at all times.

HIGHLAND

Freight trains having work to do at Highland will stop, West Bound, east of "End of Highway Circuit" sign and East Bound, west of "End of Highway Circuit" sign.

104. SWITCHES

Electrically locked hand operated switches.

Switches electrically locked must be operated in accordance with instructions posted adjacent to the switch.

104a. The following switches in TCS Territory are not equipped with electric locks. Trains are not permitted to clear main track at these switches

Location	Main Track Located At:	Note
Bogota	2391 ft. west of MP 8	
West Norwood	473 ft. west of MP 17	
Blauvelt	2199 ft. west of MP 21 2341 ft. west of MP 21 1222 ft. east of MP 23	
West Nyack	410 ft. west of MP 24	
West Nyack Trap Rock	2156 ft. east of MP 26	
Congers	905 ft. east of MP 29	
Haverstraw	1449 ft. west of MP 32 1655 ft. west of MP 32	
West Haverstraw	527 ft. west of MP 34	
West Point	1453 ft. west of MP 47	
Target Hill	985 ft. west of MP 48 1412 ft. east of MP 49	
Newburgh Yard	1318 ft. west of MP 56	

Location	Main Track Located At:	Note
Roseton-Cedarcliff	66 ft. east of MP 62	
Marlborough	2524 ft. west of MP 64	
Highland	2368 ft. west of MP 72 1578 ft. east of MP 73	
Esopus	2320 ft. east of MP 81	
Port Ewen	1425 ft. west of MP 84 2154 ft. west of MP 84	
Kingston	1918 ft. east of MP 91	
Mt. Marion	1501 ft. east of MP 96 213 ft. east of MP 96	
Malden	847 ft. west of MP 101	
Alsen	1467 ft. east of MP 105	
West Athens	516 ft. east of MP 115	
Coxsackie	1403 ft. east of MP 120 509 ft. east of MP 120	
Ravena	571 ft. east of MP 128 308 ft. east of MP 128 449 ft. west of MP 128	

DESIGNATION AND USE OF MAIN TRACKS:

SINGLE TRACK

TRACK	BETWEEN	AND
Main	National Jct . . .	Selkirk Jct.
Wallkill Valley Branch	Kingston	Montgomery
Catskill Mountain Branch	Kingston Point . .	Bloomville

109. Location of Bulletin Boards & Books
(83) Train Registers
(3) Standard Clocks

Bulletin Board & Book	Train Register	Standard Clock	Location	Other Railroads or Divisions	NOTE
WEEHAWKEN					
X		X	General Yard Office		
X		X	North Bergen Yard Office		
KINGSTON					
X		X	Enginehouse		
SELKIRK YARD					
X		X	Diesel Fuel Station		
X		X	General Yardmasters Office		
X		X	Westbound Departure Yard Office		
X			West Class Yard Office		
X			YMCA Building		

X - Indicates in service

221. TRAIN ORDER SIGNALS.

Rule 221a, 221b, and 221c will apply at offices as listed under "Stations, Office Calls and Office Hours".

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Main Line	Indication O - No direction N - Northward S - Southward E - Eastward W - Westward	Assigned Direction	X-Indicates Operating Rules in effect.			
			(ABS)	TCS	MBS)	
Track	Between		251-254	505-515	550-562	300-373
Single	National Jct. and Pershing Road (CP-04)	0			X	
Single	Weehawken and Selkirk Jct.	0			X	

223. ABBREVIATIONS.

The usual abbreviations for the names of the months and stations may be used.

MOVEMENT OF TRAINS BY TIME TABLE AND TRAIN ORDER ONLY.

Movement of passenger trains will be made under Manual Block Signal System rules and passenger trains will be required to receive Clearance Form A at open Train Order Offices which will be considered as Manual Block Stations for movement of such trains.

Where Automatic Block Signal is used it will indicate condition of track between that signal and the next signal in advance or sign reading: "End Automatic Block" and rules 505-515 inclusive will be in effect.

Track	Between	Assigned Direction	Operation	
			Timetable	Train Order
Single	WALLKILL VALLEY BRANCH Kingston and Montgomery. . .	None	X	X
Single	CATSKILL MOUNTAIN BRANCH Kingston and Bloomville. . .	None	X	X

294. MAIN TRACK SWITCH TARGETS.

Lights on main track switches are not in use:
Between: National Junction and Selkirk Junction.
Kingston and Bloomville.
Kingston and Montgomery.

505. WEST POINT TUNNEL.

If track is not in condition for movement of trains at normal speed, the wire on 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.

TARGET HILL.

Dwarf signals west of West Point Tunnel, east and west of land slide area will display Rule 290, Fig. 186 and Rule 292, Fig. 207, but do not supersede present automatic block signal indications except as follows: If dwarf signal displays Rule 292, train will stop and a member of crew will inspect land slide area to determine if it is safe to proceed.

JONES POINT.

Slide detector fences are located along south side of main track, 1/2 mile east and 1/10 mile west of Mile Post 40. When slide or rock come in contact with fence, all westward automatic signals east of slide starting with Signal 37-W and all eastward automatic signals west of slide starting with Signal 51-E will indicate "Stop, then proceed at restricted speed". In addition eastward signal at CP 53 and westward signal at CP 35 will indicate "Stop".

Enginemen finding any of the above signals giving such indication, will be governed as per rule looking for obstruction on track, reporting from nearest communicating station conditions noted.

ROSETON.

Slide detector fences are located along south side of Main Track, 1/2 mile East of Mile Post 60 to Mile Post 59, East of Roseton, also from a point 741 feet East of Mile Post 63, West of Roseton to a point 1092 feet east and from a point 1092 feet west of Mile Post 64, West of Roseton, to Mile Post 64.

When slide or rock come in contact with fence, all eastward automatic signals west of slide starting with Signal 64-E, and all westward automatic signals east of slide starting with Signal 58-W will indicate "Stop, then proceed at restricted speed". In addition Eastward Signal at CP 66 east of Milton and Westward Signal at CP 55 east of Newburgh will indicate "Stop".

Enginemen finding any of the above signals giving such indication will be governed as per rule looking for obstruction on track, reporting from nearest communicating station conditions noted.

MARLBOROUGH.

Slide detector fence is located along south side of main track, 1300 feet east of Mile Post 66 to 2100 feet east of Mile Post 66, and also from a point 450 feet east of Mile Post 67 to 3200 feet east of Mile Post 67. When slide or rock come in contact with fence, all westward automatic signals east of slide starting with Signal 58-W will indicate "Stop, then proceed at restricted speed". In addition eastward Signal at CP 66 east of Milton and westward Signal at CP 55 east of Newburgh will indicate "Stop".

Enginemen finding any of the above signals giving such indication will be governed as per rule looking for obstructions on track, reporting from nearest communicating station conditions noted.

MILTON.

Slide detector fences are located along south side of main track one third mile west of Mile Post 67, east of Milton and just east of Mile Post 69, one third mile west of Milton. When slide or rock come in contact with fence, westward signal at CP 66, and eastward signal at CP 69 will indicate "Stop".

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 opposite track, reporting from nearest communicating station conditions noted:

HIGHLAND

Slide detector fences located east of Highland, along south side of main track extend from a point 117 feet east of Mile Post 70, to a point 977 feet west of same, also from a point 1874 feet west of Mile Post 70, to a point 4071 feet west of same, also along south side of main track between Mile Post 73 and 76.43, between Highland and West Park.

When slide or rock come in contract with fence, all eastward automatic signals west of slide, starting with Signal 85-E and all westward automatic signals east of slide starting with Signal 71-W will indicate "Stop, then proceed at restricted speed". In addition, eastward Signal at CP 87 east of Kingston, and westward Signal at CP 69 west of Milton will indicate "Stop".

Enginemen finding any of the above signals giving such indication, will be governed as per rule looking for obstruction on track, reporting from nearest communicating station, conditions noted.

513. ENTERING OR CROSSING THE MAIN TRACK.

At bolt-locked switches, not electrically locked, after promptly operating the bolt-lock of all main track switches involved trainmen must wait ten minutes before operating the switch or switches. At non-bolt-locked switches, not electrically locked, trainmen will promptly operate the switch or switches and wait ten minutes before making train or engine movement.

616a. RUSTED RAIL.

At interlockings in the State of New Jersey where conditions cause rails to be rusted, a sign "Rusted Rail" will be placed. Trains or engines will not pass this sign until permission has been obtained from train dispatcher and there is a complete understanding regarding the moves to be made.

663. INTERLOCKING.

Trains or engines must not pass an interlocking signal indicating "STOP" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the Train dispatcher at restricted speed, examining the route and operating switches by hand if required.

701. HIGH LOAD DETECTORS AT INTERLOCKING SK.

The detector for the River Division will pass a seventeen feet 8 in. (17 ft. 8 in.) car, but will not pass a car seventeen feet 8½ in. (17 ft. 8½ in.) or over. If a car of excessive height enroute to the River Division is detected, the Signalman at Interlocking SK must notify the River Division Train Dispatcher immediately so that he may stop the train at Ravena or other appropriate point.

705. LEAVING CARS ON SIDETRACKS.

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.

752. RADIO STATIONS AT FIXED LOCATIONS.

- A. Road Train Radio Service
 1. Train Dispatcher.
 2. General Yardmaster's Office, Weehawken.
- B. Yard and Terminal Radio Service.
 1. General Yardmaster's Office, Weehawken.

754. RADIO-TRANSMITTING OR RECEIVING COMMUNICATIONS.

Emploees transmitting or receiving communications by radio must state name, occupation and location before commencing conversation. They must insure being in communication with proper persons and must not take action until certain that all conversation has been heard, understood, finished and acknowledged.

When using Radio the words "New York Central" must preface all originating calls.

Three key words enable the radio user to exchange information clearly and concisely. They are defined and explained below:

OVER This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.

ROGER This word means message received and understood.

OUT This word means end of transmission -- no reply expected.

The following is an example of radio operating procedure:

ORIGINATING CALL

"New York Central Train SV-1, engine 6115 Engineer Brown, calling rear end. Over"

REPLY:

"Train SV-1, engine 6115, Conductor Smith answering Brown. Over"

MESSAGE

"Brown to Smith. Home signal indicates stop. Over"

REPLY

"Smith to Brown. Roger Out".

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

Passenger equipment must be of steel construction with the exception that baggage, horse and refrigerator cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

"Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire".

Passenger equipped Flexi-vans which are used as the rear car on passenger,mail,express and/or dead-head equipment trains are to be limited to loaded Vans only.

Following is a list of cars of foreign ownership, which in addition to NYC 9200,9300 and 9400 series,are equipped with A-3 ride control trucks and are subject to restrictions as shown below:

EL 100 to 199 incl.,2111 to 2121 incl.,
10,000 to 10,089 incl.

Milw.1600 series
CBQ 8600,8700 and 8800 series
GN 2500 series
ATSF 4100,4200,4300,9700 series
B&O 468230,1850 to 1887 incl.
REX 1002 to 1025 incl., 6600 to 6899 incl.
REX 8200 to 8299 incl., 3401 to 3423 incl.

- (a) Cannot be handled as the rear car on any passenger trains whether loaded or empty.
(b) When handled empty in body of train,train is restricted to 60 MPH as per current timetable.
(c) No restriction when loaded and handled in body of train.

927. ENGINEMEN.

After making inspection,they will then record date and time on the MP-341 card in cab and prepare regular Work Report Form MP-193.

SPECIAL INSTRUCTIONS - GENERAL.

HAND BRAKE TEST:

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

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits,engineman must place throttle lever of RDC car in No.1 position(rail motor car is OFF position)and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly,car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory,two stops must be made. After the first stop is made,the car will be moved forward at least six feet when making the second stop,to avoid stopping on sand.

At interlockings,remote controlled locations and in Traffic Control System Territory,switches in route taken by RDC cars will not be operated until it has been ascertained that movement through route has been completed.

SPEED RESTRICTIONS.

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

GENERAL

Engines,

RS type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.

Engines operating backwards 30
operating backwards by night over public crossings 15

(An engine consisting of more than one unit is considered as operating backward when the employe in the leading unit does not have full control of the engine.)

Nos. 8092 to 9767,light or with cabooses,limited to maximum track speed but not to exceed. 45

(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled "dead in train".)

Nos. 1009 to 7608 light or with cabooses,limited to maximum track speed but not to exceed. 60

Diesel engines operating through water. 3

NOTE - Diesel Engines must not be operated through water more than 3 inches above top of rail.

Flexi-Vans cars,series MFVX 6800 to 6999 inclusive,9500 to 9600 inclusive, NYC 9700 to 9799 inclusive,MFVX or NYC 9800 to 9849 inclusive, NYC 9850 to 9899 inclusive,MFVX or NYC 9902 to 9923 inclusive and NYC 9924 to 9926 inclusive,may be handled in passenger,mail,express and or deadhead equipment trains,at speeds shown for passenger trains.

All unit coal,ore and grain trains 40
Snow plows and flangers. 35
Circus trains with freight equipped cars 30
Freight trains with pusher engines 30
Trains handling Speno Ballaster equipment. 30
Trains with Snow Loader and Snow Melter units
not in service 30
(Loader and Melter units to be coupled and moved
in train with Loaded unit trailing)

Trains with loaded ore cars less than 25 feet
in length. 30
Work trains with cranes moving on own wheels 30
Revenue trains with cranes moving on own wheels. 25
Trains with scale test cars or Jordan Spreader 25
Switches and crossovers, not interlocked,when
diverging unless otherwise authorized. 15

Freight trains:

Between Weehawken and Selkirk Jct. 50
Passenger,mail,express and deadhead equipment trains:

Main Line:

1- to 40 cars, incl 50
Passenger, mail, express and deadhead equipment
trains,with freight equipped cars. 50
*Flexi-van Trains 50

"A flexi-van train is a freight train consisting of flexi-van equipment and or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service with or without passenger equipment cars and freight cabooses".

Trains with steam cranes 30
Work Trains. 45
Wrecking cranes handled in wrecking service. 35

LOCAL

Trains with steam cranes over bridges 46 and 94. 20
CP 02 and CP 03
Rule 287, Not exceeding. 10
Rule 288, Not exceeding. 10
Rule 290, Not exceeding. 10
Bridge 8, Little Ferry 30
West Nyack, reverse curve. 40
Haverstraw Tunnel. 30
Between Mile Post 39 and Mile Post 46.2. 40
Between Mile Post 46.2 and Mile Post 48. 30
Target Hill Detour Track 15
Between Mile Post 48 and Mile Post 50. 40
Storm King Curve 25
Between Storm King Curve and Cornwall. 40
Between CP 55 and Mile Post 58 35
Bridge 94, Cedarcliff. 40
Peggs Point Curves 30
Kidds Cove Curves. 40
West Park Curve. 45
Kingston Viaduct to Mile Post 90 30
Catskill Viaduct 30
Coxackie-From a Point 1 Mile East to a Point 1
Mile West of Mansion Street. 40

DIVISION

NEW JERSEY JUNCTION BRANCH

All trains 20
Baldwin Ave. Private Crossing. 10
Bridge J-4,Cars weighing 210,000 lbs 20
National Jct. trains to and from L.V. over switches
leading to National Docks Branch 15

LOCAL

Switches and crossovers,other than interlocking,
when diverging 15

WALLKILL VALLEY BRANCH

All trains 25
Trains with Steam Crane. 20
Circus trains with freight equipped cars 20
Between Kingston and MP 1.0 cars weighing 210,000
lbs. 20
Bridge W-52, Mile Post 4.46. 20
Bridge W-51, Mile Post 4.70. 10
Bridge W-44, East of Binnewater. 20
Bridge W-43, Rosendale 6
Rosendale, reverse curve 10
Bridge W-37, Mile Post 12.70 15
Bridge W-25, East of New Paltz 15

Bridge W-25, East of New Paltz, cars weighing 160,000 lbs.	10
Gardiner (Main Street.) \ (Wallkill Road.) /	
Grade Crossings.5
Bridge W-4, Mile Post 29.14.	10
Factory Street crossing, west of Montgomery.5
Switches and crossovers, other than interlocking, when diverging	15

CATSKILL MOUNTAIN BRANCH

All trains.	25
Trains with 50 percent or more of loaded coal cars, of 55 tons or greater capacity	20
Between Kingston Point and Kingston	15
Kingston (Rondout, through Ferry St. and the Strand) \ (Foxhall Avenue, grade crossing.) \ (Downs St., grade crossing Westward) /	
Eastward	10
Bridge C-9, West of Kingston.	15
Between Mile Posts 6 and 11, Freight Trains, Eastward	20
Between MP 6 and MP 10.	10
Between MP 11 and MP 21	15
Between MP 23 and MP 24.5	15
Between MP 31 and MP 32	15
Between MP 34 and MP 35	10
Between MP 60 and MP 61	15
300 feet east of MP 65.	15
Between MP 77.5 and MP 78	15
On curves east of MP 80	15
Bridge C-34, West of Phoenicia.	20
Grand Hotel Station to Big Indian	20
Grand Hotel Station to Fleischmann's.	20
Arkville, Main Street6
Bridge C-60, West of Roxbury.	20
Rice Clark crossing, 1.64 Mile west of Grand Gorge6
Stamford, through village limits.	20
Switches and crossovers, other than interlock when diverging	15
Circus trains with freight equipped cars.	20

ENGINE AND CAR RESTRICTIONS

Engines and cars must not be operated as shown below
 Note: On industrial sidings with sharp curvature and not shown below, care must be used in operating.
 Cars weighing over 263,000 lbs., without authority of Division Superintendent.

MAIN LINE

West Haverstraw.
 U.S. Gypsum Co., Plant.
 All engines over hopper crossing 75 feet from end of Track No. 5 and on Track No. 1 where platform abuts track, 300 feet from switch point.
 Weehawken to National Junction
 Cranes X-13 to X-16.
 NYCX 31955 & 32004 - Ice breaker cars.
SIDING. Between National Jct., and Hoboken Avenue loaded Tri-Level Cars.
 Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469.
 Weehawken
 High Cube Box cars must not be operated over the following territories:
 Between Weehawken and National Junction.
 Between Weehawken and Edgewater, except restricted move.
 New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lb. and built to Plate C specifications as to cross-section restricted from operating where other Plate C cars are restricted.
 Care must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.
 Transfer Bridges Nos. 3 and 4.
 All engines, except Nos. 8407 to 8447, 9300 to 9410. Due to excessive curvature and small turnouts, engines 2020 to 3104 when coupled together, can not be operated on the following tracks. Tracks leading to Piers 4, 5, 11, 11A;
 Due to excessive curvature and small turnouts FLEXI-VAN-MULTI-LEVEL and PIGGY BACK cars can not be operated on the following tracks.
 Vicinity of freight house. Tracks 102 and 105.
 No. 1 Yard. Tracks 104, 155, 198, 199, 307, 323.
 No. 5 Yard. Track 288.
 No. 7 Yard. Tracks 236, 239, 325, 327.
 No. 8 Yard. Tracks 247, 276, 312.

WALLKILL VALLEY BRANCH

High-Cube covered hopper: cars TIDX series with the following characteristics:

FOUR AXLE	
COUPLING LENGTH.52' x 9' 3/4"
TRUCK CENTERS.40" X 6' 3/4"
WHEEL SPACING.	5" X 10"
CAPACITY100 Tons

are restricted as follows:

Cars are to be handled singly in Train separated from Motive Power or other heavy equipment by at least one car weighing not over 110,000 lbs.

BRIDGE W-51	Whiteport.	5 M.P.H.
BRIDGE W-43	Rosendale.	6 M.P.H.
BRIDGE W-4	Walden10 M.P.H.

Cement cars weighing 210,000 lbs. unless separated from engine or other cars by at least one car weighing not more than 120,000 lbs.

Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469.

Crane X 25 may be handled as Follows:

Singly in train separated from motive power or other heavy equipment by at least one car weighing not in excess of 66,000 lbs. immediately preceding and following crane.

Speed over Bridges as follows:

W-51.	Whiteport.	5 M.P.H.
W-43.	Rosendale.	6 M.P.H.
W-4	Walden10 M.P.H.

All other bridges not to exceed 20 Miles Per Hour.

Cranes X-24 to X-34 and X-59.

Note: Cranes must be separated from engine or cars by at least one car weighing not more than 64,000 lbs. Cranes must not lift loads while standing on bridges without special permission or wheels are supported by timber bents.

Rosendale.

E.H. Demarest Co. trestle.

All engines.

Cars weighing more than 120,000 lbs.

X 13 to X 16 restricted on Branch

New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lb. and built to Plate C specifications as to cross-section are restricted from operating where other Plate C cars are restricted.

Care must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.

In addition to the above mentioned clearance restrictions, these cars will be restricted by weight from the following locations:

Can be handled only with restrictions at the following areas:

Wallkill Valley Branch - Separate from each other and other heavy equipment by at least one car weighing not in excess of 142,000 lbs.

CATSKILL MOUNTAIN BRANCH

Cars weighing 210,000 lbs. unless separated from engine or other cars by at least three cars weighing not more than 140,000 lbs. each.

Between Kingston and Kingston Point, 100-Ton covered Hopper Cars.

Seventy ton capacity triple hopper cars designated DUPX 35400 to 35469.

Between Kingston and Kingston Point, 100-Ton Hopper Cars, designated, Southern.	94163 - 94420
	280078 - 280277
	319196 - 319293
	325002 - 325096
	416000 - 416044

High Cube Box cars must not be operated over the following territories:

Between Kingston Point and Bloomville.

New covered hoppers, 100-ton, with maximum gross weight on rail of 263,000 lb. and built to Plate C specifications as to cross-section are restricted from operating where other Plate C cars are restricted:

Plate "C"

Cars built to outline of Plate "C" of AAR will be restricted from movement on New York Central System in following location:

Kingston to Kingston Point.

SHPX 52000 to 52247 incl., pressure differential covered hopper cars with maximum height of 15 ft. 6 in. above rail and maximum width of 10 ft. 8 in. (within Plate C specifications) and maximum gross weight on rail of 263,000 lbs. are restricted from movement as to clearance from all places where Plate C cars are now barred, as follows:

Kingston to Kingston Point.

Care must be exercised when placing Plate "C" and High Cube box cars on industrial tracks adjacent to platform protected by a canopy.

In addition to the above restrictions on clearance, these cars are also restricted on weight in the same area that the NYC 100 ton hopper cars are restricted.

Crane: X 24 to X 34 and X 59 may be handled as Follows:

Singly in train separated from motive power or other heavy equipment by at least one car weighing not in excess of 66,000 lbs., immediately preceeding and following crane

Speed over Bridges as Follows:

C-9 Kingston. . . . 10 M.P.H.

All other bridges not to exceed 20 Miles Per Hour.

NOTE: Cranes must be separated from engine or cars by at least one car weighing not more than 64,000 lbs. Cranes must not lift loads while standing on bridges without special permission or wheels are supported by timber bents.

NOTE: Between Kingston and Kingston Point, Cranes X-25 and X-27 shall be handled singly in train separated from any other heavy equipment by at least one car weighing not more than 103,000 pounds.

Bridge C-9, Kingston.

More than two engines coupled together. Cars weighing more than 210,000 lbs. without authority from Division Superintendent.

Cranes X-13 to X-16 restricted on Branch

INSTRUCTIONS FOR MOVEMENT OF BUDD BUILT RDC CARS IN TRAINS, PASSENGER OR FREIGHT

In passenger trains, RDC cars should be hauled as the rear-most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1½" only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running, or steam supply is not available, engine cooling water must be drained from system of engine, shut down two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch MUST be closed, to provide ROLOKRON (Wheel slide) protection. All lights and air conditioning MUST be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

AIR BRAKES

Rules for the Operation and Supervision of Air Brakes and Train Air Signal govern.

In case of failure of air brakes, enginemen will immediately place brake valve in emergency position and sound whistle signal 14 (a). The train must be stopped as quickly as possible.

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage equipment trains must not exceed 55 cars and must not contain more than 40 cars of series NYC 7200 to 9099, inclusive.

When passenger train equipment cars are handled with freight equipment cars in freight trains exceeding 40 cars total, such passenger train equipment cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling 1 to 5 Passenger equipment cars; or (b) 100 cars when handling more than 5 Passenger Equipment Cars.

NOTE: Passenger train equipment cars having type AB-1-B brakes may be handled in freight trains without restrictions.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out. Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

DIESEL EQUIPMENT

A. Movement of Diesel Units.

1. Road Freight and Road Switch Type Units.

Road Freight and Road Switch Type Units may be operated coupled together with a maximum of 12, including those hauling train and those in tow. The total number of units hauling train may not exceed seven (7).

The Units being towed may be either dead or on idle

2. Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1599.

3. Backing Trains With Road Switch and Yard Switch Type Units Hauling Or In Tow.

Sufficient lead units must be isolated, and power of not more than three (3) rear hauling units used against the train.

B. Leaving Diesel Locomotive unattended (Engines Running)

1. Apply independent brake full on.
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "OFF" and remove reverser handle. (Reverser handle is to be placed in container provided in cab and container locked).
4. Pull out generator field switch, or, if equipped, place generator field circuit breaker in "OFF". But, if locomotive oil engine is shut down, pull battery switch.
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

D. Passing Over Railroad Crossings at Grade.

"When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossings".

E. Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fusee or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

F. On EMD Passenger Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

LUBRICATION AND CARE OF JOURNAL BOXES

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Enginemen and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

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

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

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

COOLING COMPOUND

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

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

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

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

INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE:

1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.
2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgement it is necessary to do so, the Conductor should signal the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed, as follows:

Size of Flat Spot	Restriction
Less than 2"	No restriction.
2" to 2½" inclusive	Speed not to exceed 40 MPH.
Over 2½"	Speed not to exceed 20 MPH to nearest point where car can be set out of train.

9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½".
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built up metal not to excess of 1/32" depth may continue to destination without restriction. When built up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.
12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels or performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.
13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

FATALITIES.

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

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

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

"Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner".

SNOW PLOW EQUIPMENT

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

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

TRAIN HANDLING ON GRADES.

Brake pipe feed valve to be adjusted to 90 pounds on locomotive handling freight cars in passenger trains; automatic brake valve handle to be carried in running position and retaining valves must be turned up in descending grades between the following points:

Kingston and Rondout
West Hurley and Mile Post 6
Grand Hotel Station and Big Indian
Grand Hotel Station and Fleischmann's

Retaining valves must also be used on such other trains and grades where, in the judgment of engineman, the use of retainers is necessary.

Engineman must operate the automatic brake valve in such a manner as to maintain a brake pipe pressure of not less than 60 pounds at all times. Should brake pipe pressure fall below 60 pounds, trains must be stopped until pressure is restored. See Air Brake Rules 1565, 1566, 1567 and 1568.

In case of failure of air brakes engineman must immediately place the automatic brake valve handle in emergency position and should sound whistle signal 14a, and train must be stopped as quickly as possible.

Conductor will be held responsible for the correct use of pressure retaining valves and to know that trainmen are in their proper location on the train.

OVERHEAD CLEARANCES

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

NEW JERSEY SHORE LINE BRANCH

Location	Description	Track
West New York	N.Y.O. & W. Bridge SL-1. N.Y.O. & W. Bridge SL-2.	Sidings. Sidings.
MAIN LINE		
Location	Description	Track
Jersey City	Bridge J-2.	Siding.
	New freight house roof.	Siding.
	Bridge J-4-A.	Main Track.
	Bridge J-6.	Main Track.
Hoboken . . .	Overhead canopy and roof.	Penneck & Ford
	Overhead telephone wires.	Siding.
	Overhead of canopy.	Ponte Waste Paper Co. Siding.
		Main and siding.
Weehawken . .	Bridge J-11	Hudson Tank Storage Co. Siding.
	Loading pipes and tele- phone wires.	Siding Track leading from No. 9.
	United Fruit Terminal	Nos. 59-66 inclusive
	Overhead wires.	Main and sidings.
	Door Openings.	Track 39.
	Bridge J-13	Tracks Nos. 54A, 55
	Overhead electric wires.	Tracks 100 and 101.
	Entrance to Pier K	Tracks 129 and 155.
	Entrance to Pier 2.	Tracks 322 and 323.
	Entrance to Pier 4.	Tracks 322 and 323.
	Entrance to Pier 5.	Tracks 327 and 328.
	Overhead electric wires.	Tracks 325, 327 and 354.
	Overhead telephone wires, Pier 9.	Main Track.
	Ore loading bins, Pier 9.	Durkees Siding.
North Bergen.	Tunnel.	
	Entrance to building.	
	Overhead water pipes	Main and Track 362
	Bridge 0.	Main and Track 362
	Bridge 1.	Track 132.
	Overhead electric wires.	Main and Track 362A
	Bridge 6-A	Main Track.
Bogota	Bridge 8-BA.	Teaneck Lumber & Supply Co.'s Siding.
Teaneck . . .	Entrance to storage building.	Main Track.
		J.J. Demarest Coal Co. Station Siding.
Haworth . . .	Bridge 10.	Main Track and sidings.
Harrington Park	Entrance to coal shed.	Orangeburg Mfg. Co. sidings.
Orangeburg . .	Bridge No. 12-C.	Main Track.
	Electric lights and brackets.	Main Track.
	Bridge No. 13.	Main Track.
	Bridge No. 14.	Main Track.
	Bridge No. 15.	Main Track.
Blauvelt . . .	Bridge No. 16.	Main Track.
	Glenshaw Glass Co.	Siding.
West Nyack . .	Freight house roof.	Siding.
	Bridge No. 20	Main Track.
Haverstraw . .	Tunnel.	Main Track.
	Roof of building.	Allison & Ver Valen Siding.
West Haver- straw	Bridge No. 26.	Main Track.
	Buildings, all tracks.	U.S. Gypsum Co. Plant

Location	Description	Track
Stony Point .	Bridge No. 30. Bridge No. 35.	Main Track. Main Track.
Fort Mont- gomery . . .	Tunnel.	Main Track.
Highland Falls . . .	Bridge No. 54. Bridge No. 56.	Main Track. Main Track.
West Point .	Tunnel.	Main Track.
Newburgh . .	Bridge No. 57.	Main Track.
	Tunnel. Bridge No. 73-G	Main Track. Main Track.
West Park . .	Bridge No. 130-A	Main Track.
Hercules . . .	Steam pipe and roof of buildings.	North Siding.
Kingston . . .	Tunnel.	Main Track.
	Doorways into engine house.	Yard tracks.
Malden-on- Hudson . . .	Wire. Bridge No. 150.	North Turntable lead. Main Track.
	Roof of building.	Calvin Cody siding.
Alsen	Telephone cable.	Alpha Cement Co.'s siding.
	Canopy.	Lehigh Portland Cement Co. siding
Catskill . . .	Bridge No. 168-A	Main Track.
	Bridge No. 170.	Main Track.
	Bridge No. 171. Freight House roof.	Main Track. Siding.
	Wires.	Back Track.
Coxsackie . .	Bridge No. 173. Bridge No. 173-A	Main Track. Main Track.
	Freight house roof.	Siding.

WALLKILL VALLEY BRANCH

Location	Description	Track
Binnewater . .	Overhead shed and loading hose ST-7.	Century Cement Co.'s siding.
Rosendale . . .	Door into coal shed.	E.H. Demarest siding.
Springtown . .	Bridge No. W-37.	Main track.
New Paltz . . .	Roof of building.	A.P. LeFevre siding
	Roof of building.	Inland Container Corp. siding.
Walden	Bridge No. W-4	Main track.

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

MAIN LINE

Little Ferry Jct	Siding leading to N.Y.S. & W.R.R. Storehouse lead.
Kingston . . .	

CATSKILL MOUNTAIN BRANCH

Location	Description	Track
Kingston Point	An Overhead conveyor over main track between switches of run- around track.	Hudson Cement Co. plant, in vicinity of Lightweight Aggregate plant.
Kingston Point to Rondout . . .	Electric wire.	Central Hudson Gas & Electric Co. siding.
Rondout Yard	Guy Wire.	Gills Siding
	Wires.	Miron Lumber Co. Siding.
Kingston . . .	Hasbrouck Ave. Tunnel. Roof of building.	Main track. Zwick & Schwartz Siding.
	Bridge No. C-4.	Main track.
	Bridge No. C-5.	Main track.
	Bridge No. C-7.	Main track.
	Bridge No. C-9. Bridge No. C-11.	Main track. Main track.
Arkville . . .	Bridge No. C-48.	Main track.
South Gilboa.	Bridge No. C-68.	Main track.

TELEPHONES

LOCATION	MILE POST FROM WEEHAWKEN	TYPE OF CIRCUIT
National Junction-CP 05	4.4	Dial Phone
Erie Passenger Yard- Hoboken	3.6	Dial Phone
Patterson Plank RD- Hoboken	3.2	Dial Phone
Signal 02 - Willow Ave. Baldwin Ave. -	1.5	Dial Phone
Weehawken	1.0	Dial Phone and Dispatcher
Opposite Pier "K"	0.4	Dial Phone
Pershing Ave. - East Side		Dial Phone
Pershing Ave. - West Side	0.29	Dial Phone
Weehawken Passenger Yard	0.0	Dispatcher
Weehawken-Puzzle Switch		Dial Phone and Dispatcher
Weehawken-CP 02 in Tunnel	0.2	Dispatcher
Weehawken-North Yard.		Dispatcher
Weehawken-Police Shanty		Dial Phone
Weehawken-No. 1 Yard . .		Dial Phone
North Bergen-CP 2	1.3	Dial Phone
Under NYS&W R.R Bridge. South end Flexi-Van Yard	4.0	Dial Phone
Bellmans Yard	5.2	Dial Phone
Little Ferry (East of Drawbridge) CP 5	5.6	Dial Phone
Little Ferry Drawbridge	5.8	Dial Phone and Block
Bogota CP 7	7.9	Dispatcher and Block
West Englewood	10.2	Block
Bergenfield	11.9	Block
Dumont CP 13	13.1	Dispatcher and Block
Harrington Park	15.9	Block
Orangeburg	20.7	Block
Blauvelt CP 22	22.8	Dispatcher and Block
West Nyack CP 24	24.3	Dispatcher and Block
Congers(East of Tunnel)	29.7	Block
Haverstraw (West of Tunnel)	30.4	Block

LOCATION	MILE POST FROM WEEHAWKEN	TYPE OF CIRCUIT
West Haverstraw (Station)	33.29	Dial Phone 3210 and Block
West Haverstraw CP 33	33.4	Dispatcher and Block
West Haverstraw	33.7	Block
Stony Point CP 35	35.1	Dispatcher and Block
Tomkins Cove Eastend Siding	36.1	Block
Tomkins Cove	36.9	Block
Tomkins Cove Power Plant	37.0	Block
Tomkins Cove Westend Siding	38.1	Block
Iona Island	40.9	Block
Fort Montgomery	42.7	Block
West Point Station	47.3	Dial Phone HM 206, Dispatcher and Block
Target Hill	48.6	Block
Cornwall CP 53	53.5	Dispatcher and Block
Newburgh CP 55	55.8	Dispatcher and Block
Newburgh Freight Station	56.3	Dial Phone 3212 and Block
Newburgh	57.1	Block
Roseton	61.2	Block
Roseton	61.5	Block
Roseton Jovas Siding	62.2	Block
Cedar Cliff	63.2	Block
Marlborough	64.5	Block
Peggs Point	65.7	Block
Milton CP 66	67.0	Dispatcher and Block
Milton	68.1	Block
Milton CP 69	69.5	Dispatcher and Block
Highland	72.2	Block
Highland	72.5	Block
Kidds Cove	75.5	Block
West Park	78.6	Block
Esopus	80.4	Block
Hercules	84.5	Block
Kingston CP 87	87.6	Dispatcher and Block
Kingston (Scale House)	87.7	Block
Kingston	88.0	Block
Kingston (Smith Ave.)	88.4	Block
Kingston (Flatbush Ave.)	89.2	Block
Kingston Yard Office	89.6	Dial Phone 3215 and Block
Kingston Engine House	89.9	Dial Phone 3217 and Block
Kingston CP 90	90.5	Dispatcher and Block
Lake Katrine	92.6	Block
Mount Marion Eastend Siding	86.3	Block
Mount Marion Westend Siding	97.0	Block
Saugerties	99.1	Block
Malden	101.0	Block
Cementon	103.0	Block
Alsen	103.7	Block
Alsen CP 104	104.8	Dispatcher and Block
Alsen Station	105.3	Dial Phone 3223 and Block
Alsen Car Inspector	105.4	Block
Alsen CP 106	106.5	Dispatcher and Block
Catskill	109.4	Block
West Athens	114.8	Block
Coxsackie CP 118	118.7	Dispatcher and Block
Coxsackie (Freight House)	120.0	Block
Coxsackie CP 121	121.0	Dispatcher and Block
Ravena	127.9	Block
Atlantic Cement Eastend Siding	128.6	Block
Atlantic Cement Westend Siding	129.2	Block
Coeyman's Kill	131.2	Block
East of INT "SK"	132.2	Block

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	0 " 50 "	72.00	1 min. 5 sec.	55.38	2 " 0 "	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 57 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

