

*New York  
New Haven  
and Hartford*  
**RAILROAD.**

**NEW YORK DIVISION**

**Time-Table No. 52**

Superseding Time-Table No. 51a of July 19, 1909.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

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**In Effect 12.01 A.M., Sunday, October 3, 1909**

S. HIGGINS,  
General Manager

J. O. HALLIDAY,  
Master of Transportation

B. R. POLLOCK,  
General Superintendent

J. P. HOPSON,  
Superintendent

# THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

## OPERATED AND CONTROLLED LINES.





Eastbound.

NEW YORK TO STAMFORD.

Eastbound.

Table with 20 columns for train numbers and 20 rows for stations. Includes columns for 'Distance from New York', 'Time-Table 52 In Effect October 3, 1909', 'Distance between Stations', 'Register, Water, Coal, Turntables, Wyes', and train classes (1st Class, Ex. Sun., Daily, etc.). Stations listed include Grand Cent'l Dep., Woodlawn, Mount Vernon, Columbus Avenue, Pelham, New Rochelle, Larchmont Manor, Mamaroneck, Harrison, Rye, Port Chester, Greenwich, Cos Cob, Riverside, Sound Beach, and Stamford.

Note references

Westbound.

STAMFORD TO NEW YORK.

Westbound.

Table with 20 columns for train numbers and 20 rows for stations. Includes columns for 'Distance from Stamford', 'Time-Table 52 In Effect October 3, 1909', 'Distance between Stations', 'Register, Water, Coal, Turntables, Wyes', and train classes (1st Class, Ex. Sun., Daily, etc.). Stations listed include Stamford, Sound Beach, Riverside, Cos Cob, Greenwich, Port Chester, Rye, Harrison, Mamaroneck, Larchmont Manor, New Rochelle, Pelham, Columbus Avenue, Mount Vernon, Woodlawn, and Grand Cent'l Dep.

Note references





Distance from New York	Time-Table 52 In Effect October 3, 1909	Distance between Stations	Register, Water, Coal, Tunnels, Wyes	192	294	28	66	224	400	296	58	226	70	30	32	228														
				Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily														
				1st Class Passenger	1st Class Passenger	1st Class Bar H'b'r Passenger	1st Class Spring'd Passenger	1st Class Passenger	1st Class D. H. Passenger	1st Class N. Haven Passenger	1st Class American Express	1st Class Passenger	1st Class Boston Passenger	1st Class Adams and Mail	1st Class Adams Express	1st Class Passenger														
0.00	<i>Grand Cent'l Dep.</i>	0.00	NRWT	PM 6.34	PM 7.11	PM 8.00	PM 8.04	PM 8.21	PM -----	PM 9.31	PM 10.20	PM 10.31	PM 11.01	PM 11.10	PM -----	PM 11.31														
11.81	Woodlawn	11.81	D	6.56	7.34	8.23	8.26	8.43		9.54	10.42	10.54	11.24	11.33		11.54														
13.65	Mount Vernon	1.84	D	s 7.01	s 7.39	e 8.26	e 8.31	s 8.48		s 9.59	10.45	s 10.59	11.27	11.36		s 11.59														
14.33	Columbus Avenue	.68		s 7.03								s 11.01																		
15.07	Pelham	.74	D	s 7.06	s 7.43			s 8.52		s 10.03		s 11.04				s 12.03														
16.62	New Rochelle	1.55	NWCT	s 7.11	s 7.48	8.30	e 8.37	s 8.57		s 10.09	10.49	s 11.09	11.31	11.40	11.54	s 12.08														
17.64	Larchmont Manor	2.02	DW	s 7.16	s 7.53			s 9.02		s 10.14		s 11.14				s 12.13														
20.37	Mamaroneck	1.73	N	s 7.20	s 7.57	8.35	8.43	s 9.06		s 10.18	10.53	s 11.18	11.36	11.45	11.59	s 12.17														
22.18	Harrison	1.81	N	s 7.24	s 8.01			s 9.10		s 10.22		s 11.22				s 12.21														
24.01	Rye	1.83	N	s 7.28	s 8.05			s 9.14		s 10.26		s 11.26				s 12.25														
25.64	Port Chester	1.63	NWCT	7.32	s 8.09	8.42	8.50	s 9.18		s 10.30	11.00	s 11.30	11.43	11.52	12.06	s 12.29														
28.27	Greenwich	2.63	D		s 8.15			s 9.24		s 10.36		s 11.35				s 12.35														
29.87	Cos Cob	1.60	D		s 8.19			s 9.28		s 10.40		a				s 12.39														
30.26	Riverside	.39	D		s 8.21	8.48	8.56	s 9.30		s 10.42	11.06	a	11.49	11.58	12.12	s 12.41														
31.48	Sound Beach	1.22	D		s 8.25			s 9.34		s 10.46		a				s 12.45														
33.48	Stamford	2.00	NWCT		8.29	s 8.52 8.56	s 9.00 9.04	9.38	10.45	10.50 10.54	11.11 11.16	11.43	11.53 11.57	12.02 12.06	12.16 12.22	12.49														
	Note references			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM														
				J X	A	AV H	e		A		A a				A															

WESTBOUND REFERENCES.

- A Stops at 125th Street.
- H Train 27 will run June 22 to October 11, inclusive.
- J Will not run November 25, December 25, 1909, January 1, February 22, May 30, 1910.
- O Train 245 will stop at Mt. Vernon to leave passengers from Branchville and stations beyond.
- U Trains 231 and 209 will pass to track 1 at Block Station 28, Greenwich.
- V Train 27 will stop at Stamford to leave passengers from Worcester and points beyond.
- X Does not carry baggage.
- + Train 185 will run D. H. track 1 Port Chester tower 27 to New Rochelle tower 23.

EASTBOUND REFERENCES.

- A Stops at 125th Street.
- B Trains 208 and 218 will run direct to Block Station No. 38, back over on main track 3 and make station stop.
- G Train 248 will not run after November 6.
- H Train 28 will run June 21 to October 9, inclusive.
- J Will not run November 25, December 25, 1909, January 1, February 22, May 30, 1910.
- K Trains 16 and 18 will run track 2 New Rochelle Jct. to Darien Saturday, to pass train 212.
- L Train 56 does not stop at Greenwich Saturday.
- M Train 284 stops on signal at Mt. Vernon and New Rochelle for passengers for points east of Port Chester.
- V Train 28 will stop at Stamford for passengers for Worcester and points beyond.
- X Does not carry baggage.
- a Stops to leave passengers from New York.
- e Train 66 stops only on signal to take on passengers for points east of Stamford.
- h Train 50 stops only on signal to take on passengers for New Haven and stations east of New Haven.
- k Train 292 will pass to track 4 at tower 26, Rye.
- p Train 184 will run track 2 New Rochelle Jct. to tower 23 to pass train 182.
- g Train 222 Saturdays will make stops at Mt. Vernon and Pelham and will run 5 mins. late at stations New Rochelle to Stamford, inclusive.
- + Train 182 will run D. H. track 2 New Rochelle tower 23 to Port Chester tower 27.

Eastbound.

NEW YORK TO STAMFORD.—Sundays.

Eastbound.

Table with 21 columns for train numbers and 21 rows for stations. Includes columns for 'Distance from New York', 'Time-Table 52', 'STATIONS.', 'Distance between Stations', 'Register, Water, Coal, Turntables, Wyes', and arrival/departure times.

Westbound.

STAMFORD TO NEW YORK.—Sundays.

Westbound.

Table with 21 columns for train numbers and 21 rows for stations. Includes columns for 'Distance from Stamford', 'Time-Table 52', 'STATIONS.', 'Distance between Stations', 'Register, Water, Coal, Turntables, Wyes', and arrival/departure times.



Eastbound.

NEW YORK TO STAMFORD.—Sundays.

Eastbound. 9

Distance from New York	Time-Table 52 In Effect October 3, 1909 STATIONS.	Distance between Stations	Register, Water, Coal, Turntables, Wyes	60	372	290	388	26	64	190	76	354	390	356	400	376	70	30	228		
				Daily	Sun. only	Daily	Sun. only	Daily	Daily	Daily	Sun. only	Sun. only	Sun. only	Sun. only	Daily	Sun. only	Daily	Daily	Daily	Daily	Daily
				1st Class Boston Passenger	1st Class Passenger	1st Class Sp'field Passenger	1st Class N. Haven Passenger	1st Class Boston Passenger	1st Class Spring'd Passenger	1st Class Passenger	1st Class Spring'd Passenger	1st Class Passenger	1st Class N. Haven Passenger	1st Class Passenger	1st Class D. H. Passenger	1st Class Passenger	1st Class Boston Passenger	1st Class Adams and Mail	1st Class Passenger		
0.00	GrandCent'l Dep.	0.00	NRWT	PM 4.01	PM 4.06	PM 5.03	PM 5.05	PM 5.34	PM 6.02	PM 6.05	PM 7.01	PM 8.03	PM 8.31	PM 9.01	PM 10.04	PM 11.01	PM 11.10	PM 11.31			
11.81	Woodlawn	11.81	D	4.22	4.28	5.26	5.28	5.57	6.25	6.30	7.23	8.25	8.53	9.24	10.27	11.24	11.33	11.54			
13.65	Mount Vernon	1.84	D	4.25	4.33	5.29	5.33	6.00	6.28	6.35	7.28	8.30	8.56	9.29	10.32	11.27	11.36	11.59			
14.33	Columbus Avenue	.68										8.32			10.34						
15.07	Pelham	.74	D		4.37		5.37			6.39		8.34		9.33		10.36			12.03		
16.62	New Rochelle	1.55	NWCT	4.29	4.42	5.33	5.42	6.04	6.32	6.44	7.34	8.39	9.00	9.37	10.41	11.31	11.40	12.08			
18.64	Larchmont Manor	2.02	DW		4.47		5.47			6.49		8.44		9.42		10.46			12.13		
20.37	Mamaroneck	1.73	N	4.34	4.51	5.37	5.51	6.08	6.37	6.53	7.39	8.48	9.04	9.46	10.50	11.36	11.45	12.17			
22.18	Harrison	1.81	N		4.55		5.55			6.57		8.52		9.50		10.54			12.21		
24.01	Rye	1.83	N		4.59		5.59			7.01		8.56		9.54		10.58			12.25		
25.64	Port Chester	1.63	NWCT	4.41	5.03	5.44	6.03	6.15	6.44	7.05	7.47	9.00	9.12	9.58	11.02	11.43	11.52	12.29			
28.27	Greenwich	2.63	D		5.09		6.09		6.47		7.53		9.17		11.08				12.35		
29.87	Cos Cob	1.60	D		5.13		6.13								11.12				12.39		
30.26	Riverside	.39	D	4.47	5.15	5.50	6.15	6.20	6.50		7.57		9.21		11.14	11.49	11.58	12.41			
31.48	Sound Beach	1.22	D		5.19		6.19								11.18				12.45		
33.48	Stamford	2.00	NWCT	4.51 4.55	5.23	5.54 5.58	6.23 6.27	6.31 6.35	6.54 6.58		8.02 8.06		9.26 9.30		10.45	11.22	11.53 11.57	12.06	12.49		
	Note references					A	A	A	A	A				A		A			A		

EASTBOUND REFERENCES.

A Stops at 125th Street.  
 P Train 40 will slow down at stations to throw off papers.  
 h Train 50 stops on signal to take on passengers for New Haven and stations east of New Haven.

Westbound.

STAMFORD TO NEW YORK.—Sundays.

Westbound.

Distance from Stamford	Time-Table 52 In Effect October 3, 1909 STATIONS.	Distance between Stations	Register, Water, Coal, Turntables, Wyes	287	17	389	21	377	57	357	247	59	379	359	449	25	393
				Daily	Daily	Sun. only	Daily	Sun. only	Daily	Sun. only	Sun. only	Daily	Sun. only	Sun. only	Sun. only	Daily	Sun. only
				1st Class N. Haven Passenger	1st Class Boston Passenger	1st Class N. Haven Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Spring'd Passenger	1st Class Passenger	1st Class Pittsfield Passenger	1st Class Boston Passenger	1st Class Passenger	1st Class Passenger	1st Class Danbury Passenger	1st Class Boston Passenger	1st Class N. Haven Passenger
0.00	Stamford	0.00	NWCT	PM 5.52 5.15	PM 6.04 6.08	PM 7.32 7.36	PM 7.34 7.38	PM 7.45	PM 7.55 7.59	PM 8.32 8.36	PM 8.39 8.43	PM 8.50	PM 9.55	PM 10.06 10.10	PM 10.40 10.44		
2.00	Sound Beach	2.00	D	6.19	6.08	7.41	7.43	7.49	7.53	8.41	8.48	8.54		10.15	10.48		
3.22	Riverside	1.22	D	6.23	6.13	7.41	7.43	7.53	8.04	8.41	8.48	8.57		10.15	10.52		
3.61	Cos Cob	.39	D	6.25		7.41		7.55				8.59			10.54		
5.21	Greenwich	1.60	D	6.29		7.46		7.59				9.03			10.58		
7.84	Port Chester	2.63	NWCT	6.35	6.19	7.52	7.49	8.05	8.10	8.47	8.54	9.08	10.10		10.21	11.03	
9.47	Rye	1.63	N	6.39				8.09		8.44		9.12	10.14			11.07	
11.30	Harrison	1.83	N	6.43				8.13		8.48		9.16	10.18			11.11	
13.11	Mamaroneck	1.81	N	6.47	6.26	7.59	7.56	8.18	8.16	8.52	8.54	9.01	10.22		10.27	11.15	
14.84	Larchmont Manor	1.73	DW	6.51				8.23		8.56		9.24	10.26			11.19	
16.86	New Rochelle	2.02	NWCT	6.57	6.30	8.04	8.00	8.29	8.20	9.02	8.58	9.05	9.30	10.32		10.31	11.24
18.41	Pelham	1.55	D	7.02				8.34		9.06		9.34	10.37			11.28	
19.15	Columbus Avenue	.74								9.08							
19.83	Mount Vernon	.68	D	7.08		8.08		8.39		9.11		9.39	10.42			11.32	
21.67	Woodlawn	1.84	D	7.13	6.37	8.12	8.07	8.44	8.27	9.16	9.05	9.12	9.44	10.47		10.37	11.36
33.48	GrandCent'l Dep.	11.81	NRWT	7.36	7.00	8.35	8.30	9.07	8.50	9.39	9.28	9.35	10.07	11.10		11.00	11.59
	Note references					A	A	A	A	AG			A	A		A	A

WESTBOUND REFERENCES.

A Stops at 125th Street.  
 G Train 247 will not run after November 7.



Time-Table 52 In Effect October 3, 1909. STATIONS. Harlem River, Port Morris, Casanova, Hunt's Point, Westchester Ave., West Farms, Van Nest, Morris Park, Westchester, Baychester, Bartow, Pelham Manor, Woodside, New Rochelle Jct., New Rochelle.

Time-Table 52 In Effect October 3, 1909. STATIONS. New Rochelle, New Rochelle Jct., Woodside, Pelham Manor, Bartow, Baychester, Westchester, Morris Park, Van Nest, West Farms, Westchester Ave., Hunt's Point, Casanova, Port Morris, Harlem River.

J Will not run November 25, December 25, 1909, January 1, February 22, May 30, 1910.

X Will not carry baggage.

Eastbound.

Harlem River to New Rochelle.—Sundays.

Eastbound.

Table with 20 columns for train numbers (300-338) and 19 rows for stations (Harlem River to New Rochelle). Includes time-table information, distance between stations, and class of service (1st Class Passenger).

Note references

Westbound.

New Rochelle to Harlem River.—Sundays.

Westbound.

Table with 20 columns for train numbers (71-339) and 19 rows for stations (New Rochelle to Harlem River). Includes time-table information, distance between stations, and class of service (1st Class Passenger).

Note references

# Eastbound.

# STAMFORD TO NEW CANAAN.

# Eastbound.

Distance from Stamford	Time-Table 52 In Effect October 3, 1909  STATIONS.	Distance between Stations	Register, Water, Coal, Turntables, Wyes	528	500	502	504	506	508	510	208	512	514	516	218	518	520	524	526						
				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.						
				1st Class D. H. Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger			
0.00	Stamford.....	0.00	NRWCT	A M 5.00	A M 6.19	A M 7.10	A M 8.50	A M 11.00	NOON 12.00	P M 1.10	\$ 1.36	P M 3.05	P M 4.08	P M 4.55	P M 5.44	P M 6.27	P M 7.11	P M 9.04	P M 9.54						
1.99	Glenbrook.....	1.99	-----	5.04	\$ 6.23	\$ 7.14	\$ 8.54	\$11.04	\$12.04	\$ 1.14	\$ 1.41	\$ 3.09	\$ 4.12	\$ 4.59	\$ 5.49	\$ 6.31	\$ 7.15	\$ 9.08	\$ 9.58						
3.31	Springdale.....	1.32	-----	5.08	\$ 6.27	\$ 7.18	\$ 8.58	\$11.08	\$12.08	\$ 1.18	\$ 1.45	\$ 3.13	\$ 4.16	\$ 5.03	\$ 5.53	\$ 6.35	\$ 7.19	\$ 9.12	\$10.02						
3.62	Springdale Ceme'y	0.31	-----				f 8.59	f11.09	f12.09	f 1.19		f 3.14	f 4.17		<b>5.54</b>	<b>6.36</b>									
5.46	Talmadge Hill....	1.84	-----	5.14	\$ 6.33	\$ 7.24	\$ 9.04	\$11.14	\$12.14	\$ 1.24	\$ 1.51	\$ 3.19	\$ 4.22	\$ 5.09	\$ 5.59	\$ 6.41	\$ 7.25	\$ 9.18	\$10.08						
7.65	New Canaan.....	2.19	DRWT	A M 5.20	A M 6.38	A M 7.29	A M 9.09	A M 11.19	P M 12.19	P M 1.29	P M 1.56	P M 3.25	P M 4.27	P M 5.14	P M 6.04	P M 6.46	P M 7.30	P M 9.23	P M 10.13						
	Note references														J										

# Westbound.

# NEW CANAAN TO STAMFORD.

# Westbound.

Distance from New Canaan	Time-Table 52 In Effect October 3, 1909  STATIONS.	Distance between Stations	Register, Water, Coal, Turntables, Wyes	501	503	209	505	507	509	511	513	515	517	519	521	523	527	561	565	567				
				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sat. and Sun.		
				1st Class Passenger	1st Class Passenger	1st Class New York Express	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	2d Class D. H. Engine	2d Class D. H. Engine	
0.00	New Canaan.....	0.00	DRWT	A M 5.55	A M 6.46	A M 7.40	A M 8.05	A M 10.10	A M 11.24	P M 12.35	P M 2.30	P M 3.30	P M 4.32	P M 5.45	P M 6.50	P M 7.35	P M 9.28	P M 10.17		P M 2.10	P M 6.20			
2.19	Talmadge Hill....	2.19	-----	\$ 5.59	\$ 6.50	\$ 7.45	\$ 8.09	\$10.14	\$11.28	\$12.39	\$ 2.34	\$ 3.35	\$ 4.36	\$ 5.49	\$ 6.54	\$ 7.39	\$ 9.32	\$10.21		2.15	6.25			
4.03	Springdale Ceme'y	1.84	-----						f11.32	f12.43	f 2.38	f 3.39	f 4.40	<b>5.54</b>						2.20	<del>6.30</del>			
4.34	Springdale.....	0.31	-----	\$ 6.05	\$ 6.56	\$ 7.51	\$ 8.15	\$10.20	\$11.33	\$12.44	\$ 2.39	\$ 3.40	\$ 4.41	\$ 5.55	\$ 7.00	\$ 7.45	\$ 9.38	\$10.26		2.21	6.37			
5.66	Glenbrook.....	1.32	-----	\$ 6.09	\$ 7.00	\$ 7.55	\$ 8.19	\$10.24	\$11.37	\$12.48	\$ 2.43	\$ 3.44	\$ 4.45	\$ 5.59		\$ 7.49	\$ 9.42	\$10.30		2.25	6.41			
7.65	Stamford.....	1.99	NRWCT	A M 6.14	A M 7.04	A M 8.00	A M 8.24	A M 10.29	A M 11.42	P M 12.53	P M 2.48	P M 3.49	P M 4.50	P M 6.04	P M 7.06	P M 7.54	P M 9.47	P M 10.35		2.30	6.46			
	Note references																			J				

J Will not run November 25, December 25, 1909, January 1, February 22, May 30, 1910.



## GENERAL INSTRUCTIONS.

### ALL DIVISIONS AND DISTRICTS.

#### EXPLANATION OF LETTER SIGNS.

- C —Coaling station.  
 D —Day telegraph office.  
 f —Flag stop.  
 N —Day-and-night telegraph office.  
 R —Train register.  
 s —Regular stop.  
 T —Turntable.  
 W —Water station.  
 Y —Wyes.

1. On four or double-track sections extra trains, except work trains, will run extra with the current of traffic only, without "Running" train orders. Such trains, however, will not be permitted to make a return movement on the opposite track from any point between terminals without first receiving a train order. Work trains must receive train orders defining their running and working limits as shown in form "H," examples "B" and "C," pages 55 and 56 of the General Rules, and will use the tracks as described in General Rules 78 and 99.

Conductors and enginemen of extra trains must not allow any part of their train to pass from double onto single track until they have received "Running" train orders, or fully protected themselves, as per General Rule 99 and in compliance with General Rule 83.

Regular freight trains on four-track or double-track sections may run in advance of their schedule time, but when so doing must run with care, looking out for trains that may be occupying the track up to the schedule time of such trains, or in other words they will proceed only under the rights of an extra.

When it is necessary for one section of a regular train to display signals for a following section, the Superintendent of the division upon which the train starts may issue the orders for such sections to carry signals to the destination or terminus of the engine carrying such signals. The train dispatcher placing this order must notify the dispatcher of the adjoining division or district and receive his acknowledgment to the same.

2. Trains while passing through slip switches must not run at a speed to exceed fifteen (15) miles per hour.

At crossovers, except where speed is restricted to less, no train must exceed a speed of twenty-five (25) miles per hour while passing through crossover from one main track to another.

3. Enginemen of extra trains must keep a sharp lookout for trackmen, hand cars and obstructions, sounding the whistle when approaching curves and obscure places when necessary.

4. Stationmen or trainmen may, when conditions permit, signal enginemen or trainmen of an approaching train, to pass another train standing at a station receiving or discharging passengers, but a slow rate of speed must be maintained until after the entire train has been passed. (See General Rule 107.)

5. Air brakes on all cars in freight trains must be coupled up and in service, except in case of defective brakes, in which case the brakes of defective cars will be cut out and the air connected through to other cars in train. If brake fails in transit and air cannot be connected through to other cars in the train, the car should be placed on the rear of the train next ahead of the caboose.

6. When cars are being moved over main line from one yard to another or interchanged with a foreign road they must have not less than 75 per cent of the air brakes in service.

7. General Rule 99 must be observed at all times notwithstanding the existence of block signals.

8. No passenger equipment belonging to this Company must be run in the State of Massachusetts unless equipped with platform gates. This applies to baggage and milk cars as well as passenger cars.

9. On four-track sections, time shown in italic figures, — thus, *1, 2, 3,* — indicates that train will run on tracks 1 and 2, other scheduled trains on tracks 3 and 4. In case signals and switches are set for other tracks, enginemen will satisfy themselves that the signalmen know the number of their train before proceeding.

Local freight trains will use tracks 3 and 4; all other trains in both directions will be governed in the use of tracks by the train dispatcher and signals.

10. Enginemen must not sound the whistle while their engines are passing passenger trains, unless absolutely necessary

11. Freight trains must in all cases, where sidings are provided, use such siding and not opposite track by backing over unless absolutely necessary.

12. When a passenger train on double track makes a station stop not provided for by Time-table, the conductor must see that trains on the opposite track are flagged to prevent them from running by train while standing at station.

13. When a flagman goes out as per General Rule 99, he must walk on the track to be protected to avoid possibility of a misunderstanding of signals by enginemen or of another train getting between the flagman and the track he is protecting.

14. Trains in yards or on sidings must stop before fouling other tracks unless switches are set for them to proceed, and cars must always be left with sufficient clearance between tracks, with brakes set on head and rear ends to hold the cars where they are stopped. Derails on sidings protecting the main line must be left open at all times when not in use whether cars are on siding or not.

15. Trains must not exceed ten (10) miles per hour passing a flag station at night, and will stop for passengers on signal (hand or otherwise) in case they fail to procure a light. Conductors must also be on the lookout for passengers at flag stations.

16. When necessary for engines of freight trains to take coal or water, they must cut loose from their train. (See General Rule 537.)

17. The station signal required by General Rule 14-m will be omitted in thickly populated districts. This signal will however be sounded at all points where special whistling posts designated S and W are located and will be given in addition to the regular highway crossing signal as prescribed in General Rule 14-l.

18. When late, passenger conductors will wire agents at junction points, giving number of passengers for connecting roads and divisions.

## SPECIAL INSTRUCTIONS.

### STANDARD CLOCKS.

Grand Central Station.....Room No. 5.  
 Harlem River.....Train Room.

### BULLETIN BOARDS.

Grand Central Station.....Room No. 5.  
 " " " ".....Trainmen's Room.  
 New York.....46th Street, Engine House.  
 Harlem River.....Trainmen's Room.  
 " " " ".....Engine House.  
 New Rochelle.....Switchman's Cabin.  
 Port Chester.....Westbound Baggage Room.  
 " " " ".....Engine House.  
 Stamford.....Westbound Baggage Room.  
 " " " ".....Engine House.

### NEW YORK DIVISION BULLETIN BOARDS LOCATED ON OTHER DIVISIONS.

South Norwalk.....Eastbound Waiting-room.  
 Bridgeport.....Conductors' Room.  
 " " " ".....Engine House.  
 New Haven.....Crew Dispatcher's Office.  
 " " " ".....Trainmen's Rooms.  
 " " " ".....Conductors' Rooms.  
 " " " ".....Engine House.  
 Danbury.....White Street Station.  
 " " " ".....Engine House.  
 New London.....Telegraph Office.  
 Midway.....Yard Office.  
 " " " ".....Engine House.  
 Providence.....Dispatcher's Office.  
 " " " ".....Yard Office, Northup Ave.  
 " " " ".....Engine House.  
 South Boston.....Yard Office, Freight Terminal.  
 " " " ".....Engine House.  
 Boston.....Rooms 275 & 291, South Station.  
 " " " ".....Engine House.  
 Worcester.....Telegraph Office, Union Station.  
 Hartford.....Yard Office.  
 " " " ".....Engine House.  
 East Hartford.....Yard Office.  
 " " " ".....Engine House.  
 Springfield.....Passenger Station.  
 " " " ".....Engine House.  
 Waterbury.....Passenger Station.  
 " " " ".....Engine House.  
 Winsted.....Passenger Station.  
 " " " ".....Engine House.  
 Great Barrington.....Telegraph Office.  
 " " " ".....Engine House.  
 Pittsfield.....Telegraph Office.  
 " " " ".....Engine House.  
 Brookfield Jet.....Waiting-room.

### YARD LIMITS.

Harlem River. Stamford.

100. STAMFORD. Passenger trains westbound, scheduled or having orders to be passed by another train at Stamford, will take the siding just west of station.

101. END FOUR TRACKS. Passenger trains scheduled to be passed on four-track sections may proceed ahead of delayed trains at end of four tracks if signals are given them to do so.

102. NEW YORK. Ordinances of New York City prohibit the making of **BLACK SMOKE** within city limits. Enginemen must exercise care to avoid emission of black smoke from locomotives passing through this city.

103. MOUNT VERNON AND NEW ROCHELLE: The rules in effect concerning **BLACK SMOKE** in New York City must be adhered to in these cities.

104. GRAND CENTRAL STATION AND WOODLAWN. All train and enginemen running over New York Central and Hudson River Railroad tracks must provide themselves with time-table and book of rules for the operation of the Electric Division and know that they have the current issues.

## ELECTRIC ZONE, WOODLAWN AND STAMFORD.

105. All bridge guards and telltales between Woodlawn and Stamford have been removed account of electric construction. Trainmen, enginemen, and others concerned, are warned to keep off the top of cars and to look out for obstructions when on tenders between Woodlawn and Glenbrook.

Employees are cautioned to avoid contact with trolley wires, messenger construction supporting same, and with feed wires and cables.

At all overhead bridges, side clearances are reduced by ground wires from bridges in boxing attached to side walls and abutments of bridges.

Enginemen will, as far as is practicable, not stop with steam locomotive under overhead bridges, as many insulators have been destroyed by heat and heavy exhaust of locomotives when starting.

When a ground develops on a locomotive and knocks power off the line, engineer will lower pantagraph at once, clear the ground if possible, and must not raise pantagraph until ground is located and cleared. It may be necessary to test the line several times in order to locate the section grounded. After being located by the Load Dispatcher, power will not be put on section that tested grounded until after a period of five minutes. If section shows grounded after the five-minute period, power will not be put on that section until engineer notifies the Superintendent's office that he either is ready to proceed or needs assistance.

Engineers will be held responsible for this information. Experience has shown that when a pantagraph is broken it is usually the result of line trouble. When a pantagraph is broken, the train on which the trouble occurs will stop at the first open telegraph office or tower and engineer will notify the Superintendent where the trouble occurred and give as much information regarding it as possible.

A second electric train will not be permitted to pass through a section where a preceding train had pantagraph broken or where there is line trouble until same has been inspected or repaired by the emergency wire train and line reported O. K. for service.

## TRAINS CHANGING LOCOMOTIVES AT STAMFORD.

Trains changing electric locomotives and steam locomotives at Stamford will be governed by the following: Trains scheduled to make station stop will change locomotives while making station stop; trains not scheduled to make station stop will change locomotives at tower No. 38.

## SPEED RESTRICTIONS.

106. Freight and work trains will not exceed a speed of forty-five (45) miles per hour between Stamford, Harlem River and Woodlawn and twenty (20) miles per hour between Stamford and New Canaan.

Light engines will not exceed forty-five (45) miles per hour between Stamford, Harlem River and Woodlawn and thirty (30) miles per hour between Stamford and New Canaan.

107. Between Stamford and Woodlawn, where speed of trains is not restricted by other instructions, no train will exceed sixty (60) miles per hour.

108. Trains between Woodlawn and Stamford must not exceed the rate of speed between stations as specified below:

BETWEEN	LOCAL	EXPRESS
Woodlawn and Mt. Vernon,	3 m.	2 m. 24 s.
Mt. Vernon and Columbus Avenue,	1 m. 30 s.	41 s.
Columbus Avenue and Pelham,	1 m. 30 s.	45 s.
Pelham and New Rochelle,	3 m.	2 m.
New Rochelle and Larchmont,	3 m.	2 m. 30 s.
Larchmont and Mamaroneck,	2 m. 30 s.	1 m. 45 s.
Mamaroneck and Harrison,	2 m. 30 s.	1 m. 48 s.
Harrison and Rye,	2 m. 30 s.	1 m. 49 s.
Rye and Port Chester,	2 m. 30 s.	1 m. 39 s.
Port Chester and Greenwich,	3 m. 30 s.	3 m. 09 s.
Greenwich and Cos Cob,	2 m. 30 s.	2 m.
Cos Cob and Riverside,	1 m.	30 s.
Riverside and Sound Beach,	2 m.	1 m. 30 s.
Sound Beach and Stamford,	3 m.	2 m. 30 s.

109. Between Stamford, Conn., and New Canaan, Conn., electric locomotives Nos. 01 to 041, inclusive, must not exceed time between stations specified below:

MILES.	BETWEEN	LOCAL TRAINS.	EXPRESS TRAINS.
1.99	Stamford and Glenbrook	5 m.	5 m.
1.32	Glenbrook and Springdale	4 m.	4 m.
2.15	Springdale and Talmadge Hill	6 m.	6 m.
2.19	Talmadge Hill and New Canaan	5 m.	5 m.

110. WOODLAWN. Trains must not exceed a speed of twenty-five (25) miles per hour over any portion of bridge crossing the tracks of the New York Central & Hudson River Railroad, and the use of the power or the brakes while on this bridge is prohibited except in case of extreme emergency.

111. WOODLAWN. Bridge crossing the tracks of the New York Central & Hudson River Railroad: More than two (2) electric locomotives, or electric and steam locomotives, must not pass over the bridge coupled together. At all other points on the Division not more than four electric locomotives coupled may be operated.

If a train with one or more electric locomotives is hauled to the third-rail zone by a steam locomotive, the steam locomotive must be detached from the train as soon as the third-rail shoes of the electric locomotive engage the third rail and precede the train across the bridge over the tracks of the New York Central & Hudson River Railroad at Woodlawn.

Locomotives of the Atlantic and Pacific types must not pass upon any part of this bridge.

112. Enginemen on electric locomotives must ring the bell when approaching and passing passenger stations, freight yards and freight trains standing on adjoining track.

113. PELHAM BAY TRESTLE AND DRAWBRIDGE. Trains must approach bridge under control. If signals show clear they may proceed at speed not exceeding thirty (30) miles per hour.

114. BRONX RIVER DRAWBRIDGE. Trains must approach bridge under control. If signals show clear they may proceed at speed not exceeding thirty (30) miles per hour.

115. NEW ROCHELLE JCT. Trains will not exceed twenty-five (25) miles per hour on eastbound tracks or thirty (30) miles per hour on westbound tracks at New Rochelle Junction.

116. RYE. Forty (40) miles per hour on curve east of station.

117. PORT CHESTER. Forty (40) miles per hour on the first curve east of passenger station.

118. COS COB DRAWBRIDGE. Trains must approach the bridge under control. If signals show clear, they may proceed at a speed not exceeding thirty (30) miles per hour.

119. END FOUR TRACKS. Trains will not exceed twenty-five (25) miles per hour in entering or leaving all four-track sections.

120. Trains on track three (3) must slow to 15 miles per hour at curve east end of Pelham Manor station platform.

## CLOSE-IN ORDERS.

122. No train will be closed in on another train unless authorized by the Train Dispatcher in a regular form of train order.

123. ENGINEMEN ENTERING A BLOCK ON A TRAIN ORDER WILL BE HELD RESPONSIBLE FOR AN ACCIDENT CAUSED BY OVERTAKING THE PRECEDING TRAIN, BUT THIS DOES NOT RELIEVE OTHER EMPLOYEES FROM RIGIDLY OBSERVING GENERAL RULE No. 99 IN ALL CASES.

124. Signalmen must send to the Superintendent's office daily a carbon copy of the close-in orders issued.

## MARKER LAMPS AND LOCATION.

Grand Central Station	Engine House.
Harlem River	Engine House.
Stamford	Engine House.

Marker lamps bear brass tags showing where they belong and enginemen will be held responsible for the prompt return of same to the point from which they are obtained.

## LIST OF SIDINGS SHOWING CAPACITY FOR FREIGHT CARS, INCLUDING ENGINE AND CABOOSE.

LOCATION	CAPACITY
Springdale Cemetery Siding	4 Cars.
Stamford Siding No. 6	112 "

## TABLE SHOWING HAULING CAPACITY IN TONS OF FREIGHT ENGINES ASSIGNED THIS DIVISION.

## BETWEEN HARLEM RIVER AND STAMFORD.

CLASS OF ENGINE.	SLOW FREIGHT.	FAST FREIGHT.	LOCAL FREIGHT.
P-1	1510	1360	1000
K-1	1400	1260	920
G-4	1365	1230	910
K-5	1315	1185	875
K-2	1215	1095	810

## HARLEM RIVER BRANCH.

WHISTLE SIGNALS for calling flagman of trains on tracks five (5) and six (6):

Track 5: Two medium long and three short blasts . . . . .

Track 6: Two medium long and four short blasts . . . . .

J. P. HOPSON,  
Superintendent.

P. W. J. SMITH,  
Passenger Trainmaster.

C. H. MOTSETT,  
Freight Trainmaster.

H. E. BAILY,  
Chief Train Dispatcher.