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# The New-York Central
AND
# Hudson River Railroad

## MAIN LINE.

# Time Table No. 40
(Revised)

FOR EMPLOYEES ONLY.

Taking effect

AT 12.01 A. M.

## Sunday, November 15, 1891.

STUDY the REGULATIONS and NOTE ALL CHANGES.

CONSULT the BULLETIN BOARDS BEFORE LEAVING TERMINAL STATIONS.

The Passenger Trains of this Company will STOP ONLY to land and receive passengers at such stations as are designated herein.

JOHN M. TOUCEY,
General Manager.

THEODORE VOORHEES,
General Superintendent.

D. B. McCOY,
Supt. Hudson Division.

F. A. HARRINGTON,
Supt. Mohawk Division.

GEORGE H. BURROWS,
Supt. Western Division.

# SPECIAL INSTRUCTIONS—HUDSON DIVISION.

**The SMALL FIGURES denote Trains do not stop.**

**S. Indicates Trains that will also run on Sundays.**

**§ Stop to land New-York Passengers only.**

**‖ Pass Trains on Lacy's Switch.**

**‡ Pass Trains on Hollenbeck Switch.**

*** Pass Trains at reduced speed.**

**Train No. 23 will be subordinate to Empire State Express No. 51, and will take middle track so as to clear their time at least 10 minutes. It will remain on such middle track until passed by No. 51, unless specially ordered otherwise by the Chief Despatcher.**

**Trains 197 and 196 will not run on Mondays.**

**Train N. B. 1 will not run on Mondays.**

**Local Freight Train, North Bound, will leave 30th Street at 5.00 A. M., Poughkeepsie at 6.10 A. M. (Sundays excepted); and South Bound, leave East Albany at 11.00 A. M., Poughkeepsie at 6.00 A. M. (Sundays excepted).**

**☞ Trains Nos. 31, 21, 11 and 32 do not carry passengers.**

**☞ On Sundays, Train No. 41 will stop at High Bridge, Morris Heights, Kings Bridge and Spuyten Duyvil, and Trains Nos. 53, 89 and 95 will stop at 125th Street.**

**Trains Nos. 203, 222 and 223 will stop at 86th and 110th Streets on Sundays only.**

**☞ No. 56 will run only from Poughkeepsie on Sundays.**

**Through Express Trains scheduled to stop at 138th St. (Mott Haven) stop only to land passengers from the West and North, and to pick up passengers for the North and West.**

☞ When the Signals are shown on the 11th Avenue, they indicate that but one track is in use between 52d and 33d Sts.—See Rule "115."

No train will be allowed to run on the 11th Ave., between 31st and 65th Sts., in less time than 10 minutes.

Enginemen must run cautiously at the following places:—Spuyten Duyvil Draw; in the Highlands south of Anthony's Nose; approaching curves between King's Bridge and Spuyten Duyvil; approaching junctions of S. D. and P. M. Road, and run with care through all villages. Engineers must see that the brakes are applied and speed of train slackened at the points designated.

Conductors and enginemen are required to have a copy of the local time-table of the Troy and Greenbush Branch and Harlem Line while on duty on those divisions, and to be governed by their instructions.

Trains while crossing the bridge at Albany must be under the exclusive control of the Bridge Company; and conductors, enginemen, and train hands must be governed strictly by the rules and regulations of said company.

The **Spuyten Duyvil & Port Morris Branch,** between Harlem and Spuyten Duyvil Junctions, is divided into "block sections," with signal stations located as follows:—one north of McComb's Dam Bridge; one north of High Bridge; one north of Morris Heights; one north of King's Bridge, and one east of Spuyten Duyvil rock cut. The signal stations control and operate Semaphore signals for each track, which will always be set and kept at "danger" until a train approaches, when, if preceding section is clear, the signal will be lowered or changed to safety, permitting train to proceed. If from any cause the signal "arm" cannot be lowered to safety, the signalman may display "green signal," indicating to engineer and trainmen to enter and run through the next section with train under full control.

## Rule Governing Detached Trains.

Whenever a freight train becomes separated on any part of the road, great care is required to prevent detached parts from colliding; the forward part must be kept in motion until rear part is known to be stopped. (See also Rule 117.) Should it part without the immediate knowledge of engineer, he must not back up for it (unless it is in sight), but must proceed to the first siding or middle track, leave the forward part of train and immediately return on the opposite track to find the rear portion. Should a following train of any grade find a detached portion of a freight train between stations, they must couple on and push it cautiously to the first siding or middle track, but must first send a man with danger signals at least five hundred (500) yards in advance, which distance must be maintained until the siding is reached, and also place a man on top of the first car with signals in view of the engineer, that may be plainly seen and promptly acted upon in case of necessity. Should the train pushing the rear portion of a detached train find that the forward part is not on the siding or middle track at point where the rear portion is placed, they must continue to run cautiously until the forward portion is found and passed, in order to avoid any possibility of collision with other detached parts.

Engineers having occasion to go back after detached part of train and finding it being pushed, will cross over to the proper track and follow cautiously behind the shoving train. (See also Rules 98 and 123.)

Trains have no right to back over the road except in emergencies, and must then be protected with signals sufficiently in advance to stop following train.

## Middle Tracks or Sidings.

A half-way post will be located at the center of each middle track, or siding (except middle track between Spuyten Duyvil and Switch south of Prison Arch, Sing Sing), and trains in either direction may run to the half-way post, at a speed not to exceed six (6) miles per hour, but must not run beyond it, except under the protection of danger signals, which must be kept at least six hundred (600) yards in advance of the train.

All trains or engines going on or off middle tracks, or sidings, must not exceed a speed of four (4) miles per hour.

## Middle Track Between Sing Sing and Spuyten Duyvil.

The middle or third track between Sing Sing and Spuyten Duyvil will be used by all freight, work or construction trains, as follows:

The section from switches south of Sing Sing arch to cross over switch south of Tarrytown station, will be used for south-bound trains exclusively. From Tarrytown station to switches at Dobbs Ferry station, middle track will be used for north-bound trains exclusively. From Dobbs Ferry to Glenwood, middle track will be used for south-bound trains exclusively. From Glenwood to switches south of Yonkers passenger station, middle track will be used under the same general rules that apply to all middle sidings on the Hudson Division, as per instructions, and from Yonkers passenger station to Spuyten Duyvil Junction, the middle track will be used for north-bound trains exclusively. Stock trains and scheduled special fast freights will be allowed to run on main track between Spuyten Duyvil and Sing Sing, when possible for them to do so without delaying or getting on the time of first class trains.

Local trains will also have the right to use this middle track as above, subject to the same rules governing freight trains, when necessary, to turn out and let express or superior trains pass them. Local trains availing themselves of this right must reduce their speed to that of freight trains and run with care.

On middle track between Glenwood and Yonkers, the rate of speed must not under any circumstances exceed six (6) miles per hour. On other portions of middle track between Sing Sing and Spuyten Duyvil, trains may run at the rate of fifteen (15) miles per hour, but all trains or engines going on or off middle tracks, or approaching switches on the same, must not exceed a speed of four (4) miles per hour.

## Rules for the Working of Signals and Switches at Spuyten Duyvil.

The Distant Semaphore Signals are "Green," with one forked blade, and posts are numbered. When in horizontal position, or Green light shown, bring train under full control, prepared to stop before reaching Home Signal, "Red," located in advance.

The Advance and Home Signals, "Red," have one or more blades attached, and posts are numbered.

When all the blades attached to post are at "Danger," "Red," or "Red" light shown, **stop at once,** and remain until cleared.

### From S. D. & P. M. Branch to Main Line North and 30th Street Branch.

Distant Signal, "Green" (No. 44), located about 1400 feet east or south of Spuyten Duyvil Station, when cleared leads to No. 43, "Red," with two blades; upper blade clears to No. 42, "Red," thence to 34, "Red," with two blades—upper blade clears to north-bound main, lower to middle track. Lower blade of No. 43 clears to "Y," thence to No. 9, which clears to 30th Street branch.

### From Main Line South-Bound to S. D. & P. M. Branch and 30th Street Branch.

Distant Signal, "Green" (No. 1), located about 1400 feet north of junction switches, when cleared leads to No. 2, "Red," thence to No. 3, "Red," with two blades; lower blade clears to Home, No. 4, "Red," on S. D. & P. M. Branch, upper blade clears to No. 5, "Red" (toward 30th Street Branch), with two blades—upper blade clears to Home No. 6, "Red," lower blade to north-bound track via cross-over.

### From 30th Street Branch to North-Bound Main and S. D. & P. M. Branch.

Distant Signal, "Green," No. 38, located about 2350 feet south of Draw-bridge, when cleared leads to No. 40, "Red," thence to No. 37, "Red," with three blades. Upper blade clears to No. 36 on "Y," which clears to Station and No. 4 Home, "Red," on S. D. & P. M. Branch; middle blade clears to "Y" sidings opposite Tower; lower blade clears to No. 35, "Red" (toward north-bound main), with two blades—upper blade clears to No. 34, "Red," lower blade to down main via cross-over switch to No. 2, "Red." No. 34, "Red," also has two blades; upper blade clears to north-bound main, lower blade to middle track.

☞ Observe that signal-posts having more than one blade on a post, the upper "blade" leads to the right.

The Shifting Signals are low, dwarf semaphores, located at or near the switches.

Trains must be governed by their position in every movement.

☞ Should trains pass dwarf semaphores No. 7 and No. 8 they will **positively be derailed.**

☞ The Semaphore Signals at Spuyten Duyvil drop only at an angle of 60 degrees to clear, and do not drop out of sight like the Standard N. Y. C. & H. R. Signals. To block they stand horizontal. **The Danger Signals must not be passed until cleared.**

## Rules for the Working and Observance of Signals at Po'keepsie.

The distant signal-post north of Po'keepsie, located near the upper furnace, for south-bound trains has two semaphore signals attached. The upper, "red," when extended, or red light shown, trains must come to a stop north of, and entirely clear of cross-over switch, remaining until arm is dropped or white light shown, indicating "line clear." When the green semaphore is extended, or green light shown, it indicates caution, and that the "home signal" located just north of Mill Street Bridge is at danger, "red," and must not be passed until lowered to safety, or white light shown.

The "home signal" located on up-track north of Penstock, when arm is extended or "red light" shown, indicates "danger," and must not be passed until arm is lowered, or "white light" shown, indicating "line clear."

## Distant and Crossing Signals at Hudson.

The distant signal-post for south-bound trains located north of engine house has two semaphore signals; the lower one, "red," when extended, or red light shown, trains must come to a full stop and remain until changed to "line clear"; the upper, "green," when extended, or green light shown, indicates caution, and that the home signal, located just north of B. and A. crossing, is at danger, "red," which must not be passed until changed to "line clear."

For north-bound trains semaphore is located about (2000) two thousand feet south of B. and A. crossing; when arm extended or "red" light shown, stop and not proceed until changed to "line clear." The semaphore located about (1000) one thousand feet south of crossing, when arm extended, or "green" light shown, indicates caution, and that home signal, located just south of B. and A. crossing, is at danger, "red," which must not be passed until changed to "line clear."

☞ All trains or engines approaching stations, junctions, or points where signals are located, must do so expecting to find them at danger, and must be prepared to stop in accordance with instructions governing them.



# SPECIAL INSTRUCTIONS.

## MOHAWK DIVISION, BETWEEN ALBANY AND SYRACUSE.

The small figures denote trains do not stop. Heavy figures and stars indicate meeting and passing points, and double figures show time of arrival and departure of trains.

S indicates trains that will also run on Sundays.

Train No. 6 will stop at Fonda and Amsterdam on Sundays.

Trains 31, N. R. 1, N. B. 5, and N. B. 1, WILL NOT RUN ON MONDAYS.

Trains 32, 31 and 11 do not carry passengers.

Train No. 39 will be subordinate to Empire State Express No. 51, and will take track No. 3 so as to clear their time at least 10 minutes, and remain on that track until passed by No. 51, unless specially ordered otherwise by the Chief Despatcher.

Train N. B. 1, and any other fast-freight or second-class train using track No. 2, will keep entirely out of the way of No. 51, turning on to track No. 3 when necessary.

Trains Nos. N. R. 1, N. B. 5 and N. B. 1 will run on track No. 2, and Nos. B. N. 2, B. N. 4, B. A. 2, and B. A. 4, on track No. 1, but must keep out of the way of first-class trains.

Train No. 67, Local Freight, will leave Albany and Utica at 6.00 A. M., daily, Sundays excepted.

☞ The West Shore Railroad trains destined over N. Y. C. & H. R. R. must come to a full stop before coming on or going off N. Y. C. tracks at Athens, Rotterdam and Schuyler Junctions.

Semaphore Signals are interlocked with all switches of N. Y. C. tracks at these points, and they must be strictly observed.

# SPECIAL INSTRUCTIONS.

## WESTERN DIVISION.

The small figures denote trains do not stop. **Heavy Figures** indicate passing points.

A * indicates caution passing trains.

No. 51 will have the right of road over all trains.

Nos. N. B. 5 and N. B. 1 will run on track No. 2, No. N. B. 1 is scheduled to run on track No. 2 from Dewitt to Churchville, and to use track No. 3 from there to Byron, and follow No. 17 from Byron on track No. 2 to East Buffalo; and Nos. B. N. 2, B. N. 4, B. A. 2 and B. A. 4, will run on track No. 1, and have right of road over freight trains, but must keep entirely out of the way of first-class trains.

S indicates trains that will also run on Sundays.

Train No. 21 will be subordinate to Empire State Express No. 51, and will take track No. 3 so as to clear their time at least 10 minutes. It will remain on same until passed by No. 51, unless specially ordered otherwise by the Chief Despatcher.

Train N. B. 5, and any other fast-freight or second-class train using track No. 2, will keep entirely out of the way of No. 51, turning on to track No. 3 when necessary.

Nos. 31, N. B. 5 and N. B. 1 will not run Mondays.

Nos. 26, 30, 34, 25, 27, 29, 39 and 37 will stop at East Palmyra on signal.

Nos. 30, 34, 27, 29, 39 and 37 will stop at "Fox Ridge" on signal.

Nos. 26, 34, 23 and 29 will stop at Harlem Ave., at east end of Checktowaga Yard, East Buffalo.

Trains 11, 32 and 31 do not carry passengers. Whenever 31 is detained and is overtaken by No. 11, No. 31 must get out of the way and allow No. 11 to pass it; care must be used to protect the train while so doing.

Semaphore signals have been erected both sides of the junctions of West Shore at Chili and Fairport, and engineers of both roads will carefully watch for and be governed by the signals. White signals indicate the right to proceed and red signals to stop.

The West Shore R. R. trains will come to a full stop before entering upon or leaving tracks Nos. 1 and 2 at Chili Junction and Fairport, and not proceed until signaled to do so, and in approaching these stations on tracks Nos. 1 and 2, and William street, Buffalo, from Exchange street, engineers will give 5 blasts of whistle to indicate them as West Shore trains.

N. Y. C. & H. R. R. R. trains will approach the above junctions with care, and in hand so they can be readily stopped if required to do so.

If trains of both roads arrive at the junction at the same time, N. Y. C. & H. R. R. R. trains will have the preference and have the first right of track over those of same class, but a West Shore Express train will have the right over an accommodation train of the former road.

East-bound passenger and freight trains from Falls line and Charlotte will all stop at Ames street, before entering upon the four-track, until telegraph operator gives them a signal to go ahead, and then proceed, being governed by same rules as Main line trains. All trains from Charlotte will also come to a full stop before going on to Main line of Falls line.

All Main line trains in both directions will run slow before approaching Ames street, so as to be sure the way is clear at the junction of Falls line with Main line. *Look out for signals. Be sure switches are right,* and *run slow* so as to *stop quickly if necessary.*

All freight trains bound east, either on track 1 or 4, will consume not less than 28 minutes from pusher's crossover switch east of Batavia to Byron, and 20 minutes from Byron to Bergen. Also not less than 20 minutes from East Rochester to Fairport. The switch tender at the above switch at Batavia, and the operators at Byron, Bergen, East Rochester, and Fairport will keep the time.

In descending the grade east of Batavia, the brakes must be applied from the engine toward the rear end of the train.

The Brighton Junction will be used for all Auburn Road west-bound trains to cross over and go west on direct road. Passenger and freight trains will take No. 2 track. Auburn Road east-bound passenger and freight trains will take No. 1 track. Direct road passenger trains will have preference over Auburn road passenger trains at Brighton Junction, but if direct road passenger trains are behind time, the Auburn road trains may cross and go on by being properly guarded in either or both directions, as the case may require, before crossing over.

All trains on Auburn Road will come to a full stop at Brighton before crossing to or from Direct Road, and must be sure the way is clear, and Conductors of West-bound Auburn Road trains will not pass there without ascertaining whether Direct Road trains due there about on their time have passed. If not, they can cross over as per preceding rule. Engineers will give 4 whistles to distinguish them from Direct Road trains.

The whistle must be blown on approaching blind crossings, and where indicated by posts marked "Whistle Here."

Engineers must, in all cases, before arriving at a Station, close their dampers and not permit them to be opened until after the station is passed.

No Falls Road freight train going west will pass East Rochester without first receiving orders from Despatcher's office.

A Semaphore has been erected at Chicago street in Buffalo, to govern trains passing over the Lehigh Valley R. R. crossing at Scott street. When signal is horizontal, trains of this road have the right to cross; when diagonal, the Lehigh Valley R. R. has the right; when perpendicular, neither have the right.

Semaphore Signals have been erected and are in use at various stations and localities. Those east of stations to stop west-bound trains, and those west of stations to stop east-bound trains. When a red signal is displayed by day or night, all trains so signalled must come to a full stop and not proceed until the signal is changed.

Distant Signals have been erected on both sides of Syracuse Northern R. R. Crossing, and trains will not apppoach this crossing, from either direction, at a greater speed than ten (10) miles per hour, and when the arm is extended, or red light is displayed, the approaching train must come to a full stop, before reaching crossing, and not cross until the signal is reversed.

Semaphore Signals have been erected to protect the crossing of the N. Y. C. & H. R. R. R. and the N. Y. L. E. & W. R. R. at Batavia. All trains approaching from either direction must reduce speed and engineers must have trains under full control and prepared to stop in case signal is against them.

Signal poles have been erected at the crossings of the Erie R. R. east of Louisiana street, and of the W. N. Y. & P. R. R east of South Division street, in the City of Buffalo. When the target is in a horizontal position, trains of this road have the right to cross. When it is in a diagonal position, nearly vertical, trains of the Erie R. R or of the W. N. Y. & P. R. R. have the right to cross. At night a Red Light will be suspended from each end of the target to indicate its position. When the crossings are not in use by either road, the signal will be set to indicate that trains of this road have the right to cross, and will only be reversed against them when trains of the Erie R. R. or the W. N. Y. & P. R. R. have the right to cross. All trains of this road will approach these crossings at reduced speed, with the train under full control of the engine, prepared to come to a full stop if the signal is set against them. The Signal Tender will not give the signal to the trains of the Erie R. R. or of the W. N. Y. & P. R. R. until after they have come to a full stop.

No excuse will be received for neglect to observe and be governed by the above signals in all respects as they indicate.

## 30th STREET AND SPUYTEN DUYVIL TRAINS — First Class.

### FROM 30th STREET (North Bound).

| LEAVE. | Distances. | 301 | 303 | 305 | S 307 | S 309 | 212 | S 216 | 311 | S 313 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 30th Street | .00 | 6.10 | 7.05 | 8.05 | 9.10 | 12.35 | 3.30 | 5.00 | 5.55 | 9.00 |
| 60th Street | 1.90 | 6.20 | 7.15 | 8.15 | 9.20 | 12.45 | 3.40 | 5.10 | 6.05 | 9.10 |
| Manhattan | 5.23 | 6.26 | 7.21 | 8.21 | 9.26 | 12.51 | 3.46 | 5.16 | 6.11 | 9.16 |
| 152d Street | 6.23 | 6.29 | 7.24 | 8.24 | 9.29 | 12.54 | 3.49 | 5.19 | 6.14 | 9.19 |
| Fort Washington | 7.40 | 6.33 | 7.28 | 8.28 | 9.33 | 12.58 | 3.52 | 5.23 | 6.17 | 9.22 |
| Inwood | 9.01 | 6.37 | 7.32 | 8.32 | 9.37 | 1.02 | 3.55 | 5.27 | 6.20 | 9.25 |
| Spuyten Duyvil | 10.00 | 6.40 | 7.35 | 8.35 | 9.40 | 1.05 | 3.58 | 5.30 | 6.23 | 9.28 |
| | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

### FROM SPUYTEN DUYVIL (South Bound).

| LEAVE. | Distances. | 300 | 302 | 304 | S 306 | S 308 | 215 | S 219 | 310 | S 312 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Spuyten Duyvil | .00 | 6.50 | 7.50 | 8.45 | 9.47 | 2.20 | 3.55 | 5.55 | 6.35 | 10.05 |
| Inwood | .99 | 6.53 | 7.53 | 8.48 | 9.50 | 2.22 | 3.57 | 5.57 | 6.37 | 10.07 |
| Fort Washington | 2.60 | 6.57 | 7.57 | 8.52 | 9.54 | 2.26 | 4.01 | 6.01 | 6.41 | 10.11 |
| 152d Street | 3.77 | 7.01 | 8.01 | 8.56 | 9.58 | 2.30 | 4.05 | 6.05 | 6.45 | 10.15 |
| Manhattan | 4.77 | 7.04 | 8.04 | 8.59 | 10.01 | 2.34 | 4.09 | 6.09 | 6.49 | 10.19 |
| 60th Street | 8.10 | 7.10 | 8.10 | 9.05 | 10.06 | 2.40 | 4.15 | 6.15 | 6.55 | 10.25 |
| 30th Street | 10.00 | 7.20 | 8.20 | 9.15 | 10.15 | 2.50 | 4.25 | 6.25 | 7.05 | 10.35 |
| | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |





## YONKERS LOCALS. First Class.

### TO YONKERS (North Bound).

| LEAVE | S 197 | 199 | 201 | S 203 | 207 | S 209 | 211 | 213 | 215 | 217 | 219 | 221 | S 223 | 225 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| **G'd Cen. Sta.** | 12.30 | 5.15 | 6.26 | 7.40 | 9.40 | 11.40 | 2.20 | 3.10 | 3.26 | 4.42 | 5.26 | 6.15 | 7.10 | 9.30 |
| 86th Street | | | 6.32 | | | 11.46 | 2.26 | | 3.32 | | 5.32 | | | |
| 110th Street | | | 6.35 | | | 11.49 | 2.29 | | 3.35 | | 5.35 | | | |
| 125th Street | 12.38 | 5.24 | 6.39 | 7.48 | 9.48 | 11.53 | 2.33 | 3.18 | 3.39 | 4.50 | 5.39 | 6.23 | 7.18 | 9.38 |
| 138th Street | 12.40 | 5.26 | 6.41 | 7.50 | 9.50 | 11.55 | 2.35 | 3.20 | 3.41 | 4.52 | 5.41 | 6.25 | 7.20 | 9.40 |
| Junction | 12.41 | 5.27 | 6.43 | 7.52 | 9.52 | 11.57 | 2.37 | 3.21 | 3.43 | 4.53 | 5.43 | 6.27 | 7.21 | 9.41 |
| High Bridge | 12.44 | 5.30 | 6.46 | 7.55 | 9.55 | 12.00 | 2.40 | 3.24 | 3.46 | 4.55 | 5.46 | 6.29 | 7.24 | 9.44 |
| Morris H'ghts | 12.47 | 5.33 | 6.48 | 7.57 | 9.58 | 12.02 | 2.42 | 3.26 | 3.48 | 4.57 | 5.48 | 6.32 | 7.27 | 9.47 |
| Kings Bridge. | 12.51 | 5.36 | 6.51 | 8.01 | 10.01 | 12.05 | 2.45 | 3.28 | 3.51 | 4.59 | 5.51 | 6.35 | 7.30 | 9.51 |
| Spuyten Duy'l | 12.56 | 5.40 | 6.55 | 8.05 | 10.05 | 12.09 | 2.49 | 3.31 | 3.55 | 5.03 | 5.55 | 6.39 | 7.34 | 9.56 |
| Riverdale | 1.00 | 5.43 | 6.59 | 8.09 | 10.09 | 12.13 | 2.53 | 3.33 | To 30th Street. | 5.06 | To 30th Street. | 6.43 | 7.38 | 10.00 |
| Mt.St.Vincent | 1.02 | 5.46 | 7.01 | 8.11 | 10.11 | 12.15 | 2.55 | 3.34 | | 5.08 | | 6.45 | 7.40 | 10.02 |
| Ludlow | 1.04 | 5.48 | 7.03 | 8.13 | 10.13 | 12.17 | 2.57 | 3.36 | | 5.10 | | 6.47 | 7.42 | 10.04 |
| **Yonkers**...Ar. | 1.07 | 5.50 | 7.05 | 8.15 | 10.15 | 12.19 | 3.00 | 3.38 | | 5.11 | | 6.50 | 7.45 | 10.07 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

### FROM YONKERS (South Bound).

| LEAVE | S 196 | 198 | 200 | 202 | 204 | S 206 | 208 | S 210 | 212 | 214 | 216 | 218 | 220 | S 222 | 224 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| **Yonkers** | 1.30 | 6.03 | 7.25 | 8.40 | 9.05 | 10.30 | 1.30 | 3.30 | From 30th Street. | 4.30 | From 30th Street. | 5.35 | 7.10 | 8.10 | 10.35 |
| Lud'low | 1.33 | 6.06 | 7.28 | 8.43 | 9.07 | 10.33 | 1.33 | 3.33 | | 4.33 | | 5.38 | 7.13 | 8.13 | 10.38 |
| Mt.St.Vincent | 1.35 | 6.08 | 7.30 | 8.45 | 9.09 | 10.35 | 1.35 | 3.35 | | 4.35 | | 5.40 | 7.15 | 8.15 | 10.40 |
| Riverdale | 1.37 | 6.10 | 7.32 | 8.47 | 9.12 | 10.37 | 1.37 | 3.37 | | 4.37 | | 5.42 | 7.17 | 8.17 | 10.42 |
| Spuyten Duy'l | 1.40 | 6.13 | 7.36 | 8.50 | 9.15 | 10.40 | 1.40 | 3.40 | 3.58 | 4.40 | **5.30** | 5.45 | 7.20 | 8.20 | 10.45 |
| Kings Bridge | 1.43 | 6.17 | 7.39 | 8.53 | 9.18 | 10.43 | 1.43 | 3.43 | 4.02 | 4.43 | 5.34 | 5.48 | 7.23 | 8.23 | 10.48 |
| Morris H'ghts | 1.47 | 6.21 | 7.42 | 8.56 | 9.20 | 10.47 | 1.47 | 3.47 | 4.05 | 4.47 | 5.38 | 5.52 | 7.27 | 8.27 | 10.52 |
| High Bridge | 1.49 | 6.24 | 7.45 | 8.59 | 9.22 | 10.49 | 1.49 | 3.49 | 4.08 | 4.49 | 5.40 | 5.54 | 7.29 | 8.29 | 10.54 |
| Junction | 1.52 | 6.27 | 7.47 | 9.02 | 9.25 | 10.52 | 1.52 | 3.52 | 4.11 | 4.52 | 5.43 | 5.57 | 7.32 | 8.33 | 10.57 |
| 138th Street | 1.54 | 6.29 | 7.48 | 9.04 | 9.26 | 10.54 | 1.54 | 3.54 | 4.13 | 4.54 | 5.45 | 5.59 | 7.34 | 8.34 | 10.59 |
| 125th Street | 1.57 | 6.31 | 7.50 | 9.08 | 9.28 | 10.57 | 1.57 | 3.57 | 4.16 | 4.57 | 5.48 | 6.02 | 7.36 | 8.37 | 11.02 |
| 110th Street | | | | | | 11.00 | | 4.00 | 4.19 | | 5.51 | 6.05 | | | |
| 86th Street | | | | | | 11.03 | | 4.03 | 4.22 | | 5.54 | 6.08 | | | |
| **G'd Cen. Sta.** Ar | 2.05 | 6.40 | 8.00 | 9.18 | 9.37 | 11.09 | 2.06 | 4.09 | 4.27 | 5.06 | 5.59 | 6.14 | 7.45 | 8.46 | 11.10 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

## HUDSON DIVISION.
### FIRST CLASS.
### Trains Going North.

| LEAVE. | DISTANCES. | 125 Hudson Local. | s21 Special Mail. | 61 Croton Local. | 35 Albany Local. | 37 Peeks-kill Local. | 23 Syracuse Express. | 65 Croton Local. | Sundays only. 111 Croton Local. | 51 Empire State. Express. | s13 Fast Mail. | s53 Po'k'psie Local. | s1 Chicago Limited. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| **Grand Cent. Sta'n.** | | | 4.35 | 6.00 | | 6.55 | 7.30 | 8.10 | 8.35 | 9.00 | 9.10 | 9.25 | 10.00 |
| **125th St. Harlem** | 4.38 | | 4.43 | 6.08 | | 7.04 | 7.38 | 8.18 | 8.43 | 9.08 | 9.18 | 9.33 | 10.08 |
| **138th St. Mott Haven** | 4.95 | | 4.45 | 6.10 | | 7.06 | 7.40 | 8.20 | 8.45 | 9.10 | 9.19 | 9.35 | 10.09 |
| **Mott Haven Junc.** | 5.30 | | 4.46 | 6.11 | | 7.08 | 7.43 | 8.21 | 8.46 | 9.12 | 9.21 | 9.36 | 10.12 |
| **High Bridge** | 7.10 | | 4.48 | 6.14 | | 7.11 | 7.45 | 8.24 | 8.49 | 9.14 | 9.23 | 9.38 | 10.14 |
| **Morris Heights** | 8 03 | | 4.50 | 6.17 | | 7.13 | 7.47 | 8.27 | 8.52 | 9.15 | 9.25 | 9.40 | 10.16 |
| **King's Bridge** | 9.86 | | 4.52 | 6.21 | | 7.15 | 7.50 | 8.31 | 8.56 | 9.17 | 9.28 | 9.43 | 10.19 |
| **Spuyten Duyvil** | 11.15 | | 4.55 | 6.25 | | 7.17 | 7.53 | 8.35 | 9.00 | 9.19 | 9.31 | 9.46 | 10.22 |
| Riverdale | 12.89 | | 4.57 | 6.29 | | 7.19 | 7.55 | 8.39 | 9.04 | 9.21 | 9.33 | 9.49 | 10.24 |
| Mt. St. Vincent | 13.60 | | 4.58 | 6.31 | | 7.20 | 7.56 | 8.41 | 9.06 | 9.22 | 9.34 | 9.51 | 10.25 |
| Ludlow | 14.41 | | 4.59 | 6.33 | | 7.21 | 7.58 | 8.43 | 9.08 | 9.23 | 9.35 | 9.53 | 10.26 |
| **Yonkers** | 15.22 | | 5.01 | 6.36 | | 7.23 | 8.02 | 8.46 | 9.11 | 9.25 | 9.36 | 9.55 | 10.27 |
| Glenwood | 16.06 | | 5.03 | 6.38 | | 7.25 | 8.04 | 8.48 | 9.13 | 9.26 | 9.37 | 9.57 | 10.28 |
| Hastings | 19.44 | | 5.07 | 6.44 | | 7.32 | 8.08 | 8.54 | 9.19 | 9.29 | 9.40 | 10.03 | 10.31 |
| Dobb's Ferry | 20.71 | | 5.09 | 6.48 | | 7.37 | 8.10 | 8.58 | 9.23 | 9.31 | 9.42 | 10.07 | 10.33 |
| Irvington | 22.71 | | 5.12 | 6.53 | | 7.44 | 8.14 | 9.03 | 9.28 | 9.33 | 9.44 | 10.12 | 10.35 |
| Tarrytown | 25.28 | | 5.16 | 6.58 | | 7.50 | 8.20 | 9.08 | 9.33 | 9.36 | 9.47 | 10.18 | 10.38 |
| Scarborough | 29.44 | | 5.22 | 7.05 | | 8.00 | 8.27 | 9.15 | 9.40 | 9.40 | 9.52 | 10.25 | 10.42 |
| Sing Sing | 30.90 | | 5.24 | 7.09 | | 8.04 | 8.30 | 9.19 | 9.44 | 9.41 | 9.54 | 10.30 | 10.44 |
| Croton Landing | 34.42 | | 5.29 | 7.15 | | 8.10 | 8.36 | 9.25 | 9.50 | 9.45 | 9.58 | 10.36 | 10.48 |
| Oscawana | 36.41 | | 5.32 | | | 8.13 | 8.38 | | | 9.47 | 10.00 | 10.40 | 10.50 |
| Crugers | 37.29 | | 5.34 | | | 8.16 | 8.40 | | | 9.49 | 10.02 | 10.44 | 10.52 |
| Montrose | 38.84 | | 5.36 | | | 8.20 | 8.42 | | | 9.51 | 10.04 | **10.59** | 10.54* |
| **Peekskill** | 41.29 | | 5.40 | | | 8.30 | 8.48 | | | 9.53 | 10.10 | 11.05 | 11.00 |
| Highlands | 46.10 | | 5.47 | | | | 8.55 | | | 10.00 | 10.16 | 11.13 | 11.07 |
| Garrison | 49.86 | | 5.55 | | | | 9.03 | | | 10.04 | 10.22 | 11.23 | 11.13 |
| Cold Spring | 52.56 | | 5.59 | | | | 9.08 | | | 10.06 | 10.25 | 11.29 | 11.16 |
| Storm King | 54.61 | | 6.01 | | | | 9.12 | | | 10.08 | 10.28 | 11 33 | 11.19 |
| Dutchess Junction | 57.26 | | 6.04 | | | | 9.17 | | | 10.11 | 10.30 | 11.37 | 11.21 |
| Fishkill | 58.98 | | 6.07 | | | | 9.22 | | | 10.13 | 10.32 | 11.44 | 11.24 |
| Low Point | 62.52 | | 6.12 | | | | 9.28 | | | 10.17 | 10.36 | 11.50 | 11.28 |
| New Hamburgh | 65.11 | | 6.15 | | | | 9.34 | | | 10.20 | 10.39 | 11.58 | 11.31 |
| Camelot | 69.60 | | 6.22 | | | | 9.40 | | | 10.24 | 10.45 | 12.06 | 11.38 |
| **Poughkeepsie, ar.** | | | | | | | 9.48 | | | | | 12.15 | |
| **Poughkeepsie, lv.** | 73.48 | | 6.30 | | 6.35 | | 9.55 | | | 10.28 | 10.54 | | 11.45 |
| Hyde Park | 79.25 | | 6.40 | | 6.45 | | 10.05 | | | 10.36 | 11.02 | | 11.53 |
| Staatsburgh | 83.70 | | 6.47 ‖ | | **6.53** | | 10.13 | | | 10.40 | 11.07 | | 11.58 |
| Rhinecliff | 89.08 | | 6.54 | | 7.04 | | 10.23 | | | 10.46 | 11.14 | | 12.05 |
| Barrytown | 94.69 | | 7.02 | | 7.15 | | 10.33 | | | 10.51 | 11.21 | | 12.12 |
| Tivoli | 99.01 | | 7.08 | | 7.24 | | 10.41 | | | 10.56 | 11.26 | | 12.17 |
| Germantown | 104.56 | | 7.16 | | 7.34 | | **11.07** | | | 11.02* | 11.32 | | 12.24 |
| Linlithgo | 108.30 | | 7.22 | | 7.41 | | 11.13 | | | 11.06 | 11.36 | | 12.29 |
| Catskill Station | 110.17 | | 7.24 | | 7.45 | | 11.16 | | | 11.09 | 11.38 | | 12.30 |
| **Hudson** | 114.45 | 6.45 | 7.32 | | 7.56 | | 11.26 | | | 11.14 | 11.46 | | 12.38 |
| Stockport | 118.70 | 6.55 | 7.39 | | 8.04 | | 11.34 | | | 11.18 | 11.52 | | 12.44 |
| Coxsackie | 121.89 | 7.01 | 7.44 | | 8.09 | | 11.39 | | | 11.21 | 11.56 | | 12.48 |
| Stuyvesant | 124.27 | 7.07 | 7.48 | | 8.14 | | 11.44 | | | 11.24 | 11.59 | | 12.51 |
| Schodack | 130.37 | 7.18 | 7.56 | | 8.25 | | 11.54 | | | 11.30 | 12.06 | | 12.58 |
| Castleton | 134.29 | 7.25 | 8.01 | | 8.31 | | 11.59 | | | 11.34 | 12.11 | | 1.03 |
| East Albany | 142.39 | 7.41 | 8.16 | | 8.45 | | 12.17 | | | 11.42 | 12.25 | | 1.16 |
| **Albany** | 142.88 | 7.45 | 8.20 | | 8.50 | | 12.20 | | | 11.45 | 12.28 | | 1.18 |
| **Troy** | 148.91 | | | | | | 12.40 | | | | | | |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |



## NEW-YORK, ALBANY AND TROY.
### FIRST CLASS.
### Trains Going North.

| 67 Croton Local. | 3 Chicago Express. | s69 Croton Local. | 25 North'rn and West'rn Express. | s39 Peeks-kill Local. | s17 South-western Limited. | Sundays only. 115 P'kskill Local. | 75 Croton Local. | 55 Pough-keepsie Local. | s79 Croton Local. | 127 Hudson Local. | 103 Troy & Albany Special. | 81 Croton Local. | s27 Local Express. | s41 Peeks-kill Local. | s19 North Shore Limited. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 10.05 | 10.30 | 10.45 | 11.30 | 12.45 | 1.30 | 1.40 | 1.50 | 2.15 | 2.55 | | 3.30 | 3.40 | 3.55 | 4.20 | 4.50 |
| 10.13 | 10.38 | 10.53 | 11.38 | 12.53 | 1.38 | 1.48 | 1.58 | 2.23 | 3.04 | | 3.37 | 3.48 | 4.03 | 4.27 | 4.57 |
| 10.15 | 10.40 | 10.55 | 11.40 | 12.55 | 1.40 | 1.50 | 2.00 | 2.25 | 3.06 | | 3.39 | 3.50 | 4.04 | 4.29 | 4.59 |
| 10.17 | 10.43 | 10.57 | 11.43 | 12.56 | 1.42 | 1.52 | 2.02 | 2.26 | 3.07 | | 3.41 | 3.51 | 4.06 | 4.31 | 5.01 |
| 10.20 | 10.45 | 11.00 | 11.46 | 12.59 | 1.44 | 1.54 | 2.05 | 2.29 | 3.10 | | 3.43 | 3.53 | 4.09 | 4.33 | 5.03 |
| 10.23 | 10.47 | 11.03 | 11.48 | 1.02 | 1.46 | 1.56 | 2.08 | 2.31 | 3.13 | | 3.45 | 3.55 | 4.11 | 4.35 | 5.05 |
| 10.27 | 10.49 | 11.07 | 11.50 | 1.06 | 1.48 | 1.58 | 2.11 | 2.33 | 3.16 | | 3.48 | 3.57 | 4.13 | 4.38 | 5.07 |
| 10.31 | 10.53 | 11.11 | 11.53 | 1.10 | 1.51 | 2.01 | 2.15 | 2.36 | 3.20 | | 3.51 | 4.01 | 4.16 | 4.41 | 5.11 |
| 10·34 | 10.55 | 11.15 | 11.55 | 1.14 | 1.53 | 2.04 | 2.19 | 2.38 | 3.24 | | 3.53 | 4.04 | 4.18 | 4.44 | 5.13 |
| 10.36 | 10.56 | 11.17 | 11.56 | 1.16 | 1.54 | 2.06 | 2.21 | 2.40 | 3.26 | | 3.54 | 4.06 | 4.19 | 4.45 | 5.14 |
| 10.38 | 10.57 | 11.19 | 11.57 | 1.18 | 1.55 | 2.08 | 2.23 | 2.41 | 3.28 | | 3.55 | 4.08 | 4.20 | 4.47 | 5.15 |
| 10.41 | 10.59 | 11.22 | 12.00 | 1.21 | 1.56 | 2.11 | 2.26 | 2.43 | 3.31 | | 3.56 | 4.11 | 4.22 | 4.50 | 5.16 |
| 10.43 | 11.01 | 11.24 | 12.02 | 1.23 | 1.57 | 2.13 | 2.28 | 2.45 | 3.33 | | 3.57 | 4.13 | 4.24 | 4.53 | 5.17 |
| 10.49 | 11.06 | 11.30 | 12.06 | 1.29 | 2.01 | 2.19 | 2.34 | 2.50 | 3.39 | | 4.01 | 4.19 | 4.28 | 4.58 | 5.21 |
| 10.53 | 11.08 | 11.34 | 12.08 | 1.33 | 2.02 | 2.23 | 2.38 | 2.52 | 3.43 | | 4.03 | 4.23 | 4.30 | 5.01 | 5.23 |
| 10.58 | 11.11 | 11.39 | 12.12 | 1.38 | 2.04 | 2.29 | 2.43 | 2.56 | 3.48 | | 4.06 | 4.28 | 4.34 | 5.06 | 5.26 |
| 11.03 | 11.15 | 11.44 | 12.18 | 1.43 | 2.07 | 2.34 | 2.48 | 3.00 | 3.53 | | 4.09 | 4.33 | 4.40 | 5.11 | 5.29 |
| 11.10 | 11.21 | 11.51 | 12.25 | 1.50 | 2.12 | 2.41 | 2.55 | 3.08 | 4.00 | | 4.14 | 4.40 | 4.47 | 5.18 | 5.34 |
| 11.14 | 11.23 | 11.54 | 12.29 | 1.54 | 2.14 | 2.45 | 2.59 | 3.12 | 4.04 | | 4.16 | 4.44 | 4.51 | 5.22 | 5.36 |
| 11.20 | 11.28 | 12.00 | 12.34 | 2.00 | 2.18 | 2.52 | 3.05 | 3.19 | 4.10 | | 4.20 | 4.50 | 4.56 | 5.27 | 5.39 |
| | 11.30 | | 12.36 | 2.04 | 2.20 | 2.55 | | §3.22 | | | 4.22 | | 4.58 | 5.31 | 5.41 |
| | 11.32 | | 12.38 | 2.07 | 2.22 | 2.58 | | 3.24 | | | 4.24 | | 5.00 | 5.34 | 5 43 |
| | 11.34 | | 12.40 | 2.11 | 2.24 | 3.01 | | 3.27 | | | 4.26 | | 5.01 | 5.37 | 5.45 |
| | 11.40 | | 12.48 | 2.16 | 2.30 | 3.10 | | 3.35 | | | 4.31 | | 5.09 | 5.45 | 5.50 |
| | 11.48 | | 12.55 | On Sundays this train will not run north of Croton. | 2.37 | | | 3.43 | | | 4.37 | | 5.15 | On Sundays this train will not run north of Croton. | 5.56 |
| | 11.55 | | 1.04 | | 2.43 | | | 3.53 | | | 4.45 | | 5.24 | | 6.02 |
| | 12.00 | | 1.10 | | 2.46 | | | 3.59 | | | 4.50 | | 5.30 | | 6.05 |
| | 12.02 | | 1.14 | | 2.49 | | | 4.03 | | | 4.53 | | 5.33 | | 6.08 |
| | 12.06 | | 1.19 | | 2.51 | | | 4.09 | | | 4.57 | | 5.40 | | 6.11 |
| | 12.11 | | 1.24 | | 2.54 | | | 4.14 | | | 5.01 | | 5.44 | | 6.12 |
| | 12.15 | | 1.29 | | 2.58 | | | 4.20 | | | 5.05 | | 5.49 | | 6.16 |
| | 12.19 | | 1.35 | | 3.01 | | | 4.26 | | | 5.09 | | 5.55 | | 6.19 |
| | 12.26 | | 1.42 | | 3.08 | | | 4.33 | | | 5.16 | | 6.02 | | 6.25 |
| | 12.34 | | 1.50 | | | | | 4.40 | | | 5.24 | | 6.09 | | |
| | 12.44 | | 2.00 | | 3.15 | | | | | | 5.34 | | 6.19 | | 6.30 |
| | 12.53 | | 2.11 | | 3.23 | | | | | | 5.42 | | 6.30 | | 6.40 |
| | 1.00 | | 2.20 | | 3.28 | | | | | | 5.48 | | 6.39 | | 6.46 |
| | 1.09 | | 2.30 | | 3.35 | | | | | | 5.58 | | **6.58** | | 6.53* |
| | 1.17 | | 2.41 | | 3.42 | | | | | | 6.06 | | 7.09 | | 7.00 |
| | 1.23 | | 2.49 | | 3.47 | | | | | | 6.11 | | 7.17 | | 7.05 |
| | 1.31 | | 2.59 | | 3.54 | | | | | | 6.19 | | 7.27 | | 7.12 |
| | 1.37 | | 3.06 | | 3.59 | | | | | | 6.25 | | 7.34 | | 7.17 |
| | 1.39 | | 3.09 | | 4.01 | | | | | | 6.29 | | 7.38 | | 7.19 |
| | 1.48 | | 3.20 | | 4.09 | | | | | 5.00 | 6.39 | | 7.49 | | 7.26 |
| | 1.55 | | 3.28 | | 4.15 | | | | | 5.10 | 6.46 | | 7.58 | | 7.32 |
| | 2.00 | | 3.34 | | 4.19 | | | | | 5.16 | 6.50 | | 8.04 | | 7.36 |
| | 2.04 | | 3.39 | | 4.23 | | | | | 5.22 | 6.54 | | 8.10 | | 7.39 |
| | 2.12 | | 3.49 | | 4.30 | | | | | 5.32 | 7.01 | | 8.21 | | 7.46 |
| | 2.18 | | 3.55 | | 4.35 | | | | | 5.39 | 7.06 | | 8.27 | | 7.50 |
| | 2.32 | | 4.10 | | 4.48 | | | | | 5.54 | 7.18 | | 8.42 | | 8.03 |
| | 2.35 | | 4.15 | | 4.50 | | | | | 5.57 | 7.25 | | 8.45 | | 8.05 |
| | | | 4.30 | | | | | | | | 7.35 | | | | |
| A. M. | P. M. | NOON. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

## HUDSON DIVISION. FIRST CLASS.

### Trains Going North.

| LEAVE. | DISTANCES. | 57 Poughkeepsie Local. | 87 Croton Local. | 43 Peekskill Local. | s89 Croton Local. | s5 Fast Chicago Express. | 91 Croton Local. | 129 Hudson Local. | s29 Montreal Express. | 93 Croton Local. | s45 Niagara Falls Ex. | s95 Croton Local. | s7 St. Louis Express. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| **Grand Cent. Station** | | 4.59 | 5.08 | 5.25 | 5.40 | 6.00 | 6.10 | | 6.25 | 6.40 | 7.30 | 7.35 | 8.00 |
| **125th St. Harlem** | 4.38 | 5.07 | 5.16 | 5.33 | 5.48 | 6.08 | 6.18 | | 6.34 | 6.48 | 7.38 | 7.43 | 8.07 |
| **138th St. Mott Haven** | 4.95 | 5.09 | 5.19 | 5.34 | 5.50 | 6.12 | 6.20 | | 6.36 | 6.50 | 7.41 | 7.45 | 8.10 |
| **Mott Haven Junction** | 5.30 | 5.11 | 5.21 | 5.36 | 5.51 | 6.14 | 6.21 | | 6.38 | 6.52 | 7.43 | 7.46 | 8.12 |
| **High Bridge** | 7.10 | 5.13 | 5.24 | 5.38 | 5.53 | 6.17 | 6.23 | | 6.41 | 6.55 | 7.45 | 7.49 | 8.14 |
| **Morris Heights** | 8.03 | 5.15 | 5.27 | 5.40 | 5.57 | 6.19 | 6.25 | | 6.43 | 6.58 | 7.47 | 7.52 | 8.16 |
| **King's Bridge** | 9.86 | 5.17 | 5.31 | 5.43 | 5.59 | 6.21 | 6.28 | | 6.46 | 7.02 | 7.50 | 7.56 | 8.19 |
| **Spuyten Duyvil** | 11.15 | 5.21 | 5.35 | 5.46 | 6.03 | 6.24 | 6.31 | | 6.50 | 7.06 | 7.53 | 8.00 | 8.22 |
| Riverdale | 12.89 | 5.23 | 5.39 | 5.48 | 6.06 | 6.26 | 6.34 | | 6.53 | 7.10 | 7.55 | 8.04 | 8.25 |
| Mt. St. Vincent | 13.60 | 5.24 | 5.41 | 5.50 | 6.08 | 6.27 | 6.35 | | 6.55 | 7.12 | 7.56 | 8.06 | 8.26 |
| Ludlow | 14.41 | 5.25 | 5.43 | 5.51 | 6.10 | 6.28 | 6.36 | | 6.56 | 7.14 | 7.57 | 8.08 | 8.27 |
| **Yonkers** | 15.22 | 5.28 | 5.46 | 5.53 | 6.13 | 6.30 | 6.39 | | 7.00 | 7.17 | 8.00 | 8.11 | 8.29 |
| Glenwood | 16.06 | 5.30 | 5.48 | 5.55 | 6.15 | 6.32 | 6.42 | | 7.03 | 7.19 | 8.01 | 8.13 | 8.31 |
| Hastings | 19.44 | 5.37 | 5.54 | 6.01 | 6.21 | 6.36 | 6.48 | | 7.08 | 7.25 | 8.06 | 8.19 | 8.36 |
| Dobb's Ferry | 20.71 | 5.41 | 5.58 | 6.05 | 6.25 | 6.37 | 6.54 | | 7.11 | 7.29 | 8.08 | 8.23 | 8.38 |
| Irvington | 22.71 | 5.47 | 6.03 | 6.10 | 6.30 | 6.41 | 6.59 | | 7.15 | 7.34 | 8.11 | 8.28 | 8.42 |
| Tarrytown | 25.28 | 5.53 | 6.08 | 6.16 | 6.35 | 6.45 | 7.04 | | 7.21 | 7.39 | 8.15 | 8.33 | 8.46 |
| Scarborough | 29.44 | 6.01 | 6.15 | 6.24 | 6.41 | 6.51 | 7.11 | | 7.26 | 7.46 | 8.22 | 8.40 | 8.52 |
| Sing Sing | 30.90 | 6.05 | 6.19 | 6.28 | 6.45 | 6.53 | 7.15 | | 7.30 | 7.50 | 8.24 | 8.44 | 8.54 |
| Croton Landing | 34.42 | 6.12 | 6.25 | 6.34 | 6.50 | 6.58 | 7.20 | | 7.35 | 7.55 | 8.30 | 8.48 | 8.59 |
| Oscawana | 36.41 | 6.16 | | 6.37 | | 7.00 | | | §7.37 | | 8.32 | | 9.01 |
| Crugers | 37.29 | 6.18 | | 6.40 | | 7.02 | | | 7.39 | | 8.34 | | 9.03 |
| Montrose | 38.84 | 6.21 | | 6.44 | | 7.04 | | | §7.41 | | 8.36 | | 9.05 |
| **Peekskill** | 41.29 | 6.29 | | 6.50 | | 7.09 | | | 7.47 | | 8.40 | | 9.10 |
| Highlands | 46.10 | 6.37 | | | | 7.15 | | | 7.53 | | 8.45 | | 9.17 |
| Garrison | 49.86 | 6.44 | | | | 7.22 | | | 8.01 | | 8.53 | | 9.24 |
| Cold Spring | 52.56 | 6.50 | | | | 7.26 | | | 8.06 | | 8.58 | | 9.28 |
| Storm King | 54.61 | §6.54 | | | | 7.28 | | | 8.09 | | 9.01 | | 9.31 |
| Dutchess Junction | 57.26 | 6.58 | | | | 7.31 | | | 8.12 | | 9.04 | | 9.34 |
| Fishkill | 58.98 | 7.03 | | | | 7.33 | | | 8.16 | | 9.07 | | 9.36 |
| Low Point | 62.52 | 7.09 | | | | 7.38 | | | 8.21 | | 9.11 | | 9.41 |
| New Hamburgh | 65.11 | 7.15 | | | | 7.40 | | | 8.27 | | 9.15 | | 9.45 |
| Camelot | 69.60 | 7.23 | | | | 7.48 | | | 8.35 | | 9.22 | | 9.52 |
| **Poughkeepsie, ar.** | | 7.30 | | | | 7.55 | | | 8.45 | | 9.30 | | 10.00 |
| **Poughkeepsie, lv.** | 73.48 | | | | | 8.05 | | | 8.55 | | 9.40 | | 10.05 |
| Hyde Park | 79.25 | | | | | 8.13 | | | 9.06 | | 9.48 | | 10.13 |
| Staatsburgh | 83.70 | | | | | 8.19 | | | 9.15 | | 9.54 | | 10.19 |
| Rhinecliff | 89.08 | | | | | 8.27 | | | 9.25 | | 10.01 | | 10.27 |
| Barrytown | 94.69 | | | | | 8.35 | | | §9.36 | | 10.08 | | 10.35 |
| Tivoli | 99.01 | | | | | 8.41 | | | 9.44 | | 10.13 | | 10.41 |
| Germantown | 104.56 | | | | | 8.49 | | | §9.55 | | 10.20 | | 10.49 |
| Linlithgo | 108.30 | | | | | 8.55 | | | 10.02 | | 10.25 | | 10.55 |
| Catskill Station | 110.17 | | | | | 8.57 | | | §10.05 | | 10.27 | | 10.57 |
| **Hudson** | 114.45 | | | | | 9.05 | | 9.30 | 10.10 | | 10.36 | | 11.05 |
| Stockport | 118.70 | | | | | 9.13 | | 9.40 | §10.18 | | 10.42 | | 11.13 |
| Coxsackie | 121.89 | | | | | 9.18 | | 9.46 | §10.23 | | 10.46 | | 11.18 |
| Stuyvesant | 124.27 | | | | | 9.22 | | 9.52 | §10.28 | | 10.50 | | 11.22 |
| Schodack | 130.37 | | | | | 9.30 | | 10.03 | §10.37 | | 10.58 | | 11.30 |
| Castleton | 134.29 | | | | | 9.35 | | 10.11 | §10.43 | | 11.03 | | 11.35 |
| East Albany | 142.39 | | | | | 9.48 | | 10.26 | 11.00 | | 11.20 | | 11.48 |
| **Albany** | 142.88 | | | | | 9.50 | | 10.30 | | | 11.25 | | 11.50 |
| Troy | 148.91 | | | | | | | | 11.25 | | | | |
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |



## NEW-YORK, ALBANY & TROY. FIRST CLASS.

### Trains Going North.

| 31 Special Americ'n Express. | s97 Croton Local. | s11 Special Mail. | s9 Chicago Express. | s107 Croton Local. | 109 Croton Local. | 33 Night Express. | | | | | | Time Card for Stock and Freight Trains. | SECOND CLASS. N. R. 1 Roch. Special. | N. B. 5 So. Shore Fast Freight. | s N. B. 1 So. Shore Fast Freight. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | | | P. M. | P. M. | A. M. |
| 8.10 | 8.15 | 9.00 | 9.15 | 10.40 | 11.40 | 11.59 | | | | | | | | | |
| 8.17 | 8.23 | 9.08 | 9.23 | 10.48 | 11.48 | 12.09 | | | | | | | | | |
| 8.19 | 8.25 | 9.10 | 9.26 | 10.50 | 11.50 | 12.11 | | | | | | | | | |
| 8.21 | 8.27 | 9.12 | 9.28 | 10.52 | 11.52 | 12.13 | | | | | | | | | |
| 8.24 | 8.30 | 9.15 | 9.30 | 10.55 | 11.55 | 12.18 | | | | | | | | | |
| 8.26 | 8.33 | 9.18 | 9.32 | 10.58 | 11.58 | 12.21 | | | | | | | | | |
| 8.29 | 8.36 | 9.21 | 9.35 | 11.01 | 12.01 | 12.25 | | | | | | | | | |
| 8.32 | 8.40 | 9.24 | 9.38 | 11.05 | 12.05 | 12.28 | | | | | | | 9.00 | 10.15 | 3.00 |
| 8.35 | 8.44 | 9.26 | 9.40 | 11.09 | 12.09 | 12.31 | | | | | | 5 | 9.04 | 10.20 | 3.05 |
| 8.36 | 8.46 | 9.28 | 9.42 | 11.11 | 12.11 | 12.33 | | | | | | 2 | 9.06 | 10.22 | 3.07 |
| 8.37 | 8.48 | 9.29 | 9.43 | 11.13 | 12.13 | 12.36 | | | | | | 2 | 9.09 | 10.24 | 3.09 |
| 8.39 | 8.51 | 9.31 | 9.45 | 11.16 | 12.16 | 12.42 | | | | | | 3 | 9.13 | 10.27 | 3.12 |
| 8.41 | 8.53 | 9.33 | 9.47 | 11.18 | 12.18 | 12.45 | | | | | | 2 | 9.15 | 10.29 | 3.14 |
| 8.46 | 8.59 | 9.38 | 9.52 | 11.24 | 12.24 | 12.52 | | | | | | 10 | 9.23 | 10.39 | 3.24 |
| 8.48 | 9.03 | 9.40 | 9.54 | 11.28 | 12.28 | 12.55 | | | | | | 4 | 9.28 | 10.45 | 3.28 |
| 8.52 | 9.08 | 9.44 | 9.57 | 11.33 | 12.33 | 1.00 | | | | | | 6 | 9.33 | 10.51 | 3.34 |
| 8.56 | 9.13 | 9.47* | 10.01* | 11.38 | 12.38 | 1.06 | | | | | | 8 | **10.10** | 10.59 | 3.42 |
| 9.02 | 9.20 | 9.54 | 10.08 | 11.45 | 12.45 | 1.15 | | | | | | 12 | 10.20 | 11.10 | 3.53 |
| 9.04 | 9.24 | 9.56 | 10.12 | 11.49 | 12.49 | 1.20 | | | | | | 5 | 10.25 | 11.15 | 3.58 |
| 9.09 | 9.30 | 10.01 | 10.18 | 11.55 | 12.55 | 1.27 | | | | | | 11 | 10.35 | 11.25 | 4.08 |
| 9.11 | | 10.03 | 10.20 | | | 1.30 | | | | | | 6 | 10.39 | 11.30 | 4.13 |
| 9.13 | | 10.05 | 10.22 | | | 1.33 | | | | | | 3 | 10.42 | 11.33 | 4.16 |
| 9.15 | | 10.07 | 10.24 | | | 1.36 | | | | | | 5 | 10.50 | 11.38 | 4.21 |
| 9.20 | | 10.12 | 10.30 | | | 1.42 | | | | | | 8 | 11.00 | 11.45 | 4.28 |
| 9.27 | | 10.19 | 10.37 | | | 1.52 | | | | | | 15 | 11.14 | 11.57 | 4.41 |
| 9.34 | | 10.26 | 10.45 | | | 2.02 | | | | | | 11 | 11.28 | 12.10 | 4.53 |
| 9.38 | | 10.31 | 10.50 | | | 2.08§ | | | | | | 8 | 11.38 | 12.17 | 5.00 |
| 9.41 | | 10.34 | 10.53 | | | 2.13 | | | | | | 7 | 11.48 | 12.23 | 5.06 |
| 9.44 | | 10.37 | 10.56 | | | 2.18 | | | | | | 8 | 11.55 | 12.30 | 5.13 |
| 9.46 | | 10.40 | 11.00 | | | 2.26 | | | | | | 6 | 12.00 | 12.35 | 5.18 |
| 9.51 | | 10.45 | 11.06 | | | 2.34 | | | | | | 11 | 12.10 | 12.45 | 5.28 |
| 9.55 | | 10.49 | 11.09 | | | 2.40 | | | | | | 8 | 12.15 | 12.52 | 5.35 |
| 10.02 | | 10.57 | 11.17 | | | 2.50 | | | | | | 16 | 12.27 | 1.05 | 5.49 |
| 10.10 | | 11.05 | 11.25 | | | 3.00 | | | | | | 12 | | | |
| 10.15 | | 11.10 | 11.35 | | | 3.10 | | | | | | | 12.40 | 1.20 | 6.05 |
| 10.24 | | 11.19 | 11.44 | | | 3.24 | | | | | | 17 | 1.00 | 1.36 | 6.21 |
| 10.30 | | 11.26 | 11.50 | | | 3.34 | | | | | | 14 | 1.10 | 1.50 | ‖6.58 |
| 10.38 | | 11.34 | 11.58 | | | 3.46 | | | | | | 17 | 1.25 | 2.06 | 7.14 |
| 10.47 | | 11.43 | 12.07 | | | 4.00 | | | | | | 17 | 1.40 | 2.22 | 7.30 |
| 10.53 | | 11.50 | 12.14 | | | 4.09 | | | | | | 13 | 1.52 | 2.35 | 7.43 |
| 11.01 | | 11.59 | 12.23 | | | 4.22 | | | | | | 17 | 2.08 | 2.51 | 7.58 |
| 11.07 | | 12.06 | 12.30 | | | 4.32 | | | | | | 11 | 2.18 | 3.01 | 8.08 |
| 11.09 | | 12.08 | 12.32 | | | 4.35 | | | | | | 6 | 2.22 | 3.05 | 8.11 |
| 11.17 | | 12.18 | 12.41 | | | 4.50 | | | | | | 13 | 2.35 | 3.18 | 8.22 |
| 11.25 | | 12.26 | 12.48 | | | 4.59 | | | | | | 13 | 2.45 | 3.29 | 8.33 |
| 11.30 | | 12.31 | 12.54 | | | 5.05 | | | | | | 10 | 2.53 | 3.38 | 8.41 |
| 11.34 | | 12.36 | 12.59 | | | 5.11 | | | | | | 8 | 3.00 | 3.45 | 8.48 |
| 11.43 | | 12.45 | 1.08 | | | 5.24 | | | | | | 18 | 3.15 | 4.02 | 9.03 |
| 11.48 | | 12.50 | 1.14 | | | 5.32 | | | | | | 10 | 3.25 | 4.11 | 9.13 |
| 12.02 | | 1.03 | 1.30 | | | 5.50 | | | | | | 24 | 3.45 | 4.35 | 9.35 |
| 12.05 | | 1.05 | 1.35 | | | 5.55 | | | | | | | 3.50 | 4.40 | 9.40 |
| | | | | | | 6.50 | | | | | | | | | |
| A. M. | P. M. | A. M. | A. M. | P. M. | A. M. | A. M. | | | | | | | A. M. | A. M. | A. M. |

## HUDSON DIVISION.
### FIRST CLASS.
### Trains Going South.

| LEAVE. | DISTANCES. | s32 Mail & Express. | s8 Chicago Express. | s22 Montreal Express. | s10 St Louis Express. | 60 Croton Local. | s46 State Express. | 62 Croton Local. | s12 Cincinnati Express. | 64 Croton Local. | 36 Peekskill Local. | 52 Poughkeepsie Local. | s70 Croton Local. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| Troy | | | | 2.15 | | | | | | | | | |
| **Albany** | 0.00 | 1.30 | 1.50 | | 2.50 | | 3.15 | | 3.50 | | | | |
| East Albany | 0.49 | 1.35 | 1.53 | 2.40 | 2.53 | | 3.18 | | 3.53 | | | | |
| Castleton | 8.59 | 1.51 | 2.08 | 2.54 | 3.06 | | 3.31 | | 4.06 | | | | |
| Schodack | 12.51 | 1.57 | 2.15 | 3.00 | 3.12 | | 3.37 | | 4.12 | | | | |
| Stuyvesant | 18.61 | 2.07 | 2.24 | 3.09 | 3.20 | | 3.45 | | 4.20 | | | | |
| Coxsackie | 20.99 | 2.11 | 2.29 | 3.13 | 3.24 | | 3.49 | | 4.23 | | | | |
| Stockport | 24.18 | 2.16 | 2.34 | 3.17 | 3.28 | | 3.53 | | 4.28 | | | | |
| **Hudson** | 28.43 | 2.26 | 2.44 | 3.25 | 3.36 | | 4.00 | | 4.34 | | | | |
| Catskill Station | 32.71 | 2.34 | 2.52 | 3.32 | 3.43 | | 4.08 | | 4.41 | | | | |
| Linlithgo | 34.58 | 2.36 | 2.54 | 3.34 | 3.45 | | 4.10 | | 4.44 | | | | |
| Germantown | 38.32 | 2.43 | 3.01 | 3.39 | 3.50 | | 4.15 | | 4.50 | | | | |
| Tivoli | 43.87 | 2.51 | 3.09 | 3.46 | 3.57 | | 4.22 | | 4.58 | | | | |
| Barrytown | 48.19 | 2.58 | 3.17 | 3.53 | 4.04 | | 4.29 | | 5.05 | | | | |
| Rhinecliff | 53.80 | 3.07 | 3.26 | 4.01 | 4.12 | | 4.36 | | 5.13 | | | | |
| Staatsburgh | 59.18 | 3.15 | 3.34 | 4.08 | 4.19 | | 4.43 | | 5.20 | | | | |
| Hyde Park | 63.63 | 3.24 | 3.43 | 4.16 | 4.26 | | 4.50 | | 5.26 | | | | |
| **Poughkeepsie, ar.** | | 3.35 | 3.55 | 4.25 | 4.35 | | 5.00 | | 5.35 | | | | |
| **Poughkeepsie, lv.** | 69.40 | 3.40 | 4.05 | 4.35 | 4.45 | | 5.10 | | 5.40 | | | 6.20 | |
| Camelot | 73.28 | 3.48 | 4.13 | 4.42 | 4.52 | | 5.17 | | 5.47 | | | 6.27 | |
| New Hamburgh | 77.77 | 3.58 | 4.21 | 4.50 | 5.00 | | 5.25 | | 5.55 | | | 6.35 | |
| Low Point | 80.36 | 4.02 | 4.24 | 4.54 | 5.04 | | 5.29 | | 5.59 | | | 6.40 | |
| Fishkill | 83.90 | 4.09 | 4.31 | 4.58 | 5.08 | | 5.33 | | 6.03 | | | 6.46 | |
| Dutchess Junction | 85.62 | 4.12 | 4.33 | 5.00 | 5.10 | | 5.35 | | 6.05 | | | 6.49 | |
| Storm King | 88.27 | 4.15 | 4.36 | 5.03 | 5.13 | | 5.38 | | 6.08 | | | 6.53 | |
| Cold Spring | 90.32 | 4.20 | 4.41 | 5.06 | 5.16 | | 5.41 | | 6.11 | | | 6.57 | |
| Garrison | 93.02 | 4.26 | 4.46 | 5.11 | 5.20 | | 5.45 | | 6.15 | | | 7.02 | |
| Highlands | 96.78 | 4.34 | 4.53 | 5.19 | 5.27 | | 5.50 | | 6.20 | | | 7.10 | |
| **Peekskill** | 101.59 | 4.42 | 5.02 | 5.27 | 5.35 | | 6.02 | | 6.30 | | 7.00 | 7.20 | |
| Montrose | 104.04 | 4.47 | 5.08 | 5.32 | 5.40 | | 6.07 | | 6.35 | | 7.06 | 7.26 | |
| Crugers | 105.59 | 4.50 | 5.10 | 5.34 | 5.43 | | 6.09 | | 6.37 | | 7.09 | 7.29 | |
| Oscawana | 106.47 | 4.52 | 5.12 | 5.36 | 5.45 | | 6.12 | | 6.39 | | 7.12 | 7.30 | |
| Croton Landing | 108.46 | 4.55 | 5.15 | 5.38 | 5.47 | 5.57 | 6.15 | 6.25 | 6.41 | 6.55 | 7.16 | 7.33 | 7.45 |
| Sing Sing | 111.98 | 5.01 | 5.21 | 5.43 | 5.53 | 6.06 | 6.20 | 6.35 | 6.45 | 7.05 | 7.23 | 7.39 | 7.55 |
| Scarborough | 113.44 | 5.03 | 5.23 | 5.45 | 5.55 | 6.08 | 6.23 | 6.38 | 6.47 | 7.09 | 7.25 | 7.43 | 7.58 |
| Tarrytown | 117.60 | 5.11 | 5.32 | 5.53 | 6.03 | 6.16 | 6.30 | 6.46 | 6.54 | 7.16 | 7.34 | 7.52 | 8.06 |
| Irvington | 120.17 | 5.15 | 5.36 | 5.58 | 6.08 | 6.20 | 6.35 | 6.50 | 6.58 | 7.20 | 7.38 | 7.56 | 8.10 |
| Dobb's Ferry | 122.17 | 5.20 | 5.41 | 6.02 | 6.12 | 6.25 | 6.39 | 6.55 | 7.02 | 7.25 | 7.43 | 7.59 | 8.15 |
| Hastings | 123.44 | 5.22 | 5.44 | 6.04 | 6.14 | 6.28 | 6.41 | 6.58 | 7.04 | 7.28 | 7.46 | 8.01 | 8.18 |
| Glenwood | 126.82 | 5.27 | 5.50 | 6.10 | 6.20 | 6.33 | 6.48 | 7.03 | 7.10 | 7.33 | 7.51 | 8.06 | 8.24 |
| **Yonkers** | 127.66 | 5.30 | 5.53 | 6.12 | 6.25 | 6.37 | 6.52 | 7.07 | 7.13 | 7.38 | 7.55 | 8.11 | 8.30 |
| Ludlow | 128.47 | 5.32 | 5.56 | 6.14 | 6.27 | 6.40 | 6.54 | 7.10 | 7.16 | 7.41 | 7.58 | 8.13 | 8.33 |
| Mt. St. Vincent | 129.28 | 5.33 | 5.58 | 6.15 | 6.29 | 6.42 | 6.56 | 7.12 | 7.18 | 7.43 | 8.01 | 8.14 | 8.35 |
| Riverdale | 129.99 | 5.34 | 6.00 | 6.17 | 6.31 | 6.44 | 6.58 | 7.14 | 7.19 | 7.45 | 8.04 | 8.15 | 8.38 |
| **Spuyten Duyvil** | 131.73 | 5.36 | 6.04 | 6.20 | 6.35 | 6.48 | 7.02 | 7.18 | 7.23 | 7.49 | 8.08 | 8.18 | 8.42 |
| **King's Bridge** | 133.02 | 5.38 | 6.07 | 6.23 | 6.38 | 6.51 | 7.06 | 7.21 | 7.25 | 7.52 | 8.11 | 8.21 | 8.45 |
| **Morris Heights** | 134.85 | 5.40 | 6.10 | 6.26 | 6.41 | 6.54 | 7.09 | 7.23 | 7.27 | 7.55 | 8.13 | 8.23 | 8.47 |
| **High Bridge** | 135.78 | 5.42 | 6.13 | 6.28 | 6.43 | 6.57 | 7.11 | 7.25 | 7.29 | 7.58 | 8.15 | 8.25 | 8.49 |
| **Mott Haven Junction** | 137.58 | 5.45 | 6.16 | 6.31 | 6.46 | 7.00 | 7.15 | 7.28 | 7.33 | 8.02 | 8.17 | 8.28 | 8.51 |
| **138th St. Mt. Haven** | 137.93 | 5.46 | 6.19 | 6.34 | 6.49 | 7.02 | 7.19 | 7.30 | 7.35 | 8.03 | 8.20 | 8.30 | 8.52 |
| **125th St. Harlem** | 138.50 | 5.48 | 6.21 | 6.36 | 6.51 | 7.05 | 7.21 | 7.32 | 7.37 | 8.04 | 8.22 | 8.32 | 8.55 |
| **Grand Cent. Station** | 142.88 | 6.00 | 6.30 | 6.45 | 7.00 | 7.14 | 7.30 | 7.40 | 7.45 | 8.15 | 8.30 | 8.40 | 9.03 |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |



## TROY, ALBANY AND NEW-YORK.
### FIRST CLASS.
### Trains Going South.

| 54 Poughkeepsie Express. | 72 Croton Local. | 38 Peekskill Local. | s24 Detroit Express. | s76 Croton Local. | s14 Special Mail Lim't'd. | 28 Local Express. | s78 Croton Local. | 40 Peekskill Local. | 126 Hudson Local. | s100 Troy and Utica Special. | s82 Croton Local. | 26 Local Express. | s84 Croton Local. | s20 North Shore Limited. | 42 Peekskill Local. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | P. M. | NOON. | P. M. |
| | | | | | | | | | | 9.55 | | 10.10 | | | |
| | | | 5.40 | | 7.05 | 7.15 | | | 8.30 | 10.05 | | 10.30 | | 12.00 | |
| | | | 5.43 | | 7.08 | 7.18 | | | 8.33 | 10.10 | | 10.35 | | 12.02 | |
| | | | 5.56 | | 7.21 | 7.31 | | | 8.49 | 10.25 | | 10.51 | | 12.15 | |
| | | | 6.01 | | 7.26 | 7.38 | | | 8.56 | 10.31 | | 10.59 | | 12.20 | |
| | | | 6.08 | | 7.33 | 7.48 | | | 9.07 | 10.39 | | 11.11 | | 12.28 | |
| | | | 6.12 | | 7.37 | 7.53 | | | 9.13 | 10.43 | | 11.17 | | 12.32 | |
| | | | 6.16 | | 7.41 | 7.59 | | | 9.19 | 10.48 | | 11.23 | | 12.37 | |
| | | | 6.25 | | 7.49 | 8.09 | | | 9.30 | 10.58 | | 11.34 | | 12·45 | |
| | | | 6.32 | | 7.55 | 8.16 | | | | 11.09 | | 11.44 | | 12.53 | |
| | | | 6.35 | | 7.57 | 8.18 | | | | 11.11 | | 11.46 | | 12.55 | |
| | | | 6.43 | | 8.02 | 8.26 | | | | 11.17 | | 11.55 | | 1.00 | |
| | | | 6.53 | | 8.09 | 8.36 | | | | 11.24 | | 12.06 | | 1.07 | |
| | | | 7.04 | | 8.14 | 8.44 | | | | 11.30 | | 12.15 | | 1.12 | |
| | | | 7.16 | | 8.22 | 8.54 | | | | 11.41 | | 12.26 | | 1.19 | |
| | | | 7.24 | | 8.29 | 9.03 | | | | 11.49 | | 12.35 | | 1.26 | |
| | | | 7.33 | | 8.36 | 9.11 | | | | 11.55 | | 12.44 | | 1.32 | |
| | | | 7.45 | | | 9.20 | | | | 12.05 | | 12.55 | | 1.40 | |
| 7.20 | | | 7.55 | | 8.46 | 9.25 | | | | 12.15 | | 1.05 | | 1.50 | |
| 7.26 | | | 8.01 | | 8.53 | 9.32 | | | | 12.22 | | 1.12 | | 1.57 | |
| 7.32 | | | 8.08 | | 9.00 | 9.39 | | | | 12.29 | | 1.22 | | 2.04 | |
| 7.37 | | | 8.13 | | 9.03 | 9.43 | | | | 12.33 | | 1.26 | | 2.07 | |
| 7.43 | | | 8.20 | | 9.08 | 9.48 | | | | 12.39 | | 1.34 | | 2.15 | |
| 7.46 | | | 8.24 | | 9.10 | 9.50 | | | | 12.41 | | 1.36 | | 2.17 | |
| 7.49 | | | 8.27 | | 9.13 | 9.53 | | | | 12.43 | | 1.41 | | 2.19 | |
| 7.55 | | | 8.32 | | 9.16 | 9.56 | | | | 12.47 | | 1.47 | | 2.23 | |
| 8.01 | | | 8.38 | | 9.19 | 10.01 | | | | 12.52 | | 1.53 | | 2.28 | |
| 8.07 | | | 8.44 | | 9.25 | 10.07 | | | | 12.59 | | 2.01 | | 2.35 | |
| 8.15 | | 8.40 | 8.53 | | 9.32 | 10.14 | | 11.15 | | 1.06 | | 2.10 | | 2.41 | 3.05 |
| 8.20 | | 8.46 | 8.59 | | 9.36 | 10.19 | | 11.20 | | 1.11 | | 2.15 | | 2.45 | 3.11 |
| 8.22 | | 8.49 | 9.01 | | 9.38 | 10.21 | | 11.24 | | 1.13 | | 2.17 | | 2.47 | 3.14 |
| 8.24 | | 8.52 | 9.02 | | 9.40 | 10.23 | | 11.27 | | 1.15 | | 2.19 | | 2.48 | 3.17 |
| 8.27 | 8.33 | 8.55 | 9.04 | 9.15 | 9.42 | 10.25 | 10.42 | 11.31 | | 1.17 | 1.26 | 2.21 | 2.26 | 2.50 | 3.21 |
| 8.32 | 8.42 | 9.00 | 9.10 | 9.25 | 9.47 | 10.29 | 10.51 | 11.39 | | 1.22 | 1.36 | 2.26 | 2.35 | 2.56 | 3.30 |
| 8.34 | 8.45 | 9.04 | 9.14 | 9.29 | 9.49 | 10.31 | 10.55 | 11.43 | | 1.24 | 1.40 | 2.28 | 2.39 | 2.58 | 3.34 |
| 8.40 | 8.52 | 9.10 | 9.21 | 9.36 | 9.54 | 10.37 | 11.02 | 11.51 | | 1.30 | 1.47 | 2.37 | 2.46 | 3.05 | 3.42 |
| 8.44 | 8.56 | 9.14 | 9.25 | 9.40 | 9.57 | 10.41 | 11.06 | 11.56 | | 1.34 | 1.51 | 2.41 | 2.50 | 3.08 | 3.46 |
| 8.47 | 9.01 | 9.19 | 9.29 | 9.45 | 10.00 | 10.44 | 11.11 | 12.02 | | 1.37 | 1.56 | 2.45 | 2.54 | 3.11 | 3.53 |
| 8.49 | 9.04 | 9.22 | 9.31 | 9.48 | 10.02 | 10.47 | 11.14 | 12.06 | | 1.39 | 1.59 | 2.47 | 2.57 | 3.13 | 3.57 |
| 8.53 | 9.09 | 9.27 | 9.36 | 9.53 | 10.06 | 10.52 | 11.19 | 12.11 | | 1.43 | 2.04 | 2.51 | 3.02 | 3.17 | 4.02 |
| 8.55 | 9.13 | 9.32 | 9.38 | 9.57 | 10.07 | 10.54 | 11.23 | 12.15 | | 1.45 | 2.08 | 2.55 | 3.07 | 3.19 | 4.06 |
| 8.56 | 9.16 | 9.34 | 9.40 | 10.00 | 10.08 | 10.55 | 11.26 | 12.17 | | 1.46 | 2.11 | 2.57 | 3.10 | 3.20 | 4.08 |
| 8.57 | 9.18 | 9.35 | 9.41 | 10.02 | 10.09 | 10.56 | 11.28 | 12.20 | | 1.47 | 2.13 | 2.58 | 3.12 | 3.21 | 4.10 |
| 8.58 | 9.20 | 9.36 | 9.43 | 10.04 | 10.10 | 10.57 | 11.30 | 12.23 | | 1.48 | 2.15 | 3.00 | 3.14 | 3.22 | 4.13 |
| 9.00 | 9.24 | 9.39 | 9.46 | 10.07 | 10.13 | 10.59 | 11.34 | 12.26 | | 1.50 | 2.19 | 3.03 | 3.17 | 3.24 | 4.17 |
| 9.03 | 9.28 | 9.42 | 9.49 | 10.11 | 10.16 | 11.02 | 11.38 | 12.28 | | 1.53 | 2.23 | 3.05 | 3.20 | 3.27 | 4.20 |
| 9 05 | 9.32 | 9.44 | 9.52 | 10.14 | 10.18 | 11.04 | 11.42 | 12.30 | | 1.55 | 2.27 | 3.07 | 3.22 | 3.29 | 4.23 |
| 9.07 | 9.35 | 9.46 | 9 54 | 10.17 | 10.20 | 11.06 | 11.45 | 12.32 | | 1.57 | 2.30 | 3.09 | 3.25 | 3.31 | 4.25 |
| 9.09 | 9.37 | 9.48 | 9.57 | 10.20 | 10.23 | 11.08 | 11.47 | 12.35 | | 1.59 | 2.33 | 3.12 | 3.28 | 3.33 | 4.27 |
| 9.10 | 9.38 | 9.49 | 9.59 | 10.21 | 10.24 | 11.09 | 11.48 | 12.38 | | 2.00 | 2.34 | 3.15 | 3.29 | 3.35 | 4.28 |
| 9.12 | 9.40 | 9.51 | 10.01 | 10.22 | 10.26 | 11.11 | 11.50 | 12.40 | | 2.01 | 2.37 | 3.16 | 3.31 | 3.36 | 4.30 |
| 9.20 | 9.50 | 10.00 | 10.10 | 10.32 | 10.35 | 11.20 | 12.00 | 12.50 | | 2.10 | 2.46 | 3.25 | 3.40 | 3.45 | 4.38 |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | NOON. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

## HUDSON DIVISION. FIRST CLASS.

### Trains Going South.

| LEAVE. | DISTANCES. | Sundays only. 108 P'kskill Local. | 88 Croton Local | s56 Albany & N. Y. Local. | s18 South-western Limit'd. | 90 Croton Local. | 2 Special N. Y. Expr. | s92 Croton Local. | s4 Chicago Limited. | s94 Croton Local. | s6 New York Express. | 96 Croton Local. | s30 Albany & N. Y. Express. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Troy | | | | | | | 2.25 | | | | | | |
| **Albany** | 0.00 | | | 1.40 | 2.30 | | 2.40 | | 4.05 | | 5.00 | | 4.20 |
| East Albany | 0.49 | | | 1.43 | 2.32 | | 2.45 | | 4.07 | | 5.03 | | 4.23 |
| Castleton | 8.59 | | | 1.58 | 2.45 | | 3.00 | | 4.20 | | 5.16 | | 4.39 |
| Schodack | 12.51 | | | 2.04 | 2.50 | | 3.06 | | 4.25 | | 5.21 | | 4.45 |
| Stuyvesant | 18.61 | | | 2.14 | 2.58 | | 3.15 | | 4.32 | | 5.27 | | 4.56 |
| Coxsackie | 20.99 | | | 2.20 | 3.02 | | 3.19 | | 4.36 | | 5.32 | | 5.01 |
| Stockport | 24.18 | | | 2.26 | 3.06 | | 3.24 | | 4.40 | | 5.36 | | 5.07 |
| **Hudson** | 28.43 | | | 2.37 | 3.14 | | 3.35 | | 4.48 | | 5.46 | | 5.18 |
| Catskill Station | 32.71 | | | 2.45 | 3.20 | | 3.42 | | 4.54 | | 5.54 | | 5.27 |
| Linlithgo | 34.58 | | | 2.48 | 3.22 | | 3.44 | | 4.56 | | 5.56 | | 5.30 |
| Germantown | 38.32 | | | 2.56 | 3.27 | | 3.51 | | 5.01 | | 6.02 | | 5.38 |
| Tivoli | 43.87 | | | 3.07 | 3.34 | | 4.00 | | 5.08 | | 6.10 | | 5.49 |
| Barrytown | 48.19 | | | 3.15 | 3.39 | | 4.06 | | 5.13 | | 6.16 | | 5.56 |
| Rhinecliff | 53.80 | | | 3.27 | 3.47 | | 4.15 | | 5.21 | | 6.23 | | 6.07 |
| Staatsburgh | 59.18 | | | 3.38 | 3.54 | | 4.23 | | 5.28 | | 6.30 | | 6.17 |
| Hyde Park | 63.63 | | | 3.48 | 4.00 | | 4.30 | | 5.34 | | 6.36 | | 6.25 |
| **Poughkeepsie, ar.** | | | | 3.58 | | | 4.40 | | | | 6.45 | | 6.35 |
| **Poughkeepsie, lv.** | 69.40 | | | **4.15** | 4.10* | | 4.50 | | 5.44 | | **6.55** | | **7.05** |
| Camelot | 73.28 | | | 4.22 | 4.17 | | 4.57 | | 5.50 | | 7.02 | | 7.12 |
| New Hamburgh | 77.77 | | | 4.31 | 4.24 | | 5.05 | | 5.56 | | 7.09 | | 7.19 |
| Low Point | 80.36 | | | 4.36 | 4.28 | | 5.09 | | 5.59 | | 7.13 | | 7.23 |
| Fishkill | 83.90 | | | 4.42 | 4.32 | | 5.15 | | 6.03 | | 7.18 | | 7.28 |
| Dutchess Junction | 85.62 | | | 4.45 | 4.34 | | 5.17 | | 6.05 | | 7.20 | | 7.34 |
| Storm King | 88.27 | | | 4.50 | 4.37 | | 5.19 | | 6.08 | | 7.23 | | 7.40 |
| Cold Spring | 90.32 | | | 4.55 | 4.40 | | 5.24 | | 6.11 | | 7.26 | | 7.46 |
| Garrison | 93.02 | | | 5.01 | 4.43 | | 5.30 | | 6.14 | | 7.30 | | 7.52 |
| Highlands | 96.78 | | | 5.08 | 4.50 | | 5.37 | | 6.19 | | 7.37 | | 7.58 |
| **Peekskill** | 101.59 | 3.35 | | 5.17 | 4.57 | | 5.45 | | 6.26 | | 7.45 | | 8.08 |
| Montrose | 104.04 | 3.41 | | 5.23 | 5.01 | | 5.50 | | 6.30 | | 7.50 | | 8.13 |
| Crugers | 105.59 | 3.44 | | 5.26 | 5.03 | | 5.52 | | 6.32 | | 7.52 | | 8.15 |
| Oscawana | 106.47 | 3.47 | | 5.29 | 5.05 | | 5.54 | | 6.34 | | 7.54 | | 8.17 |
| Croton Landing | 108.46 | 3.50 | 4.35 | 5.34 | 5.07 | 5.35 | 5.56 | 6.06 | 6.36 | 6.56 | 7.56 | 8.00 | 8.19 |
| Sing Sing | 111.98 | 3.56 | 4.45 | 5.40 | 5.11 | 5.45 | 6.03 | 6.16 | 6.40 | 7.06 | 8.00 | 8.05 | 8.24 |
| Scarborough | 113.44 | 4.00 | 4.49 | 5.43 | 5.13 | 5.49 | 6.05 | 6.20 | 6.42 | 7.10 | 8.02 | 8.09 | 8.26 |
| Tarrytown | 117.60 | 4.07 | 4.56 | 5.52 | 5.18 | 5.56 | 6.13 | 6.27 | 6.47 | 7.17 | 8.08 | 8.16 | 8.35 |
| Irvington | 120.17 | 4.11 | 5.00 | 5.56 | 5.21 | 6.00 | 6.17 | 6.31 | 6.50 | 7.21 | 8.11 | 8.20 | 8.40 |
| Dobb's Ferry | 122.17 | 4.16 | 5.04 | 6.00 | 5.24 | 6.04 | 6.21 | 6.36 | 6.53 | 7.26 | 8.15 | 8.24 | 8.42 |
| Hastings | 123.44 | 4.19 | 5.07 | 6.02 | 5.26 | 6.07 | 6.23 | 6.39 | 6.55 | 7.29 | 8.17 | 8.27 | 8.44 |
| Glenwood | 126.82 | 4.24 | 5.12 | 6.08 | 5.30 | 6.12 | 6.28 | 6.44 | 6.59 | 7.34 | 8.21 | 8.32 | 8.49 |
| **Yonkers** | 127.66 | 4.28 | 5.17 | 6.11 | 5.31 | 6.17 | 6.30 | 6.48 | 7.01 | 7.38 | 8.23 | 8.37 | 8.52 |
| Ludlow | 128.47 | 4.31 | 5.20 | 6.13 | 5.32 | 6.20 | 6.32 | 6.51 | 7.02 | 7.41 | 8.25 | 8.40 | 8.54 |
| Mt. St. Vincent | 129.28 | 4.33 | 5.22 | 6.14 | 5.33 | 6.22 | 6.34 | 6.53 | 7.03 | 7.43 | 8.26 | 8.42 | 8.55 |
| Riverdale | 129.99 | 4.35 | 5.24 | 6.15 | 5.35 | 6.24 | 6.35 | 6.55 | 7.05 | 7.45 | 8.27 | 8.44 | 8.56 |
| **Spuyten Duyvil** | 131.73 | 4.39 | **5.27** | 6.18 | 5.37 | 6.27 | 6.38 | 6.59 | 7.08 | 7.49 | 8.29 | 8.47 | 8.58 |
| **King's Bridge** | 133.02 | 4.43 | 5.30 | 6.21 | 5.40 | 6.30 | 6.41 | 7.03 | 7.11 | 7.52 | 8.31 | 8.51 | 9.01 |
| **Morris Heights** | 134.85 | 4.47 | 5.33 | 6.23 | 5.42 | 6.33 | 6.43 | 7.07 | 7.14 | 7.55 | 8.33 | 8.54 | 9.03 |
| **High Bridge** | 135.78 | 4.50 | 5.35 | 6.25 | 5.44 | 6.35 | 6.45 | 7.10 | 7.16 | 7.58 | 8.35 | 8.57 | 9.05 |
| **Mott Haven Junction** | 137.58 | 4.53 | 5.38 | 6.27 | 5.47 | 6.37 | 6.47 | 7.12 | 7.19 | 8.02 | 8.37 | 9.00 | 9.07 |
| **138th St. Mt. Haven** | 137.93 | 4.54 | 5.39 | 6.28 | 5.48 | 6.38 | 6.48 | 7.13 | 7.20 | 8.03 | 8.39 | 9.02 | 9.09 |
| **125th St. Harlem** | 138.50 | 4.55 | 5.41 | 6.30 | 5.49 | 6.40 | 6.50 | 7.14 | 7.21 | 8.04 | 8.40 | 9.03 | 9.11 |
| **Grand Cent. Station** | 142.88 | 5.05 | 5.50 | 6.41 | 6.00 | 6.50 | 7.00 | 7.25 | 7.30 | 8.15 | 8.50 | 9.12 | 9.20 |
| | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |



## TROY, ALBANY & NEW-YORK. FIRST CLASS.

### Trains Going South.

| s98 Croton Local. | s34 Local Express. | 128 Hudson Local. | 130 Hudson Local. | Time Card for Stock and Freight Trains. | SECOND CLASS. s B. N. 2 N. Y. Special Freight. | s B. N. 4 N. Y. Special Freight. |
|---|---|---|---|---|---|---|
| P. M. | P. M. | P. M. | P. M. | | P. M. | P. M. |
| | | | | | | 10.35 |
| | 6.00 | 8.00 | 11·15 | | 7.00 | 10.40 |
| | 6.05 | 8.03 | 11.18 | 24 | 7.23 | 11.02 |
| | 6.21 | 8.19 | 11.34 | 10 | 7.32 | 11.10 |
| | 6.27 | 8.26 | 11.41 | 18 | 7.48 | 11.26 |
| | 6.38 | 8.37 | 11·52 | 8 | 7.55 | 11.33 |
| | 6.43 | 8.43 | 11.58 | 10 | 8.04 | 11.41 |
| | 6.49 | 8.49 | 12.04 | | | |
| | 7.00 | 9.00 | 12.15 | 13 | 8.20 | 11.56 |
| | 7.09 | | | 13 | 8.33 | 12.08 |
| | 7.11 | | | 6 | 8.39 | 12.12 |
| | 7.20 | | | 11 | 8.50 | 12.23 |
| | 7.32 | | | 17 | 9.07 | 12.38 |
| | 7.39 | | | 13 | 9.20 | 12.50 |
| | 7.50 | | | 17 | 9.37 | 1.06 |
| | 8.00 | | | 17 | 9.54 | 1.21 |
| | 8.09 | | | 14 | 10.08 | 1.33 |
| | ·8.20 | | | 17 | 10.25 | 1.50 |
| | 8.30 | | | | 10.35 | 2.00 |
| | 8.37 | | | 12 | 10.47 | 2.10 |
| | 8.46 | | | 16 | 11.03 | 2.24 |
| | 8.50 | | | 8 | 11.11 | 2.31 |
| | 8.57 | | | 11 | 11.22 | 2.41 |
| | 9.02 | | | 6 | 11.28 | 2.46 |
| | 9.05 | | | 8 | 11.36 | 2.53 |
| | 9.10 | | | 7 | 11.43 | 2.59 |
| | 9.16 | | | 8 | 11.51 | 3.06 |
| | 9.23 | | | 11 | 12.02 | 3.16 |
| | 9.34 | | | 15 | 12.17 | 3.30 |
| | 9 39 | | | 8 | 12.30 | 3.42 |
| | 9.41 | | | 5 | 12.35 | 3.46 |
| | 9.45 | | | 3 | 12.38 | 3.49 |
| 9.11 | 9.48 | | | 6 | 12.44 | 3.54 |
| 9.21 | 9.55 | | | 11 | 12.55 | 4.04 |
| 9.25 | 9.57 | | | 5 | 1.00 | 4 08 |
| 9.32 | 10.07 | | | 12 | 1.12 | 4.19 |
| 9.36 | 10.11 | | | 8 | 1.21 | 4.26 |
| 9.41 | 10.16 | | | 6 | 1.27 | 4.33 |
| 9.44 | 10.18 | | | 4 | 1.31 | 4.36 |
| 9.49 | 10.24 | | | 10 | 1.40 | 4.46 |
| 9.51 | 10.28 | | | 2 | 1.42 | 4.48 |
| 9.56 | 10.30 | | | 3 | 1.44 | 4.50 |
| 9.58 | 10.31 | | | 2 | 1.46 | 4.53 |
| 10.00 | 10.33 | | | 2 | 1.48 | 4.55 |
| 10.04 | 10.36 | | | 5 | 1.52 | 5.00 |
| 10.08 | 10.39 | | | | | |
| 10.12 | 10.42 | | | | | |
| 10.15 | 10.44 | | | | | |
| 10.17 | 10 47 | | | | | |
| 10.19 | 10.49 | | | | | |
| 10.21 | 10.50 | | | | | |
| 10.30 | 11.00 | | | | A. M. | A. M. |
| P. M. | P. M. | P. M. | A. M. | | | |

# MOHAWK DIVISION.

## Trains Going West.

| LEAVE. | DISTANCES | TRACK No. 2.—FIRST CLASS. | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | s31 Special Am'ic'n Exp. | s11 Special Mail | s9 Chic'go Exp. | 109 R. W. & O. Passenger. | s41 Little Falls Accom. | 33 Accommodation. | s21 Day Exp. | 121 R. W. & O. Passenger. | 39 Accommodation. | 51 Empire State Exp. | s13 Fast Mail. | s1 Chic'go L'm't'd. | 23 Syr'c'se Exp. | Sundays only. 47 Accom. | 3 Chic'go Exp. |
| | | A. M. | A. M. | A M | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| **Albany** .... | | 12.20 | 1.30 | 2.00 | | | 7.15 | 8.25 | | 10.15 | 11.50 | 12.40 | 1.25 | 1.35 | 2.00 | 3.00 |
| West Alb'y | 3.12 | 12.27 | 1.37 | 2.07 | | | 7.23 | 8.32 | | **1023** | 11.56 | 12.46 | 1.31 | 1.43 | 2.08 | 3.07 |
| Karner .... | 8.22 | 12.37 | 1.45 | 2.17 | | | 7.35 | 8.41 | | 10.35 | 12.04 | 12.55 | 1.40 | 1.53 | 2.20 | 3.17 |
| Athens Jun. | 13.66 | 12.47 | 1.55 | 2 27 | | | 7.47 | 8.52 | | 10.46 | 12.10 | 1.05 | 1.50 | 2.04 | 2.31 | 3.28 |
| **Schenectady** | 17.00 | 12.54 | 2.00 | 2.35 | | | 7.55 | 9.00 | | 10.53 | 12.14 | 1.10 | 1.55 | 2.12 | 2.38 | 3.34 |
| Hoffmans.. | 26.26 | 1.09 | 2.14 | 2.51 | | | 8.15 | 9.18 | | 11.12 | 12.23 | 1.23 | 2.08 | 2.30 | 2.57 | 3.50 |
| Crane's Vil. | 29.60 | 1.14 | 2.19 | 3.00 | | | 8.23 | 9.25 | | 11.19 | 12.26 | 1.27 | 2.12 | 2.36 | 3.04 | 3.55 |
| Amsterdam | 32.84 | 1.19 | 2.24 | 3.05 | | | 8.30 | 9.31 | | 11.26 | 12.30 | 1.32 | 2.17 | 2.45 | 3.11 | 4.01 |
| Akin ..... | 35.89 | 1.24 | 2.29 | 3.11 | | | 8.37 | 9.37 | | 11.32 | 12.33 | 1.36 | 2.21 | 2.50 | 3.17 | 4.05 |
| Tribes Hill. | 38 49 | 1.28 | 2.33 | 3.15 | | | 8.43 | 9.42 | | 11.38 | 12.36 | 1.40 | 2.25 | 2.55 | 3.23 | 4.09 |
| Fonda ... | 43.45 | 1.36 | 2.40 | 3.25 | | | 8.55 | 9.52 | | 11.47 | 12.41 | 1.46 | 2.31 | 3.05 | 3.32 | 4.17 |
| Yosts .... | 48.69 | 1.44 | 2.47 | 3.37 | | | 9.05 | 10.02 | | 11.56 | 12.46 | 1.53 | 2.37 | 3.15 | 3.41 | 4.24 |
| Sprakers... | 51.99 | 1.49 | 2.52 | 3.42 | | | 9.13 | 10.08 | | 12.03 | 12.50 | 1.58 | 2.42 | 3.21 | 3.48 | 4.30 |
| Palatine Bg. | 54 91 | 1.55 | 2.59 | 3.48 | | | 9.20 | 10.15 | | 12.09 | 12.55 | 2.03 | 2.47 | 3.27 | 3.54 | 4.35 |
| Fort Plain. | 58.06 | 2.01 | 3.04 | 3.55 | | | 9.27 | 10.21 | | 12.16 | 12.59 | 2.08 | 2.51 | 3.34 | 4.01 | 4.41 |
| St. Johnsvil. | 63.71 | 2.10 | 3.11 | 4.06 | | | 9.39 | 10.33 | | 12.27 | 1.06 | 2.14 | 2.57 | 3.45 | 4.12 | 4.48 |
| East Creek. | 66.99 | 2.15 | 3.16 | 4.12 | | | 9.47 | 10.40 | | 12.34 | 1.09 | 2.19 | 3.01 | 3.50 | 4.19 | 4.53 |
| Little Falls | 73.54 | 2.26 | 3.27 | 4.25 | | 6.40 | 10.01 | 10.53 | | 12.47 | 1.16 | 2.28 | 3.10 | 4.02 | 4.32 | 5.04 |
| Herkimer . | 80.65 | 2.36 | 3.38 | 4.40 | | 6.55 | 10.16 | 11.07 | | 1.00 | 1.23 | 2.38 | 3.20 | 4.17 | 4.45 | 5.14 |
| Ilion ..... | 83.13 | 2.40 | 3.43 | 4.45 | | 7.00 | 10.22 | 11.12 | | 1.05 | 1.26 | 2.42 | 3.24 | 4.22 | 4.50 | 5.18 |
| Frankfort . | 85.25 | 2.44 | 3.46 | 4.50 | | 7.06 | 10.28 | 11.16 | | 1.10 | 1.28 | 2.46 | 3.27 | 4.26 | 4.55 | 5.22 |
| **Utica** ..... | 94.67 | 3 10 | 4.02 | 5.07 | 5.25 | 7.26 | 10.55 | 11.40 | 1.00 | {1.28 1.45 | **1.40** | 3·00 | 3.40 | 4.45 | 5.30 | 5.40 |
| Whitesboro | 98.56 | 3 18 | 4.08 | 5.15 | 5.30 | 7.34 | 11.04 | 11.48 | 1.06 | 1.54 | 1.44 | 3.05 | 3.45 | 4.52 | 5.39 | 5.47 |
| Oriskany .. | 101.58 | 3.24 | 4.13 | 5.20 | 5.34 | 7.40 | 11.10 | 11.54 | 1.11 | 2.00 | 1.47 | 3.09 | 3.50 | 4.58 | 5.45 | 5.51 |
| Rome ..... | 109.11 | 3.45 | 4.24 | 5.35 | 5.45 | 7.57 | 11.28 | 12.10 | 1.22 | 2.18 | 1.56 | 3.19 | 3.58 | 5.15 | 6.03 | 6.03 |
| Green's Cor. | 113.32 | 3.51 | 4.30 | 5.45 | | 8.06 | 11.37 | 12.18 | | 2.27 | 2.00 | 3.25 | 4.04 | 5.24 | 6.12 | 6.10 |
| Verona .... | 117.43 | 3.56 | 4.37 | 5.52 | | 8.15 | 11.47 | 12.26 | | 2.37 | 2.04 | 3.30 | 4.09 | 5.33 | 6.22 | 6.17 |
| Oneida .... | 121.79 | 4.02 | 4.44 | 6.01 | | 8.22 | 11.56 | 12.35 | | 2.46 | 2.08 | 3.35 | 4.14 | 5.43 | 6.31 | 6.23 |
| Wampsville | 124.69 | 4.08 | 4.48 | 6.07 | | 8.28 | 12.04 | 12.41 | | 2.54 | 2.11 | 3.40 | 4.19 | 5.51 | 6.39 | 6.28 |
| Canastota.. | 127.02 | 4 12 | 4.52 | 6.12 | | 8.33 | 12.09 | 12.46 | | 2.59 | 2.14 | 3.43 | 4.22 | 5.55 | 6.44 | 6.32 |
| Canaseraga | 130.83 | 4.17 | 4.58 | 6.18 | | 8.40 | 12.17 | 12.53 | | 3.08 | 2.18 | 3.47 | 4.26 | 6.03 | 6.53 | 6.37 |
| Chittenango | 133.16 | 4.21 | 5.01 | 6.24 | | 8.45 | 12.23 | 12.58 | | 3.14 | 2.20 | 3.51 | 4.29 | 6.08 | 7.02 | 6.41 |
| Kirkville .. | 137.24 | 4.26 | 5.06 | 6.32 | | 8.53 | 12.32 | 1.05 | | 3.23 | 2.24 | 3.56 | 4.33 | 6.18 | 7.11 | 6.46 |
| Manlius ... | 139.75 | 4.30 | 5.10 | 6.38 | | 8.58 | 12.37 | 1.09 | | 3.28 | 2.27 | 3.59 | 4.36 | 6.22 | 7.16 | 6.50 |
| **De Witt** .... | 143.16 | 4.35 | 5.15 | 6.45 | | 9.05 | 12.45 | 1.15 | | 3.35 | 2.30 | 4.05 | *4.40 | 6 30 | 7.23 | 6.55 |
| **Syracuse** ... | 147.84 | 4.50 | 5.30 | 7.00 | | 9.20 | 1.00 | 1.30 | | 3.50 | 2.45 | 4.20 | 4.55 | 6.45 | 7.35 | 7.10 |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |



# ALBANY AND SYRACUSE.

## Trains Going West.

| TRACK No. 2.—FIRST CLASS. | | | | | | | | | | | | | | | TRACK No. 2. Second Class. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103 R. W. & O. Passenger. | 43 L. Falls & Oneida Accom. | s15 Boston & Chicago Special. | s17 Southwestern L'm't'd. | 25 N. Y. & Syr'c'se Accom. | 127 Little Falls Accom. | s19 North Shore L'm't'd. | 35 Oneida Express | s5 Fast Chicago Express. | Sundays only. 49 Utica Express. | s45 Niagara Falls Express. | s7 St. Louis Express. | s29 Little Falls Accom. | sN. B. 1 Roch. Special. | sN. B. 5 So. Shore Fast Freight. | sN. B. 1 So. Shore Fast Freight. | Time Card for Stock and Freight Trains. |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | |
| | | 4.25 | 5.00 | 5.10 | 6.15 | 8.15 | 8.30 | 10.00 | 10.15 | 11.35 | 11.55 | 11.59 | 3.55 | 4.45 | 10.00 | |
| | | 4.31 | 5.06 | 5.18 | 6.21 | 8.21 | 8.36 | 10.06 | 10.22 | 11.42 | 12.02 | 12.08 | 4.30 | 5.25 | **10.45** | 30 |
| | | 4.40 | 5.15 | 5.30 | 6.30 | 8.30 | 8.46 | 10.15 | 10.32 | 11.52 | 12 12 | 12.18 | 4.45 | 5.40 | 11.00 | 20 |
| | | 4.50 | 5.25 | 5.42 | 6.39 | 8.40 | 8.58 | 10.26 | 10.44 | 12.02 | 12.22 | 12.26 | 4.57 | 5.58 | 11.18 | 22 |
| | | 4.55 | 5.30 | 5.50 | 6.45 | 8.45 | 9 02 | 10.32 | 10.50 | 12.06 | 12.28 | 12.32 | 5.10 | 6.08 | 11.28 | 13 |
| | | 5.08 | 5.43 | 6.10 | 7.00 | 8.58 | 9.17 | 10.46 | 11.09 | 12.19 | 12.41 | 12.48 | 5.30 | 6.32 | 11.42 | 29 |
| | | 5.12 | 5.47 | 6.18 | 7.07 | 9.02 | 9.25 | 10.51 | 11.15 | 12.23 | 12.45 | 12.53 | 5.40 | 6.40 | 11.50 | 10 |
| | | 5.17 | 5.52 | 6.25 | 7.13 | 9.07 | 9 30 | 10.56 | 11.22 | 12.28 | 12.50 | 1.00 | 5.50 | 6.48 | 11.58 | 10 |
| | | 5.21 | 5.56 | 6.32 | 7.18 | 9.11 | 9.36 | 11.00 | 11.28 | 12.32 | 12.54 | 1.05 | 5.56 | 6 55 | 12.05 | 9 |
| | | 5.25 | 6.00 | 6.38 | 7.23 | 9.15 | 9.40 | 11.04 | 11.33 | 12.36 | 12.58 | 1.10 | 6.01 | 7.01 | 12.11 | 8 |
| | | 5.31 | 6.06 | 6.48 | 7.31 | 9.21 | 9.49 | 11.11 | 11.44 | 12.42 | 1.04 | 1.18 | 6.15 | 7.14 | 12.24 | 15 |
| | | 5.38 | 6.13 | 6.58 | 7.39 | 9.28 | 9.58 | 11.19 | 11.55 | 12.49 | 1.11 | 1.25 | 6.27 | 7.27 | 12.37 | 16 |
| | | 5.43 | 6.18 | 7.06 | 7.45 | 9.33 | 10.02 | 11.24 | 12.02 | 12.54 | 1.16 | 1.31 | 6.35 | 7.35 | 12.45 | 10 |
| | | 5.48 | 6.23 | 7.13 | 7.51 | 9.38 | 10.09 | 11.29 | 12.07 | 12.59 | 1.22 | 1.37 | 6.45 | 7.42 | 12.52 | 9 |
| | | 5.53 | 6.28 | 7.20 | 7.58 | 9.43 | 10.15 | 11.33 | 12.14 | 1.04 | 1.27 | 1.43 | 6.52 | 7.50 | 1.00 | 10 |
| | | 5.59 | 6.34 | 7.32 | 8.07 | 9.49 | 10.25 | 11.40 | 12.25 | 1.10 | 1.33 | 1.54 | 7.08 | 8.05 | 1.15 | 17 |
| | | 6.04 | 6.39 | 7.39 | 8.13 | 9.54 | 10.31 | 11.46 | 12.32 | 1.15 | 1.38 | 2.00 | 7.14 | 8.13 | 1.23 | 10 |
| | 5.30 | 6.13 | 6.48 | 7.53 | 8.25 | 10.03 | 10.42 | 11.57 | 12.45 | 1.24 | 1 47 | 2.13 | 7.30 | 8.30 | 1.40 | 20 |
| | 5.44 | 6.23 | 6.58 | 8.07 | | 10.13 | 10.55 | 12.08 | 1.00 | 1.34 | 1.58 | | 7.48 | 8.47 | 1.57 | 22 |
| | 5.49 | 6.27 | 7.02 | 8.13 | | 10.17 | 10.59 | 12.12 | 1.05 | 1.38 | 2.02 | | 7.55 | 8.54 | 2.04 | 7 |
| | 5.54 | 6.31 | 7.06 | 8.19 | | 10.21 | 11.03 | 12.15 | 1.09 | 1.42 | 2.06 | | 8.00 | 9.01 | 2.11 | 7 |
| 6.10 | 6.15 | 6.45 | 7.20 | 8.45 | | 10.35 | 11.20 | 12.30 | 1.28 | 2.00 | 2.20 | | 8.25 | 9.32 | 2.40 | 29 |
| 6.15 | 6.22 | 6.50 | 7.25 | 8.54 | | 10.40 | 11.28 | 12.36 | | 2.06 | 2.26 | | 8.35 | 9.43 | 2.50 | 12 |
| 6.19 | 6.28 | 6.54 | 7.30 | 9.00 | | 10.44 | 11.34 | 12.41 | | 2.10 | 2.30 | | 8.43 | 9.52 | 2.57 | 9 |
| 6.30 | 6.45 | 7.03 | 7.38 | 9.18 | | 10.54 | 11.53 | 12.53 | | 2.21 | 2.41 | | 9.02 | 10.13 | 3.14 | 23 |
| | 6.53 | 7.09 | 7.42 | 9.28 | | 11.00 | 12.03 | 1.00 | | 2.27 | 2.47 | | 9.12 | 10.25 | 3.23 | 13 |
| | 7.01 | 7.14 | 7.46 | 9.37 | | 11.05 | 12.12 | 1.07 | | 2.33 | 2.53 | | 9.25 | 10.36 | 3.33 | 13 |
| | 7.08 | 7.19 | 7.51 | 9.47 | | 11.10 | 12.20 | 1.14 | | 2.39 | 2.59 | | 9.35 | 10.47 | 3.43 | 13 |
| | | 7.24 | 7.55 | 9.55 | | 11.15 | | 1.20 | | 2.43 | 3.03 | | 9.45 | 10.56 | 3.51 | 11 |
| | | 7.27 | 7.58 | 9.59 | | 11.18 | | 1.23 | | 2.47 | 3.07 | | 9.50 | 11.01 | 3.56 | 6 |
| | | 7.31 | 8.01 | 10.07 | | 11.22 | | 1.29 | | 2.52 | 3.12 | | 10.00 | 11 09 | 4.04 | 12 |
| | | 7.34 | 8.04 | 10.12 | | 11.26 | | 1.33 | | 2.56 | 3.16 | | 10.05 | 11.17 | 4.11 | 10 |
| | | 7.38 | 8.08 | 10.22 | | 11.31 | | 1.40 | | 3.01 | 3.21 | | 10.15 | 11.25 | 4.18 | 13 |
| | | 7.41 | 8.11 | 10.27 | | 11.34 | | 1.45 | | 3.05 | 3.25 | | 10.22 | 11.32 | 4.23 | 8 |
| | | 7.45 | 8.15 | 10.35 | | 11.39 | | 1.50 | | 3.10 | 3.30 | | 10.30 | 12.00 | **5.00** | 10 |
| | | 8.00 | 8.30 | 10.50 | | 11.52 | | 2.05 | | 3.25 | 3.45 | | | 12.20 | 5.20 | 15 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | |

# MOHAWK DIVISION.

## Trains Going East.

TRACK No. 1.—FIRST CLASS.

| LEAVE. | DISTANCES. | s32 Mail & Exp. | s8 Chic'go Exp. | s10 St. Louis Exp. | s46 State Exp. | s12 Cincinnati Exp. | s24 Detroit Exp. | s14 Special Mail L'm't'd. | 126 Albany Accom. | s16 Chic'go & Boston Special. | s100 Utica Accom. | 30 Oneida & Little Falls Accom. | s56 Accommodation. | 120 R. W. & O. Passenger. | s20 North Shore Lim't'd. | 2 Special N. Y. Exp. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| **Syracuse** ... | | 8.10 | 8.45 | 10.30 | 11.20 | 12.10 | 1.35 | 3.25 | | 5.40 | | | **7.15** | | 8.00 | 9.40 |
| **De Witt** .... | 4.68 | 8.25 | 9.00 | 10.45 | 11.35 | 12.25 | 1.50 | *3.40 | | 5.55 | | | 7.30 | | *8.15 | 9.55 |
| Manlius ... | 8.09 | 8.32 | 9.05 | 10.52 | 11.40 | 12.30 | 1.55 | 3.45 | | 6.00 | | | 7.38 | | 8.19 | 10.00 |
| Kirkville .. | 10.60 | 8.37 | 9.10 | 10.57 | 11.44 | 12.34 | 1.59 | 3.48 | | 6.04 | | | 7.42 | | 8.22 | 10.03 |
| Chittenango | 14.68 | 8.43 | 9.17 | 11.03 | 11.49 | 12.39 | 2.04 | 3.53 | | 6.09 | | | 7.50 | | 8.28 | 10.08 |
| Canaseraga | 17.01 | 8.48 | 9.20 | 11.08 | 11.52 | 12.43 | 2.07 | 3.56 | | 6.13 | | | 7.55 | | 8.31 | 10.12 |
| Canastota.. | 20.82 | 8.54 | 9.26 | 11.13 | 11.57 | 12.48 | 2.12 | 4.00 | | 6.18 | | | 8.02 | | 8.36 | 10.17 |
| Wampsville | 23.15 | 8.58 | 9.30 | 11.16 | 12.01 | 12.52 | 2.16 | 4.03 | | 6.22 | | | 8.06 | | 8.39 | 10.21 |
| Oneida .... | 26.05 | 9.09 | 9.35 | 11.22 | 12.05 | 12.56 | 2.21 | 4.07 | | 6.26 | | 7.00 | 8.14 | | 8.45 | 10.27 |
| Verona .... | 30.41 | 9.16 | 9.43 | 11.28 | 12.11 | 1.01 | 2.27 | 4.12 | | 6.31 | | 7.09 | 8.21 | | 8.51 | 10.33 |
| Green's Cor. | 34.52 | 9.23 | 9.48 | 11.35 | 12.16 | 1.06 | 2.32 | 4.17 | | 6.36 | | 7.19 | 8.30 | | 8.56 | 10.40 |
| Rome ..... | 38.73 | 9.40 | 9.56 | 11.41 | 12.22 | 1.11 | 2.38 | 4.22 | | 6.41 | | 7.27 | 8.38 | 8.45 | 9.04 | 10.48 |
| Oriskany.. | 46.26 | 9.54 | 10.08 | 11.52 | 12.32 | 1.20 | 2.48 | 4.32 | | 6.50 | | 7.45 | 8.53 | 8.58 | 9.14 | 11.02 |
| Whitesboro | 49.28 | 9.58 | 10.14 | 11.57 | 12.36 | 1.24 | 2.52 | 4.36 | | 6.54 | | 7.52 | 9.00 | 9.05 | 9.19 | 11.08 |
| **Utica** ..... | 53.17 | 10.15 | 10.30 | 12.04 | 12.44 | 1.30 | 3.00 | 4.42 | | 7.00 | 6.00 | 8.03 | {9.08 / 9.32} | 9.13 | **9.27** | 11.20 |
| Frankfort . | 62.59 | 10.30 | 10.48 | 12.16 | 12.55 | 1.41 | 3.12 | 4.53 | | 7.11 | 6.20 | 8.21 | 9.50 | | 9.39 | 11.37 |
| Ilion ..... | 64.71 | 10.34 | 10.53 | 12.20 | 12.58 | 1.44 | 3.16 | 4.56 | | 7.14 | 6.25 | 8.26 | 9.55 | | 9.45 | 11.41 |
| Herkimer.. | 67.19 | 10.37 | 10.58 | 12.24 | 1.01 | 1.47 | 3.20 | 4.59 | | 7.17 | 6.30 | 8.31 | 10.00 | | 9.49 | 11.45 |
| Little Falls | 74.30 | 10.48 | 11.10 | 12.35 | 1.12 | 1.57 | 3.31 | 5.09 | 6.00 | 7.28 | 6.45 | 8.45 | 10.15 | | 9.57 | 11.57 |
| East Creek. | 80.85 | 11.00 | 11.22 | 12.47 | 1.22 | 2.07 | 3.42 | 5.19 | 6.11 | 7.39 | 7.00 | | 10.28 | | 10.05 | 12.08 |
| St.Johnsvil. | 84.13 | *11.05 | *11.30 | 12.52 | 1.26 | 2.12 | 3.47 | 5.23 | 6.17 | 7.43 | 7 08 | | 10.35 | | 10.10 | 12.13 |
| Fort Plain. | 89.78 | 11.13 | 11.41 | 1.01 | 1.34 | 2.19 | 3.55 | 5.30 | 6.27 | *7.51 | 7.20 | | 10.47 | | 10.18 | 12.23 |
| PalatineBg. | 92.93 | 11.18 | 11.47 | 1.06 | 1.39 | 2.24 | 4.00 | 5.35 | 6.33 | 7.56 | 7.28 | | 10.55 | | 10.23 | 12.28 |
| Sprakers... | 95.85 | 11.23 | 11.52 | 1.11 | 1.44 | 2.29 | 4.05 | 5.39 | 6.38 | 8.01 | 7.33 | | 11.00 | | 10.27 | 12.33 |
| Yosts ..... | 99.15 | 11.28 | 11.58 | 1.16 | 1.48 | 2.33 | 4.10 | 5.43 | 6 43 | 8.05 | 7.40 | | 11.07 | | 10.31 | 12.38 |
| Fonda..... | 104.39 | 11.37 | 12.07 | 1.22 | 1.55 | 2.38 | 4.18 | 5.50 | 6.53 | 8.10 | 7.52 | | 11.17 | | 10.38 | 12.47 |
| Tribes Hill. | 109.35 | 11.45 | 12.15 | 1.29 | 2.02 | 2.45 | 4.25 | 5.57 | 7.01 | 8.17 | 8.02 | | 11.30 | | 10.45 | 12.56 |
| Akin..... | 111.95 | 11.49 | 12.20 | 1.34 | 2.05 | 2.48 | 4.28 | 6.00 | 7.06 | 8.20 | 8.08 | | 11.35 | | 10.48 | 1.01 |
| Amsterdam | 115.00 | 11.54 | 12.27 | *1.38 | 2.09 | 2.52 | 4.32 | 6.04 | 7.13 | *8.24 | **8.29** | | 11.42 | | 10.53 | **1.06** |
| Crane's Vil. | 118.24 | 11.59 | 12.33 | 1.42 | 2.13 | 2.56 | 4.36 | 6.08 | 7.19 | 8.28 | 8.36 | | 11.48 | | 10.57 | 1.11 |
| Hoffmans . | 121.58 | 12.05 | 12.40 | 1.48 | 2.18 | 3.01 | 4.41 | 6.12 | 7.24 | 8.33 | 8.43 | | 11.55 | | 11.02 | 1.16 |
| **Schenectady** | 130.84 | 12.20 | 12 55 | 2.05 | 2.32 | 3.15 | 4.57 | 6.25 | 7.40 | 8.49 | 9.03 | | 12.15 | | 11.15 | 1.33 |
| Athens Jun. | 134.18 | 12.25 | 1.03 | 2.12 | 2.38 | 3.21 | 5.03 | 6.30 | 7.45 | 8.55 | 9.10 | | 12.24 | | 11.21 | 1.42 |
| Karner .... | 139.62 | 12.36 | 1.15 | 2.22 | 2.48 | 3.31 | 5.13 | 6.38 | 7.54 | 9.05 | 9.20 | | 12.36 | | 11.31 | 1.52 |
| West Alb'y | 144.72 | 12.47 | 1.23 | 2.32 | 2.58 | 3 40 | 5.23 | 6.48 | 8.04 | 9.14 | 9.32 | | 12.47 | | 11.42 | 2.02 |
| **Albany** .... | 147.84 | 12.55 | 1.30 | 2.40 | 3.05 | 3.45 | 5.30 | 6.55 | 8.10 | 9.20 | 9.40 | | 12.55 | | 11.50 | 2.10 |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. | P. M. |



# SYRACUSE AND ALBANY.

## Trains Going East.

TRACK No. 1.—FIRST CLASS. / TRACK No. 1.—Second Class.

| s18 So'west'n Limited. | 140 R. W. & O. Passenger. | 40 Accommodation. | s4 Chicago Limited. | s6 New-York Express. | 34 Accommodation. | s36 Day Express. | 42 Accom. | s44 Accom. | 108 R. W. & O. Passenger. | 48 Oneida & Utica Accom. | s B. N. 2 Dairy. | s B. N. 4 New-York Special Freight. | s B. A. 2 Dairy. | s B. A. 4 Dairy. | Time Card for Stock and Freight Trains. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | P. M. | A. M. | |
| 10.40 | | 11.30 | 12.30 | 12.35 | 12.40 | 2.30 | 5.00 | 7 00 | | | **7.20** | 3.25 | 6.40 | 2.20 | |
| 10.55 | | 11.45 | 12.45 | 12.50 | 12.55 | 2.45 | 5.17 | 7.15 | | | **8.20** | 3.50 | 7.30 | **3.45** | 15 |
| 11.00 | | 11.51 | 12.50 | 12.55 | 1.01 | 2.51 | 5.24 | 7.21 | | | 8.28 | 3.58 | 7.38 | 3.53 | 10 |
| 11.04 | | 11.56 | 12.53 | 12.59 | 1.06 | 2.56 | 5.30 | 7.26 | | | 8.35 | 4.05 | 7.45 | 4.00 | 8 |
| 11.09 | | 12.03 | 12.57 | 1.04 | 1.13 | 3.03 | 5.38 | 7.33 | | | 8.47 | 4.17 | 7.54 | 4.10 | 13 |
| 11.12 | | 12.08 | 1.00 | 1.07 | 1.18 | 3.08 | 5.43 | 7.38 | | | 8.56 | 4.26 | 8.00 | 4.28 | 10 |
| 11.17 | | 12.16 | 1.04 | 1.12 | 1.24 | 3.17 | 5.52 | 7.46 | | | 9.06 | 4.36 | 8.10 | 4.38 | 12 |
| 11.20 | | 12.22 | 1.07 | 1.15 | 1.28 | 3.21 | 5.57 | 7.52 | | | 9.11 | 4.41 | 8.15 | 4.43 | 6 |
| 11.24 | | 12.28 | 1.10 | 1.19 | 1.33 | 3.27 | 6.05 | 7.58 | | 10.00 | 9.20 | 4.50 | 8.25 | 4.53 | 11 |
| 11.30 | | 12.37 | 1.16 | 1.25 | 1.41 | 3.36 | 6.15 | 8.07 | | 10.09 | 9.31 | 5.01 | 8.40 | 5.05 | 13 |
| 11.35 | | 12.45 | 1.21 | 1.30 | 1.47 | 3.44 | 6.24 | 8.15 | | 10.19 | 9.41 | 5.11 | 8.52 | 5.16 | 13 |
| 11.40 | 12.08 | 12.53 | 1.24 | 1.37 | 1.55 | 3.52 | 6.34 | 8.23 | 9.25 | 10.27 | 9.52 | 5.22 | 9.05 | 5.28 | 13 |
| 11.50 | 12.19 | 1.07 | 1.33 | 1.47 | 2.10 | 4.06 | 6.51 | 8.37 | 9.35 | 10.45 | 10.10 | 5.41 | 9.25 | 5.48 | 23 |
| 11.54 | 12.23 | 1.13 | 1.37 | 1.52 | 2.16 | 4.12 | 6.57 | 8.43 | 9.39 | 10.52 | 10.17 | 5.48 | 9.35 | 5.58 | 9 |
| 12.01 | 12.30 | 1.21 | 1.42 | 2.05 | 2.25 | 4.20 | 7.10 | 8.51 | 9.45 | 11.00 | 10.28 | 6.00 | 9.47 | 6.15 | 12 |
| 12.12 | | 1.39 | 1.55 | 2.18 | 2.42 | 4.40 | 7.30 | 9.09 | | | 10.48 | 6.24 | 10.12 | 6.40 | 29 |
| 12.15 | | 1.44 | 2.00 | 2.22 | 2.47 | 4.45 | 7.36 | 9.14 | | | 10.53 | 6.29 | 10.17 | 6.45 | 7 |
| 12.18 | | 1.49 | 2.04 | 2.27 | 2.52 | 4.50 | 7.42 | 9.19 | | | 10.58 | 6.34 | 10.22 | 6.50 | 7 |
| 12.29 | | 2.02 | 2.12 | 2.39 | 3.05 | 5.04 | 7.57 | 9.32 | | | 11.15 | 6.51 | 10.36 | 7.06 | 22 |
| 12.39 | | 2.15 | 2.22 | 2.50 | 3.16 | 5.17 | 8.10 | 9.45 | | | 11.30 | 7.07 | 10.52 | 7.21 | 20 |
| 12.43 | | **2.32** | 2.27* | 2.55 | 3.23 | 5.24 | 8.18 | 9.52 | | | 11.37 | 7.14 | **11.35** | 7.30 | 10 |
| 12.51 | | 2.40 | 2.35 | 3.03 | 3.34 | 5.35 | 8.30 | 10.00 | | | 11.50 | 7.28 | 12.12 | **8.00** | 17 |
| 12.57 | | 2.49 | 2.39 | 3.10 | 3.41 | 5.44 | 8.39 | 10.09 | | | 11.57 | 7.35 | 12.20 | 8.10 | 10 |
| 1.01 | | 2.55 | 2.43 | 3.15 | 3.46 | 5.50 | 8.45 | 10.14 | | | 12.04 | 7.42 | 12.28 | 8.18 | 9 |
| 1.05 | | 3.01 | 2.48 | 3.19 | 3.51 | 5.56 | 8.52 | 10.19 | | | 12.13 | 7.51 | 12.35 | 8.27 | 10 |
| 1.12 | | 3.12 | 2.55 | 3.26 | 4.01 | 6.07 | 9.04 | 10.30 | | | 12.28 | 8.06 | 12.48 | 8.41 | 16 |
| 1.20 | | 3.22 | 3.00 | 3.33 | 4.11 | 6.18 | 9.15 | 10.41 | | | 12.40 | 8.19 | 1.00 | 8.52 | 15 |
| 1.23 | | 3.28 | 3.03 | 3.38 | 4.15 | 6.24 | 9.22 | 10.47 | | | 12.46 | 8.25 | 1.10 | 8.58 | 8 |
| 1.27* | | 3.34 | 3.08 | 3.44 | 4.22 | 6.30 | 9.30 | 10.55 | | | **1.32** | 8.33 | **1.48** | 9.06 | 9 |
| 1.31 | | 3.41 | 3.12 | 3.49 | 4.28 | 6.37 | 9.38 | 11.01 | | | 1.40 | 8.42 | 1.55 | 9.13 | 10 |
| 1.35 | | 3.48 | 3.17 | 3.54 | 4.34 | 6.44 | 9.45 | 11.08 | | | 1.48 | 8.50 | 2.05 | 9.20 | 10 |
| 1.49 | | 4.06 | 3.30 | 4.14 | 4.51 | 7.04 | 10.05 | 11.26 | | | 2.13 | 9.15 | 2.25 | 9.45 | 29 |
| 1.54 | | 4.11 | 3.35 | 4.20 | 4.58 | 7.10 | 10.12 | 11.32 | | | 2.23 | 9.25 | 2.38 | 10.00 | 13 |
| 2.02 | | 4.18 | 3.43 | 4.31 | 5.08 | 7.22 | 10.24 | 11.42 | | | 2.40 | 9.42 | 2.50 | 10.15 | 22 |
| 2.12 | | 4.28 | 3.53 | 4.43 | 5.20 | 7.33 | 10.36 | 11.53 | | | 4.10 | 10.15 | 4.20 | 11.45 | 20 |
| 2.20 | | 4.35 | 4.00 | 4.50 | 5.30 | 7.40 | 10.45 | 12.00 | | | | 10.30 | | | 30 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | M'DN'T. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | |

## Trains Going West. — WESTERN DIVISION.

TRACK No. 2.—FIRST CLASS.

| LEAVE. | DISTANCES. | s3 West Shore, St. Louis & Chic. Express. | s5 Fast Chicago Express | s45 Niagara Falls Express. | s7 St. Louis Exp. | 23 Buffalo Accom. | s31 Special Amer. Exp. | s11 Special Mail. | 53 West Shore Buffalo Local. | 71 Geneva and Buffalo Accom. | 25 Accommodation | s9 Chicago Express. | s5 West Shore Pacific Exp. | s27 Accommodation. | 29 Accommodation. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| **De Witt** | | | | | | | | | | | | | | | |
| **Syracuse** | 4.68 | | 2.10 | 3.40 | 3.50 | | 4.55 | 5.35 | | | | 7.20 | | 7.35 | 10.30 |
| Belle Isle | 10.31 | | 2.19 | 3.49 | 3.59 | | 5.04 | 5.44 | | | | 7.33 | | 7.47 | 10.42 |
| Warners | 13.94 | | 2.22 | 3.52 | 4.02 | | 5.08 | 5.47 | | | | 7.38 | | 7.55 | 10.48 |
| Memphis | 16.50 | | 2.26 | 3.56 | 4.06 | | 5.12 | 5.52 | | | | 7.42 | | 8.00 | 10.53 |
| Jordan | 21.65 | | 2.32 | 4.04 | 4.14 | | 5.20 | 5.57 | | | | 7.52 | | 8.10 | 11.04 |
| Weedsport | 26.00 | | 2.38 | 4 11 | 4.21 | | 5.27 | 6.03 | | | | 8.00 | | 8.19 | 11.12 |
| Port Byron | 29.39 | | 2.43 | 4.15 | 4.25 | | 5.32 | 6.07 | | | | 8.06 | | 8.25 | 11.20 |
| Savannah | 36.44 | | 2.51 | 4.25 | 4.35 | | 5.42 | 6.17 | | | | 8.18 | | 8.40 | 11.35 |
| Clyde | 42.50 | | 3.00 | 4.33 | 4.43 | | 5.50 | 6.25 | | | | 8.30 | | 8.52 | 11.47 |
| **Lyons** | 49.57 | | 3.20 | 4.45 | 4.55 | | 6.10 | 6.40 | | | 7.10 | 8.45 | | 9.10 | 12.05 |
| Newark | 55.06 | | 3.27 | 4.53 | 5.03 | | 6.20 | 6.48 | | | 7.22 | 8.55 | | 9.22 | 12.16 |
| Palmyra | 62.50 | | 3.37 | 5.02 | 5.12 | | 6.32 | 7.00 | | | 7.35 | 9.07 | | 9.37 | 12.30 |
| Walworth | 65.86 | | 3.41 | 5.07 | 5.17 | | 6.36 | 7.04 | | | 7.42 | 9.12 | | 9.42 | 12.37 |
| Macedon | 67.59 | | 3.44 | 5.10 | 5.20 | | 6.40 | 7.06 | | | 7.45 | 9.17* | | 9.47 | 12.41 |
| Fairport | 75.11 | 3.45 | 3.55 | 5.21 | 5.31 | | 6.52 | 7.17 | 7.25* | | 8 00 | 9.28 | 9.50 | 10.02 | 12.56 |
| Penfield | 77.75 | 3.50 | 4.00 | 5.24 | 5.34 | | 6.57 | 7.22 | 7.29 | | 8.05 | 9.32 | 9.54 | 10.07 | 1.02 |
| Brighton | 81.72 | 3.55 | 4.05 | 5.30 | 5.40 | | 7.03 | 7.27 | 7.37 | | 8.12 | 9.40 | 10.02 | 10.15 | 1.10 |
| E. Rochester | 82.94 | 3.57 | 4.07 | 5.33 | 5.43 | | 7.05 | 7.30 | 7.40 | | 8.15 | 9.42 | 10.05 | 10.20 | 1.13 |
| **Rochester** | 85.06 | 4.05 | | | | | | | 7.45 | | 8.20 | | 10.10 | 10 25 | 1.20 |
| **Rochester** | | 4.10 | 4.20 | 5.45 | 5.55 | 6.15 | 7.20 | 7.45 | 7 50 | | 8.25 | 9.55 | 10.15 | | 2.20 |
| Center Park | 85.52 | | | | | | | | | | 8.27 | | | | 2.22 |
| Cold Water | 91.92 | 4.20 | 4.30 | 5.55 | 6.05 | 6.30 | 7.32 | 7.55 | 8.00 | | 8.38 | 10.07 | 10.25 | | 2.32 |
| Chili | 95.64 | 4.27 | 4.35 | 6.00 | 6.10 | 6.38 | 7.37 | 8.02 | 8.07 | | 8.47 | 10.17 | 10.32 | | 2.42 |
| Chili Junct. | 96.81 | 4.28 | 4.37 | 6.02 | 6.12 | 6.40 | 7.40 | 8.04 | 8.10 | | 8.49 | 10.20 | 10 35 | | 2.45 |
| Churchville | 99.88 | | 4.41 | 6.06 | 6.16 | 6.47 | 7.45 | 8.07 | | | 8.55 | 10 25 | | | 2.50 |
| Bergen | 103.00 | | 4.45 | 6.11 | 6.21 | 6.55 | 7.50 | 8.12 | | | 9.02 | 10.33 | | | 2.56 |
| W. Bergen | 106.35 | | 4 50 | 6.15 | 6.25 | 7.02 | 7.56 | 8.17 | | | 9.08 | 10.38* | | | 3.02 |
| Byron | 109.85 | | 4.55 | 6.20 | 6.30 | 7.12 | 8.02 | 8.22 | | | 9.18 | 10.47 | | | 3.10 |
| **Batavia** | 117.40 | | 5.15 | 6.35 | 6.45 | 7.30 | 8.20 | 8.40 | | 9.05 | 9.35 | 11.05 | | | 3.30 |
| West Batavia | 123.40 | | 5.23 | 6.42 | 6.55 | 7.42* | 8.30 | 8.48 | | 9.17 | 9.46 | 11.16 | | | 3.42 |
| Corfu | 128.77 | | 5.31 | 6.50* | 7.02 | 7.52 | 8.37 | 8.57 | | 9.26 | 9.56 | 11.25 | | | 3 52 |
| Crittenden | 133.13 | | 5.37 | 6.56 | 7.08 | 8.00 | 8.44 | 9.02 | | 9.32 | 10.05 | 11.32 | | | 4.00 |
| Wende | 136.12 | | 5.41 | 7.00 | 7.12 | 8.05 | 8.47 | 9.06 | | 9.37 | 10.11 | 11.37 | | | 4.06 |
| Looneyville | 137.92 | | 5.43 | 7.02 | 7.15 | 8.09 | 8.50 | 9.08 | | 9.42 | 10.15 | 11.41 | | | 4.10* |
| Grimesville | 142.81 | | 5.50 | 7.08 | 7.22 | 8.18 | 8.57 | 9.14 | | 9.50 | 10.23 | 11.50 | | | 4.19 |
| Forks | 147.03 | | 5.57 | 7.14 | 7.27 | 8.27 | 9.03 | 9.18 | | 9.57 | 10.32 | 11 57 | | | 4.26 |
| **East Buffalo** | 150.22 | | 6.02 | 7.20 | 7.35 | 8.35 | 9.10 | 9.25 | | 10.05 | 10.40 | 12.05 | | | 4.35 |
| William St. | 151.36 | 5.57 | 6.04 | 7.22 | 7.37 | 8.37 | 9.12 | 9.27 | 10.02 | 10.07 | 10.42 | 12.07 | 12.22 | | 4.37 |
| **BUFFALO** | 153.48 | 6.05 | 6.15 | 7.30 | 7.45 | 8.45 | 9.20 | 9.35 | 10.10 | 10.15 | 10.50 | 12.15 | 12.30 | | 4.45 |
| **Sus. Bridge** | | | 7.20 | 8.50 | 8.50 | | | | | | | 1.10 | | | |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. |



## WESTERN DIVISION. — Trains Going West.

TRACK No. 2.—FIRST CLASS. / TRACK No. 2. Second Class.

| 51 Empire State. Express. | 9 West Shore Steam-Boat Express. | s21 Day Express | s13 Fast Mail. | 33 Fairport Accom. | s1 Chicago Limited. | 39 Rochester Express. | s1 West Shore Day Express. | 3 Chicago Express. | s15 Boston & Chicago Special. | s17 South-western Limited. | s37 Accommodation. | s19 North Shore Limited. | s N. B. 5 So. Shore Fast Freight. | s N. B. 1 So. Shore Fast Freight. | Time Card for Freight Trains. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | NOON. | P. M. | |
| | | | | | | | | | | | | | 12.00 | 5.00 | |
| 2.50 | | 1.50 | 4.25 | | 5.00 | **5.15** | | 7.30 | 8.10 | 8.40 | 8.45 | 11.55 | 12.20 | **5.20** | |
| 2.57 | | 2.05 | 4.32 | | 5.08 | 5.27 | | 7.37 | 8.17 | 8.50 | 8.56 | 12.03 | 12.32 | 5.38 | 36 |
| 3.00 | | 2.11 | 4.37 | | 5.12 | 5.34 | | 7.42 | 8.22 | 8.54 | 9.02 | 12.07 | 12.40 | 5.47 | 7 |
| 3.03 | | 2.16 | 4.40 | | 5.16 | 5.39 | | 7.46 | 8.27 | 8.57 | 9.08 | 12.12 | 12.45 | 5.55 | 8 |
| 3.08 | | 2.27 | 4.46 | | 5.22 | 5.48 | | 7.52 | 8.33 | 9.03 | 9.17 | 12.17 | 12.55 | 6.10 | 15 |
| 3.13 | | 2.37 | 4.52 | | 5.27 | 5.58 | | 7.58 | 8.40 | 9.10 | 9.27 | 12.24 | 1.05 | 6.22 | 14 |
| 3.16 | | 2.42 | 4.55 | | 5.32 | 6.04 | | 8.02 | 8.45 | 9.14 | 9.33 | 12.28 | 1.12 | 6.32 | 9 |
| 3.23 | | 3.00 | 5.04 | | 5.41 | 6.18 | | 8.12 | 8.55 | 9.24 | 9.47 | 12.37 | 1.27 | 6.52 | 22 |
| 3.29 | | 3.12 | 5.11 | | 5.48 | 6.30 | | 8.20 | 9.03 | 9.33 | 10.00 | 12.45 | 1.40 | 7.10 | 18 |
| 3.37* | | {3.27 / 3.42 | 5.25 | | 5.57 | 6.50 | | 8.35 | 9.15 | 9.45 | 10.15 | 12.55 | 2.05 | 7.35 | 21 |
| 3.43 | | 3.52 | 5.32 | | 6.04 | 7.02* | | 8.42 | 9.23 | 9.52 | 10.25 | 1.02 | 2.17 | 7.50 | 16 |
| 3.50 | | 4.06 | 5.41* | | 6.15 | 7.16 | | 8.51 | 9.32 | 10.00 | 10.36 | 1.11 | 2.35 | 8.12* | 22 |
| 3.53 | | 4.12 | 5.45 | | 6.19 | 7.22 | | 8.57 | 9.37 | 10.03 | 10.42 | 1.15 | 2.42 | 8.21 | 11 |
| 3.55 | | 4.15* | 5.47 | | 6.22 | 7.27 | | 9.00 | 9.40 | 10.08 | 10.47 | 1.18 | 2.46 | 8.26 | 6 |
| 4.03 | 4.15 | 4.28 | 5.56 | 6.10 | 6.33 | 7.41 | 9.00 | 9.10 | 9.49 | 10.16 | 11.00 | 1.27 | 3.05 | 8.47 | 23 |
| 4.05 | 4.19 | 4.34 | 6.00 | 6.14 | 6.36 | 7.46 | 9.04 | 9.13 | 9.53 | 10.19 | 11.05 | 1.30 | 3.10 | 8.55 | 8 |
| 4.09 | 4.27 | 4.42 | 6.05 | 6.22 | 6.41 | 7.55 | 9.12 | 9.19 | 10.00 | 10.25 | 11.13 | 1.35 | 3.20 | 9.06 | 12 |
| 4.10 | 4.30 | 4.45 | 6.06 | 6.25 | 6.43 | 7.57 | 9.15 | 9.21 | 10.02 | 10.27 | 11.15 | 1.37 | 3.25 | 9.10 | 3 |
| | 4.35 | 4.55 | | 6.30 | | 8.05 | 9.20 | 9.25 | | | 11.20 | | | | 10 |
| 4.17 | 4.40 | 5.00 | 6.15 | | 6.50 | | 9.25 | **9.35** | 10.10 | 10.35 | | 1.45 | 3 40 | **9.40** | |
| 4.18 | | | | | | | | | | | | | | | |
| 4.24 | 4.50 | 5.12 | 6.26 | | 6.58 | | 9.35 | 9.47 | 10.21 | 10.45 | | 1.55 | 3.57 | 10.00 | 20 |
| 4.28 | 4.57 | 5.20 | 6.32 | | 7.04 | | 9.42 | 9.55 | 10.27 | 10.50 | | 2.01 | 4.07 | 10.11 | 13 |
| 4.29 | 5.00 | 5.22 | 6.34 | | 7.06 | | 9.45 | 9.57 | 10.29 | 10.52 | | 2.03 | 4.10 | 10.15 | 4 |
| 4.32 | | 5.32* | 6.38 | | 7.09 | | | 10.02 | 10.33 | 10.56 | | 2 07 | 4.18 | 10.23* | 10 |
| 4.35 | | 5.40 | 6.43* | | 7.14 | | | 10.08 | 10.38* | 11.00 | | 2.12 | 4.26 | 10.35 | 10 |
| 4.38 | | 5.47 | 6.48 | | 7.19 | | | 10.12 | 10.43 | 11.04 | | 2.16 | 4.35 | 10.55 | 10 |
| 4.43 | | 5.55 | 6.55 | | 7.24 | | | 10.20 | 10.50 | 11.10* | | 2.22 | 4.45 | 11.15* | 12 |
| 4.57 | | 6.15 | 7.10 | | 7.41 | | | 10.35 | 11.05 | 11.25 | | 2 35 | 5.10 | 11.40 | 23 |
| 5.03 | | 6.27 | 7.18 | | 7.48 | | | 10.44 | 11.13 | 11.32 | | 2.43 | 5.23 | 12.00 | 18 |
| 5.08 | | 6.37 | 7.26 | | 7.55 | | | 10.52 | 11.20 | 11.40 | | 2.51 | 5.37 | 12.17 | 16 |
| 5.13 | | 6.45 | 7.32 | | 8.00 | | | 11.00 | 11.26 | 11.46 | | 2.56 | 5.47 | 12.30 | 13 |
| 5.16 | | 6.51* | 7.36 | | 8.03 | | | 11.05 | 11.30 | 11.50 | | 3.01 | 5.54 | 12.40 | 9 |
| 5.18 | | 6.54 | 7.38 | | 8.05 | | | 11.07 | 11.32 | 11.52 | | 3.04 | 5.57 | 12.45 | 6 |
| 5.23 | | 7.03 | 7.45 | | 8.13 | | | 11.15 | 11.38 | 11.58 | | 3.11 | 6.08 | 1.00 | 15 |
| 5.27 | | 7.12 | 7.52 | | 8.18 | | | 11.22 | 11.44 | 12.04 | | 3.16 | 6.18 | 1.15 | 13 |
| 5.30 | | 7.20 | 7.57 | | 8.25 | | | 11.30 | 11.50 | 12.10 | | 3.22 | 6.30 | 1.30 | 9 |
| 5.32 | 6.52 | 7.22 | 7.59 | | 8.29 | | 11.27 | 11.32 | 11.52 | 12.12 | | 3.24 | | | |
| 5.40 | 7.00 | 7.30 | 8.10 | | 8.38 | | 11.35 | 11.40 | 12.00 | 12.20 | | 3.35 | | | |
| | | 7.45 | 9.45 | | 9.45 | | | 12.45 | | | | 4.30 | | 8.40 | |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | M'DN'T. | A. M. | P. M. | A. M. | P. M. | A. M. | |

## Trains Going East. WESTERN DIVISION.

TRACK No. 1.—FIRST CLASS.

| LEAVE. | DISTANCES. | s16 Chicago & Boston Special. | s20 North Shore Limited. | 2 Special N. Y. Express. | 10 West Shore Boston Express. | 34 Accommodation. | s18 So'west'n Limited. | s6 New York Express. | s4 Chicago Limited. | s2 West Shore Day Express. | 36 Accommodation. | 30 Accom. | s38 Accommodation. | s32 Mail and Express |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| **Sus. Bridge** | | | 3.10 | | | | | 6.25 | 7.40 | | | | | |
| **BUFFALO** | | 1.50 | 4.10 | 4.40 | 4.45 | 6.00 | 7.00 | 7.45 | 8.50 | 8.55 | 9.00 | 12.05 | | 3.40 |
| William St. | 2.12 | 1.58 | 4.18 | 4.48 | 4.53 | 6.08 | 7.08 | 7.53 | 8.58 | 9.03 | 9.08 | 12.13 | | 3.48 |
| **East Buffalo** | 3.26 | 2.00 | 4.20 | 4.50 | | 6.10 | 7.10 | 7.55* | 9.00 | | 9.10 | 12.15 | | 3.50 |
| Forks | 6.45 | 2.05 | 4.25 | 4.55 | | 6.17 | 7.13 | 8.03 | 9.03 | | 9.17 | 12.22 | | 3.56 |
| Grimesville | 10.67 | 2.11 | 4.29 | 5.02 | | 6.26 | 7.18 | 8.10 | 9.08 | | 9.27 | 12.29 | | 4.02 |
| Looneyville | 15.56 | 2.16 | 4.35 | 5.08 | | 6.35 | 7.24 | 8.19 | 9.16 | | 9.37 | 12.37 | | 4.09* |
| Wende | 17.36 | 2.18 | 4.37 | 5.11 | | 6.38 | 7.26 | 8.22 | 9.18 | | 9.40 | 12.40 | | 4.11 |
| Crittenden | 20.35 | 2.22 | 4.41 | 5.15 | | 6.42 | 7.29 | 8.27 | 9.22 | | 9.46 | 12.45 | | 4.15 |
| Corfu | 24.71 | 2.27 | 4.46 | 5.22 | | 6.52* | 7.33 | 8.33 | 9.27 | | 9.54 | 12.52 | | 4.21 |
| **West Batavia** | 30.08 | 2.35 | 4.52 | 5.28 | | 7.02 | 7.40* | 8.42 | 9.36 | | 10.05 | 1.03 | | 4.27 |
| **Batavia** | 36.08 | 2.45 | 5.00 | 5.40 | | 7.15 | 7.50 | 8.55 | 9.44* | | 10.20 | 1.15 | | 4.40 |
| Byron | 43.63 | 2.55* | 5.10 | 5.51 | | 7.27 | 8.00 | 9.07 | 9.54 | | 10.33 | 1.27 | | 4.50 |
| W. Bergen | 47.13 | 3.00 | 5.15 | 5.57 | | 7.35 | 8.05 | 9.15 | 9.58 | | 10.40* | 1.35 | | 4.56 |
| Bergen | 50.48 | 3.05 | 5.20 | 6.02 | | 7.42 | 8.09 | 9.20 | 10.02 | | 10.46 | 1.41 | | 5.01 |
| Churchville | 53.60 | 3.08 | 5.24 | 6.07 | | 7.47 | 8.13 | 9.25 | 10.04 | | 10.52 | 1.47 | | 5.05 |
| Chili Junct. | 56.67 | 3.13 | 5.28 | 6.10 | 6.40 | 7.52 | 8.17 | 9.30 | 10.07 | 10.35 | 10.57 | 1.52 | | 5.08 |
| Chili | 57.84 | 3.15 | 5.30 | 6.12 | 6.42 | 7.54 | 8.19 | 9.32 | 10.09 | 10.37 | 11.00 | 1.54 | | 5.10 |
| Cold Water | 61.56 | 3.20 | 5.35 | 6.18 | 6.48 | 8.02 | 8.25 | 9.40 | 10.14 | 10.43 | 11.07 | 2.02 | | 5.17 |
| Center Park | 67.96 | | | | | 8.12 | | | | | | | | |
| **Rochester** | 68.42 | | | 6.30 | 7.00 | 8.15 | | | | 10.55 | 11.20 | 2.15 | | |
| **Rochester** | | 3.35 | 5.50 | 6.50 | 7.05 | 8.45 | 8.40 | 9.55 | 10.30 | 11.00 | 11.35 | 2.20 | 5.00 | 5.35 |
| E. Rochester | 70.54 | 3.38 | 5.53 | 6.53 | 7.10 | 8.50 | 8.42 | 10.00 | 10.32 | 11.05 | 11.40* | 2.24 | 5.05 | 5.39 |
| Brighton | 71.76 | 3.40 | 5.55 | 6.55 | 7.12 | 8.52 | 8.44 | 10.02 | 10.35 | 11.07 | 11.42 | 2.27 | 5.07 | 5.41 |
| Penfield | 75.73 | 3.45 | 6.00 | 7.02 | 7.20 | 8.59 | 8.48 | 10.08 | 10.40 | 11.15 | 11.50 | 2.32 | 5.14 | 5.47 |
| Fairport | 78.37 | 3.48 | 6.03 | 7.05 | 7.25* | 9.04 | 8.52 | 10.12 | 10.43 | 11.20 | 11.55 | 2.37 | 5.19 | 5.51 |
| Macedon | 85.89 | 3.58 | 6.13 | 7.17 | | 9.18* | 9.00 | 10.22 | 10.52 | | 12.07 | 2.48 | 5.31 | 6.02 |
| Walworth | 87.62 | 4.01 | 6.16 | 7.20 | | 9.21 | 9.03 | 10.25 | 10.57 | | 12.11 | 2.52 | 5.35 | 6.05 |
| Palmyra | 90.98 | 4.05 | 6.20 | 7.27 | | 9.27 | 9.07 | 10.30 | 11.02 | | 12.17 | 2.57 | 5.42* | 6.12 |
| Newark | 98.42 | 4.15 | 6.30 | 7.37 | | 9.40 | 9.15 | 10.42 | 11.12 | | 12.30 | 3.10 | 5.55 | 6.22 |
| **Lyons** | 103.91 | 4.25 | 6.40 | 7.55 | | 9.55 | 9.25 | 10.55 | 11.20 | | 12.43 | 3.25 | 6.10 | 6.35 |
| Clyde | 110.98 | 4.35 | 6.51 | 8.07 | | 10.08 | 9.35 | 11.08 | 11.30 | | 12.57 | 3 38 | 6.23 | 6.47 |
| Savannah | 117.04 | 4.43 | 7.00 | 8.18 | | 10.20 | 9.42 | 11.16 | 11.38 | | 1.08 | 3.50 | 6.35 | 6.57 |
| Port Byron | 124.09 | 4.53 | 7.12 | 8.32 | | 10.32 | 9.52 | 11.30 | 11.47 | | 1.22 | 4.02 | 6.48 | 7.07 |
| Weedsport | 127.48 | 4.58 | 7.17 | 8.37 | | 10.38 | 9.57 | 11.36 | 11.52 | | 1.28 | 4.08 | 6.55 | 7.13 |
| Jordan | 131.83 | 5.05 | 7.24 | 8.47 | | 10.47 | 10.04 | 11.44 | 11.58 | | 1.37 | 4.17 | 7.05 | 7.20 |
| Memphis | 136.98 | 5.12 | 7.32 | 8.56 | | 10.57 | 10.11 | 11.52 | 12.05 | | 1.47 | 4.27 | 7.14 | 7.28 |
| Warners | 139.54 | 5.15 | 7.36 | 9.00 | | 11.02 | 10.15 | 11.57 | 12.09 | | 1.52 | 4.32 | 7.20 | 7.32 |
| Belle Isle | 143.17 | 5.20 | 7.40 | 9.05 | | 11.08 | 10.18 | 12.03 | 12.13 | | 1.57 | 4.38 | 7.28 | 7.38 |
| **Syracuse** | 148.80 | 5.30 | 7.50 | 9.20 | | 11.20 | 10.30 | 12.15 | 12.25 | | 2.10 | 4.50 | 7.40 | 7.50 |
| **De Witt** | 153.48 | | | | | | | | | | | | | |
| | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | P. M. | P. M. |



## WESTERN DIVISION. Trains Going East.

TRACK No. 1.—FIRST CLASS. / TRACK No. 1. Second Class.

| 54 West Shore Newark Local. | s8 Chicago Express. | 76 Buffalo and Geneva Accom. | 26 Accommodation. | s6 West Shore Atlantic Express. | s10 St. Louis Express. | s46 State Express. | s12 Cincinnati Express. | 22 Rochester Accom. | s4 West Shore St. Louis Express. | s24 Detroit Express. | s14 Special Mail. | sB. N. 2 Dairy Train. | sB. N. 4 N. Y. Special Freight. | sB. A. 2 Dairy Train. | sB. A. 4 Dairy Train. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | P. M. |
| | 3.25 | | | | 5.40 | 6.30 | 7.05 | | | 8.20 | | 10.30 | 6.25 | | |
| 3.15 | 3.50 | 4.00 | 4.45 | 6.15 | 6.20 | 7.30 | 8.30 | 9.00 | 9.20 | 9.30 | 11.40 | | | | |
| 3.23 | 3.58 | 4.08 | 4.53 | 6.23 | 6.28 | 7.38 | 8.38 | 9.08 | 9.28 | 9.38 | 11.48 | A. M. | | | |
| | 4.00 | 4.10 | 4.55 | | 6.30* | 7.40 | 8.40 | 9.10 | | 9.40 | 11.50 | 12.45 | **8.00** | 12.30 | **6.35** |
| | 4.07 | 4.17 | 5.02 | | 6.36 | 7.45 | 8.44 | 9.17 | | 9.47 | 11.55 | 12.57 | 8.12 | 12.40 | 6.47 |
| | 4.15 | 4.25 | 5.12 | | 6.42 | 7.50 | 8.50 | 9.25 | | 9.52 | 12.00 | 1.08 | 8.22 | 12.50 | 7.00 |
| | 4.22 | 4.32 | 5.22 | | 6.50 | 7.57 | 8.56 | 9.32 | | 10.01 | 12.06 | 1.22 | 8.35 | 1.00 | 7.15 |
| | 4.26 | 4.37 | 5.27 | | 6.53* | 7.59 | 8.58 | 9.36 | | 10.03 | 12.08 | 1.27 | 8.40 | 1.05 | 7.20 |
| | 4.30 | 4.42 | 5.33 | | 6.57 | 8.02 | 9.02 | 9.41 | | 10.07 | 12.12 | 1.34 | 8.47 | 1.12 | 7.27 |
| | 4.37 | 4.50 | 5.42 | | 7.03 | 8.07 | 9.07 | 9.47 | | 10.14 | 12.17 | 1.45 | 9.00 | 1.22 | 7.42 |
| | 4.47 | 5.00 | 5.55 | | 7.12 | 8.15 | 9.15 | 9.57 | | 10.22 | 12.24 | 2.00 | 9.13 | 1.35 | 7.57 |
| | 5.00 | 5.10 | 6.10 | | 7.25 | 8.25* | 9.25 | 10.10 | | 10.35 | 12.35 | 2.20 | **9.50** | 1.55 | **8.30** |
| | 5.12 | | 6.25 | | 7.35 | 8.37 | 9.36 | 10.25 | | 10.46 | 12.45 | **3.00** | 10.15 | 2.20 | 8.55 |
| | 5.18 | | 6.32 | | 7.42 | 8.42 | 9.42 | 10.32 | | 10.52 | 12.49 | 3.12 | 10.26 | 2.32 | 9.06 |
| | 5.24 | | 6.40* | | 7.46 | 8.47 | 9.46 | 10.39* | | 10.57 | 12.52 | 3.20 | 10.35 | 2.40 | 9.15 |
| | 5.30* | | 6.46 | | 7.50 | 8.52 | 9.50 | 10.45 | | 11.02 | 12.57 | 3.27 | 10.40 | 2.47 | 9.22 |
| 5.15 | 5.34 | | 6.51 | 7.50 | 7.54 | 8.57 | 9.55 | 10.52 | 10.45 | 11.06 | 1.00 | 3.32 | 10.45 | 2.53 | 9.30 |
| 5.17 | 5.37 | | 6.55 | 7.52 | 7.56 | 8.59 | 9.57 | 10.54 | 10.47 | 11.08 | 1.02 | 3.37 | 10.48 | 2.57 | 9.33 |
| 5.23 | 5.42 | | 7.05 | 7.58 | 8.02 | 9.05 | 10.02 | 11.02 | 10.53 | 11.15 | 1.06 | 3.45 | 10.55 | 3.05* | 9.44 |
| | | | 7.17 | | | | | | | | | | | | |
| 5.35 | 5.55 | | 7.20 | 8.10 | | | | 11.15 | 11.05 | | | | | | |
| 5.40 | 6.15 | | 7.25 | 8.15 | 8.20 | 9.20 | 10.15 | | 11.10 | 11.30 | 1.20 | 4.00 | 11.09 | 3.17 | 10.00 |
| 5.45 | 6.19 | | 7.30 | 8.19 | 8.24 | 9.23 | 10.18* | | 11.15 | 11.33 | 1.23 | 4.15 | **11.45** | 3.35 | {10.08 / 10.25} |
| 5.47 | 6.21 | | 7.32 | 8.21 | 8.26 | 9.25 | 10.20 | | 11.17 | 11.35 | 1.25 | 4.20 | 11.48 | 3.38 | 10.28 |
| 5.55 | 6.27 | | 7.42 | 8.27 | 8.32 | 9.30 | 10.26 | | 11.25 | 11.40 | 1.30 | 4.29 | 11.57 | 3.47 | 10.41 |
| 6.00 | 6.30 | | 7.47 | 8.30 | 8.35 | 9.33 | 10.29 | | 11.30 | 11.43 | 1.33 | 4.35 | 12.03 | 3.52 | 10.47 |
| | 6.42 | | 8.02 | | 8.44 | 9.42 | 10.38 | | | 11.52 | 1.42 | 4.52 | 12.22 | 4.10* | 11.12 |
| | 6.45 | | 8.07 | | 8.47 | 9.45 | 10.42 | | | 11.57 | 1.45 | 4.56 | 12.25 | 4.15 | 11.17 |
| | 6.50 | | 8.14* | | 8.52 | 9.50 | 10.46 | | | 12.02 | 1.49 | 5.02 | 12.33 | 4.23 | 11.27 |
| | 7.00* | | 8.27 | | 9.02 | 9.58 | 10.56 | | | 12.12 | 1.57 | 5.20 | 12.50 | 4.40 | 11.50 |
| | 7.15 | | 8.40 | | 9.15 | 10.10 | 11.05 | | | 12.20* | 2.10 | 5.32 | 1.10 | 5.00 | {12.10 / 12.25} |
| | 7.27 | | | | 9.25 | 10.20 | 11.14 | | | 12.30 | 2.20 | 5.47 | 1.30 | 5.15 | 12.40 |
| | 7.36 | | | | 9.33 | 10.28 | 11.22 | | | 12.38 | 2.28 | 6.02 | 1.48 | 5.27 | 12.52 |
| | 7.47 | | | | 9.43 | 10.37 | 11.31 | | | 12.47 | 2.37 | 6.18 | 2.10 | 5.45 | 1.08 |
| | 7.52 | | | | 9.48 | 10.42 | 11.35 | | | 12.52 | 2.42 | 6.25 | 2.20 | 5.52 | 1.15 |
| | 8.00 | | | | 9.55 | 10.48 | 11.41 | | | 12.58 | 2.48 | 6.35 | 2.33 | 6.02 | 1.25 |
| | 8.07 | | | | 10.02 | 10.57 | 11.47 | | | 1.07 | 2.57 | 6.47 | 2.47 | 6.12 | 1.35 |
| | 8.12 | | | | 10.05 | 11.00 | 11.51 | | | 1.10 | 3.00 | 6.52 | 2.55 | 6.18 | 1.40 |
| | 8.17 | | | | 10.08 | 11.03 | 11.55 | | | 1.13 | 3.03 | 7.00 | 3.02 | 6.25 | 1.45 |
| | 8.30 | | | | 10.20 | 11.15 | 12.05 | | | 1.25 | 3.15 | 7.20 | 3.25 | 6.40 | 2.00 |
| | | | | | | | | | | | | 7.35 | 3.40 | 7.00 | 2.15 |
| P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | P. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. |

**Time Table No. 40.**

**Taking Effect at 12.01 A. M., Sunday, November 15, 1891.**

# GENERAL RULES AND REGULATIONS.

**The safety of the Passengers and Trains is of the first importance, and all operations of working, repairing, or constructing this road, must be subservient thereto. To this, with the regularity and punctuality of the Trains, and the comfort and convenience of the Passengers, all work must be entirely subordinate.**

## GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employees of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employees whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employees should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employees.

## GENERAL RULES.

1. The Rules herein set forth apply to and govern all roads operated by the New-York Central and Hudson River Railroad Co.

They shall take effect May 15th, 1887, and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

2. In addition to these rules, the Time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these rules or not, which may be given by proper authority, whether upon the Time-tables or otherwise, shall be fully observed while in force.

3. The head of each department must be conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

4. Every employee of this company whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department.

5. The fact that any person enters, or remains in, the service of the company will be considered as an assurance of willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

6. If in doubt as to the meaning of any rule or special instructions, application must be made at once, to the proper authority, for an explanation. Ignorance is no excuse for neglect of duty.

7. All employees will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty and capacity for increased responsibility.

8. If an employee should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employee's previous good conduct.

9. Every employee, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the superintendent of that division.

10. Employees must wear the prescribed badges and uniforms while on duty.

11. Mail-agents, express messengers, parlor and sleeping car conductors and porters, news-agents, and persons in charge of individual cars are subject, while on duty, to the rules governing employees of the company.



## STANDARD TIME.

12. Observatory Standard Time is the only recognized standard, and will be transmitted from Washington, D. C., Observatory to the designated offices.

13. The Standard Time will be telegraphed to all points from the designated offices at 12.00 noon, daily.

14. The Standard Time is the time kept by the clock in the General Superintendent's Office, Grand Central Station, and in the Station House at Poughkeepsie, Albany, Syracuse, Rochester, and Buffalo. Conductors, Enginemen, Station Agents, and others must keep their time in exact conformity therewith.

15. Where station clocks are provided, station agents must see that they show correct time; but trainmen and enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

16. Each conductor and engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register his name and the time at which he regulated his watch on a blank form (or in a book) provided for that purpose.

17. Conductors and enginemen whose duties prevent them from having access to a Standard Clock must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their names as above provided.

## TIME-TABLES.

18. A Time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables will be issued from time to time, as may be necessary. The times given for each train on the Time-table is the Schedule of such train.

19. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table shall, **unless otherwise directed,** assume the times and rights of trains of corresponding numbers on the new Time-table.

20. Upon the Time-table not more than two sets of figures are shown for a train at any station.

The times at regular meeting or passing points are shown in **full-faced type;** other times in ordinary type.

When two times are shown for a train at any station, the earlier (placed in its proper position) is the arriving time and the later the leaving time.

When but one time is shown in ordinary type it is the leaving time.

When but one time is shown in **full-faced type** it is the actual meeting or passing time.

When both the arriving and leaving times are shown in **full-faced type** it indicates that one or more trains are to be met or passed at or between those times.

In all cases trains are required to clear and follow as per rules 85 to 90, inclusive.

21. On the employees' Time-table the small figures at intermediate stations denote that trains will not stop. All trains shown on the employees' time table will run daily, Sundays excepted, unless otherwise designated thereon.

The following signs placed before the figures indicate:

"f"—stop on signal to receive or discharge passengers or freight;

¶—stop for meals;

S—train will also run on Sundays.

Trains are designated by numbers or by symbols and their class indicated on the Time-tables.

## SIGNAL RULES.

### Signals.

22. Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, switchmen, switch-tenders, track foremen, road and bridge watchmen, and all other employees whose duties may require them to give signals must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

23. Flags of the proper color must be used by day, and lamps of the proper color by night or whenever from fog or other cause the day signals cannot be clearly seen.

24. RED signifies **danger,** and is a signal to stop.

25. GREEN signifies **caution,** and is a signal to go slowly.

26. WHITE signifies **safety,** and is a signal to go on.

27. GREEN and WHITE is a signal to be used to stop trains at flag stations for passengers or freight.

28. BLUE is a signal to be used by car inspectors.

29a. A fusee is an extra danger signal, to be lighted and placed on the track in case of accident or emergency. A train finding a fusee burning on the track must come to a stop, and not proceed until it has burned out.

29. An exploding cap or torpedo, clamped at the top of the rail, is an extra danger signal to be used in addition to the regular danger signals at night, in foggy weather, and in cases of accident or emergency when other signals cannot be seen or relied upon. The explosion of one or more torpedoes is a signal to stop the train immediately, after which, if there be no immediate danger in the way, proceed with caution until the object of the signal is ascertained.

30. A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger, and is a signal to stop.

## Train Signals.

31. Each train, while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as Markers to indicate the rear of the train. Yard engines will not display Markers.

32. Each train running after sunset, or when obscured by fog or other cause, must display the head-light in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a head-light on both front and rear.

NOTE.—Trains or engines running on passenger tracks one (1) and two (2), between Albany and Buffalo, also on middle track between Tarrytown and Spuyten Duyvil must display a green light, in addition to the red, on rear of train or engine.

33. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal-bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

34. Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same Schedule and entitled to the same Time-table rights as the train carrying the signals.

35. Two white flags by day and two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

NOTE.—This Rule will not apply to Extra trains on Main Line between New-York and Buffalo.

36. A blue flag by day and a blue light by night, placed on the end of a car, denote that car inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the car inspectors.

When a car or train standing on a siding is protected by a blue signal, other cars must not be placed in front of it so that the blue signal will be obscured, without first notifying the car inspector, that he may protect himself.

## Whistle Signals.

37. One **long** blast of the whistle is the signal for approaching stations, railroad crossings, and junctions (thus, ——).

38. One **short** blast of the whistle is the signal to apply the brakes—stop (thus, –).

39. Two **long** blasts of the whistle is the signal to throw off the brakes (thus, —— ——).

40. Two **short** blasts of the whistle is an answer to any signal, except "train parted" (thus, – –).

41. Three **long** blasts of the whistle (to be repeated until answered as provided in Rule No. 59) is a signal that the train has parted (thus, —— —— ——).

42. Three **short** blasts of the whistle, when the train is **standing** (to be repeated until answered, as provided in Rule No. 58), is a signal that the train will back (thus, – – –).

43. Four **long** blasts of the whistle is the signal to call in the flagman (thus, —— —— —— ——).

44. Four **short** blasts of the whistle is the engineman's call for signals from switch-tenders, watchmen, trainmen, and others (thus, – – – –).

45. One **long** followed by two **short** blasts of the whistle is the signal to be given by trains on **single track,** when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, —— – –).

46. Two **long** followed by two **short** blasts of the whistle is the signal for approaching road crossings at grade (thus, —— —— – –).

47. A succession of **short** blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

## Bell-Cord Signals.

48. One tap of the signal-bell, when the train is **standing,** is the signal to start.

49. Two taps of the signal-bell, when the train is **running,** is the signal to stop at once.

50. Two taps of the signal-bell, when the train is **standing,** is the signal to call in the flagman.

51. Three taps of the signal-bell, when the train is **running,** is the signal to stop at the next station.

52. Three taps of the signal-bell, when the train is **standing,** is the signal to back the train.

53. Four taps of the signal-bell, when the train is **running,** is the signal to reduce speed.

54. When one tap of the signal-bell is heard while a train is **running,** the engineman must immediately ascertain the cause, and, if the train is parted, be governed by Rule No. 99.

55. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cords and signal-bells.

## Lamp Signals.

56. A lamp swung across the track is the signal to stop.

57. A lamp raised and lowered vertically is the signal to move ahead.

58. A lamp swung vertically in a circle across the track, when the train is **standing,** is the signal to move back.



59. A lamp swung vertically in a circle at arm's length across the track, when the train is **running,** is the signal that the train has parted.

60. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

## Fixed Signals.

61. Fixed signals are placed at junctions, railroad crossings, stations and other points that require special protection. Special instructions will be issued indicating their position and use.

## Rules Governing the Use of Signals.

62. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the Superintendent.

63. The unnecessary use of the whistle is prohibited; when necessary in shifting at stations and in yards the engine-bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

64. The whistle must not be sounded while passing a passenger train, except in cases of emergency or danger, or when required by the rules.

65. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 40.

66. The engine-bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities, and while passing stations.

67. The engine-bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

68. When two or more engines are coupled to the head of a train, the leading engine only shall display the signals as provided in Rules Nos. 34 and 35.

69. One flag or light displayed as a classification signal will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

70. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

71. When a train turns out to meet or pass another train the red lights must be removed and green displayed as soon as the track is clear; but the red must again be displayed before returning to its own track.

Head-lights on engines when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the track is clear and the train has stopped.

72. The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

73. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

74. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

75. All enginemen must note when trains running on the opposite track are following too closely, and signal them accordingly.

76. Signals for switches on main line, when interlocked with distant signals, are arranged to show white when the switch is set for the main track, and green when set for siding, crossing, or junction. When not interlocked with distant signal, red, instead of green, will show when main line is broken.

77. All signals must be used strictly in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

# TRAIN RULES.

## Classification of Trains.

78. All trains are designated as regular or extra. Regular trains are those represented on the Time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in Rule No. 34. Extra trains are those not represented on the Time-table. An engine without cars, in service on the road, shall be considered a train.

79. All regular trains are classified on the Time-table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight, or mixed are descriptive, and do not refer to class.

80. Extra trains may be distinguished as:

Passenger Extra, or Special;
Freight Extra;
Work Train Extra.

81. All extra trains are of inferior class to all regular trains of whatever class.

## Movement of Trains.

82. **A train of inferior class must in all cases keep out of the way of a train of superior class.**

83. On single track, all trains North or West bound have the absolute right of track over trains of the same class running in the opposite direction.

84. When trains of the same class meet on single track, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding, until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train as per Rule No. 95.

85. When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class **ten** minutes. A train of inferior class must keep **ten** minutes off the time of a train of superior class following it, on all portions of the road.

86. A train must not leave a station to follow a passenger train until **five** minutes after the departure of such passenger train, unless some form of block signal is used.

87. Passenger trains running in the same direction must keep not less than **five** minutes apart, unless some form of block signal is used.

88. Freight trains following each other must keep not less than **ten** minutes apart (except in closing up at stations or at meeting and passing points).

89. No train must leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, or unless it has the full time allowed between stations (which may be shown on the margin of the Time-table) to make the meeting or passing point, and clear the track by the times required by Rules Nos. 85 and 86.

90. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule No. 95.

91. Except at meeting or passing points as provided in Rules Nos. 82 to 89, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown, excepting freight trains, which may arrive at water stations five (5) minutes ahead of schedule time.

No train must leave a station in advance of its schedule leaving time.

92. All trains must **stop** at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right, and the track clear. The point at which a train should **stop** is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

93. All trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right, or the track is plainly seen to be clear. Where required by law, all trains must stop.

94. No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track against it, have arrived.

95. Whenever a train of any class is stopped on the road or detained at any regular station from any cause, or is only able to proceed at a slow rate, the rear brakeman or trainman must go back **instantly** with a **red** signal at least half a mile. This must always be done whether another train is expected or not; and in carrying out this rule, **the utmost promptness is necessary,**—not a moment must be lost in inquiring as to the cause of detention or stoppage, or its probable duration. If the accident, delay or obstruction occurs upon single track, or if on double track the opposite main track is obstructed, the conductor must immediately send the fireman forward the same distance and use the same precautions as above. If the fireman is unable to leave the engine, the front brakeman must be sent in his place. Conductors and Enginemen will be held strictly responsible for the prompt enforcement of this Rule.

The only exception to above Rule would be where the train is already protected by distance signals, or flagman showing red signal, in which case, the trainman will be required to see and know for himself that the red signal is shown at a sufficient distance for the protection of his train.

96. The Signalman sent back must not return to the train on the blowing of the whistle to start, nor unless sent for by the Conductor, and then must first place two torpedoes upon the rail.

97. When it is necessary for the flagman to go back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train and remain there until relieved by the flagman; and on passenger trains the baggage-master must take the place of the front brakeman whenever necessary.

98. All operations of switching trains, cars, or engines, or of crossing from one track to the other, must be performed only at such time and in such manner as to prevent the **chance** of accident, and no car or engine must be allowed to stand on the main tracks of the road without proper signals to protect it.



99. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 41, and keep the front part of the train in motion until the detached portion is stopped.

(See rule for Hudson Division between New-York, Albany and Troy under special Instructions, page No. 1.)

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals 500 yards in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the Rules must also be taken to protect the train against opposing trains. **The detached portion must not be moved or passed around until the front portion comes back.** This Rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the conductor and engineman may arrange for the re-coupling, using the greatest caution.

100. When a train is being pushed by an engine (excepting when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

101. A train starting from a station or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rules 86, 87, and 88.

102. A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

103. Regular trains twelve hours or more behind their schedule time lose all their rights.

104. Trains whose engines become disabled, or are unable to make the time required of them, if overtaken by another train of the same class, must let the train pass them, provided the train overtaking them can render them no assistance. If assistance can be rendered, it must be given, and the interest of the Company not permitted to suffer.

105. All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

106. Passenger trains must not display signals for a following train without an order from the Superintendent; nor freight trains without an order from the yard master.

107. Extra trains must not be run on single track without an order from the Superintendent.

108. When signals displayed for a following train on single track are taken down at any point before the following train arrives, the conductor must inform the Superintendent promptly by telegraph, and also the operator or switch tender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switchtender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the Superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the Superintendent.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switchtender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

109. Work trains will run as extras under special orders, and will be assigned working limits.

110. When another train is due or may be expected at any station, any train approaching on any track between the track on which such due or expected train may be and the passenger station or platform must approach such station well under control, and must stop and not pass while the other train is receiving or discharging passengers; and in all cases when danger signals are set, trains must stop before passing such signal.

111. No person will be permitted to ride on an engine except the engineman, fireman, and other designated employees, in the discharge of their duties, without a written order from the proper authority.

112. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switchtenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employee.

When there is more than one train to use a switch it must not be left open, unless one of the trainmen of the following train is at the switch and takes charge of it.

113. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the Superintendent.

114. No train shall leave a station without a signal from its conductor.

115. When it becomes necessary to use single track on the main line of the road, all trains will be governed by Rule No. 83. To prevent the chance of accidents arising from the variation of watches, all subordinate trains must reach the place of meeting at least two minutes before the table time of starting for the train having the right of track, which train must wait four minutes past its table time for the subordinate train. The four minutes allowed for safety at the place of meeting must be observed until the subordinate train is met.

(See Rule 118.)

116. Between 30th St., N. Y., Albany, and Troy, trains bound North take east track, and trains bound South the west track. Between G. C. Station, N. Y., and Spuyten Duyvil, trains bound North take west track, and trains bound South east track. Between Albany and Buffalo, main line consists of four (4) tracks, known as Nos. 1, 2, 3 and 4; all passenger trains will run on Nos. 1 and 2—East-bound on No. 1, West-bound on No. 2; all freight trains (unless otherwise specified in the Time-table) will run on Nos. 3 and 4—West-bound on No. 3, and East-bound on No. 4, except between Albany and West Albany freight trains bound West will run on No. 4, and freight trains bound East will run on No. 3.

117. Trains having occasion to stop on the road from any cause, must stop where the view is long and clear.

118. In case of accident requiring a train to pass along the **wrong track,** the utmost caution must be exercised, and no train or engine must proceed on the wrong line, without positive and undoubted information has been received that the way is clear. Conductors are instructed to take no risk in this matter, but in any case of doubt they must run with signals at least one mile in advance of the train, and conductors must see that this distance is maintained until the double track is reached.

119. When following other trains on the same schedule or rights, they must keep a sharp lookout for the train immediately preceding them, especially when running around curves and closing in at stations.

120. When one train overtakes another, and both are united and run as one train, great care must be taken to notify all station agents and conductors of other trains that it is a double train.

121. No regular freight train must exceed the table time, and no extra or irregular train or detached engine must exceed the speed of the Time Card, unless specially directed to do so. This rule does not apply to gravel trains.

122. Delayed trains must not make up time on any part of the road in foggy, thick, or stormy weather.

123. In case a train is overtaken and pushed by another train or engine, a speed of **six miles per hour** must not be exceeded while so pushed. Great care is urged to prevent lightly loaded cars from being thrown from the track by a sudden jerking of the engine, or in passing frogs and switches, or colliding with detached portions of trains.

124. Trains transporting cattle or stock must have the preference over all other freight trains. They are permitted to take engines from them when theirs become disabled, and to require any assistance of them necessary to get their trains into terminal stations as early as possible.

125. All trains must approach the stations with care, and freight trains must approach water stations slowly and cautiously, always expecting to find a preceding train there. Particular care must be taken to avoid obstructing street and road crossings. Trains must always be cut at such points when liable to remain longer than five (5) minutes.

126. Flying switches for leaving off cars at way stations are strictly forbidden. A suitable switch rope must be carried by freight trains for this purpose.

127. In case of accident requiring a change of engines upon the road, trains of a lower class must yield to those of a higher class.

128. Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, **and they must take every precaution for the protection of their trains, even if not provided for by the rules.**

129. **In all cases of doubt or uncertainty, take the safe course and run no risks.**

## Enginemen and Conductors.

130. Enginemen must not detach their engines from trains without first notifying the conductor; and when obliged to stop, they must do so according to Rule 117.

131. It is required of both engineman and fireman to keep a careful look-out from the engine. When rounding curves, take position on the inside of curve, and keep sharp lookout until straight line is reached. Be particular to regard the drawbridge signals immediately on coming within view of the same. **In any case of doubt,** arising from foggy weather or other causes, **stop the train** till the draw is known to be right.

132. The engineman is forbidden to cross a drawbridge until he sees the bridge-tender's signal to be all right, and he will be held responsible for running on to a switch, unless he is **positive** it is in the right position.

133. They are required to observe that the bell-cord is not obstructed by wood or otherwise, and not unfastened until the end of the trip.

134. That it is extended to the leading engine when more than one is attached to the train.

135. That their engines are supplied with jack-screws, chains, and other tools necessary for immediate use.

136. Enginemen must report to the nearest repair-station when netting in stack is broken, and must avoid shaking grate when heavy winds prevail, and prevent, as much as possible, the scattering of live coals along the line.

137. Enginemen must report the absence or neglect of flagmen, draw-tenders or switchmen, and all inaccuracies of time indicators to the conductor and master mechanic, whose duty it is to report the same to the superintendent.

138. Conductors must see that the brakemen do not slide the wheels, and that they keep at their brakes while the train is in motion (where automatic brake is not used).

139. Conductors must examine their trains and see that the bell cord is unobstructed throughout and properly attached to the engine; that the **rear brakeman** or **trainman** has his signals at hand; and generally, that the baggagemen, brakemen, and trainmen attend to their duties.



140. Freight conductors are held personally responsible for the prompt and correct delivery of their way bills.

141. Conductors, before starting, must ascertain what engine is attached to their train, and the name of the engineer. When in charge of freight trains, they must see that the links and pins are in good order and properly adjusted on each car; that the doors of all cars, loaded or empty, are locked or made secure before starting, and on arrival at terminus, examination must be made, and condition of cars known when delivered to agent. While on side tracks waiting for train to pass, they, with their men, must watch the cars and see that none are broken open and contents stolen.

142. Particular attention must be given to double-deck or hog cars at all stoppings—such as examining the windows and keeping them open, and seeing that the doors are secure, etc.

143. All accidents to persons and stock; breakages; getting off the track; uncoupling of trains; failure of engines; defective places in track, road-crossings, bridges, etc. etc., must be reported by the conductor to the Superintendent, by special report.

144. In descending grades, the conductors will see that their men are at their posts and not allow their trains to acquire a greater speed than one mile in 4 minutes. Conductors and enginemen must not violate this rule under any circumstances.

145. Enginemen and conductors must always have a copy of the Time-tables, and must be governed by the special instructions thereon, when running on the Branch lines of this road.

## Baggagemen, Brakemen, and Trainmen.

146. The baggageman must handle baggage carefully, and keep an **accurate** account in a book of all the checks or baggage received and delivered at each station on the road; also of any unchecked extra baggage carried in the car.

147. He must assist at the brakes when it does not interfere with his other duties. He must report all baggage known to be missing and make diligent search for it.

148. He must deliver at the office designated by the division superintendent, with a proper memorandum, all articles found in the cars, by baggageman, brakeman or trainman.

149. Brakemen or trainmen must immediately apply the brakes, on signal, before wasting time by looking out; and any brakeman who leaves his post at the brakes will be discharged (where Automatic brake is not used).

150. Rear brakeman or trainman, except when the place is occupied by the conductor, must have his position on the rear car of train, and shall have with him a red flag by day, or a red lantern by night, with torpedoes ready for immediate use.

151. He must connect the conductor's cord with the engine and all the cars in the train before starting. This cord must not be unfastened till the train reaches the terminal station.

152. Brakemen or trainmen must, on approaching a station, so apply the brakes as to bring the train to a stand at the proper point, without requiring a signal from the engineman. In damp or frosty weather they must be applied sooner, to prevent overshooting the station (where Automatic brake is not used).

153. At all stoppings of the trains the brakemen or trainmen must inspect the wheels, brakes, and trucks of the cars, and report any defects immediately to the conductor.

154. The trainmen must step into the cars immediately after leaving a station, close the door, and announce distinctly the name of next station at which the train stops. At Poughkeepsie, Albany, Syracuse, Rochester, and Buffalo they must announce the time allowed for refreshments.

## Station Masters.

155. Ticket agents are required to be at their offices, and to open the same for sale of tickets, at least half an hour before trains are due, and must keep them open until train leaves the station.

156. The station masters must keep a record of the times of passing of every train, whether the train stops at their station or not, and when any train which stops at the station is out of time, they must **find out** the cause of the irregularity, and enter it on their daily return. At stations where time-boards or indicators are located, station masters must see that the figures are changed immediately after the departure or passage of train, giving the day of week, grade of train, and exact time of leaving or passing the station. Lamps must be kept in order and burning during the night.

157. When any train is **behind time,** from accident or otherwise, the station master must see that the fact is **reported** to the conductor of the following train, with such caution given as the case may require.

158. Station masters are **authorized** and directed not to allow a train or engine to leave their station when anything is wrong or unsafe about the train, or when tracks are obstructed or liable to be, until satisfied that all is right; nor until after the preceding train has been gone the length of time required by rules.

159. In all cases where a car, engine, or train is standing on the main track at their Station, they must see that the signal for **danger** is shown to warn any approaching train.

160. Station masters must **know** when their tracks are clear and unobstructed, and not allow any train or engine to **approach** their station unless **all is right.**

And when it becomes necessary to *switch* a train or engine from one track to the other, in order to get clear of an approaching train, or the tracks are obstructed from any cause, the danger signals must be immediately displayed before switches are moved, and in stormy, snowy, or foggy weather torpedoes must be placed on the rail in addition to the regular danger signals, and in all cases placed not less than twenty-five hundred (2500) feet from the point of obstruction, and always five hundred (500) feet in advance of the usual danger signal.

161. They are **responsible** that the switches, frogs, and signals at their stations are in good condition for use, and that switchmen and signalmen properly perform their duties.

162. Distant station signals must always be set at "Danger" when the train is at the station receiving and discharging passengers, or whenever track is obstructed, switches turned, or line broken from any cause; also, to prevent a train from the opposite direction running between the station and a train receiving and discharging passengers.

163. Station masters must be prompt and expeditious in the delivery of all orders relating to the movement of trains, and see that all interested are immediately furnished with correct copies in relation thereto.

164. They must be particular to call the attention of enginemen and conductors, when signals are carried for following trains, as per Rule 34.

## Gravel, Extra, and Construction Trains.

165. Gravel trains must keep out of the way of all regular trains at least 15 minutes, on all parts of the road, and must use care to avoid detaining extra or irregular trains. Conductors of gravel trains must be particular to observe every engine as it passes, to see whether signals are carried as per Rule 34.

166. While working on the main line, conductors must see that the proper signals for safety are placed at a sufficient distance to protect their trains, and that station-agents are notified when the station intervenes between the point at work and danger signal sent out.

## Draw-Bridges.

167. **The draw-bridge tenders** must be **constantly** at their posts, always have a copy of the Time-table, and use great **care** and **watchfulness** in their signals.

168. They must see that the sign-boards, indicating 100 **rods to draw-bridge,** are distinct and conspicuous, to be read by enginemen on the right of a train approaching the draw; also that the **red and white** signal-boards are kept in order and in their proper position.

169. They must keep themselves provided with strong **padlocks, red and white flags, red and white lanterns, torpedoes,** and necessary tools.

170. Draw must not be opened when a train is in sight or hearing, but vessel must wait until train has passed. Neither must draw be opened until the proper signals have been shown a sufficient length of time and far enough each way to insure the stoppage of an approaching train. Repeating signals must always be seen or known to be out by the draw-tender before opening draw. In foggy weather, at dusk, or whenever flags and light cannot be distinctly seen, then the draw must not be opened until a man is sent each way to the fog stations, with torpedoes, and a red signal to warn approaching trains.

171. When the danger draw signals are shown, no one but the draw-tender must change them to safety, and the safety signal must never be shown until the draw **is closed and locked.**

## Track Repairers.

172. Track masters must walk over and examine their sections daily, and ascertain that the tracks, slopes, rock cuts, and bridges are safe. They must also ride over their divisions at least once a week, on engine of passenger train.

173. They must see that no lumber, wood, stone, materials, or tools are placed at any time **within four feet** of the rails, and that all gravel or ballast is **leveled** down so as not to endanger the safety of the trains.

174. They must allot the different flagmen, both day and night, their respective divisions, and give them such directions as will insure the safety of trains.

175. Before a rail or frog is **taken out,** or any obstruction caused to the main tracks, or where any break or obstruction is discovered, the **signal of danger** must be instantly sent out (in both directions where there is a single track) at least **half a mile** from the point of danger, and a faithful man must remain with it until he is recalled by the foreman, which must not be done until the track is **known** to be safe. And in all cases where the station intervenes between point of obstruction and the danger signal sent out, the station agent must invariably be notified. Hand-car parties must protect themselves at all times.

176. In **foggy weather,** when a train cannot be seen at 300 yards, Trackmen must suspend ordinary work and patrol the track, acting as signalmen to warn trains of danger, should there be any.

177. Constant attention must be given to see that fences are in good order, and that cattle-guards are kept in repair. A break in a fence must in no case be passed by, when it is possible to repair it. When it cannot be repaired for want of material, the section foreman must give road master immediate notice, stating what materials



are required. Field gates must be kept closed, and all doubtful points well watched.

178. In stormy weather, they must be out with their men and proper signals, and guard those places on the road liable to wash or be disturbed.

179. They must aim to give their road-bed a neat appearance, by cutting the ditches parallel and keeping them well cleaned out, and by piling up all the old material instead of letting it lie loose where taken out.

## Switchmen and Signalmen.

180. Every **switch-tender** is required to be at his post during his prescribed hours, and such other time as may be necessary.

181. The wedges, locks, and bolts of **switches** must not be moved, or the switch opened when an **express** train is due or expected. When obliged to be opened, it must be in accordance with Rule 160. Gravel, freight, nor subordinate trains must not be let **out** of pit, branch, middle, or side track until the train due and having the right of track has passed.

182. Great care must be taken at all times to keep the point switches and spring frogs clear from accumulating snow, ice, dirt, etc., and when turned must be brought closely up to the rail.

183. Lamps of switches and of fixed signals must always be kept trimmed and in order, and not allowed to become extinguished during the night. Every switch must be **locked**, by the switchman, and the oak wedges securely driven in and kept in their places on the passage of every train, and at all times except when necessary for shifting the switch.

184. If any switch is out of order, or any obstruction on the track, endangering the approaching train, the switchman must immediately set the danger signals to warn the trains.

185. The switches are to be **exclusively** under the control of the switchman. Where time indicators are located at switches, switchmen must see that the figures are changed after the passage of every train or engine. Any violation of this rule will subject the delinquent to immediate dismissal.

186. **Flagmen** must always be on duty during their prescribed hours, and at intervals between trains, and, preceding the passage of each passenger train, walk over their divisions, see that track is clear, and follow such directions as the track master may from time to time give.

187. If any obstructions are on the track, or any train or engine is following within ten minutes of another train (except as per Rule 86 or 87), or if from any cause the safety of trains is endangered, the red flag must be distinctly shown, and great pains taken to warn trains in time. Whenever the danger signal is shown at the draw-bridge, adjoining flagmen must repeat the signal by showing a red flag or red light, and must continue to do so until they see the draw-bridge closed and the danger signal withdrawn.

188. Flagmen must be particular to warn all persons off the track who are found walking upon it.

189. Flagmen and switchmen must have a copy of the Time-table, and know the time of passing of all the trains.

190. Any flagman or switchman absent from his post during business hours will be forthwith discharged.

191. All switch and flag men must hold the **"red signal"** in their hands for five (5) minutes after the passage of any train, and will then change it to a **"green signal,"** which must also be held for five (5) minutes, making ten (10) minutes in all. Care must be taken not to display the Signal until the entire train has passed. **It must be understood, however, that the "danger signal, red," must be displayed continually when the tracks are obstructed.**

192. Flagmen, switchmen, and all other employees must be particular to observe approaching freight trains, and in the absence of the caboose or customary lights at the rear of train, they must immediately signal the train, and notify the train crew of the fact; the absence of cab or lights being sufficient evidence that the train has separated.

## General Instructions.

193. No employee will be allowed to absent himself from duty without special permission from the head of the department in which he is employed, nor will any employee be allowed to engage a substitute to perform his duties while he is absent.

194. The use of **intoxicating drink** on the road or about the **premises** of the corporation is **strictly forbidden.** No one will be employed, or continued in employment, who is known to be in the habit of drinking intoxicating liquor.

195. **Boxes, containing various tools** are placed **beneath the coaches and baggage cars** for use in **case of accident,** in the event of which **break open** the **boxes**. Otherwise they must not be disturbed.

196. In consequence of frequent injuries received by men engaged in coupling freight cars by thoughtlessly stepping too far in between them, coupling-sticks are provided for that purpose, which must be used instead of hand. The company insist on a strict compliance on the part of trainmen, yardmen, stationmen, and others required to do this service. Yardmasters will be furnished with sticks by requisition on car shops, and by them furnished to conductors, train-hands, and yardmen. Station agents will be furnished on requisition to the division superintendents. A full supply must be kept constantly on hand.

## INSTRUCTIONS FOR THE USE AND CARE OF THE AUTOMATIC AIR BRAKES.

1. In making up trains, all the couplings must be united so that the brakes will apply throughout the entire train. The cocks in the brake pipe must all be opened (handles pointing down), except that on the rear of the last car, which must be horizontal, and the hose on the rear end of last car hooked up.

2. In detaching engines or cars the couplings must invariably be parted by hand, when practicable to do so; the cocks in the brake pipes must always be closed before separating the couplings, to prevent application of the brakes. At stations where it may be necessary to cut the train, to take on or leave cars, trainmen must not turn the stop-cocks or disconnect the hose until the brake has been released by engineer.

3. If the brakes are applied when the engine is not attached to the train or car, they can be released by opening the cock in the end of the small cylinder or the one under the auxiliary reservoir.

4. The adjustment of the brakes should be such that, when applied, the pistons in the brake cylinders will not travel to exceed eight or nine inches. This will allow room for wear of shoes, stretching of rods, springing of brake beams, etc., while on the road.

5. Great care must be exercised, in taking up the slack in connections, to have the levers and pistons pushed back to their proper places, and the slack taken up by the under connections or dead lever.

6. The brake cylinders and triple valve must always be kept clean and free from gum, so that they will readily release when the air has been discharged, and oiled once a month; mark the last date of oiling on the cylinder with chalk.

7. For the Automatic brake, the handle of the four-way cock must be turned horizontally. If turned down will change it to a simple air-brake; if turned midway between these two positions it will close communication with the brake cylinder and reservoir, and should be so turned when desirable to have the brakes out of use on any particular car, from breaking of rods, etc.

8. In starting the pump, engineers must allow the condensed steam time to escape gradually, and not endeavor to force it out by undue pressure of steam.

9. Engineers will regulate the quantity of air to be applied to the brakes by the speed of the train, and must not use the full pressure except in cases of emergency; they must apply the pressure gradually to avoid discomfort to passengers, or damage to the apparatus. The brakes should be thrown off just as the train is coming to rest.

10. Engineers must know, before leaving round house, that their engine-valve and pump are in perfect working order, and must report promptly any defect, that it may be repaired at once.

### Inspection.

11. After engine is coupled to train, and all connections are made, the engineer will charge the auxiliary reservoirs under the cars by pushing the handle of valve to the extreme left. After train is charged he will bring the handle to the right, just over the running notch, but not far enough to allow air to escape from the train line; leaving it in this position for a few moments, and noting any leakage, which will be indicated by a gradual falling off in pressure, as shown by the air-gauge. After this, apply brakes gradually and allow them to remain on long enough for inspector to see that they apply throughout the entire train. Seventy (70) pounds is the maximum pressure allowed on train line and auxiliary reservoirs, and must never be exceeded. Better braking can be done with less pressure when rails are slippery.

12. The inspector must take his position at the engine while train is being tested, that the engineer may inform him if any leak be discovered, which must be promptly attended to. He will then examine each car throughout the entire train to see that the brakes have applied properly, and if all is right will signal the engineer, who will release them.

13. In damp weather the triple valve should be drained daily, to let out any water that may have collected. Slack the bottom nut about half a turn, let the water escape, and screw it up again.

14. The valve for the application of the brakes from the inside of the car should be kept tight, and must be examined always by the inspectors when the car is standing at terminal stations.

15. When brakes do not release readily on one or two cars, but promptly on balance of train, an unequal pressure is evident; in such cases "bleed" the auxiliary reservoirs of the cars with over-pressure until brakes commence to release, thereby saving time of equalizing by pumping from engine.

16. No excuse will be received for trains leaving stations, where inspectors are employed, without the air-brakes being in perfect order.

17. When trains start from points at which no car inspectors are located, or from a siding, the conductor of the train must see that the test is made in accordance with these rules, and must report promptly any defect to the superintendent.



### Lubricants to be Used.

18. For lubricating steam pumps and reversing heads use valve oil.

19. For air-pumps and brake cylinders use the best engine oil.

20. Engineers must keep a supply of above on hand for use as required.

21. The oil-cups on reversing cylinders and steam supply pipes feed automatically, and if properly adjusted, will require filling but once for a run of five (5) hours. Care must be taken before filling the cup to let out the condensed steam by opening the small cock at the bottom of the cup.

### Supplies to be Kept on Hand.

22. Engineers must always have on hand an extra coupling.

23. Inspectors at all points must keep on hand, ready for immediate use, a supply of all parts that are liable to get out of repair, as well as tools necessary for making repairs.

## MOVEMENT OF TRAINS BY TELEGRAPH.

All telegraph orders must be first copied by the operator on the order book provided for that purpose, and repeated back immediately to the dispatcher, to be sure it is correct. After receiving "O K" from the dispatcher, the operator will make a copy on a blank for the persons addressed, who will, after comparing it with the book, and seeing it is correct, sign their names to the book prefixed by the numeral "13." The operator will transmit the "13" (accompanied by the signatures addressed) to the dispatcher. The numeral "12" at the end of order means "Answer, how understood," and "13," "We understand to," etc.

When trains running in opposite directions on single track are to be moved by special order, the train having the right of road must first receive the order, and the "O K" given before an order is issued to move the opposing train. Train dispatchers and conductors must write their own messages involving the movement of trains, and in doing so they shall write the names of stations in full, using no abbreviations whatever. In case orders cannot be directly communicated by telegraph to the conductor and engineman, the station agent may, at the discretion of the division superintendent, be used to hold trains.

When an agent or operator receives an order to hold any train for any purpose, he must carry out the order strictly, and must deliver to the conductor and engineer a written copy of such order. Conductors and engineers will respect such orders, and comply with the same in all cases.

Special orders are to be used by the train only to which they are addressed, and no other train will be allowed to use them. They are to be used **against such trains only as are expressly named therein,** and an order to run on the time of any particular train must not be taken to run on the time of any other train.

**THEODORE VOORHEES,**
*General Superintendent.*