

THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

PAGES

Surgeons, Oculists and Hospitals.....	Inside Front Cover
Special Instructions	1 to 16
Croton-on-Hudson to Albany.....	17 to 22
Albany to Croton-on-Hudson.....	23 to 28
Albany to Syracuse.....	29 to 32
Syracuse to Albany.....	33 to 36
Albany to Troy.....	37
Troy to Albany.....	37
Troy and Schenectady.....	38
Little Falls and Dolgeville.....	38
Herkimer and Poland.....	38
Ravena and Kirkville Junction.....	39
Stations, Office Calls, Signals and Telephones.....	40 to 55
Speed Table	56
Map Hudson Division.....	Inside Back Cover
Map Mohawk Division.....	Outside Back Cover

The New York Central Railroad Company

MOHAWK DIVISION

HUDSON DIVISION

Time Table No. 69

FOR EMPLOYEES ONLY

EFFECTIVE

2:00 A. M., Eastern Standard Time

Sunday, April 30, 1950

J. F. NASH,
Superintendent

COMPANY SURGEONS

B. L. COLEY, M.D., Chief Surgeon
140 East 54th St., New York City

ALBANY: A. M. Dickinson, 302 State St.
Phone: Office and Residence 3-8422.
Dr. Nicholas P. Teresi, 4 Ten Eyck Ave.
Phone: Office and residence 3-3978.
E. A. Vander Veer, 224 State St.
Phone: Office and Residence 4-9220.
J. H. Helm, 9 Northern Blvd.
Phone: Office and Residence 5-9966.
T. I. Tyrell, 375 State St.
Phone: Office 3-1832.

AMSTERDAM: W. H. Seward, 52 W. Main St.
Phone: Office and Residence 429.

BEACON: Julius Haight, 67 Fishkill Ave.
Phone: Office and Residence 761.
Leo Murphy, 15 Willow St.
Phone: Office and Residence 62.
L. K. Supple, 50 Fishkill Ave.
Phone: Office and Residence 470.

CANASTOTA: Paul A. Ferrara, 136 Chapel St.
Phone: Office and Residence 4841.
J. H. Sullivan, 203 Main St.
Phone: Office and Residence 2021.
G. S. Pixley, 129 Center St.
Phone: Office and Residence 254.

COLD SPRING: Coryell Clark, 18 Fair St.
Phone: Office and Residence 713.

CRONON-ON-HUDSON: N. P. Brooks, 71 Grand St.
Phone: Office and Residence 3627.
L. V. Feichtner, 111 Grand St.
Phone: Office and Residence 3780.
George Vogel, 87 Grand St.
Phone: Office and Residence 8451.

EAST SYRACUSE: R. B. Seagrif, 128 Manlius St.
Phone: Office 336.

HERKIMER: A. L. Fagan, 208 N. Washington St.
Phone: Office and Residence 788.

HUDSON: J. L. Edwards, 555 Union St.
Phone: Office and Residence 309.

ILION: C. C. Whittemore, 63 First St.
Phone: Office and Residence 151.

LITTLE FALLS: H. D. Vickers, 25 Jackson St.
Phone: Office and Residence 162.

MINOA: F. I. Bishop, 24 N. Main St.
Phone: Office and Residence E. Syracuse 222-R.
T. E. Bishop, 415 East Ave.
Phone: Office and Residence East Syracuse 222-R.

ALBANY: R. C. Kemp, 343 State St.
Phone: Office and Residence 5-2146.
J. L. Holohan, 330 State St.
Phone: Office and Residence 4-3424.

BEACON: J. W. Overton, 229 Liberty St., Newburgh.
Phone: Office and Residence Newburgh 3260.

PEEKSKILL: Paul F. Barham, 205 Nelson Ave.
Phone: Office and Residence 262.

POUGHKEEPSIE: J. E. McCambridge, 77 S. Hamilton St.
Phone: Office and Residence 482.

ALBANY: Memorial. 161 N. Pearl St.
Phone: 4-9141.
St. Peter's. New Scotland Ave.
Phone: 2-3322.

AMSTERDAM: St. Mary's. 427 Guy Park Ave.
Phone: 2800.

BEACON: Highland. 42 Jones St.
Phone: 108.

CANASTOTA: Canastota. 150 Center St.
Phone: 73.

COLD SPRING: Julia Butterfield Memorial, Paulding Ave.
Phone: 642.

HERKIMER: Herkimer Memorial. W. German St.
Phone: 831.

HUDSON: Hudson City. 71 Prospect Ave.
Phone: 507.

ILION: Ilion. 295 W. Main St.
Phone: 141.

LITTLE FALLS: Little Falls. Burwell St.
Phone: 440.

ONEIDA: Oneida City. Broad St.
Phone: 600.
Main Street. Main St.
Phone: 1194.

ONEIDA: C. A. Earl, 131 Lenox Ave.
Phone: Office and Residence 189.
J. F. Rommel, 131 Lenox Ave.
Phone: Office and Residence 189.

PEEKSKILL: W. S. Martens, 122 Nelson Ave.
Phone: Office and Residence 110.

POUGHKEEPSIE: J. H. Dingman, 40 S. Hamilton St.
Phone: Office and Residence 2414.
Leo Murphy, 70 Market St.
Phone: Office 682.

RAVENA: R. Van Woert, 15 Central Ave.
Phone: Office and Residence 115.

RENSELAER: Burton W. Wilcke, 212 Washington Ave.
Phone: Office and Residence 3-7271.

ROME: J. H. Whaley, 212 N. Washington St.
Phone: Office and Residence 180.

H. N. Reid, 313 North James St.
Phone: Office and Residence 60.

D. Mellen, 305 N. Washington St.
Phone: Office and Residence 72.

ST. JOHNSVILLE: B. Feldstein, 15 Washington St.
Phone: Office and Residence 4-691.

SCHENECTADY: E. M. Stanton, Medical Arts Bldg.
Phone: Office 4-5336.

C. W. Woodall, Medical Arts Bldg.
Phone: Office 4-5336.

SELKIRK: Robert McDowell, 455 Kenwood Ave., Delmar.
Phone: Office and Residence 9-1176.

SYRACUSE: B. W. McCuen, 1206 State Tower Bldg.
Phone: Office 2-5520.

L. P. Ransom, 800 S. West St.
Phone: Office 5-6397.

TROY: D. W. Houston Jr., 18 Second St.
Phone: Office and Residence Troy 175.

UTICA: J. F. Kelley, 258 Genesee St.
Phone: Office and Residence 2-0217.

G. A. Holden, 286 Genesee St.
Phone: Office and Residence 4-5315.

F. G. Nellis, 316 Court St.
Phone: Office and Residence 2-4038

OCULISTS

SCHENECTADY: D. K. Binder, 708 Union Street.
Phone: Office 4-5115.

SYRACUSE: D. F. Gillette, State Tower Bldg.
Phone: Office 2-0664.
H. H. Joy, State Tower Bldg.
Phone: Office 2-0664.

UTICA: J. I. Farrell, 250 Genesee St.
Phones: Office 2-5107.
Residence 4-2650.

HOSPITALS

PEEKSKILL: Peekskill. 151 South St.
Phone: 2400.

POUGHKEEPSIE: St. Francis. North Road.
Phone: 2263.
Vassar Bros. Lincoln Ave.
Phone: 24.

ROME: Rome City. 1500 N. James St.
Phone: 2727.

SCHENECTADY: Ellis. Nott St.
Phone: 4-8401.

SYRACUSE: St. Joseph's. 103 Prospect Ave.
Phone: 3-6123.

TROY: Troy City. Oakwood Ave.
Phone: Troy 3143.

UTICA: St. Elizabeth's. 2209 Genesee St.
Phone: 2-2161.

St. Luke's Home & Hospital,
1506 Whitesboro St.
Phone: 2-3141.

Faxon. 1678 Sunset Ave.
Phone: 2-3101.

FIRST AID STATION

WEST ALBANY: Between Locomotive and Car Shops.
Phone: 5-6211 ex. 324.

SPECIAL INSTRUCTIONS

Special Instructions referred to by letter or number relate to Rules for the Government of the Operating Department with corresponding letter or number.

A1. OTHER RAILROADS.

Between Madison St. and Troy, trains run via T. U.
Green Island and Troy, trains run via D. & H. and T. U.

E3. LAWS AND REGULATIONS.

Safety Appliance Laws.

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

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

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Hours of Service Law.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

Handling Explosives and Dangerous Articles.

Bureau of Explosives, Pamphlets 20F, and 20G, Revised February, 1948, govern.

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

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

In case of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

Orders of Commissions.

The Public Service Commission, State of New York, shall have power through its members or responsible engineer or inspector, duly authorized by it, to enter in or upon and to inspect the property, equipment, buildings, plants, factories, power houses and offices of the railroad, including the right for such inspection purposes to ride upon any passenger or freight engine or train while in service on presentation of proper transportation.

M1. THIRD RAIL.

Cars that do not clear third rail teltales or indicator blocks must not be run where there is a third rail.

Hudson Division.

Eastward trains, other than freight, equipment of which fouls teltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4. Such trains must stop before reaching third rail at Croton-on-Hudson which begins at a point 350 feet west of station foot bridge, where car inspector will meet train.

Eastward freight trains, equipment of which fouls teltales at Garrison,—a white signal will be displayed at Signal Station 37, Peekskill, and train routed track No. 4 to siding at Oscawana, and enter Croton west yard, stopping with head car at west end of the yard in order that car may be repaired or set out without fouling third rail in lower end of yard.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Harmon	{ Engine dispatchers office. Steam enginemens room.
Croton-on-Hudson	Passenger station.
Peekskill	Passenger station.
Poughkeepsie	Passenger station.

Selkirk Yard	{ Engine house. East bound classification yard office. General yard office. West bound advance yard office.
Rensselaer	Engine house.
Troy	Telegraph office.
Albany	{ Train dispatchers office. Station masters office.
Schenectady	{ Engine house. Passenger station.
Little Falls.....	Freight office.
Herkimer.....	Signal Station 26. Engine house.
Utica	{ Yard masters office. Station masters office. Yard office, west end east bound advance yard.
De Witt	{ Engine house. West end, yard office.
Syracuse	{ Crew dispatchers office. Chief train dispatchers office.

6. LETTERS AND SIGNS.

- △ Stop for mail Saturday.
- § Stop for mail.
- ‡ Stop on signal to discharge passengers.
- # Stop on signal daily except Sunday to discharge passengers from Rochester and beyond; Sunday regular stop.
- B Stop to discharge passengers from west of Buffalo and receive passengers for New York.
- C Stop at Schenectady to discharge pullman passengers from Detroit and beyond.
- D Stops at Poughkeepsie to discharge passengers from Cleveland and beyond.
- E Stop on signal to discharge passengers from Utica and beyond.
- H Stop on signal to discharge passengers from Buffalo and beyond.
- J Stop on signal to receive passengers for Detroit and beyond.
- K Stop on signal to receive passengers for points west of Buffalo.
- M Stop Saturday.
- O Stop on signal to receive passengers for Utica and beyond.
- P Stop on signal to receive passengers for Troy and beyond.
- R Stop on signal to receive passengers for Syracuse and beyond.
- W Stop on signal daily to discharge or receive passengers Sunday—Regular stop.
- X Stop on signal to receive passengers for west of Buffalo and Adirondack Division and Delaware & Hudson points north.
- Y Stop daily except Sunday.
- Z Stop to discharge passengers from New York.
 - Use Track No. 3 westward or Track No. 4 eastward.
 - Stop Sunday.

12. HAND, FLAG AND LAMP SIGNALS.

Hudson Division.

Beacon and Poughkeepsie.

A green and white signal will be displayed at Signal Stations 50 and 58 in accordance with Rule 28 for trains scheduled to stop at Beacon and Poughkeepsie on flag stop.

Mohawk Division.

A blue signal displayed from a signal station indicates train is to back from Track No. 1 or Track No. 2. Clear signal will be displayed only after whistle signal acknowledgment has been received.

A white signal displayed from a signal station indicates that train on Track No. 3 or Track No. 4 should take water at the next water station.

13. EMERGENCY SIGNALS.

Whistles are located at Signal Stations A, B and 1.

14. ENGINE WHISTLE SIGNALS.

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

Hudson Division.

Sound	Indication
○ ○ ○ ○ ○	To be sounded passing Signal Station 90 by trains destined Troy. At Signal Station 90 for Hudson siding.
— ○ —	Trains requiring water, to be sounded passing Signal Station preceding last facing crossover to the rear of water station.

Mohawk Division.

- | Sound | Indication |
|-----------|---|
| — o — | Trains requiring water at east end of westward receiving yard, Selkirk to be sounded by B. & A. and Hudson Division trains passing Signal Station SM and River Division trains passing Ravena. |
| | Signal Station RJ. Engine of Eastward freight train requires water at South Schenectady. |
| | Signal Station 26. Engine of Westward train requires water or coal at Utica. |
| — — o — | South Utica. To be sounded approaching Public Crossings at grade between 7:00 A. M. and 10:00 P. M. This does not relieve trainmen from flagging trains or engines over crossings as prescribed in Special Instruction No. 103. |
| — o — | Signal Station 34. Engine of freight train on Track No. 4 requires water at Utica. |
| | Train on Track No. 1 or Track No. 2 requires water. To be sounded passing signal station preceding last facing crossover to the rear of water station. |
| | Trains requiring coal or water at Syracuse, to be sounded passing Signal Station 39. |
| o o o o | Train on Track No. 1 or Track No. 2 has defective engine or equipment and should be diverted. |
| o o o o o | Signal Station 3, 16, 30, 31 and 48. Train for West Shore. |
| | Signal Station 31. Westward train for St. Lawrence Division, or freight train having work at Rome. |

19. MARKERS.

On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps to indicate rear of train.

On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train.

Rule 19 modified accordingly.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83d. CLEARING OF TRAINS.

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

Trains will not leave the following stations without Clearance Form A.

West Shore:

- New York Mills, Westward trains.
- Kirkville Jct., Eastward trains.

93. YARD LIMITS.

Main Line:

- Poughkeepsie.
- Signal Station 99 and Schenectady, inclusive. Tracks No. 3 and No. 4.
- Signal Station 98 and automatic signal 14751, inclusive. Tracks No. 1 and No. 2.
- Amsterdam, except Tracks No. 1 and No. 2.
- Fonda, except Tracks No. 1 and No. 2.
- St. Johnsville, except Tracks No. 1 and No. 2.
- Little Falls and Herkimer, inclusive, except Tracks No. 1 and No. 2.
- Harbor and Utica, inclusive, except Tracks No. 1 and No. 2.
- Oneida and Canastota, inclusive, except Tracks No. 1 and No. 2.

West Shore:

- Ravena and Voorheesville, inclusive.
- Signal Station SM and Unionville.
- Signal Station 7 and South Schenectady, inclusive.
- Rotterdam Jct.
- South Amsterdam.
- Canajoharie.
- Ilion and Frankfort, inclusive.
- Harbor and New York Mills, inclusive.

T. & G. Branch:

- Rensselaer and Forbes Avenue, inclusive.
- Automatic Signal 411 and Troy, inclusive.

T. & S. Branch:

Schenectady and Green Island, inclusive.

Dolgeville Branch:

Little Falls and Dolgeville, inclusive.

Herkimer and Poland Branch:

Herkimer and Poland, inclusive.

Passenger trains must be given full protection at all times.

D-97. WORK EXTRAS.

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

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Albany, Livingston Ave. D. & H.	D. & H.	Interlocking.
Voorheesville	D. & H.	Interlocking.
*East New York Mills ...	D. L. & W.	Interlocking.
New York Mills	N. Y. O. & W.	Interlocking.
*Clark Mills	N. Y. O. & W.	Interlocking.
Canastota	L. V.	Interlocking.
Green Island	D. & H.	Interlocking.
Schenectady, Center St. D. & H.	D. & H.	Interlocking.

*A signal indicating stop may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box at crossing, opened crossing switch and complied with instructions in the box located at the crossing. After train passes, crossing switch must be closed and box locked.

*A train standing on Track No. 6 east of crossing. Track No. 5 west of crossing, must not pass "clearing section" signs located 120 feet in rear of dwarf signals governing movements from these tracks except to move over crossing.

**When Signal Station "KA" is closed, N. Y. C. signals will govern movements over crossing as interlocking signals only. They will indicate stop and must be operated by trainmen in accordance with instructions in box marked "N. Y. C. Signal Control" located on post adjacent to and southwest of crossing.

99. DRAWBRIDGES.

Location	Signals
New Hamburg	Wappinger's Creek ... Interlocking.
Albany	Hudson River

103. PUBLIC CROSSINGS AT GRADE.

All movements against the current of traffic over the following crossings must not exceed slow speed.

Hudson Division

Peekskill	Dayton Street
Chelsea	Bank Street
Staatsburg	River Street
Hudson	Atlas Cement Co., Private Siding
Newton Hook	Ferry Road
Rensselaer	Tellers Crossing

Mohawk Division—Main Line

East of Hoffmans	Wyatts Crossing, Tracks Nos. 1—2
Greenway	Greenway Road
West of Greenway	Blackman's Crossing

West Shore

Voorheesville	Mill Road
Guilderland	Voorheesville — Guilder- land Road
So. Schenectady	Middle Road
So. Schenectady	Putnan Road
Pattersonville	Pattersonville Road
East of So. Amsterdam	Cushing Stone Co., Private Siding
So. Amsterdam	Minaville Street, Track No. 6
Frankfort	Dyke Street
So. Utica	Brinkerhoff Avenue

T. & G. Branch

Rensselaer	Central Avenue
Troy	Monroe Street

Trainmen must flag trains or engines over following crossings:

Rensselaer:

Teller's Crossing, yard tracks.

South Bethlehem:

Jevick Road, 11,089 feet west of station.

Feura Bush:

Highway Crossing west of station.

Amsterdam, Kelloggs Branch:

Main St. Crossing.

Herkimer:

Caroline St.	Protection Ave.
King St.	Albany St.
Harter, Glendale Place and German Streets, industrial tracks.	

South Utica:

Kemble St.	Genesee St.
Oneida St.	Sunset Ave.

South Utica: 7.00 A.M. until 7.00 P.M.

Rutger St.	Conkling Ave.
Bacon St.	Taylor Ave.
Albany St.	Square St.
Kossuth Ave.	Seymour Ave.
Mohawk St.	Arthur St.
Eagle St.	

Rome Industrial Track:

Dominick St.	George St.
Fifth St.	Whitesboro St.
Mill St.	James St.
Bouck St.	Ridge St.
	Madison St.
	Clinton St.

Clark Mills:

Hecla: Highway No. 302

Vernon:

Vernon St. Dairymen's League Crossing

Oneida Castle:

Broad St.	State St.
Wampsville:	Court St.

Canastota, West Shore:

Peterboro St.	Main St.
Chittenango:	Chittenango Rd.
Aqueduct:	Aqueduct Rd.
Cohoes:	Manor Ave.

Trains will come to a stop before passing over the following crossings:

Ravena:

State Highway Crossing, 11,035 feet west of station.

Vernon:

Bronson's Crossing, 10,581 feet east of station.

Trains must stop not less than 25 feet or more than 75 feet before passing over crossing at:

Kast Bridge.

Middleville:

250 feet north of station.

Trains will stop and Trainmen must flag over the following crossings:

South Amsterdam:

Minaville Road	Bridge St.
----------------	------------

Canajoharie:

	Church St.
--	------------

South Fort Plain:

	River St.
--	-----------

South Little Falls:

Flint Ave.	Bellinger St.
------------	---------------

Jacksonburgh:

Fort Herkimer Road.

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

103A. AUTOMATIC GATES.

Automatic gate arms are in service at the following crossings and operate by trains in either direction on any main track, but not by trains on side tracks. The gate arms are normally down when flashing light signal is operating. When train or cars are standing on circuit controlling this signal, a member of the train crew must be stationed at the crossing to direct traffic as safety will permit.

Highway Signal Control box located

***Stuyvesant:**

Station crossing	South of Track No. 4
------------------	----------------------

Castleton:

Green Street

Hoffmans:

Rectors crossing

Whitesboro:

Mohawk Street, Highway No. 275

***Oriskany:**

River Street	South of Track No. 2
--------------	----------------------

***Wampsville,**

Wampsville highway	North of Track No. 4
--------------------	----------------------

***North Chittenango:**

New Boston Road	North of Track No. 4
Chittenango Road	North of Track No. 4

* Push buttons to permit manual operation of the gates, and instructions for their use, are in box marked "Highway Signal Control," located at the crossing.

Poughkeepsie:

Eastward freight trains stopping at automatic signals No. 7674 and 7672 will not proceed until proceed indication is given or permission is received by telephone from signalman at Signal Station 60.

Oneida:

There is room for 112 cars and engine between Lake St. crossing, Oneida, and Stickney's crossing, east of Oneida. When trains stop at automatic signal No. 26403 instead of standing indefinitely at that location, trains should be moved to Lake St. If more than 114 cars are being handled sufficient number of cars beyond 114 should be cut off to open Lake St. crossing, at the same time leaving Stickney's crossing open.

Voorheesville:

Sign reading "End of Highway Circuit," is provided approaching Mill Road crossing Eastward track 6. Trains must not stand or leave cars between sign and Mill Road crossing.

Canajoharie:

Trains stopping for water must not obstruct crossing east of water column.

104. SWITCHES.

At middle sidings, except where derrails are provided, the normal position of siding switches is:
East end, for eastward track.
West end, for westward track.

Spring Switches.

Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by the passage of train or engine.

Unionville:

At junction of Track No. 7 Connection and Track No. 5 Connection. Normal position is for Track No. 7. Westward movements will trail this switch.

If train is stopped at interlocking signals, trainmen must obtain instructions from Train Dispatcher. Additional instructions in telephone box located at Track No. 5 Connection interlocking signal.

Electrically Locked Switches.

Switches electrically locked by Signal Station must be operated in accordance with instructions posted in cabin or telephone box adjacent to switch.

Switches electrically locked by time lock on hand thrown switch machine must be operated as follows:
To unlock, remove padlock and wait three (3) minutes.

When indicator is lighted the switch is unlocked. Restoring padlock in the normal keeper will time lock the switch.

Location	Route	Control
Roa Hook	Track No. 1 to siding.	From SS-37.
Hudson	Track No. 1 to siding.	From SS-84.
Albany	Track No. 4 to eastward siding.	Time Lock.
Carman	Track No. 4 to siding.	From SS-7.
South Schenectady	Carman Detour to Government Plant.	From SS-7.
Schenectady	Track No. 4 to siding.	From SS-8.
Little Falls	Track No. 4 to siding.	Time Lock.
(Dolgeville Conn.)		
Little Falls	Track No. 4 to siding.	Time Lock.
(East of Freight House)		

Location	Route	Control
Little Falls (Near Lock Street)	Track No. 4 to siding.	Time Lock.
Little Falls (Near Lock Street)	Track No. 3 to Track No. 4.	Time Lock.
Little Falls (West of Lock Street)	Track No. 4 to siding.	Time Lock.
Little Falls (West end long siding)	Track No. 4 to siding.	Time Lock.
Little Falls (Near west end of long siding)	Track No. 3 to Track No. 4	Time Lock.
North Ilion	Track No. 4 to siding.	Time Lock.
East of Schuyler Jct.	Track No. 4 to siding.	Time Lock.
Utica (East of SS-30)	Track No. 2 to siding.	From SS-30.
Utica (East of SS-31)	Track No. 4 to yard.	From SS-31.
Oneida	Track No. 4 to O. & W. Connection.	From SS-39.
Voorheesville	Track No. 4 to yard.	From SS-39.
	Track No. 5 to Track No. 6.	From SS-NS.
	Track No. 4 to Track No. 5.	From SS-NS.
	Track No. 4 to siding.	From SS-NS.
	Inside Interlocking Limits.	
New York Mills	Single track to Track No. 6.	From SS-NF.
	Inside Interlocking Limits.	

104a. NORMAL POSITION OF SWITCHES.

Kirkville Jct.:
West Shore for Main Line connection.

105. SIDINGS.

Peekskill:

Eastward movement must not be made by any engine or train on the westward station siding, until permission has been received from signalman at Signal Station 37. Signalman must not permit another movement to be made on this track, until it is known to be clear.

Two or more Tracks:

Capacity based on 44-foot cars.

	Westward	Eastward	Westward and Eastward
Oscawana:			
Eastward, between remote controlled switch and SS-CD.....		206	....
Poughkeepsie:			
Westward, between remote controlled switch and Signal Station 58	154	....	....
Eastward, between Signal Station 60. To sign reading end of automatic block		160	....
Hudson:			
Westward, between remote controlled switch and Signal Station 82	246	....	....
Eastward, between Signal Station 84 and remote controlled switch east of Signal Station 82.....		334	....
Schuyler Jct.:			
Westward, between Signal Station 29 and remote controlled switch 8500 ft. west of Signal Station 29	191	....	....
Rome	173	194	....
Oneida:			
Between Tracks No. 3 and No. 4..	187	....	....
Voorheesville:			
First Track north of Track No. 5.	89	....	....
Second Track north of Track No. 5..	69	....	....
Track south of Track No. 4.....		60	....
South Amsterdam	40	....	....
New York Mills.....	9	41	....
Single Track:			
Cohoes			43
Crescent			9
Aqueduct			16
Oneida Castle			17
Canastota			77

107. STATION STOPS.

Hudson:

Eastward passenger, mail and express trains making station stop will not proceed to station platform until proceed indication is given by automatic signal 11502 or permission is received by telephone from signalman at signal station 84.

Eastward passenger, mail and express trains making other than a schedule stop or an extra passenger train stopping to receive or discharge passengers, Conductors will notify Engineman by signal 16-(d) and Engineman will stop at Automatic Signal 11502 and receive permission by telephone from Signalman at Signal Station 84 to proceed and make station stop.

St. Johnsville and Oneida:

Westward passenger, mail and express trains making station stop, must not proceed to station platform until other than stop indication is displayed by the home signal.

109. BULLETIN BOARDS AND BOOKS.

Harmon.....	Enginemen's room
Croton-on-Hudson...	Rest car.
Peekskill.....	Passenger station.
Poughkeepsie.....	{ Engine house. Passenger station.
Hudson.....	{ Signal Station 84. Engine house.
Selkirk.....	{ Eastbound classification yard office. General yard masters office. Westbound advance yard office.
Rensselaer.....	{ Engine house. Yard masters office.
Albany.....	Station masters office.
Troy.....	{ Yard office. Telegraph office.
Schenectady.....	{ Yard office. Engine house.
Fonda.....	Signal Station 16.
Herkimer.....	Freight house.
Utica.....	{ Engine house. Yard masters office. Station masters office. Yard office, North yard. Yard office, West end eastbound advance yard.
DeWitt.....	{ Fuel Station, Hump. Yard office, Midway yard. Yard office, West end. Engine house.
Syracuse.....	Crew dispatchers office.

DESIGNATION AND USE OF MAIN TRACKS.

Hudson Division.

D-151.

Two Tracks:

Between Signal Station 37 and Signal Station 43.
Signal Station 71 and Signal Station 98.

Tracks are numbered from the south:

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward.

No. 1, Westward.

Between Signal Station 90 and Signal Station SM.

Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward.

No. 3, Westward.

Four Tracks:

Between Croton-on-Hudson and Signal Station 37.
Signal Station 43 and Signal Station 71.

Tracks are numbered from the south:

No. 4, No. 2, No. 1, No. 3.

Tracks will be used as follows:

No. 4, Eastward—Passenger.

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 3, Westward—Passenger.

Mohawk Division.

Single Track:

Between Signal Station 7 and WH.
 Ravena and Unionville.
 Green Island and Schenectady.
 Dolgeville and Little Falls.
 New York Mills and Kirkville Junction.
 Herkimer and Poland.

D-151.

Two Tracks:

Between Rensselaer and Troy.
 Signal Station 98 and Signal Station 1.
 Rock Cut and a point 480 feet west of Central
 Avenue Bridge No. 364, West Albany.

Tracks are numbered from the south:

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward.

No. 1, Westward.

Between Signal Station 99 and Signal Station 1.
 Signal Station SM and Signal Station SK.

Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward.

No. 3, Westward.

Between Unionville and Voorheesville.

Rotterdam Jct. and New York Mills.

Tracks are numbered from the south:

No. 6, No. 5.

Tracks will be used as follows:

No. 6, Eastward.

No. 5, Westward.

Between Voorheesville and Fullers.

Tracks are numbered from the south:

No. 4, No. 5.

Tracks will be used as follows:

No. 4, Eastward.

No. 5, Westward.

Between Fullers and Rotterdam Junction.

Tracks are numbered from the south:

No. 5, No. 4.

Tracks will be used as follows:

No. 5, Westward.

No. 4, Eastward.

Between Hoffmans and Rotterdam Jct.

Harbor and Utica.

Tracks are numbered from the south:

No. 3, No. 4.

Tracks will be used as follows:

No. 3, Westward.

No. 4, Eastward.

Three Tracks:

Between a point 480 feet west of Central Avenue
 Bridge No. 364, West Albany and Signal
 Station 7.

A point 2,511 feet west of Sand Bank Yard,
 Schenectady and Signal Station 11.

Tracks are numbered from the south:

No. 2, No. 1, No. 4.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 4, Eastward—Freight.

Four Tracks:

Between Signal Station 1 and Rock Cut, West Albany.

Tracks are numbered from the south:

No. 2, No. 1, No. 4, No. 3.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 4, Eastward—Freight.

No. 3, Westward—Freight.

Between Signal Station 7 and a point 2,511 feet west
 of Sand Bank Yard, Schenectady.

Signal Station 11 and Signal Station 44.

Tracks are numbered from the south:

No. 2, No. 1, No. 3, No. 4.

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 3, Westward—Freight.

No. 4, Eastward—Freight.

**S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS
 ON SINGLE TRACK BY BLOCK SIGNALS.**

Between Signal Station 7 and WH.

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

Between Croton-on-Hudson and Kirkville.

Signal Station 90 and Signal Station SK.

Signal Station 100 and Troy.

Unionville and New York Mills.

Rotterdam Junction and Hoffmans.

Harbor and Utica.

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

	Tracks
Between Signal Station 43 and Croton-on-Hudson	No. 1
Between Signal Station D and Signal Station 1	No. 3
Between Signal Station 1 and Signal Station 3	No. 1

SPECIAL SIGNAL ASPECTS AND INDICATIONS.

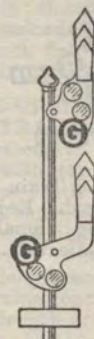


Fig. 38



Fig. 36A

281
Proceed



Fig. 57



Fig. 58

281-A

Proceed approaching second signal at medium speed.



Fig. 59-B

281-B

Proceed approaching next signal at limited speed.

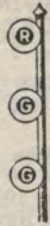


Fig. 59-C
281-C

Proceed; limited speed within interlocking limits.



Fig. 72



Fig. 73

282-A

Proceed preparing to stop at second signal. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.

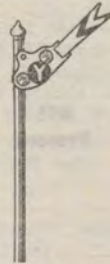


Fig. 104
285-A

Proceed preparing to stop at next switch or signal. Train exceeding medium speed when indication is seen must at once reduce to that speed.

293. SWITCH TARGETS.

Lights on main track switches are not in use:

- Between Croton-on-Hudson and Kirkville.
- Stuyvesant and Signal Station SK.
- Ravena and Kirkville Jet.
- Troy and Schenectady.
- Little Falls and Dolgeville.
- Herkimer and Poland.

Rule 293 modified accordingly.

305. MANUAL BLOCK SYSTEM.

Manual block system is in use:

Single Track:

Between New York Mills and Kirkville Junction.

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

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

Two or more Tracks:

Between a point 220 feet East of Central Ave. Bridge No. 364 West Albany and Signal Station 7, Track No. 4.

A point 2,511 feet west of Sand Bank Yard, Schenectady and Signal Station 11, Track No. 4.

Harbor and New York Mills.

Rules 318-A and 331-A for absolute block for following movements only govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only govern the movement of trains other than passenger trains.

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

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

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

Single and Two or more Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

Issuance of clearance forms A and B, or display of permissive indications will be authorized by the train dispatcher except in case of failure of communication.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones and will indicate condition of track only between automatic signal and fired signal reading "End of Automatic Block".

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones and will indicate condition of track only between automatic signal and fired signal reading "End of Automatic Block".

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Signal Station 7 and WH.

Two or more Tracks:

Between Croton-on-Hudson and Kirkville, except between a point 480 feet west of Central Avenue Bridge No. 364, West Albany and Signal Station 7, Track No. 4; and, between a point 2,511 feet west of Sand Bank Yard, Schenectady and Signal Station 11, Track No. 4.

Signal Station 90 and Signal Station SK.

Signal Station 100 and Troy.

Unionville and Harbor.

Rotterdam Jet. and Hoffmans.

Harbor and Utica.

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

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

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

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

SS-37	SS-101	SS-1
SS-98	SS-A	SS-30
SS-99	SS-B	SS-31
SS-100	SS-D	

Rule 611 modified accordingly.

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

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

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

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

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

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

HAND BRAKE TEST.

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

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, rail motor car must proceed at restricted speed to the nearest point at which repairs can be made.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

Eastward Freight Trains.

Between Voorheesville and Selkirk Yard.

When speed of train is to be reduced the engine throttle should first be closed and after slack has adjusted itself the automatic brakes should be applied with an initial reduction of 5 to 8 lbs. followed by subsequent light reductions as required, keeping independent or straight air brake valve handle in release position to prevent locomotive brake from applying.

After required reduction has been made in train speed and it is desired to release car brakes, first apply independent or straight air brake on locomotive to prevent slack running out too quickly, then release car brakes after which independent or straight air brake must be carefully graduated off.

Rule 1568, Rules for Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Automatic Signal 14752 to Signal Station 1.

All retaining valves must be turned up before leaving automatic signal 14752 or West Albany yard.

On trains departing from or running through West Albany yard running test must be made at Rock Cut. Other freight trains must be stopped by air brakes at automatic signal 14622.

The brake pipe pressure must be 85 pounds. Should pressure be reduced below 60 lbs. trains must be stopped and not proceed until full pressure is restored. Engines with air pump capacity of less than New York No. 5 or Westinghouse eleven inch must not be used in this service.

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

DIESEL—ELECTRIC LOCOMOTIVES

When taking locomotive for service, enginemen must know that switches on locomotive, jumpers, third rail shoes and overhead contact shoes are in proper position; and compressors, blowers and headlights working properly, and know that all valves in engine cooling system are in proper position.

After brakes have been tested, release hand brakes and see that blocks have been removed.

When leaving locomotive, engineman must:

Lock reverse wrench in proper receptacle.

Open main, control and light switches.

Shut down Diesel engine.

Shut down compressors unless otherwise instructed.

See that hand brakes are set and wheels blocked.

Close windows, and in winter, close movable ventilators.

Drain engine cooling system if Diesel locomotive is to be left in cold weather where facilities for preventing freezing are not provided, except when third rail shoes are in contact with third rail and heaters working.

Shut down blowers when instructions do not require them to be left running.

Emploees, other than engine crews, must not enter or pass through interior of Diesel locomotives, except in emergency.

Safety chain hooks when not in use must be placed back of the toeboard of switching step and under the drawbar carrier.

When coupling Diesel locomotives to cars or locomotives, care must be used to see that coupler is properly adjusted due to locomotive being equipped with double swivel coupler.

May be operated through water not exceeding in depth three (3) inches above top of rail, but under those circumstances should proceed at slow speed and with caution.

Blowers:

Radiator blowers on Diesel locomotives must be so operated as to keep engine cooling water between 140 degrees F and 180 degrees F, as shown by thermometers.

Traction motor blowers on Diesel locomotives must be run continuously whenever the engine is run. On DE-3 locomotives, the blower speed must be LOW, except that in road service, when the sustained current exceeds 400 amperes, it must be HIGH.

Movable ventilators or ventilator curtains must be kept closed during heavy snow and rainstorms in winter, and open at other times.

SPEED RESTRICTIONS.

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

GENERAL

Unless Otherwise Restricted.

Circus trains with freight equipped cars.....	30
Engines, Classes B and U, under steam or being towed, except when pushing passenger, mail, express and milk trains from Albany to Signal Station 3.....	20
Engines other than Classes B and U not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory.....	30
Engines, Classes G, H, L-1 and L-2, light or with caboose	35
Engines running backward.....	30
Engines running backward by night over public crossings	15
Engines, Classes DCA, DFA, DFB, DPA and DRS light or with caboose.....	50
Engines, Class DES, except Classes DES-1A, DES-1B, DES-1C and DES-4.....	40
Engines Classes DES-1A, DES-1B and DES-1C	25
Engines Class DES-4.....	35
Engines, Class DES, may be operated day or night in any direction.....	40
Freight trains with pushers.....	30
Rail motor cars operating under their own power or being towed:	
M-404	50
M-10 and M-201	55
All others	60
Passenger, Mail, Express and Milk Trains:	
Engines, Class H.....	40
Engines, Class L-2.....	60
Engines Class DRS-1.....	60
Engines Class DRS-2.....	65
Engines, Class L-3 and L-4.....	70
Rail Detector car X8015.	
Under own power or on rear of passenger train	40
Revenue freight trains with cranes moving on their own wheels.....	25
Snow plows and flangers.....	35
Trains with snow loader and snow melter not in service	30
Switches and crossovers, other than interlocking, when diverging.....	10

Track pans:

Passenger trains when scooping water, except at Tivoli, shall not exceed 60 miles per hour if a train is moving over the water pan on an adjoining track (tracks No. 1 and No. 2). If visibility is such that the engineman cannot determine that adjoining track (tracks No. 1 and No. 2) will not be occupied when passing over water pan, he shall proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.

Trains with scale test car or Jordan Spreader ..	25
Trains with dead engines not having all side or main rods	20
Work trains with locomotive cranes	30
Work trains with cranes moving on their own wheels	30
Wrecking Crane except 250 ton Crane handled in wrecking service	45
250 ton Wrecking Crane handled in wrecking service	40
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use: Over all hand operated switches	10
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling: Passenger, mail, express and milk trains	35
Other trains	20

Tracks		
No. 1	No. 3	No. 4
&		
No. 2		

Main Line:

Engines, Classes DCA, DFA, DFB, DPA, DRS, J, K, L-3, L-4 and S, light or with caboose:			
Croton-on-Hudson and Rensselaer ...	45	45	45
Signal Station 3 and Signal Station 44	45	35	35
Freight trains:			
Croton-on-Hudson and Signal Station 58:			
Less than 3500 tons	60	60	60
3500 to 4800 tons inclusive	55	55	55
4800 to 7800 tons inclusive	50	50	50
More than 7800 tons	45	45	45
Signal Station 58 and Signal Station 90:			
Less than 4800 tons	60	60	60
4800 to 7800 tons inclusive	55	55	55
More than 7800 tons	50	50	50
Signal Station 90 and Rensselaer:			
Less than 3500 tons	60		
3500 to 4800 tons inclusive	55		
4800 to 7800 tons inclusive	50		
More than 7800 tons	45		
Signal Station 3 and Amsterdam:			
Less than 4800 tons	60	45	
4800 to 7800 tons inclusive	55	45	
More than 7800 tons	50	45	
Amsterdam and Little Falls:			
Less than 3500 tons	60	60	45
3500 to 4800 tons inclusive	55	55	45
4800 to 7800 tons inclusive	50	50	45
More than 7800 tons	45	45	45
Little Falls and Signal Station 34:			
Less than 4800 tons	60	45	45
4800 to 7800 tons inclusive	55	45	45
More than 7800 tons	50	45	45
Signal Station 34 and Signal Station 44:			
Less than 3500 tons	60	45	45
3500 to 4800 tons	55	45	45
4800 to 7800 tons	50	45	45
More than 7800 tons	45	45	45
Passenger, Mail, Express and Milk Trains: 18 cars or less.			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains	60	60	60

Tracks		
No. 1	No. 3	No. 4
&		
No. 2		

Mile Post 51 and Mile Post 74, westward trains: Mile Post 74 and Mile Post 52, eastward trains	75	75	75
Mile Post 74 and Rensselaer	80	80	80
Signal Station 3 and Signal Station 11	75	45	45
Signal Station 11 and Signal Station 24	75	60	45
Signal Station 24, Little Falls and Signal Station 44	80	45	45
Passenger Trains:			
19 to 25 cars inclusive:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains	60	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	75	75	75
Signal Station 3 and Signal Station 11	75	45	45
Signal Station 11 and Signal Station 24	75	60	45
Signal Station 24 and Signal Station 44	75	45	45
26 to 30 cars inclusive:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52, and Croton-on-Hudson, eastward trains	60	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	70	70	70
Signal Station 3 and Signal Station 11	70	45	45
Signal Station 11 and Signal Station 24	70	60	45
Signal Station 24 and Signal Station 44	70	60	45
Mail, Express and Milk Trains:			
19 to 25 cars inclusive:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains	60	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	75	75	75
Signal Station 3 and Signal Station 11	75	45	45
Signal Station 11 and Signal Station 24	75	60	45
Signal Station 24 and Signal Station 44	75	45	45
Mail, Express and Milk Trains:			
26 to 40 cars inclusive:			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains	60	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	70	70	70
Signal Station 3 and Signal Station 11	70	45	45
Signal Station 11 and Signal Station 24	70	60	45
Signal Station 24 and Signal Station 44	70	45	45
Trains NC-1, BN-2, BB-1 and BB-2: 60 cars or less.			
Croton-on-Hudson and Mile Post 51, westward trains: Mile Post 52 and Croton-on-Hudson, eastward trains	60	60	60
Mile Post 51 and Rensselaer, westward trains: Rensselaer and Mile Post 52, eastward trains	65	65	65
Signal Station 3 and Signal Station 11	65	45	45

	Tracks		
	No. 1 & No. 2	No. 3	No. 4
Signal Station 11 and Signal Station 24	65	60	45
Signal Station 24 and Signal Station 44	65	45	45
Passenger, Mail, Express and Milk Trains:			
With freight equipped cars:			
Croton-on-Hudson and Rensselaer	60	60	60
Signal Station 3 and Signal Station 11	60	45	45
Signal Station 11 and Signal Station 24	60	55	45
Signal Station 24 and Signal Station 44	60	45	45
Trains with steam cranes except as above:			
Croton-on-Hudson and Rensselaer	45	45	45
Signal Station 3 and Signal Station 11	45	35	35
Signal Station 11 and Signal Station 24	45	45	35
Signal Station 24 and Signal Station 44	45	35	35
Work trains:			
Croton-on-Hudson and Rensselaer	40	40	40
Signal Station 3 and Signal Station 11	40	35	35
Signal Station 11 and Signal Station 24	40	40	35
Signal Station 24 and Signal Station 44	40	35	35
		Tracks	
	No. 4	No. 5	No. 6
West Shore:			
Engines, light or with caboose.			
Unionville and Kirkville Junction	35	35	35
Work trains.			
Unionville and Kirkville Junction	35	35	35
Freight trains.			
Unionville and Voorheesville	45	45	45
Voorheesville and Rotterdam Jct.	45	45	45
Rotterdam Jct. and Kirkville Jct.	35	35	35
Freight trains more than 6,000 tons.	30	30	30
Mail, express and milk trains.			
10 cars or less.			
Unionville and Voorheesville	60	60	60
Voorheesville and South Schenectady	45	60	60
South Schenectady and Rotterdam Jct.	45	50	40
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
11 to 14 cars inclusive.			
Unionville and Voorheesville	55	55	55
Voorheesville and South Schenectady	45	55	55
South Schenectady and Rotterdam Jct.	45	50	40
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
15 to 25 cars inclusive.			
Unionville and Voorheesville	50	50	50
Voorheesville and South Schenectady	45	50	50
South Schenectady and Rotterdam Jct.	45	50	40
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
26 to 40 cars inclusive.			
Unionville and Voorheesville	45	45	45
Voorheesville and South Schenectady	45	45	45
South Schenectady and Rotterdam Jct.	45	45	40
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
Passenger trains:			
10 cars or less.			
Unionville and Voorheesville	60	60	60
Voorheesville and South Schenectady	45	60	60
South Schenectady and Rotterdam Jct.	45	50	40
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
11 to 18 cars inclusive.			
Unionville and Voorheesville	55	55	55
Voorheesville and South Schenectady	45	55	55

	Tracks		
	No. 4	No. 5	No. 6
South Schenectady and Rotterdam Jct.	45	50	50
Rotterdam Junction and Harbor	40	40	40
Harbor and Kirkville Junction	35	35	35
Passenger, mail, express and milk trains, with freight equipped cars.			
Unionville and Rotterdam Junction	45	45	45
Rotterdam Junction and Kirkville Junction	35	35	35
LOCAL			
Unless Otherwise Restricted.			
Main Line:			
Croton-on-Hudson and Poughkeepsie			
Passenger, Mail, Express and Milk Trains with engines Class L-2			55
West end of Oscawana tunnel and signal No. 3861 and Signal No. 3863, Tracks No. 1 and No. 3			50
Peekskill, curve at station and first curve west.			45
" curve east of M.P. 44			50
Garrison, to discharge mail			20
Cold Spring, to discharge mail			20
Poughkeepsie through station.			40
Tracks No. 3 and No. 4			20
Poughkeepsie, to discharge mail			20
Hudson, to discharge mail			20
" curves at station			50
Signal Station D.			10
Rule 290			10
Signal Stations 100, A, B, 8, 16, 24, and 31.			10
Rules 287, 288 and 290			20
Rensselaer, curve at station			15
Rensselaer and West Albany, Tracks No. 3 and No. 4			15
Hudson River Passenger Bridge.			20
Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1			15
Albany Passenger Station and Spencer St. bridge No. 354A.			15
Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1			15
Hudson River Freight Bridge and Montgomery St. Bridge No. 354-E together with intermediate bridges.			15
Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1			25
Broadway Viaduct Bridge No. 355 and Spencer St. Bridge No. 354-A.			15
Engines, classes DCA, DFA, DFB, DPA, S, J, L, H-5, H-6, H-10 and B. & A. Class A-1			25
Signal Station A and B.			15
Rule 281, figure 37			15
Albany and Signal Station 3			40
Passenger, mail, express and milk trains			30
16 cars or less			40
Tracks No. 1 and No. 2			30
17 cars or more			15
Tracks No. 1 and No. 2			15
Freight, work trains and light engines			25
Track No. 1, westward movements			15
Track No. 1, eastward movements			15
Track No. 2			70
Curve 1320 Ft. east of Central Ave. Bridge No. 364, West Albany, Track No. 2			30
Between Carman and Hoffmans, over bridges.			30
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB			45
Carman			45
Between Signal Station 7 and Signal Station 8			55
Track No. 3			60
Schenectady grade curves			55
Between M.P. 158 and M.P. 159			45
Track No. 1			45
Track No. 2			20
Schenectady between State St. and Br. 381			45
Tracks No. 1 and No. 2			45
Tracks No. 3 and No. 4			45
Hoffmans			45
Freight trains			45
Between Signal Station 11 and Amsterdam			45
Track No. 3			45

Tribes Hill, curve west of station, between east end of the curve and signal bridge located at mile post 182.2	
Tracks No. 1 and No. 2.....	60
Track No. 3.....	45
Fonda	
First curve east of Fonda (Fair Ground curve)	
Track No. 3.....	45
Signal Station 16, when diverging Track No. 4 to Track No. 2 and Track No. 1 to Track No. 3.....	20
Yosts, Big Nose curve	
Tracks No. 1 and No. 2.....	60
Yosts to West End of Big Nose curve	
Track No. 3.....	45
St. Johnsville between Water Column east of St. Johnsville and Signal Station 22	
Track No. 3.....	45
Little Falls, Curve between Lock St. and Passenger Station	
Tracks No. 1 and No. 2.....	60
Signal Station 30	
Tracks No. 1 and No. 2.....	50
Signal Station 31.	
Track No. 2.....	50
Signal Station 34.	
Rule 287, figure 110 and 112.....	20
Rome	
Industrial Tracks, from turnout leading to Air Depot to St. Lawrence Division Connection.	
Engines, Classes J, H-10, K-14, L and S with 15,000 gallon tanks.....	10
Industrial tracks, over or through streets....	8
Air Depot Reservation track.....	20
Oneida O. & W. tracks	
Engines, all classes enroute to water column on O. & W.....	10
Hudson River Connecting R.R.	
Signal Station 90 and Signal Station SM.	
Tracks No. 3 and No. 4.....	40
Signal 186 and Signal Station 90	
Track No. 4, Trains 4300 tons or more.....	30
Signal Station SM and Signal Station SK.	
Tracks No. 3 and No. 4.....	30
West Shore.	
Unionville.	
Track No. 5, eastward movements through spring switch.....	6
Westward movements through spring switch.	30
Fultonville, over Main St.....	6
Sprakers, Rock Cut Mile Post 185.2 and Mile Post 185.9.....	15
Canajoharie, curve east of station.....	10
“ over Mitchell Street.....	6
South Fort Plain, Bailey's Side Track.....	5
South Little Falls, Rock Cut Mile Post 207.7 and Mile Post 209.2.....	15
Ilion, over Central Avenue.....	6
“ “ West River street.....	6
“ “ Pleasant avenue.....	6
Harbor and Kirkville Junction.	
Engines, Classes H-10, L-1, L-2, L-3, L-4a, L-4b and S.....	25
South Utica, over or through streets.....	6
East New York Mills.	
Approaching Home Signals.....	10
Over D. L. & W. tracks.....	20
New York Mills and Clark Mills.	
Approaching Home Signals.....	10
Over N. Y. O. & W. tracks.....	20
Canastota, L. V. Connection, Engines Class K....	6
“ over L. V. tracks.....	8
West Shore Connection Harbor and Utica.	
Tracks No. 3 and No. 4.....	20
Carman Detour.	
All trains.....	35
Bridge D-3.	
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB.....	20
Hoffmans Detour.	
Tracks No. 3 and No. 4.....	45

Little Falls and Dolgeville.	
All Trains.....	10
Steam Cranes over Trestles.....	5
Dolgeville, over Main Street.....	5
Herkimer and Poland.	
All Trains.....	10
Rensselaer and Madison St., Troy.	
Engines, Classes J, L-3, L-4 and S.	
Between Rensselaer and Monroe Street, Troy..	40
Monroe Street and Madison Street, Troy	30
Freight and work trains:	
4000 tons or less.....	40
Over 4000 tons.....	30
Passenger, mail, express and milk trains.	
Between Rensselaer and Madison St., Troy, except between	
Monroe Street and Madison Street..	45
Monroe Street and Madison Street..	30
Madison Street and Troy Station.	
All trains.....	10
Green Island and Schenectady.	
All Trains.....	10
Engines, Classes G, H and K on sidings.....	5
Over highway crossings at Aqueduct, Dunsbach Ferry, Maxon Road, Mohawk View and Schenectady.....	6

ENGINE AND CAR RESTRICTIONS.

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

Hudson Division:

250 Ton Wrecking Crane.

Can operate under same restrictions as Class S-1 Locomotives on Main Line between Signal Station 98, Rensselaer and Signal Station CD, Croton and may operate at following locations at a speed not exceeding.

	<i>Track Mph</i>	
Peekskill, stop and proceed passing station platform.....	2	
New Hamburg, passing station platform.....	3	6
Poughkeepsie, passing station platform.....	3	6
Cold Spring, passing station platform.....	4	10
Beacon, passing station platform....	4	10
New Hamburg, passing station platform.....	4	10
Camolet, passing station platform..	4	6
Poughkeepsie, passing station platform.....	4	6

NOTE: Crane should be separated by at least one light car from motive power or any heavily loaded car. Crane will foul blades on third rail telltale at Garrison.

Montrose.

Montrose Clay Products Co. Engines must not be operated over pit 487 ft. west of switch on siding west of track No. 4.

Peekskill.

Yard tracks at freight house. Engines heavier than Classes B-10 or E must not be operated.

P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over switch leading to easterly freight yard.

Beacon, N. Y., N. H. & H. R. R.

Engines heavier than class H-5 and K-3 are restricted from using any tracks of the N. Y., N. H. & H. R. R. except N. H. R. R. main leading to passenger station.

Poughkeepsie.

Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house. J. D. Johnson Co., Inc., track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.

P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over most easterly switch leading to freight yard at Pine Street.

Mohawk Division:**Main Line, West Shore and Branches:****250 Ton Wrecking Crane.**

Can operate under same restrictions as Class S-1 Locomotives on Main Line between Albany and Kirkville, except that crane must not operate over the following locations.

Troy Bridge G-10-B on spur to Iron Works
Troy Bridge G-11-C in yard at Freight House

Utica Tracks 6 and 7—Utica Passenger Station
May operate at following locations at a speed not exceeding

Between Madison Street, Troy and Cohoes Station platform limits, 6 m.p.h.

	Track Mph	
Signal Station 98 Rensselaer passing Dwarf Signal	1	6
Signal Station 22 St. Johnsville....	4	10
Over Bridge 483 west of North Frankfort	2	6
Signal Station 34 Rome.....	1	10

Engines, Class S must not operate over Canastota connection or branches except between Rensselaer and Madison St., Troy.

Engines, Classes DCA, DFA, DFB, DPA, J and L, must not operate over Canastota connection or branches except between Rensselaer and Troy.

Engines, Class H-10, must not be operated over Canastota Connection.

Engines, Classes J and K-14 with 15,000 gallon tanks, and Classes L and S must not be operated over bridges in private sidings.

Rail motors in damaged condition, making them unfit to be operated at speeds specified in Special Instructions, must be hauled separately.

Kelloggs Branch.

Engines heavier than Class U-2a, U-2b, U-2d and U-2f must not operate over the Kelloggs Branch.

Main Line:

Engines, Classes H-10 and L-2 must not be operated through Albany Passenger Station except straight movement Track No. 8.

Engines and cars must not be operated on sidings and coal trestles as follows:

West Albany, no engines permitted over the coal pit of John T. D. Blackburn, Inc.

Amsterdam. Kreisel Bros. coal trestle.

Engines heavier than Classes B, F-12 and G-2B.
Cars of gross weight exceeding 160,000 lbs.

Little Falls. Richmond Coal Co. trestle.

Engines heavier than Class U. Cars of gross weight exceeding 210,000 lbs.

Herkimer, Yard back track.

Engines heavier than Class "U".

North Ilion. Giblin Coal Co., Inc.

Engines heavier than Class H-5. Cars of gross weight exceeding 200,000 lbs.

Utica.

Utica Engine House.

Engines, Classes L-3, L-4 and S cannot be turned on turntable.

Skenandoa Rayon Corp.

All engines over pit. Cars of gross weight exceeding 210,000 lbs.

Whitesboro. Mara and Midlam coal trestle.

Engines heavier than Class E. Cars of gross weight exceeding 120,000 lbs.

Oneida. Sperry Coal Co., Inc., coal trestle.

Engines heavier than Class F-12. Cars of gross weight exceeding 160,000 lbs.

West Shore:

South Bethlehem.

The Callanan Road Improvement Co. Scale.

Engines not heavier than Class L may operate over dead rail at speed of 6 mph. Cars exceeding 240,000 lbs.

Feura Bush. Colprovia siding.

Engines, all classes, cars over 14 feet high must not be operated under overhead crane located approximately 200 feet west of switch.

Canajoharie.

Beechnut Packing Co.'s siding.

Engines heavier than Class U must not operate on curve east of East Main St. crossing.

Beechnut Packing Co.'s siding, over bridge.

Engines heavier than Class E-1c. Cars of gross weight exceeding 160,000 lbs.

South Fort Plain. Luxuray, Inc. and others.

Engines heavier than Class H-6.

Sufficient cars must be kept ahead of engine when switching, engine will not go beyond Willett Street Crossing.

Mohawk.

Benjamin Schermer trestle.

Engines heavier than Class F-12. Cars of gross weight exceeding 210,000 lbs.

Paper Drapery Corp. trestle.

No cars or engines are to be operated over this trestle.

South Utica.

Frank J. Cutter trestle.

Engines heavier than Class E.T.G. Cars of gross weight not exceeding 160,000 lbs.

McLaughlin Bros. coal trestle.

Engines heavier than Class E-T-G. Cars of gross weight not exceeding 160,000 lbs.

Ganim Brothers.

Engines must not be operated over pit installed under side track.

New York Mills.

Engines heavier than Classes H and K and steam cranes heavier than X-24 to X-34 inclusive.

T. & S. Branch:

250 ton Wrecking Crane must not operate.

Cohoes.

J. H. Riberdy coal trestle.

All engines. Cars of gross weight exceeding 120,000 lbs.

F. B. Marsolais coal trestle.

Engines heavier than Class F-12. Engines Classes B-10-v and U-2 permitted to operate. Cars of gross weight exceeding 210,000 lbs.

T. & G. Branch:

Troy, engines Classes J, S and L not to be operated on trestle leading to team track back of freight house at Adams St.

Herkimer and Poland Branch:

Engines heavier than Class F-12 must not be operated except Class L-1-A may operate between Herkimer and Mile Post 1.

Steam cranes heavier than X-20 must not be operated. Cars weighing more than 210,000 lbs. total, must not be operated.

Cars weighing 210,000 lbs. total, must be separated from engine or other cars weighing more than 160,000 lbs. total, by at least three cars weighing not to exceed 160,000 lbs. total.

Herkimer:

Engines must not be operated on the Standard Furniture Company's trestle.

Newport:

Engines must not be operated on the Autenrith Coal Company's trestle.

Dolgeville Branch:

Engines heavier than Class E-c. Cars of gross weight exceeding 120,000 lbs. except cars weighing loaded over 120,000 lbs. and not exceeding 130,000 lbs. may be handled between cars weighing loaded not in excess of 64,000 lbs. and with restriction of 10 miles per hour over bridge L-21.

Steam cranes cannot be operated excepting cranes X-10, X-11 and X-12, provided that brakes are not applied while passing over bridge L-21 and crane must be separated from motive power or special loading weighing in excess of 64,000 lbs. by at least one car weighing loaded not in excess of 64,000 lbs.

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning. At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with. Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits. In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

WATER STATIONS.

Main Line:

Storm King.	Yosts.
Clinton Point.	St. Johnsville.
Tivoli.	Herkimer, Adirondack
Hudson Track No. 1.	Divn. Connection.
Schenectady, Sand Bank.	Utica.
Hoffmans.	Rome.

West Shore:

South Schenectady.
South Amsterdam.
Canajoharie.
Frankfort.

Dolgeville Branch:

Little Falls Dolgeville.

TRACK PANS.

Clinton PointNo. 4, No. 2, No. 1, No. 3.
TivoliNo. 2 and No. 1.
Schenectady Sand Bank.....No. 2 and No. 1.
YostsNo. 2 and No. 1.
Rome.....No. 2, No. 1, No. 3, No. 4.

PUSHER ENGINES.

When trains are stalled on Albany grade and following train has a pusher, the engine must be cut off before assisting.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors, operated between Croton-on-Hudson and Kirkville, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

- a—When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c—When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph c until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

Enginemen will not be required to forestall, to avoid the automatic train stop brake application, at signal displaying Rule 281-C indication. Rule 7 (a) of Rules for enginemen and firemen for the operation of Intermittent Inductive Automatic Train Stop is modified accordingly.

Mohawk Division:

Double Inductors are located:
Track No. 3 between automatic signal No. 26103 and Kirkville.

PASSENGER TRAINMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Pullman Obs....	Pullman....	On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear of passageway and so placed as to avoid inconvenience to persons using vestibule.
Private	Pullman....		
De Luxe, Obs. coach.....	Pullman....		
Diner.....	Pullman....		
	Coach.....	Rear of coach	Rear of coach.
Pullman, without observation end.	.....	On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

HEATING, LIGHTING AND VENTILATION OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment, revised February 1, 1947, govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Harmon.....	Eastward.....	CD.....	Loop Bridge
Peekskill.....	Westward.....	Montrose.....	S. S. 37.
Poughkeepsie.....	Westward.....	Camelot.....	S. S. 58.
Albany.....	Westward.....	Teller's Crossing.....	S. S. 98.
Albany.....	Eastward.....	S. S. 1.....	S. S. 1.
Utica.....	Eastward.....	S. S. 31.....	S. S. 31.
Utica.....	Westward.....	S. S. 29.....	S. S. 29.
Syracuse.....	Westward.....	S. S. 48.....	S. S. 48.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

When double windows are open, both windows must be raised to the same level.

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide maximum comfort to passengers according to existing weather conditions.

Electric Fans will be shut off on arrival at terminal by train crews if cars are to be stored.

SNOW PLOW EQUIPMENT.

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

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

Snow plows must not be hauled backward when being moved in freight train.

FATALITIES.

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

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

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

When fatal accident occurs on right-of-way, the body should be removed to the nearest available shelter or station, care being taken not to move the body from one county to another.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

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

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

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

Cooling Compound.

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

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

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

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

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, revised February 1, 1947, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

ENGINE CREWS.

Wind shield wings must be folded in while passing through the following territory:

Between SS-99 and SS-1, Albany.

Approaching west end of Schenectady passenger station.

OVERHEAD CLEARANCES

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

Main Line:

Location	Description	Tracks
Oscawana	Signal Bridge	2
"	Station Foot Bridge	2-1-3
"	Oscawana Tunnel	4-2-1-3
Crugers	Overhead Highway Bridge	4-2-1-3
Montrose	Overhead Wire	Standard Textile Products Co.
"	Temporary Shed	Montrose Clay Products Company Siding
"	Signal Bridge	4-2-1-3
Peekskill	Signal Bridge	4
"	Fleischmann's Overhead Bridge	4-2-1-3
"	Station Foot Bridge East of Station	2-1 Station Siding
"	Station Foot Bridge West of Station	2-1 Station Siding
"	Little Tunnel	2-1
Manitou	Tower 40 Tunnel	2-1
"	Fort Montgomery Tunnel	2-1
"	Livingston Overhead Bridge	2-1
"	Private Overhead Bridge	2-1
Garrison	Overhead Highway Bridge	4-2-1-3
"	Garrison Tunnel	4-2
Cold Spring	Breakneck Tunnel	4-2-1-3
Dutchess	N. Y., N. H. & H. R. R.	4-2-1-3 4 Lead
"	Overhead Highway Bridge	4-2-1-3
Beacon	M. of W. Dept. Storehouse	Shop Track 2
"	Dennings Point Brick Co.	Brickshed Track
Chelsea	Station Foot Bridge	1
New Hamburg	Draw Bridge	1-3
"	Overhead Highway Bridge	4-2-1-3
Camelot	N. Y. Trap Rock Corp. Overhead Wire	1 C, 4 C
"	N. Y. Trap Rock Corp. Shed	1-D
"	N. Y. Trap Rock Corp. Conveyor Bridge	Trailing Switch No. 4 1 inside Fence
Camelot	Signal Bridge	4
"	DeLaphena Overhead Bridge	4-2-1-3
Poughkeepsie	DeLaval Separator Co. Overhead Wires	Trailing Switch No. 4
"	Union St. Overhead Bridge	4-2-1-3-5
"	Main St. Overhead Bridge	4-2-1-3-5
"	Overhead Foot Bridge	2 Former Steam Crane Subway
"	Hoffman St. Overhead Bridge	2-1-3 Siding
"	Signal Bridge	2
"	Manst. Bros. Overhead Foot Bridge	2 E. B. Siding
"	A. C. Dutton Lumber Co. Shed	2nd Track East of River Dock
Hyde Park	Sexton's Overhead Bridge	4-2-1-3
Staatsburg	Signal Bridge	4-2-1-3
"	Overhead Farm Bridge	4-2-1-3
"	Hoyt's Overhead Farm Bridge	4-2-1-3
"	O. Mills Overhead Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Overhead Private Bridge	4-2-1
"	Miss Parker's Overhead Bridge	4-2-1
"	Signal Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
Rhinecliff	Signal Bridge	2-1-3
"	"	4-2-1
"	"	2
"	Baggage Crossing	2-1-3

Main Line:— (Continued)

Location	Description	Tracks
Rhinecliff	D. Merrit Overhead Bridge	4-2-1-3
Barrytown	DeLano's Overhead Bridge	2-1-3
"	Private Overhead Bridge	4-2-1
"	Overhead Highway Bridge	2-1
Tivoli	Hunt's Overhead Bridge	2
Germantown	Signal Bridge	2-1
Hudson	Colonial Construction Co. Overhead Bridge	2-1-E. B. Siding 1 West Yard— W. B. Siding, Upper 2-3
"	Ferry St. Overhead Bridge	2-1 Siding
"	Fleet St. Overhead Bridge	2-1
Newton Hook	Newton Hook Brick Co. Overhead Bridge	2-1
"	Newton Hook Brick Co. Brick Shed	Lead from House to Shed
Rensselaer	Herrick St. Bridge	10-8-6-4-2-1-3- 5-7-9-11-13- 15-17
"	Broadway Viaduct	2-1-3-4 Saratoga Water, All Engine Terminal tracks
"	Maiden Lane Foot Bridge	3-4 Sand Lo Lead. WYE †
Rensselaer-Albany	Hudson River Passenger Bridge	2-1
"	Hudson River Freight Bridge	3-4
Albany	Broadway Viaduct	2-1-3-4
West Albany	Prospect Ave. Bridge	3
"	Watervliet Ave. Bridge	2-1-3-4-6 Yard Tracks North End of Bridge
"	Shop No. 7 (Overhead Steam Pipe)	Track North of Shop
"	Prospect Ave. Yard	Strope Steel Co. W. G. Morton (2 tracks)
Carman	High Bridge	2-1-4
"	Carman Road	2-1-3-4
"	Altamont Ave.	2-1-3-4
"	Detour Ave.	2-1-3-4
"	Crane Street	2-1-3-4
Schenectady	Congress Street	2-1-3-4
"	Erie Boulevard	2-1-3-4
"	Glenville Road	2-1-3-4, Yard Tracks 1-2-3- 4-5-6-7-8- Ladder
"	B. & M. Bridge	2-1-3-4
"	Ballston Road	2-1-3-4
Hoffmans	Nine Mile Bridge	2-1-4
"	Detour Bridge	2-1-4
Amsterdam	Foot Bridge	2-1-3-4-5-6
"	Near Freight House	Kreisel Bros.
"	"	Arthur Hill & Company
"	Bridge Street	2-1-3-4
Fonda	Bridge Street	2-1-3-4-5-6, House Track
Fort Plain	River Street	2-1-3
St. Johnsville	Bridge Street	2-1-3-4 Middle House Siding North No. 4
Little Falls	Highway	2-1-3-4 Siding South of No. 2
North Frankfort	Frankfort Road	2-1-3-4
Utica	Jumpover	2-1-3-4
"	Genesee Street	16-14-12-10-8-6
"	Barnes Avenue	2-1-3-4

Main Line:—(Continued)

Location	Description	Tracks
Whitesboro.....	Careys Crossing.....	2-1-3-4
Rome.....	Mohawk River.....	2-1-3-4
Greenway.....	Wheeler's Road.....	2-1-3-4
Oneida.....	Bridge.....	Smith-Lee Co.
Canastota.....	Lehigh Valley Bridge.....	2-1-3-4 Long
West Shore:		
South Bethlehem...	Crushed Stone Elevator.....	Callahan Road Improvement Co.
Feura Bush.....	" ".....	" "
Feura Bush.....	" ".....	Colprovia Materials, Inc.
Canajoharie.....	Bowman's Creek.....	Beechnut Packing Co. track east of Church Street
Mindenville.....	Smith's Highway.....	6-5
Frankfort.....	Wires.....	Frankfort Union Fork & Hoe Co.
".....	Steampipe.....	Frankfort Union Fork & Hoe Co.
New York Mills...	Wires.....	Mill No. 2
".....	Guy Wire.....	" "
Vernon.....	Private Road.....	Main Track
Canastota.....	Erie Canal.....	Main Track

Troy and Greenbush Branch:

Rensselaer.....	Foot Bridge.....	2-1
Iron Works.....	Troy-Menands Highway.....	Continuous Rail Joint Co.

Troy Union R. R.:

Troy.....	Fifth Avenue.....	2-1
".....	Liberty Street.....	2-1
Troy.....	Tunnel.....	2-1
".....	Signal Station 1.....	2-1
".....	Signal Station 2.....	2-1
".....	Hutton Street.....	2-1
".....	Hoosick Street.....	2-1

Troy and Schenectady Branch:

Niskayuna.....	Vischer Ferry Road.....	1
Crescent.....	State Highway.....	1

Herkimer and Poland Branch:

2.07 miles north of Middleville....	Through truss bridge.....	Main track
0.31 mile north of Newport, The Borden Co. siding.....	Overhead pipes.....	3
0.69 mile north of Newport.....	Overhead wires.....	3
Herkimer Quarries Co. siding.....	{ Loading bin.....	6
	{ Overhead cable.....	6

Main Line:—(Continued)

Location	Description	Tracks
Kelloggs Branch:		
Amsterdam.....	Private Road.....	1
Dolgeville.....	Conveyors.....	Adirondack Box Co.
Hudson River Connecting R. R.:		
Selkirk.....	Westbound Thoroughfare.....	Outbound Engine track
Rome Old Line Branch:		
Rome.....	Wires.....	New England Box Co.
".....	".....	Spargo Wire Co.
".....	".....	Revere Copper & Brass Co.
".....	Power Cables.....	General Cable Corp.
".....	".....	Revere Copper & Brass, Inc.
".....	Steam Pipe.....	" "
".....	Conveyors.....	" "
".....	Doorways.....	Revere Copper & Brass Inc.
".....	".....	Rome Mfg. Co.

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

Main Line:

Location	Description	Tracks
Beacon.....	SS-50, 925 feet East.....	National Biscuit Co. Switch
Chelsea.....	Harts Switch, 2,000 feet East...	Power House Siding
Poughkeepsie.....	SS-58, 3,400 feet East.....	4-2-1-3-5
".....	SS-58, 3,200 feet East.....	Lead to South Ave. Yard
".....	SS-58, 3,000 feet East.....	4-2-1-3-5
".....	SS-58, 300 feet East.....	Lead to Freight Yard
Automatic Signal		
10932.....	Livingston Crossing.....	2-1
Hudson.....	SS-84.....	2-1 Yard Lead 3 Siding West of Track 2
Stockport.....	West of Station.....	Team Track
West Shore:		
Selkirk.....	SS-SK, 200 feet East.....	1-2
West Shore Connection		
South Schenectady.....	County Storehouse.....	Siding
South Former Track 6		
Ilion.....	South Track 6.....	Remington Siding
Frankfort.....	South Track 6, West End.....	Yard Tracks
Troy Union R. R.:		
Troy.....	Grand Street.....	Main Tracks

J. F. NASH, Superintendent

B. H. DAYTON
W. A. SHEA } Assistant Superintendents

T. E. FLEMING
H. J. GASSETT
E. J. JONES
B. DANIELS
F. R. STAFFORD
J. R. MITCHELL } Train Masters.

R. D. HENRY, Chief Train Dispatcher.

M. J. SMITH
V. B. ROGERS
W. A. CRANKER } Assistant Chief Train Dispatchers.

G. W. FAY
L. L. JENNINGS
H. F. HARMS
W. W. BLUTO
W. B. ROGERS } Train Dispatchers. (Hudson Division)

C. A. STAHL
F. R. WHALEN
W. F. SLINGERLAND
R. W. PIKE
G. R. SMITH
C. T. BALDWIN
E. D. JOSLIN
J. E. DROMGOOLE
A. C. MEAD } Train Dispatchers. (Mohawk Division)

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 18

Miles from New York	STATIONS	81	83	99	135	139	163	179	43	199	9	177	
		See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note
		The Genesee	The Cayuga	The Tuscarora	West Side Mail	Railway Express	Albany	Peekskill	Mail	Poughkeepsie	Mail	Peekskill	
	Daily except Saturday	Saturday only	Daily except Saturday	Daily except Monday	Daily except Monday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday		
	LEAVE	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	
33.86	Grand Cen. Term. Croton-on-Hud....	11.11 12.08	11.11 12.08	11.21 12.21	12.35	12.56	12.06 1.06	11.43 1.07	1.36 2.35	1.31 3.15	2.36 3.45	5.13 6.32	
35.68	Oscawana.....							s 1.12				s 6.37	
36.65	Crugers.....							s 1.15				s 6.40	
38.10	Montrose.....						1.11	s 1.18		† 3.27	3.51	s 6.43	
40.56	Peekskill.....	12.16	z 12.16	z 12.29	12.43	1.04	s 1.16	A 1.27	2.43	s 3.40	s 3.56	A 6.50	
45.36	Manitou.....						1.23	A. M.		3.47½		A. M.	
49.13	Garrison.....	12.26	12.28	12.41	12.53	1.14	s° 1.29		2.53	s° 3.53	s° 4.09		
51.83	Cold Spring.....						s 1.35			s 3.59	s 4.15		
56.53	Dutchess.....						1.41			4.06	4.23		
58.29	Beacon.....						s 1.45		3.03	s 4.12	s 4.26		
61.79	Chelsea.....									4.18			
64.38	New Hamburg....									s 4.22	s 4.35		
67.51	Camelot.....						1.56		3.13	4.28	4.38		
72.82	Poughkeepsie...A						s 2.02			4.34	s 4.45		
	Poughkeepsie...L						2.12		s 3.30	A. M.	5.05		
78.54	Hyde Park.....										s 5.13		
82.94	Staatsburg.....										s 5.20		
88.42	Rhinecliff.....										s 5.30		
93.96	Barrytown.....	1.03	1.06	1.21	1.31	1.55	2.33		3.51		s 5.41		
98.26	Tivoli.....										s 5.49		
103.63	Germantown.....										s 5.58		
105.38	No. Germantown..						2.45		4.02		s 6.02		
113.73	Hudson.....	1.19	1.22	1.38	1.47	2.11	s 2.55		s 4.17		s 6.20		
117.98	Stockport.....										s 6.26		
121.17	Newton Hook....										s 6.32		
123.54	Stuyvesant.....	1.28	1.31	1.48	1.56	2.21	3.05		4.28		s 6.37		
129.64	Schodack L'd'g....										s 6.46		
133.56	Castleton-on-Hud..										s 6.57		
141.61	Rensselaer.....	1.45	1.50	2.06	2.15	2.46	3.26		4.46		7.11		
142.19	Albany.....	Rensselaer Yard	Rensselaer Yard	2.10	Rensselaer Yard	Rensselaer Yard	3.30		4.50		7.15		
148.35	Troy.....												
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

No. 163 will use No. 1 track Signal Station 50 to Signal Station 71.

Nos. 179, 199 and 9 will not carry baggage.

No. 83 will run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.

Nos. 81 and 99 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.

Nos. 135 and 139 will not run May 31, July 5 and September 5, 1950.

Nos. 135 and 139 will not carry passengers.

Time shown at Grand Central Terminal is for information only.

CROTON-ON-HUDSON to ALBANY

Continued from page 17

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	175	183 <small>See Note</small>	55	209	51	143 <small>See Note</small>	95	185 <small>See Note</small>	103	165 <small>See Note</small>
		Pough- keepsie	Milk	Advance Empire State Express	Peeks- kill	Empire State Express	The Lauren- tian	The Mohawk	Milk	Peeks- kill	Pough- keepsie
		Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday only
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
33.86	Grand Cen. Term. Croton-on-Hud....	6.05 s° 7.05	7.37	7.11 8.10	7.33 s° 8.57	8.01 8.59	9.01 10.00	9.16 10.15	10.50	10.53 s° 12.21	11.41 12.45
35.68	Oscawana.....	s 7.10			s 9.04					s 12.26	
36.65	Crugers.....	s 7.14			s 9.07½					s 12.29½	
38.10	Montrose.....	s 7.18			s 9.11			10.20		s 12.34	12.50
40.56	Peekskill.....	s 7.29	7.45	8.18	A 9.17	9.07	10.08	s 10.25	11.15	A 12.41	s 12.55
45.36	Manitou.....	7.35			A. M.			10.32		P. M.	s 1.03
49.13	Garrison.....	s° 7.41						s° 10.36			s° 1.11
51.83	Cold Spring.....	s 7.47									s 1.17
56.53	Dutchess.....	7.52		8.34				10.44			1.24
58.29	Beacon.....	s 8.02		s 8.37			P 10.25	s 10.49	11.35		s 1.27
61.79	Chelsea.....	s 8.08									s 1.33
64.38	New Hamburg...	s 8.16									s 1.39
67.51	Camelot.....	8.21		8.48			10.38	10.59			1.44
72.82	Poughkeepsie...A	8.29									1.57
	Poughkeepsie...L	A. M.	8.20	s 8.55			s 10.45	s 11.09	12.01		P. M.
78.54	Hyde Park.....										
82.94	Staatsburg.....							11.21			
88.42	Rhinecliff.....							s 11.28			
93.96	Barrytown.....			9.14		9.54	11.04	s 11.36			
98.26	Tivoli.....										
103.63	Germantown.....										
105.38	No. Germantown..			9.24				11.47			
113.73	Hudson.....			s 9.34		10.10	11.21	s 11.57			
117.98	Stockport.....										
121.17	Newton Hook....										
123.54	Stuyvesant.....			9.45		10.19	11.30	12.09			
129.64	Schodack L'd'g...										
133.56	Castleton-on-Hud.										
141.61	Rensselaer.....		10.10	10.01		10.34	11.49	12.26	1.15		
142.19	Albany.....		Rensselaer Yard	10.05		10.38		12.30	Rensselaer Yard		
148.35	Troy.....						12.10				
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 95 will use Track No. 1, Signal Station 50 to Signal Station 71.

No. 143 First trip June 17, 1950.

No. 165 will not carry baggage.

No. 183 and 185 will not carry passengers.

Time shown at *Grand Central Terminal* and *Troy* is for information only.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 20

Miles from New York	STATIONS	105	39	49 <small>See Note</small>	223	41	161 <small>See Note</small>	1	167	157 <small>See Note</small>	15
		Peeks-kill	North Shore Limited	Advance Knickerbocker	Peeks-kill	The Knickerbocker	Albany	The Pacer	Upstate Special	Poughkeepsie	Ohio State Limited
		Saturday only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Daily
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	11.36 s° 12.57	12.01 1.01	1.16 2.12	12.56 s° 2.13	2.31 3.25	2.33 s° 3.42	3.01 4.00	3.16 4.11	3.52 4.49	4.01 4.55
35.68	Oscawana.....	s 1.02			s 2.18		s 3.46				
36.65	Crugers.....	s 1.05½			s 2.22		s 3.49½				
38.10	Montrose.....	s 1.10	1.06	2.17	s 2.26		s 3.53			4.54½	
40.56	Peekskill.....	A 1.16	s 1.11	s 2.22	A 2.34	3.33	s 4.00	4.08	4.19	s 4.58	5.03
45.36	Manitou.....	P. M.			P. M.		† 4.07			5.05	
49.13	Garrison.....			° 2.32			s° 4.14			s° 5.11	
51.83	Cold Spring....			s 2.35			s 4.20			s 5.16	
56.53	Dutchess.....		1.29	2.41			4.27		4.35	5.22	
58.29	Beacon.....		s 1.33	s 2.44			s 4.30		s 4.38	s 5.26	
61.79	Chelsea.....						s 4.36			s 5.32	
64.38	New Hamburg...						s 4.41			s 5.38	
67.51	Camelot.....		1.43	2.54			s 4.46		4.48	5.43	
72.82	Poughkeepsie...A Poughkeepsie...L		s 1.52	s 3.01		R 4.02	s 4.52 5.35	K 4.38	s 4.56	P. M.	5.32
78.54	Hyde Park.....						s 5.43				
82.94	Staatsburg.....		2.03	3.12			s 5.50		5.04		
88.42	Rhinecliff.....		s 2.11	s 3.20			s 5.59		s 5.11		
93.96	Barrytown.....		2.18	s 3.27		4.20	s 6.06 6.26	4.56	5.18		5.50
98.26	Tivoli.....			M 3.34			s 6.33				
103.63	Germantown....						s 6.41		s 5.27		
105.38	No. Germantown.		2.29	3.42			6.44½		5.30		
113.73	Hudson.....		s 2.39	s 3.53		4.36	s 7.14	5.12	s 5.40		6.06
117.98	Stockport.....						s 7.20				
121.17	Newton Hook....						7.24				
123.54	Stuyvesant.....		2.50	4.00		4.45	s 7.29	5.21	5.51		6.15
129.64	Schodack L'd'g..						s 7.36				
133.56	Castleton-on-Hud.			M 4.11			s 7.44				
141.61	Rensselaer.....		3.11	4.21		5.01	7.54	5.36	6.07		6.31
142.19	Albany.....		3.15	4.25		5.05	7.58	5.40	6.11		6.35
148.35	Troy.....										
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 49 will use No. 1 track Signal Station 50 to Signal Station 71.
 No. 49 will not carry baggage.
 No. 161 will not carry baggage Sunday.
 No. 157 will not run May 30, July 4 and September 4, 1950.
 Time shown at Grand Central Terminal is for information only.

CROTON-ON-HUDSON to ALBANY

Continued from page 19

WESTWARD—FIRST CLASS

Miles from New York		195	191	67	153	111	25	63	193	713	17
		See Note	See Note	See Note		See Note		See Note	See Note	See Note	
		Pough-keepsie	Pough-keepsie	The Commodore Vanderbilt	Pough-keepsie	Peekskill	Twentieth Century Limited	Albany	Pough-keepsie	Peekskill	The Wolverine
		Daily except Sunday	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	Daily except Sat. and Sun.	Daily	Daily	Daily except Sunday	Sunday only	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud. . .	4.07 s° 5.07	4.25 5.22	4.31 5.27	4.44 5.42	4.39 s° 5.47	5.01 5.55	5.11 6.06	5.36 ° 6.40	5.36 ° 6.41	6.01 6.56
35.68	Oscawana					s 5.52			s 6.45	s 6.44	
36.65	Crugers				5.45½	s 5.55½			s 6.48½	s 6.47½	
38.10	Montrose	5.13	5.27½		s 5.49	s 6.00			s 6.53	s 6.52	
40.56	Peekskill	s 5.17	s 5.31	5.37	s 5.54	A 6.08	6.03	6.14	s 6.59	A 6.58	7.04
45.36	Manitou	s 5.25			s 6.02	P. M.			s 7.07	P. M.	
49.13	Garrison	s° 5.32	° 5.44		s° 6.10		6.13		s° 7.15		
51.83	Cold Spring	s 5.37	s 5.48		s 6.16				s 7.21		
56.53	Dutchess	5.44	5.54		6.22			6.29½	7.27		
58.29	Beacon	s 5.47	s 5.58		s 6.25			s 6.32	s 7.30		
61.79	Chelsea	s 5.54			s 6.32				s 7.37		
64.38	New Hamburg	s 6.00	6.07		s 6.38				s 7.43		
67.51	Camelot	6.05	6.10		6.43			6.42	7.48		7.28
72.82	Poughkeepsie	6.12	6.18		6.51				7.55		
	Poughkeepsie	P. M.	P. M.	6.05	P. M.			s 6.50	P. M.		J 7.34
78.54	Hyde Park										
82.94	Staatsburg							7.01			
88.42	Rhinecliff							s 7.07			
93.96	Barrytown			6.23			6.51	7.14			7.52
98.26	Tivoli										
103.63	Germantown										
105.38	No. Germantown							7.24½			
113.73	Hudson			6.39			7.07	s 7.31			8.08
117.98	Stockport										
121.17	Newton Hook										
123.54	Stuyvesant			6.48			7.16	7.45			8.17
129.64	Schodack L'd'g										
133.56	Castleton-on-Hud.										
141.61	Rensselaer			7.03			7.33	8.01			8.32
142.19	Albany			Rensselaer Yard			7.37	8.05			8.36
148.35	Troy										
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 195, 191, 67, 111, 63, 193 and 713 will not carry baggage.

No. 67 will not run May 27th, 28th, 29th, July 1st, 2nd, 3rd and September 2nd and 3rd, 1950.

Nos. 195 and 191 will not run May 30, July 4, and September 4, 1950.

Time shown at Grand Central Terminal is for information only.

CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 22

Miles from New York	STATIONS	19	127	47 See Note	11	57 See Note	21	251 See Note	131 See Note	61	35 See Note
		Lake Shore Limited	Poughkeepsie	The De-troitier	South Western Limited	Cleveland Limited	The North Star	Peekskill	Mail	Montreal Limited	The Iroquois
		Daily	Daily	Daily except Saturday	Daily	Daily except Saturday	Daily	Daily	Daily except Sunday	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	6.16 7.12	6.41 7.40	7.01 7.58	7.16 8.09	8.01 8.55	8.16 9.12	7.58 s ^o 9.15	10.20	10.26 11.22	10.31 11.28
35.68	Oscawana.....							s 9.20			
36.65	Crugers.....		7.44					s 9.23			
38.10	Montrose.....		s 7.47					s 9.27			
40.56	Peekskill.....	7.20	s 7.52	8.06	8.17	9.03	9.20	A 9.33	10.28	11.30	11.36
45.36	Manitou.....		7.59								
49.13	Garrison.....		s ^o 8.05							11.40	
51.83	Cold Spring.....		s 8.11								
56.53	Dutchess.....		8.18				9.35½				
58.29	Beacon.....	K 7.39	s 8.21				s 9.38				
61.79	Chelsea.....		8.26								
64.38	New Hamburg...		s 8.30								
67.51	Camelot.....	7.47	8.35				9.47½				12.00
72.82	Poughkeepsie...A Poughkeepsie...L	s 7.56	8.45 P. M.	8.36	8.47	9.33	s 9.56		10.58		s 12.05
78.54	Hyde Park.....										
82.94	Staatsburg.....	8.05									
88.42	Rhinecliff.....	s 8.10									
93.96	Barrytown.....	8.19		8.54	9.05	9.51	10.17		11.16	12.18	12.25
98.26	Tivoli.....										
103.63	Germantown.....										
105.38	No. Germantown.						10.27				
113.73	Hudson.....	8.35		9.10	9.22	10.08	s 10.37		11.35	12.33	12.41
117.98	Stockport.....										
121.17	Newton Hook....										
123.54	Stuyvesant.....	8.44		9.20	9.32	10.18	10.47		11.45	12.42	12.50
129.64	Schodack L'd'g..										
133.56	Castleton-on-Hud.										
141.61	Rensselaer.....	9.01		9.36	9.50	10.39	11.06		12.13	12.58	1.06
142.19	Albany.....	9.05		9.40	9.56	10.43	11.10		Rensselaer Yard		1.19
148.35	Troy.....									1.18	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Nos. 47 and 57 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.

Nos. 57, 251 and 35 will not carry baggage.

No. 131 will not run May 30, July 4 and September 4, 1950.

No. 131 will not carry passengers.

Time shown at Grand Central Terminal and Troy is for information only.

CROTON-ON-HUDSON to ALBANY

Continued from page 21

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	255	59								
		See Note	The Chicagoan								
		Peekskill									
		Daily	Daily								
	LEAVE	P. M.	P. M.								
33.86	Grand Cen. Term. Croton-on-Hud....	10.10 s° 11.29	11.01 11.58								
35.68	Oscawana.....	S 11.34									
36.65	Crugers.....	S 11.37									
38.10	Montrose.....	S 11.40									
40.56	Peekskill.....	A 11.47	12.06								
45.36	Manitou.....	P. M.									
49.13	Garrison.....										
51.83	Cold Spring.....										
56.53	Dutchess.....										
58.29	Beacon.....										
61.79	Chelsea.....										
64.38	New Hamburg...										
67.51	Camelot.....										
72.82	Poughkeepsie...A Poughkeepsie...L										
78.54	Hyde Park.....										
82.94	Staatsburg.....										
88.42	Rhinecliff.....										
93.96	Barrytown.....		12.54								
98.26	Tivoli.....										
103.63	Germantown.....										
105.38	No. Germantown..										
113.73	Hudson.....		1.10								
117.98	Stockport.....										
121.17	Newton Hook....										
123.54	Stuyvesant.....		1.19								
129.64	Schodack L'd'g...										
133.56	Castleton-on-Hud.										
141.61	Rensselaer.....		1.35								
142.19	Albany.....		Rensselaer Yard								
148 35	Troy.....										
	ARRIVE	P. M.	A. M.								

No. 255 will not carry baggage.
Time shown at Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 24

Miles from Albany	STATIONS	52	32	34	62	14	100	72	6	200	250	192
			See Note	See Note		See Note	See Note		See Note	See Note	See Note	See Note
		The Easterner	Mail	The Cayuga	Montreal Limited	Mail	Peekskill	Mount Royal	Fifth Avenue Special	Peekskill	Peekskill	Poughkeepsie
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday only	Daily except Sunday	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58	Troy.....							3.30				
8.63	Albany.....	12.15	2.20	2.55	3.30	3.35			Rensselaer Yard			
	Rensselaer.....	12.18	2.23	2.58	3.33	3.38		3.48	4.10			
	Castleton-on-Hud.											
12.55	Schodack L'd'g...											
18.65	Stuyvesant.....	12.35	2.42	3.15	3.51	3.56		4.06	4.27			
21.02	Newton Hook....											
24.21	Stockport.....	12.41		3.20								
28.46	Hudson.....	s 12.47	2.52	s 3.25	4.00	4.06		4.15	4.37			
36.81	No. Germantown.											
38.56	Germantown.....											
43.93	Tivoli.....											
48.23	Barrytown.....	1.05	3.13	3.48	4.18	4.25		4.32	4.53			
53.77	Rhinecliff.....											
59.25	Staatsburg.....											
63.65	Hyde Park.....	1.21		4.03				4.44				
69.37	Poughkeepsie... A	s 1.28										A. M.
	Poughkeepsie... L	1.36	3.35	s 4.11	4.36	4.44		s 4.52				5.02
74.68	Camelot.....											5.10
77.81	New Hamburg...											s 5.17
80.40	Chelsea.....			4.25				5.01				s 5.23
83.90	Beacon.....	1.57	3.52	s 4.31	4.50	4.58		s 5.06	5.22			s 5.30
85.66	Dutchess.....											5.34
90.36	Cold Spring.....											s 5.42
93.06	Garrison.....	2.08	4.02	4.42	5.00	5.08		5.17	5.32			s 5.48
96.83	Manitou.....	2.12		4.46				A. M.	5.21			A. M.
												A. M.
101.63	Peekskill.....	s 2.20	4.12	s 4.54	5.10	5.18	L° 5.18	s 5.29	5.42	L° 5.43	L° 5.43	s 6.07
104.09	Montrose.....						s 5.23½			s 5.48½	s 5.48½	
105.54	Crugers.....						s 5.28			s 5.53	s 5.53	
106.51	Oscawana.....						s 5.31½			s 5.56½	s 5.56½	
108.33	Croton-on-Hud...	2.38	4.25	5.13	5.20	5.30	s 5.37	5.40	5.50	s 6.01	s 6.01	6.17
142.19	Grand Cen. Term.	4.00		6.15	6.20	6.30	7.00	6.40	6.50	7.13	7.21	7.22
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 6 use No. 1 track Signal Station 43 to Croton-on-Hudson.
 No. 200 will not run May 30, July 4 and September 4, 1950.
 Nos. 32, 34, 14, 200, 250 and 192 will not carry baggage.
 No. 100 carries baggage Sunday only.
 Nos. 32 and 14 will not carry passengers.
 Time shown at Troy and Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 23

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	44	106	252	48	166	12	194	68	16	174	26	
		New York Special	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note
		Daily	Daily except Sat. and Sun.	Saturday only	Daily except Sunday	Daily except Sat. and Sun.	Daily	Daily except Sat. and Sun.	Daily	Daily	Daily	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	<i>Troy</i>												
0.58	Albany.....	4.15			Rensselaer Yard 4.40		Rensselaer Yard 4.56		Rensselaer Yard 5.12	5.27		5.46	
8.63	Rensselaer.....	4.18								5.30		5.49	
	Castleton-on-Hud.												
12.55	Schodack L'd'g...												
18.65	Stuyvesant.....	4.36			4.57		5.14		5.30	5.48		6.06	
21.02	Newton Hook....												
24.21	Stockport.....												
28.46	Hudson.....	4.45			5.06		5.24		5.40	5.57		6.15	
36.81	No. Germantown.												
38.56	Germantown.....												
43.93	Tivoli.....												
48.23	Barrytown.....	5.02			5.23		5.40		5.56	6.13		6.31	
53.77	Rhinecliff.....												
59.25	Staatsburg.....												
63.65	Hyde Park.....	5.14											
69.37	Poughkeepsie... A					A. M.		A. M.			A. M.		
	Poughkeepsie... Ls	5.22				° 5.30		° 5.57		6.32	° 6.35	6.49	
74.68	Camelot.....					5.38		6.05			6.42		
77.81	New Hamburg...					s 5.43		s 6.10			s 6.47		
80.40	Chelsea.....					5.46		s 6.16			s 6.52		
83.90	Beacon.....	5.35			5.55	s 5.51	6.12	s 6.23	6.27	6.44	s 6.58	7.02	
85.66	Dutchess.....					5.55		6.27			7.02		
90.36	Cold Spring.....					s 6.02		s 6.33			s 7.08		
93.06	Garrison.....	5.45			6.05	s 6.08	6.25	s 6.39	6.37	6.54	s 7.14	7.12	
96.83	Manitou.....		A. M.	A. M.		6.12		s 6.47			s 7.21		
101.63	Peekskill.....	5.55	L° 6.06	L° 6.06	6.15	s 6.19	6.35	s° 6.56	6.47	7.04	s° 7.30	7.22	
104.09	Montrose.....		s 6.12	s 6.12							s 7.36		
105.54	Crugers.....		s 6.17½	s 6.17½							s 7.41		
106.51	Oscawana.....		s 6.20	s 6.20							s 7.44		
108.33	Croton-on-Hud...	6.05	s 6.25	s 6.25	6.29	6.30	6.45	7.05	7.00	7.15	s 7.49	7.30	
142.19	Grand Cen. Term..	7.05	7.36	7.41	7.29	7.32	7.45	8.13	8.00	8.15	8.52	8.30	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

No. 48 will not run May 29th, 30th, July 3rd, 4th and September 4, 1950.

Nos. 48 and 12 use No. 1 track, Signal Station 43 to Croton-on-Hudson.

Nos. 106, 252, 166, 194, 68 and 174 will not carry baggage.

No. 166 will not run May 30, July 4 and September 4, 1950.

No. 68 will not run May 28th, 29th, 30th, July 2nd, 3rd, 4th and September 3rd and 4th, 1950.

Time shown at *Grand Central Terminal* is for information only.

ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 26

Miles from Albany	STATIONS	2	8	154	138	24	22	224	254	226	10	256
		The Pace-maker	The Wolverine	Albany	Upstate Special	The Knickerbocker	Lake Shore Limited	Peeks-kill	Peeks-kill	Peeks-kill	The Mohawk	Peeks-kill
		Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Saturday only	Daily except Saturday	Daily	Saturday only
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.
	<i>Troy</i>											
0.58	Albany.....	Rensselaer Yard	6.25	6.30	7.30	8.00	9.00				11.59	
8.63	Rensselaer.....	6.02	6.28	6.33	7.33	8.03	9.03				12.02	
	Castleton-on-Hud.			s 6.43								
12.55	Schodack L'd'g...			6.49								
18.65	Stuyvesant.....	6.20		s 6.56	7.49	8.19					12.18	
21.02	Newton Hook....			s 7.00								
24.21	Stockport.....		6.47	7.04	7.53						12.22½	
28.46	Hudson.....	6.29	s 6.53	s 7.14	s 8.00	8.28	M 9.30				s 12.29	
36.81	No. Germantown.			7.24								
38.56	Germantown.....			s 7.27								
43.93	Tivoli.....			s 7.33								
48.23	Barrytown.....	6.45	7.11	s° 7.40	8.18	8.44	9.47				12.47	
53.77	Rhinecliff.....		s 7.16	s 7.48	s 8.24							
59.25	Staatsburg.....			s 7.56								
63.65	Hyde Park.....		7.27	s 8.03	8.33	8.56	9.59				12.59	
69.37	Poughkeepsie...A			s 8.11								
74.68	Poughkeepsie...L	7.03	s 7.34	8.36	s 8.40	D 9.05	s 10.06				s 1.07	
77.81	Camelot.....			8.43								
80.40	New Hamburg...			s 8.48								
83.90	Chelsea.....			8.52	8.51						1.19	
	Beacon.....	7.16	7.49	s 9.05	s° 8.56	9.17	10.22				s 1.24	
85.66	Dutchess.....			9.09	8.59							
90.36	Cold Spring.....			s 9.15	s 9.05							
93.06	Garrison.....	7.26	7.59	s 9.21	9.14	9.27	10.32				1.35	
96.83	Manitou.....			9.27				A. M.	P. M.	P. M.		P. M.
101.63	Peekskill.....	7.36	8.09	s° 9.38	s 9.23	9.37	10.42	L° 11.06	L 12.12	L° 12.32	1.45	L 1.45
104.09	Montrose.....			s 9.43				s 11.11	s 12.17½	s 12.37½		s 1.50
105.54	Crugers.....							s 11.16	s 12.22	s 12.42		s 1.55
106.51	Oscawana.....							11.19	s 12.25½	s 12.45½		s 1.58
108.33	Croton-on-Hud...	7.45	8.17	9.50	9.33	9.45	10.59	s 11.22	s 12.31	s 12.51	1.55	s 2.04
142.19	Grand Cen. Term.	8.45	9.15	10.55	10.30	10.45	11.59	12.26	2.01	2.14	2.55	3.29
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 22 will stop at Hudson Saturday only to receive passengers. Effective June 24, 1950.
 Nos. 138 and 224 will not carry baggage.
 No. 24 will use Track No. 1 Signal Station 43 to Croton-on-Hudson.
 Time shown at Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 25

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	112	232	146	40	234	258	230	140	160	90
			See Note	See Note				See Note		See Note	
		Peekskill	Peekskill	New York Express	The Misourian	Peekskill	Peekskill	Peekskill	New York	Poughkeepsie	The Chicagoan
	Daily except Sat. and Sun.	Daily	Daily	Daily	Daily except Sat. and Sun.	Saturday only	Daily except Saturday	Daily	Daily	Daily	
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.58	Troy.....										
8.63	Albany.....			1.00	2.00				3.00		3.30
	Rensselaer.....			1.03	2.03				3.03		3.33
	Castleton-on-Hud.										
12.55	Schodack L'd'g...										
18.65	Stuyvesant.....			1.20					3.21		3.51
21.02	Newton Hook....										
24.21	Stockport.....			1.25					3.27		
28.46	Hudson.....			s 1.32	2.28				s 3.35		4.00
36.81	No. Germantown..			1.43							
38.56	Germantown....			s 1.47							
43.93	Tivoli.....			s 1.55							
48.23	Barrytown.....			s ^o 2.05	2.44				3.54		4.17
53.77	Rhinecliff.....			s 2.13							
59.25	Staatsburg.....										
63.65	Hyde Park.....			2.24					4.06		
69.37	Poughkeepsie...A									P. M.	
74.68	Poughkeepsie...L			s 2.46	3.02				s 4.16	^o 4.20	4.36
77.81	Camelot.....									s 4.28	
80.40	New Hamburg...									s 4.34	
83.90	Chelsea.....			2.58						s 4.40	
	Beacon.....			s 3.04	3.14				s 4.28	s 4.49	4.50
85.66	Dutchess.....			3.07						s 4.54	
90.36	Cold Spring.....			s 3.12						s 5.01	
93.06	Garrison.....			3.26	3.24				4.44	s 5.08	5.00
96.83	Manitou.....	P. M.	P. M.	3.30		P. M.	P. M.	P. M.		s 5.16	
101.63	Peekskill.....	L ^o 1.56	L 2.59	s 3.40	3.34	L ^o 3.43	L 3.52	L ^o 4.07	4.54	s ^o 5.25	5.10
104.09	Montrose.....	s 2.01½	s 3.04			s 3.48	s 3.57	s 4.12		s 5.31	
105.54	Crugers.....	s 2.06	s 3.09			s 3.53	s 4.02	s 4.17		s 5.35	
106.51	Oscawana.....	s 2.09½	s 3.12			s 3.58	s 4.07	s 4.22		s 5.39	
108.33	Croton-on-Hud...	s 2.14	s 3.18	3.53	3.42	s 4.02	s 4.11	s 4.26	5.02	s 5.44	5.20
142.19	Grand Cen. Term.	3.38	4.49	4.52	4.40	5.27	5.31	5.46	6.00	7.02	6.20
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 146 will make First trip June 18, 1950.

Nos. 232 and 230 will not carry baggage.

No. 160 will not carry baggage Sunday.

Time shown at Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 26

EASTWARD—FIRST CLASS

Miles from Albany		122	144	152	198	96	50	196	118	184	56	182
		See Note			See Note			See Note	See Note	See Note	See Note	See Note
		Mail and Express	The Laurentian	Albany	Albany	Advance Empire State Express	Empire State Express	Hudson River Express	Peekskill	Milk	Utica	Milk
		Daily	Daily	Daily except Sunday	Sunday only	Daily	Daily	Sunday only	Daily	Daily	Daily except Sunday	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.58	Troy.....	Rensselaer Yard	4.00	4.32	4.35	5.45	6.32	7.15		Rensselaer Yard	7.15	7.25
8.63	Albany.....	4.00	4.18	4.35	4.38	5.48	6.35	7.18		7.26	7.18	7.58
	Rensselaer.....			s 4.45	s 4.50						s 7.28	
	Castleton-on-Hud.											
12.55	Schodack L'd'g...			s 4.52	s 4.57							
18.65	Stuyvesant.....	4.20	4.35	s 5.01	s 5.06	6.05	6.51	7.36		7.45	7.39	
21.02	Newton Hook....			s 5.06	s 5.11							
24.21	Stockport.....		4.40	s 5.11	s 5.16	6.10		7.41			7.44	
28.46	Hudson.....	4.30	s 4.45	s 5.19	s 5.23	s 6.15	7.00	s 7.48		7.55	s 7.50	
36.81	No. Germantown.			5.29	5.32							
38.56	Germantown.....			s 5.31	s 5.35							
43.93	Tivoli.....			s 5.38	s 5.43						8.06	
48.23	Barrytown.....	4.50	5.04	s ^o 5.45	s ^o 5.50	6.33	7.17	8.07		8.15	s ^o 8.13	8.48
53.77	Rhinecliff.....		□ 5.11	s 5.54	s 5.59	s 6.41		s 8.14			s 8.21	
59.25	Staatsburg.....			s 6.02	s 6.07							
63.65	Hyde Park.....		5.21	s 6.08	s 6.14	6.51		8.24			8.33	
69.37	Poughkeepsie...A											
	Poughkeepsie...L	5.12	s 5.28	A 6.16	s 6.24	s 6.58	7.35	s 8.34		8.40	s 8.43	
74.68	Camelot.....			P. M.	6.31						8.50	
77.81	New Hamburg...				s 6.36						s 8.55	
80.40	Chelsea.....		5.40		6.40	7.09		8.47			8.58	
83.90	Beacon.....	5.32	s 5.45		s 6.47	s 7.16	7.48	s 8.53		8.58	s 9.04	
85.66	Dutchess.....				6.50							
90.36	Cold Spring.....				s 6.58							
93.06	Garrison.....	5.44	5.56		s 7.04	7.27	7.58	9.04		9.09	9.15	9.40
96.83	Manitou.....		6.00		7.10				P. M.		9.19	
101.63	Peekskill.....	5.56	s 6.08		s 7.19	7.37	8.08	9.14	L ^o 9.18	9.19	s 9.29	9.50
104.09	Montrose.....								s 9.23½			
105.54	Crugers.....								s 9.28			
106.51	Oscawana.....								s 9.31½			
108.33	Croton-on-Hud...	6.11	6.19		7.30	7.45	8.16	9.22	s 9.36	9.27	9.50	10.00
142.19	Grand Cen. Term.		7.20		8.30	8.45	9.15	10.19	10.59		10.50	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 182, 122 and 184 will not carry passengers.
 Nos. 198 and 118 will not carry baggage.
 Nos. 196 and 56 will run May 30, July 4 and September 4, 1950.
 No. 56 use Track No. 2, Signal Station 50 to Signal Station 43.
 Time shown at Troy and Grand Central Terminal is for information only.

ALBANY to CROTON-ON-HUDSON

Continued from page 27

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	54	X56							
		See Note	See Note							
		Syracuse	Mail and Express							
		Sunday only	Daily							
LEAVE		P. M.	P. M.							
	<i>Troy</i>		Rensselaer Yard							
0.58	Albany.....	8.25								
	Rensselaer.....	8.28	9.10							
8.63	Castleton-on-Hud.	s 8.38								
12.55	Schodack L'd'g...									
18.65	Stuyvesant.....	8.49								
21.02	Newton Hook....									
24.21	Stockport.....	8.54								
28.46	Hudson.....	s 9.00	9.40							
36.81	No. Germantown.									
38.56	Germantown....									
43.93	Tivoli.....	9.16								
48.23	Barrytown.....	s ^o 9.23	10.00							
53.77	Rhinecliff.....	s 9.31								
59.25	Staatsburg.....									
63.65	Hyde Park.....	9.43	10.13							
69.37	Poughkeepsie...A									
	Poughkeepsie...L	s 9.53	s10.25							
74.68	Camelot.....	10.00								
77.81	New Hamburg...	s10.05								
80.40	Chelsea.....	10.08								
83.90	Beacon.....	s10.14								
85.66	Dutchess.....									
90.36	Cold Spring.....									
93.06	Garrison.....	10.25								
96.83	Manitou.....	10.29								
101.63	Peekskill.....	s10.39	11.10							
104.09	Montrose.....									
105.54	Crugers.....									
106.51	Oscawana.....									
108.33	Croton-on-Hud...	10.50	11.25							
142.19	Grand Cen. Term.	11.50								
	ARRIVE	P. M.	P. M.							

No. X56 will not carry passengers.
 No. 54 use Track No. 2, Signal Station 50 to Signal Station 43.
 No. 54 will run May 30, July 4, and September 4, 1950.
 Time shown at *Grand Central Terminal* is for information only.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	131	59	35	81	83	99	135	517	139	X35	45	
		See Note			See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	
		Mail	The Chicagoan	The Iron-quois	The Genesee	The Cayuga	The Tuscarora	West Side Mail	St. Lawrence Division	Railway Express	Mail and Express	South Shore Express	
		Daily except Monday	Daily	Daily	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Monday	Daily	Daily except Monday	Daily except Monday	Daily except Sunday	
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
		Rensselaer Yard	Rensselaer Yard		Rensselaer Yard	Rensselaer Yard		Rensselaer Yard		Rensselaer Yard	Rensselaer Yard		
	Albany.....	12.28	1.40	1.50	1.50	1.55	2.15	2.25		2.56	3.00	5.00	
2.44	Signal Station 3...	12.41	1.53	1.58	2.03	2.08	2.23	2.38		3.09	3.13	5.08	
13.49	Signal Station 7..	12.56	2.07	2.13	2.18	2.23	2.37	2.51		3.25	3.27	5.23	
16.88	Schenectady.....											s 5.29	
26.23	Hoffmans.....											s 5.40	
32.77	Amsterdam.....											s 5.49	
35.59	Fort Johnson.....												
38.39	Tribes Hill.....											5.55	
43.33	Fonda.....	1.29	2.34	2.41	2.46	2.51	3.04	3.18		3.52	3.54	s 6.05	
48.59	Yosts.....											s 6.11	
54.80	Palatine Bridge..											s 6.19	
57.87	Fort Plain.....											s 6.25	
63.78	St. Johnsville....											s 6.33	
73.46	Little Falls.....											s 6.44	
80.76	Herkimer.....											s 6.55	
82.89	North Ilion.....											s 6.59	
91.97	Schuyler Jct.....	2.21		3.25							4.38	7.12	
94.43	Utica.....A	s 2.30		s 3.30		s 3.38	s 3.55		A. M.		s 4.45	s 7.17	
	Utica.....L	2.45	3.19	3.39	3.33	3.43	4.06	4.05	4.15	4.38	5.05	7.20	
98.28	Whitesboro.....												
101.33	Oriskany.....												
105.90	Signal Station 34..	2.58	3.29	3.50	3.43	3.54	4.17	4.15	4.30	4.48	5.17	7.32	
108.21	Rome.....								A. M.			s 7.37	
116.87	Verona.....											7.47	
121.33	Oneida.....											s 7.55	
124.14	Wampsville.....											8.00	
126.45	Canastota.....											s 8.05	
132.60	No. Chittenango..												
136.62	Kirkville.....	3.34	3.59	4.24	4.12	4.34	4.49	4.44		5.21	5.54	8.19	
139.24	Minoa.....												
142.58	East Syracuse....												
144.46	Signal Station 48.	3.42	4.07	4.32	4.20	4.42	4.57	4.52		5.29	6.02	8.27	
146.36	Syracuse.....	3.45	4.10	4.35	4.23	4.45	5.00	4.55		5.32	6.05	8.30	
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	

Nos. 131, 135, 139 and X35 will not carry passengers.

Nos. 81 and 99 will not run May 29th, 30th, July 3rd, 4th and September 4th, 1950.

No. 83 will run May 29th, 30th, July 3rd, 4th and September 4th, 1950.

Nos. 131, 135, 139 and X35 will not run May 31, July 5 and September 5, 1950.

No. 517 use No. 3 track, Signal Station 31 to Signal Station 34.

Time shown at Syracuse is for information only.

ALBANY to SYRACUSE

Continued from page 29

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	43	X43	X133	9	55	51	95	185	39	49	571
		See Note	See Note	See Note					See Note			
		Mail	Mail and Express	Mail	Mail	Advance Empire State Express	Empire State Express	The Mohawk	Milk	North Shore Limited	Advance Knickerbocker	St. Lawrence Division
	Daily	Daily except Monday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Rensselaer Yard						Rensselaer Yard			
	Albany.....	5.20	5.35	5.45	9.20	10.15	10.43	12.46	1.30	3.25	4.35	
2.44	Signal Station 3..	5.28	5.48	5.53	9.28	10.23	10.51	12.54		3.33	4.43	
13.49	Signal Station 7..	5.44	6.03	6.09	9.44	10.37	11.05	1.09	1.58	3.47	4.58	
16.88	Schenectady.....	s 5.52	6.13	s 6.20	s 9.52	s 10.42	s 11.10	s 1.18		s 3.52	s 5.05	
26.23	Hoffmans.....	6.04	6.23	§ 6.33	10.04	10.53	11.21	1.30	2.12	4.03	5.16	
32.77	Amsterdam.....	s 6.12		s 6.52	s 10.14			s 1.39		s 4.11		
35.59	Fort Johnson.....			s 6.58								
38.39	Tribes Hill.....	6.21		s 7.04	10.22			1.48		4.17		
43.33	Fonda.....	s 6.28	6.44	s 7.40	s 10.30			s 1.57	2.32	s 4.24		
48.59	Yosts.....	6.35		7.47				2.05				
54.80	Palatine Bridge..	s 6.43		s 7.58	□ 10.46			s 2.16				
57.87	Fort Plain.....	s 6.49		s 8.06				s 2.26				
63.78	St. Johnsville....	s 7.00		s 8.18				s 2.35		4.44		
73.46	Little Falls.....	s 7.14		s 8.36				s 2.47		s 4.56		
80.76	Herkimer.....	s 7.26		s 8.51				s 2.58		s 5.07		
82.89	North Ilion.....	□ 7.32		s 9.00					3.35			
91.97	Schuyler Jct.....	7.43	7.26	9.10	11.30	11.50	12.19	3.11		5.19	6.15	
94.43	Utica.....A	s 7.49	s 7.35	9.35	s 11.35	s 12.01	s 12.24	s 3.16	3.45	s 5.24	s 6.20	P. M.
	Utica.....L	8.00	8.05	A. M.	12.30	12.04	12.26	3.29	P. M.	5.28	6.24	6.40
98.28	Whitesboro.....											
101.33	Oriskany.....											
105.90	Signal Station 34..	8.14	8.17		12.41	12.13	12.36	3.41		5.40	6.35	6.55
108.21	Rome.....	s 8.24			s 12.46	s 12.17		s 3.46		s 5.45	s 6.42	P. M.
116.87	Verona.....	8.35			12.53	12.25		3.58		5.55		
121.33	Oneida.....	s 8.45			s 1.04	s 12.31		s 4.08		s 5.59	6.57	
124.14	Wampsville.....	8.49			1.12	12.35		4.13				
126.45	Canastota.....	s 8.55			s 1.29	s 12.37		s 4.17				
132.60	No. Chittenango..											
136.62	Kirkville.....	9.09	9.24		2.02	12.51	1.03	4.29		6.19	7.19	
139.24	Minoa.....											
142.58	East Syracuse....											
144.46	Signal Station 48..	9.17	9.32		2.12	12.59	1.11	4.37		6.27	7.27	
146.36	Syracuse.....	9.20	9.35		2.15	1.02	1.14	4.40		6.30	7.30	
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. X43 will not run May 31, July 5, and September 5, 1950.
 Nos. X43, X133 and 185 will not carry passengers.
 No. 43 will carry passengers Sunday only.
 Time shown at Syracuse is for information only.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK NO. 1

Continued on page 32

Miles from Albany	STATIONS	41	1	167	27	15	67	25	97	17	33
		The Knickerbocker	The Pacemaker	Upstate Special	New England States	Ohio State Limited	See Note The Commodore Vanderbilt	Twentieth Century Limited	The Paul Revere	The Wolverine	See Note New England Wolverine
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Albany.....	5.15	5.45	6.16							
2.44	Signal Station 3..	5.23	5.53	6.24	Rensselaer Yard 6.35	6.45	Rensselaer Yard 7.08	7.42	8.15	8.41	8.50
13.49	Signal Station 7..	5.38	6.07	6.38	7.02	7.06	7.35	8.03	8.36	9.04	9.12
16.88	Schenectady.....	s 5.45	s 6.12	s 6.41	s 7.07	s 7.11			s 8.41	s 9.09	s 9.18
26.23	Hoffmans.....	5.56		6.52	7.18	7.21			8.52	9.20	9.29
32.77	Amsterdam.....			s 6.59							
35.59	Fort Johnson....										
38.39	Tribes Hill.....			7.05							
43.33	Fonda.....	6.11	6.36	s 7.11	7.33	7.36	8.02	8.30		9.35	9.44
48.59	Yosts.....			7.17							
54.80	Palatine Bridge..			s 7.24							
57.87	Fort Plain.....			s 7.28							
63.78	St. Johnsville...			s 7.34							
73.46	Little Falls.....			s 7.45							
80.76	Herkimer.....			s 7.53							
82.89	North Ilion.....										
91.97	Schuyler Jct.....	6.53	7.15	8.07		8.19			9.48	10.17	10.30
94.43	Utica.....A	s 6.58	s 7.27	A 8.12	8.19	s 8.23	8.46	9.15	s 9.53	s 10.23	s 10.36
	Utica.....L	7.01	7.30	P. M.		8.25			9.55	10.25	10.40
98.28	Whitesboro.....										
101.33	Oriskany.....										
105.90	Signal Station 34.	7.13	7.40		8.29	8.35	8.56	9.25	10.05	10.35	10.51
108.21	Rome.....		s 7.43						s 10.11	s 10.39	
116.87	Verona.....										
121.33	Oneida.....										s 11.06
124.14	Wampsville.....										
126.45	Canastota.....										
132.60	No. Chittenango.										
136.62	Kirkville.....	7.44	8.14		8.57	9.03	9.22	9.56	10.39	11.04	11.24
139.24	Minoa.....										
142.58	East Syracuse....				9.05	9.11	9.30	10.04	10.47	11.12	11.32
144.46	Signal Station 48.	7.52	8.22		9.08	9.14	9.33	10.07	10.50	11.15	11.35
146.36	Syracuse.....	7.55	8.25								
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 67 and 33 will not carry baggage.

No. 67 will not run May 27th, 28th, 29th, July 1st, 2nd, 3rd and September 2nd and 3rd, 1950.

Time shown at *Syracuse* is for information only.

ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	19	47	155	11	57	21				
		Lake Shore Limited	The De-troit	Local	South Western Limited	Cleveland Limited	The North Star				
		Daily	Daily except Saturday	Daily	Daily	Daily except Saturday	Daily				
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
	Albany.....	9.15	9.45	9.50	10.11	10.56	11.30				
2.44	Signal Station 3...	9.23	9.53	9.58	10.19	11.04	11.38				
13.49	Signal Station 7...	9.38	10.07	10.13	10.33	11.19	11.52				
16.88	Schenectady.....	s 9.43		s 10.39	10.37		s 11.57				
26.23	Hoffmans.....	9.54	10.20	10.51	10.46	11.32	12.08				
32.77	Amsterdam.....			s 11.04							
35.59	Fort Johnson.....										
38.39	Tribes Hill.....			11.09							
43.33	Fonda.....	10.09	10.35	s 12.15	11.01	11.47	12.23				
48.59	Yosts.....			12.21							
54.80	Palatine Bridge...			s 12.28							
57.87	Fort Plain.....			s 12.35							
63.78	St. Johnsville.....			s 12.44							
73.46	Little Falls.....			s 12.59							
80.76	Herkimer.....			s 1.12							
82.89	North Ilion.....										
90.97	Schuyler Jct.....	10.51		1.24		12.28	1.06				
94.43	Utica.....A	s 10.56		s 1.34		§ 12.33	s 1.11				
	Utica.....L	10.58	11.24	2.06	△ 11.46	12.35	1.22				
98.28	Whitesboro.....										
101.33	Oriskany.....										
105.90	Signal Station 34..	11.08	11.34	2.19	11.56	12.48	1.32				
108.21	Rome.....			s 2.29							
116.87	Verona.....			2.40							
121.33	Oneida.....			s 2.47							
124.14	Wampsville.....										
126.45	Canastota.....										
132.60	No. Chittenango...										
136.62	Kirkville.....	11.38	11.59	3.09	12.19	1.19	1.59				
139.24	Minoa.....										
142.58	East Syracuse.....										
144.46	Signal Station 48..	11.46	12.07	3.17	12.27	1.27	2.07				
146.36	Syracuse.....	11.49	12.10	3.20	12.30	1.30	2.10				
	ARRIVE	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.				

Nos. 47 and 57 will not run May 28th, 29th, July 2nd, 3rd and September 3rd, 1950.
 No. 155 will not run west of Utica Sunday.
 No. 57 will not carry baggage.
 No. 155 will use Track No. 3 Signal Station 16 to Signal Station 19.
 Time shown at *Syracuse* is for information only.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	34	14	46	44	6	48	28	12	68	16
		See Note	See Note				See Note			See Note	
		The Cayuga	Mail	Inter-state Express	New York Special	Fifth Avenue Special	The Detroit	New England States	South Western Limited	The Commodore Vanderbilt	Ohio State Limited
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90	Syracuse	11.56	12.42	12.54	1.10	1.43	2.08	2.19	2.26	2.47	3.05
3.78	Signal Station 48										
7.12	East Syracuse										
9.74	Minoa										
	Kirkville	12.08	12.54	1.06	1.22	1.55	2.20	2.31	2.38	2.59	3.17
13.76	No. Chittenango										
19.91	Canastota	s 12.18									
22.23	Wampsville										
25.03	Oneida	s 12.26	1.06	1.18	1.34	2.07	2.32	2.43	2.50	3.11	3.29
29.49	Verona	12.32									
38.15	Rome	s 12.42									
40.46	Signal Station 34		1.18	1.30	1.46	2.19	2.44	2.55	3.02	3.23	3.41
45.03	Oriskany										
48.08	Whitesboro	12.56	1.25	1.37	1.59						
51.93	Utica	A s 1.01	s 1.29	s 1.41	s 2.04						
	Utica	L 1.11	1.36	1.44	2.30	2.28	2.55	3.05	3.12	3.33	3.51
55.39	Schuyler Jct.	1.16	1.41	1.49	2.35						
63.47	North Ilion										
65.60	Herkimer										
72.90	Little Falls										
82.58	St. Johnsville										
88.49	Fort Plain										
91.56	Palatine Bridge										
97.77	Yosts										
103.03	Fonda	1.57	2.24	2.32	3.20	3.14	3.44	3.51	4.03	4.18	4.37
107.97	Tribes Hill										
110.77	Fort Johnson										
113.59	Amsterdam										
120.13	Hoffmans	2.12	2.39	2.47	3.35	3.29	3.59	4.06	4.18	4.33	4.52
129.48	Schenectady	s 2.23									
132.87	Signal Station 7	2.28	2.51	2.59	3.48	3.42	4.12	4.18	4.31	4.46	5.05
143.92	Signal Station 3	2.38	3.01	3.09	3.58	3.52	4.22	4.28	4.41	4.56	5.15
146.36	Albany	2.45	3.15	3.25	4.05	4.05	4.30	4.35	4.51	5.07	5.22
						Rensselaer Yard	Rensselaer Yard		Rensselaer Yard	Rensselaer Yard	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 34 and 68 will not carry baggage.

No. 14 will not carry passengers.

No. 48 will not run May 29th, 30th, July 3rd, 4th and September 4, 1950.

No. 68 will not run May 28th, 29th, 30th, July 2nd, 3rd, 4th and September 3rd and 4th, 1950.

Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

Continued from page 33

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	78	26	2	8	138	X164	24	X142	22	10	40	122
		The Paul Revere	Twentieth Century Limited	The Pace-maker	The Wolverine	Upstate Special	Mail and Express	The Knickerbocker	Mail and Express	Lake Shore Limited	The Mohawk	The Missourian	Mail and Express
		Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90	Syracuse.....	3.12	3.28	3.39	4.05			5.19	5.30	6.28	8.44	11.18	11.35
3.78	Signal Station 48								5.33				
7.12	East Syracuse..								s 5.38				
9.74	Minoa.....								s 5.46				
	Kirkville.....	3.24	3.40	3.51	4.17			5.31	s 5.53	6.40	8.56	11.30	11.47
13.76	No. Chittenango								s 6.00				
19.91	Canastota.....								s 6.10		s 9.06		
22.22	Wampsville....								s 6.14		9.09		
25.03	Oneida.....	3.36	3.52	4.03	4.29			5.43	s 6.19	6.52	s 9.14	11.42	11.59
29.49	Verona.....								s 6.29		9.18	11.46	
38.15	Rome.....							B 5.54	s 6.44		s 9.27	s 11.55	
40.46	Signal Station 34	3.48	4.04	4.15	4.41			5.56	6.48	7.04	9.31	12.00	12.11
45.03	Oriskany.....												
48.08	Whitesboro....					A. M.	A. M.	6.03	6.55	7.10	9.41	12.07	
51.93	Utica.....A							s 6.07	s 7.00	s 7.14	s 9.46	s 12.12	
	Utica.....L	3.58	4.14	4.25	4.51	5.15	5.50	6.10	7.35	7.15	9.49	12.13	12.21
55.39	Schuyler Jct...					5.20	5.55	6.15	7.40	7.20	9.54	12.18	
63.47	North Ilion....					5.28	6.10		s 7.50				
65.60	Herkimer.....					s 5.32	s 6.31	6.25	s 8.00		s 10.02		
72.90	Little Falls....					s 5.40	s 6.43		s 8.10		s 10.10		
82.58	St. Johnsville...					s 5.51	s 6.53		s 8.36				
88.49	Fort Plain.....					s 5.59	s 7.06		s 8.47				
91.56	Palatine Bridge.					s 6.05	s 7.14		s 8.57				
97.77	Yosts.....					6.14	7.22		9.07		10.32		
103.03	Fonda.....	4.44	5.00	5.13	5.35	s 6.22	s 7.38	7.01	s 9.32	8.06	s 10.39	1.01	1.20
107.97	Tribes Hill.....						s 7.43						
110.77	Fort Johnson...					6.31	s 7.47		9.42				
113.59	Amsterdam....					s 6.39	s 7.53		s 9.54		s 10.56		
120.13	Hoffmans.....	4.59	5.15	5.28	5.50	6.48	s 8.04	7.16	10.04	8.21	11.05	1.17	1.40
129.48	Schenectady...s	5.09			c5.59	s 6.59	s 8.16	s 7.26	s 10.24	s 8.32	s 11.15	s 1.27	
132.87	Signal Station 7	5.14	5.27	5.40	6.04	7.04	8.22	7.31	10.30	8.37	11.20	1.32	1.55
143.92	Signal Station 3	5.24	5.37	5.50	6.14	7.14	8.32	7.41	10.40	8.47	11.30	1.42	2.08
146.36	Albany.....	5.35	5.43	5.57	6.20	7.25	8.40	7.49	11.00	8.55	11.44	1.50	2.30
				Rensselaer Yard									Rensselaer Yard
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

Nos. X164, X142 and 122 will not carry passengers.
 No. 138 will not carry baggage.
 Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Continued on page 36

Miles from Syracuse	STATIONS	140	90	96	570	156	184	50	56	54	X56	52
		New York	The Chicagoan	Advance Empire State Express	St. Lawrence Division	Local	Milk	Empire State Express	Utica	Syracuse	Mail and Express	The Easterner
		Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily except Sunday	Sunday only	Daily	Daily
LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.90	Syracuse	11.40	12.45	2.45		3.05	3.38	4.00		4.50	5.40	7.35
3.78	Signal Station 48.					3.08						
7.12	East Syracuse . . .					s 3.13						
9.74	Minoa					s 3.19						
	Kirkville	11.52	12.57	2.57		s 3.24	3.50	4.12		5.02	5.52	7.47
13.76	No. Chittenango.					§ 3.31						7.51
19.91	Canastota	s12.01				s 3.41						s 8.00
22.22	Wampsville					s 3.46				5.12		8.05
25.03	Oneida	s12.09	1.09	3.09		s 3.53	4.00	4.24		s 5.16		s 8.09
29.49	Verona	12.14		3.13		s 4.00				5.22		8.14
38.15	Rome	s12.24		s 3.20	P. M.	s 4.11				s 5.33		s 8.22
40.46	Signal Station 34.	12.28	1.21	3.24	3.45	4.15		4.36		5.37		8.26
45.03	Oriskany					s 4.22						
48.08	Whitesboro	12.35	1.27	3.31		4.27		4.43		5.46	6.30	8.38
51.93	Utica	s12.40	s 1.30	s 3.35	4.00	s 4.32	s 4.43	s 4.48	P. M.	s 5.53	s 6.35	s 8.50
	Utica	12.42	1.32	3.45	P. M.	5.10	5.00	4.50	5.05	6.05	6.50	9.00
55.39	Schuyler Jct.	12.47		3.50		5.16	5.05	4.55	5.10	6.10		9.05
63.47	North Ilion					s 5.23						9.14
65.60	Herkimer	s12.59				s 5.33						s 9.19
72.90	Little Falls	s 1.07				s 5.50			s 5.28	s 6.28		s 9.29
82.58	St. Johnsville					s 6.19			5.39	6.39		9.39
88.49	Fort Plain	s 1.24				s 6.31			s 5.46	s 6.46		s 9.48
91.56	Palatine Bridge . . .	s 1.30				s 6.40			s 5.50	s 6.50		s 9.55
97.77	Yosts					6.47			5.56	6.56		10.02
103.03	Fonda	s 1.46	2.18	4.31		s 6.55	5.58	5.38	s 6.04	s 7.04	7.45	s 10.19
						7.50						
107.97	Tribes Hill					f 8.00						
110.77	Fort Johnson					8.05			6.13	7.13		10.29
113.59	Amsterdam			s 4.43		s 8.25			s 6.18	s 7.18		s 10.33
120.13	Hoffmans	2.01	2.33	4.53		8.35	6.17	5.52	6.27	7.27		10.44
129.48	Schenectady	s 2.22	s 2.44	s 5.05		s 9.10		s 6.02	s 6.39	s 7.39		s 11.00
132.87	Signal Station 7. . .	2.28	2.49	5.12		9.15	6.33	6.07	6.44	7.44		11.05
143.92	Signal Station 3. . .	2.38	2.59	5.22		9.25	6.44	6.17	6.54	7.54		11.15
146.36	Albany	2.50	3.15	5.40		9.50	6.55	6.25	7.05	8.08		11.35
							Rensselaer Yard					Rensselaer Yard
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 184 and X56 will not carry passengers.
 No. 56 will not run May 30, July 4 and September 4, 1950.
 No. 54 will run May 30, July 4, and September 4, 1950.
 Time shown at Syracuse is for information only.

SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	32										
		See Note	Mail	Daily	P. M.							
LEAVE												
1.90	Syracuse	10.25										
3.78	Signal Station 48											
7.12	East Syracuse . . .											
9.74	Minoa											
	Kirkville	10.37										
13.76	No. Chittenango.											
19.91	Canastota											
22.22	Wampsville											
25.03	Oneida	11.00										
29.49	Verona											
38.15	Rome											
40.46	Signal Station 34	11.22										
45.03	Oriskany											
48.08	Whitesboro	11.30										
51.93	Utica A s	11.35										
	Utica L	11.55										
55.39	Schuyler Jet	12.01										
63.47	North Ilion											
65.60	Herkimer											
72.90	Little Falls											
82.58	St. Johnsville											
88.49	Fort Plain											
91.56	Palatine Bridge											
97.77	Yosts											
103.03	Fonda	12.48										
107.97	Tribes Hill											
110.77	Fort Johnson											
113.59	Amsterdam											
120.13	Hoffmans	1.03										
129.48	Schenectady s	1.15										
132.87	Signal Station 7	1.22										
143.92	Signal Station 3	1.33										
146.36	Albany	1.50										
ARRIVE		A. M.										

No. 32 will not carry passengers.
Time shown at *Syracuse* is for information only.

ALBANY to TROY

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	461	761	X701	705	711	443	X727	X725		
		Montreal Limited	Mount Royal	Mail and Express	Troy	Troy	The Laurentian	Mail and Express	Mail and Express		
		Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday		
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
	Albany.....	A. M.		3.45	5.45	10.30					
0.58	Rensselaer.....	12.58 ^L	1.30	3.48 ^S	5.50		11.49	3.00	9.50		
5.27	Iron Works.....				5.57 ^S			3.03	9.53		
6.28	Madison St.....				6.00 ^S	10.45 ^M					
6.59	Adams St.....	1.13	1.50	3.55 ^S	6.02 ^S	10.48 ^M	12.05	3.15	10.05		
7.31	Troy.....	1.18	2.00	4.05	6.06	10.55	12.10	3.20	10.10		
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

Time shown at Adams St. and Troy is for information only.

TROY to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Troy	STATIONS	472	X700	722	144	706	X736				
		Mount Royal	Railway Express	Albany	The Laurentian	Albany	Railway Express				
		Daily	Daily	Daily	Daily	Daily	Daily except Sunday				
LEAVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
	Troy.....	3.30	5.00	11.25	4.00	4.45	10.40				
0.72	Adams St....	3.34	5.05			4.48 ^S	10.44				
1.03	Madison St..					4.50 ^S					
2.04	Iron Works..					4.53 ^S					
6.73	Rensselaer...	3.50	5.20	11.42	4.18 ^S	4.59	10.57				
7.31	Albany.....	A. M.	Rensselaer Yard	11.45	P. M.	5.10	11.00				
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

Nos. X701, X727, X725, X700 and X736 will not carry passengers.

No. 443 First Trip June 15, 1950.

Time shown at Troy and Adams St. is for information only.

TROY and SCHENECTADY

WESTWARD				EASTWARD			
Miles from Troy	STATIONS			Miles from Schenectady	STATIONS		
	LEAVE				LEAVE		
	<i>Troy</i>				Schenectady.....		
0.63	Green Island.....			3.82	Aqueduct.....		
3.63	Cohoes.....			9.82	Niskayuna.....		
5.92	Crescent.....			12.11	Mohawk View.....		
7.47	Dunsbach Ferry.....			13.94	Dunsbach Ferry.....		
9.30	Mohawk View.....			15.49	Crescent.....		
11.59	Niskayuna.....			17.78	Cohoes.....		
17.59	Aqueduct.....			20.78	Green Island.....		
21.41	Schenectady.....			21.41	<i>Troy</i>		
	ARRIVE				ARRIVE		

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

HERKIMER and POLAND

NORTHWARD				SOUTHWARD			
Miles from Herkimer	STATIONS			Miles from Poland	STATIONS		
	LEAVE				LEAVE		
	Herkimer.....				Poland.....		
3.26	Kast Bridge.....			3.46	Newport.....		
7.00	County Home.....			7.78	Middleville.....		
8.74	Middleville.....			9.52	County Home.....		
13.06	Newport.....			13.26	Kast Bridge.....		
16.52	Poland.....			16.52	Herkimer.....		
	ARRIVE				ARRIVE		

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

LITTLE FALLS and DOLGEVILLE

WESTWARD				EASTWARD			
Miles from Little Falls	STATIONS			Miles from Dolgeville	STATIONS		
	LEAVE				LEAVE		
	Little Falls.....				Dolgeville.....		
4.39	Inghams.....			5.47	Inghams.....		
9.86	Dolgeville.....			9.86	Little Falls.....		
	ARRIVE				ARRIVE		

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

WEST SHORE R. R.—RAVENA and KIRKVILLE JUNCTION

WESTWARD

EASTWARD

Miles from Ravenna	STATIONS				Miles from Kirkville Jct.	STATIONS			
	LEAVE					LEAVE			
4.83	Ravenna.....				3.66	Kirkville Jct.....			
8.39	South Bethlehem...					Chittenango.....			
10.19	Feura Bush.....				9.86	Canastota.....			
12.30	Unionville.....				15.55	Oneida Castle.....			
14.37	New Scotland.....				20.73	Vernon.....			
	Voorheesville.....				29.37	Clark Mills.....			
17.98	Guilderland Center..				34.27	New York Mills....			
19.53	Fullers.....								
	(Signal Station 7) ..				34.74	East New York Mills			
24.76	South Schenectady..				35.57	South Utica.....			
31.83	Rotterdam Jct.....				41.26	Harbor.....			
	(Hoffmans).....				46.44	Frankfort.....			
					48.67	Ilion.....			
33.39	Pattersonville.....								
40.18	South Amsterdam..				50.80	Mohawk.....			
44.98	Fort Hunter.....				58.27	South Little Falls..			
46.82	Auriesville.....				63.12	Indian Castle.....			
50.50	Fultonville.....								
55.21	Randall.....				73.74	South Fort Plain...			
59.17	Sprakers.....				77.21	Canajoharie.....			
62.44	Canajoharie.....				80.48	Sprakers.....			
65.91	South Fort Plain...				84.44	Randall.....			
76.53	Indian Castle.....				89.15	Fultonville.....			
81.38	South Little Falls..				92.83	Auriesville.....			
88.85	Mohawk.....				94.67	Fort Hunter.....			
					99.47	South Amsterdam..			
90.98	Ilion.....				106.26	Pattersonville.....			
93.21	Frankfort.....								
98.39	Harbor.....					(Hoffmans).....			
104.08	South Utica.....				107.83	Rotterdam Jct.....			
104.91	East New York Mills				114.89	South Schenectady..			
						(Signal Station 7) ..			
105.41	New York Mills....				120.13	Fullers.....			
110.29	Clark Mills.....				121.67	Guilderland Center..			
118.93	Vernon.....								
124.11	Oneida Castle.....				125.29	Voorheesville.....			
129.80	Canastota.....				127.36	New Scotland.....			
					129.47	Unionville.....			
136.00	Chittenango.....				131.27	Feura Bush.....			
139.66	Kirkville Jct.....				134.83	South Bethlehem...			
					139.66	Ravenna.....			
	ARRIVE					ARRIVE			

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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES		
No.	Location			Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
								W. end Breakneck Tunnel.....	E	SS 43 or 50
				5493	5491			Booth 54.42.....	E	SS 43 or 50
						5532	5534	Booth 55.20.....	E	SS 43 or 50
				5583	5581			Booth 55.61.....	E	SS 43 or 50
						5622	5624	Booth 56.37.....	E	SS 43 or 50
				5663	5661			Booth 56.62.....	E	SS 43 or 50
						5712	5714	Dutchess Shelter.....	E	SS 43 or 50
								Booth 57.19.....	E	SS 43 or 50
								Booth 57.34.....	W	SS 43 or 50
								Denning's Point Switch.....	W	SS 43 or 50
				5763	5761			Booth 57.55.....	W	SS 43 or 50
						5792	5794	Booth 58.15.....	E	SS 43 or 50
50	Beacon..... Open Day and Night.	C.S.	F	57.88	INT.	INT.	INT.	INT.	W	SS 50
								Car Inspector's Office in Bridge Yard, outside N. Y., N. H. & H. Frt. Office, inside.....	E	T. D., M., S.L.
								East End East Yard, outside, Section House.	W	M., S.L.
								Beacon Station Baggage room.....	E	SS 50 or 54
								Beacon Station, inside.....	W	SS 50
								Beacon Station, outside W. end of canopy on eastward platform.....	W	M., S.L.
								Booth 58.51.....	E	SS 50
								Supervisor of Tracks, R. & R. Dept. Office..	E	SS 50 or 54
								Booth 59.39.....	E	M., S.L.
								Booth 59.47.....	E	SS 50 or 54
				5963	5961			Track No. 3, Sw. 100 Ft. W. of Signal 5982 in cabin.....	E	SS 50 or 54
						5982	5984	Booth 60.21.....	E	SS 50 or 54
								Booth 60.44.....	E	SS 50 or 54
				6063	6061			Booth 61.10.....	E	SS 50 or 54
						6082	6084	Booth 61.42.....	E	SS 50 or 54
				6163	6161			Cabin 62.06.....	E	SS 50 or 54
						6172	6174	Chelsea Crossing, Booth 62.36.....	E	SS 50 or 54
				6253	6251			Chelsea Station, inside.....	E	M., S.L.
								Booth 62.52.....	W	SS 50 or 54
						6272	6274	Booth 63.22.....	E	SS 50 or 54
				6333	6331			Booth 63.48.....	W	SS 50 or 54
						6362	6364	Track No. 3 Int. Signal, Booth 64.4.....	E	SS 50 or 54
								Booth 64.28.....	W	SS 50 or 54
54	East of New Hamburg.... Open Day and Night.	C.S.	BU	64.02	INT.	INT.	INT.	INT.	W	T.D., M., S.L.
								New Hamburg Drawbridge Eng. room.....	E	SS 54 or 58
								New Hamburg Station Platform.....	E	SS 54 or 58
								New Hamburg Station, inside.....	E	M., S.L.
				6533	6531			Booth 65.14.....	W	SS 54 or 58
								Booth 65.49.....	E	SS 54 or 58
						6612	6614	Booth 66.14.....	E	SS 54 or 58
				6623	6621			Clinton Point Pumping Station, inside.....	E	M., S.L.
								No. 66.51.....	E	M., S.L.
				6713	6711	6712	6714	Clinton Point Pumping Station Switch.....	E	SS 54 or 58
								Booth 67.9.....	W	SS 54 or 58
								Booth 67.42.....	E	SS 54 or 58
						6802	6804	Booth 68.01.....	W	SS 54 or 58
				6813	6811					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES		
No.	Location			Track No. 3	Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line
								Camelot Station, outside Booth 68.17	W	SS 54 or 58
								Booth 68.66	W	SS 54 or 58
				6903	6901	6892	6894	Booth 69.23	E	T.D., M., S.L.
								Booth 69.53	E	SS 58 or 60
								Booth 69.71	E	SS 54 or 58
				7003	7001	6982	6984	Booth 70.30	E	SS 54 or 58
								Booth 70.30	E	T.D., M., S.L.
								Booth 70.30	W	SS 58 or 60
	8,000 ft. E. of S.S. 58		70.21	INT.	INT.	INT.	INT.	Track No. 4 Int. Signal Booth 70.61	W	SS 54 or 58
								Track No. 3 Int. Signal Booth 70.67	E	SS 54 or 58
								Booth 71.47	W	SS 54 or 58
				7163	7161			Booth 71.62	W	SS 54 or 58
						7172	7174	Westward Int. Signal SS 58	E	SS 54 or 58
								Booth 72.30	E	T.D., M., S.L.
58	East of Poughkeepsie Open Day and Night.	C.S. PO	71.75	INT.	INT.	INT.	INT.	Eastward Int. Signal Bridge Booth 72.47	E	SS 58 or 60
								Poughkeepsie Frt. House Office, inside	E	SS 58 or 60
						7332	7334	Booth 72.69	E	SS 58 or 60
				7353	7351			Booth 73.18	E	SS 58 or 60
								Poughkeepsie Station, eastward platform under stairway	W	SS 58 or 60
								Poughkeepsie Station, westward platform under stairway	E	SS 58 or 60
								M. of W. Motor Car Shed W. of Station	E	SS 58 or 60
								No. side of Hoffman St. Bridge abutment, in Cabin	W	SS 58 or 60
								Poughkeepsie Station, inside T. D., M., S. L.	W	SS 58 or 60
								Poughkeepsie Engine House, inside M., S. L.	E	SS 58 or 60
								Booth 73.41	E	SS 58 or 60
								Booth 73.54	W	SS 58 or 60
						7412	7414	Booth 74.34	W	SS 58 or 60
								Booth 74.50	E	SS 58 or 60
				7453	7451			Booth 75.17	E	SS 58 or 60
						7492	7494			
60	West of Poughkeepsie Open Day and Night.	C.S. WS	74.76	INT.	INT.	INT.	INT.		W	T.D., M., S.L.
								Booth 75.53	E	SS 60 or 71
				7643	7641			Booth 76.22	E	SS 60 or 71
						7672	7674	Booth 76.37	W	SS 60 or 71
								Booth 76.50	E	SS 60 or 71
				7733	7731			Booth 77.19	E	SS 60 or 71
						7762	7764	Booth 77.47	E	SS 60 or 71
				7853	7851	7852	7854	Booth 78.25	E	SS 60 or 71
								Booth 78.46	E	SS 60 or 71
								Booth 79.14	E	SS 60 or 71
				7953	7951			Booth 79.17	E	SS 60 or 71
						7962	7964	Booth 79.49	E	SS 60 or 71
				8053	8051	8052	8054	Booth 80.29	E	SS 60 or 71
				8153	8151			Booth 80.53	E	SS 60 or 71
								Booth 81.28	E	SS 60 or 71
						8162	8164	Booth 82.07	E	SS 60 or 71
				8263	8261	8262	8264	Booth 82.36	E	SS 60 or 71
								Booth 83.15	E	SS 60 or 71
								Staatsburg Crossing Cabin, inside	E	SS 60 or 71
						8362	8364	Staatsburg Station, inside	E	M., S. L.
				8383	8381			Booth 83.55	E	SS 60 or 71
								Booth 84.23	E	SS 60 or 71
						8472	8474	Booth 84.51	E	SS 60 or 71
				8493	8491			Booth 85.20	E	SS 60 or 71
								Booth 85.45	W	SS 60 or 71
						8592	8594	Booth 86.22	W	SS 60 or 71
				8603	8601			Booth 86.52	E	SS 60 or 71
				8693	8691			Booth 87.14	W	SS 60 or 71
						8702	8704	Booth 87.37	W	SS 60 or 71
				8773	8771			Booth 88.07	W	SS 60 or 71
						8812	8814	Booth 88.34	E	SS 60 or 71
				8883	8881			Booth 89.10	W	SS 60 or 71
						8902	8904	Booth 89.31	E	SS 60 or 71
								Booth 89.54	E	SS 60 or 71
				8993	8991	8992	8994	Booth 90.24	E	SS 60 or 71

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENSSELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS			TELEPHONES			
No.	Location			Track No. 1	Track No. 2	Track No. 4	Location	Side of Track	Line	
							No. Germantown Station, inside.....	E	M., S. L.	
						10612				
						10621				
						10731	10732	Booth 106.43.....	E	SS 71 or 82
								Booth 107.16.....	E	SS 71 or 82
								Booth 107.44.....	E	SS 71 or 82
						10821	10822			
								Booth 108.16.....	E	M., S. L.
								Booth 108.40.....	W	SS 71 or 82
								Booth 109.14.....	W	SS 71 or 82
						10931	10932			
						11011		Booth 109.40.....	W	SS 71 or 82
								Booth 110.04.....	W	SS 71 or 82
								Booth 110.30.....	W	SS 71 or 82
						INT.		Remote Switch, Booth 111.13.....	W	T.D., M., S.L.
								Remote Switch Cabin Track 2, Booth 111.17..	W	SS 71 or 82
								Booth 111.21.....	W	SS 71 or 82
						INT.		Booth 111.57.....	W	SS 71 or 82
						11231		Booth 112.22.....	W	SS 71 or 82
								Booth 112.45.....	W	SS 71 or 82
								11262		
82	West end Hudson Siding.. Open Day and Night.	C.S.	112.74	INT.	INT.				W	T.D., M., S.L.
								Booth 113.30, Booth 113.51.....	E	SS 82 or 84
								Car Inspector's Office, east yard, outside...		
								Booth 114.12.....	W	SS 82 or 84
								Booth 114.14.....	E	SS 82 or 84
								Booth 114.20.....	W	SS 82 or 84
								Booth 114.23, Signal Maintenance.....	E	SS 82 or 84
84	Hudson..... Open Day and Night.	C.S. UD	113.66	INT.	INT.				E	T.D., M., S.L.
								11502	E	SS 84 or 90
						11521		Hudson Station, Booth 114.30.....	W	SS 84 or 90
								11612	E	SS 84 or 90
						11631		1164 Ft. W. of Signal 11521, Booth 114.35...	W	SS 84 or 90
						11731	11732	Booth 115.01.....	W	SS 84 or 90
								Booth 115.28.....	E	SS 84 or 90
								Booth 115.47.....	E	
								Booth 116.29.....	E	SS 84 or 90
								Booth 116.46.....	E	SS 84 or 90
						11841	11842	Booth 117.15.....	E	SS 84 or 90
								Booth 117.40.....	E	SS 84 or 90
								Booth 118.15.....	E	
						11941		Stockport Station, outside, Booth 118.37.....	E	SS 84 or 90
								11952	E	SS 84 or 90
						12041		Outlying Switch to Sta., siding, Booth 118.51	E	SS 84 or 90
								Booth 119.30.....	E	SS 84 or 90
								12052	E	SS 84 or 90
								Booth 120.04.....	E	SS 84 or 90
								Booth 120.26.....	W	SS 84 or 90
								Booth 120.47.....	E	SS 84 or 90
								Booth 121.11.....	E	SS 84 or 90
						12181	12182	Booth 121.35.....	W	SS 84 or 90
								Newton Hook Station.....	W	SS 84 or 90
						12261		Booth 122.14.....	E	SS 84 or 90
								12282	E	SS 84 or 90
								Signal 12261, Booth 122.37.....	E	SS 84 or 90
								Booth 123.16.....	E	SS 84 or 90
90	East of Stuyvesant..... Open Day and Night.	C.S. XN	123.01	INT.	INT.	INT.			W	T.D., M., S.L.
								Booth 123.75.....	W	SS 90
								On bridge structure, Stuyvesant Station island platform.....	E	SS 90
						12451		Stuyvesant Station, inside.....	E	M., S. L.
								Booth 124.50.....	W	SS 90
								12482	E	SS 90
								Booth 125.21.....	E	SS 90
								Signal 12482, Booth 125.37.....	E	SS 90
						12551		Booth 126.07.....	E	SS 90
								12572	E	SS 90
						12651	12652	Booth 126.28.....	E	SS 90
									E	SS 90
						12741	12742	Jump-over bridge, W. of Stuyvesant, Booth 126.44	E	SS 90
								Booth 126.51.....	E	SS 90
								Booth 127.22.....	E	SS 90
						12821	12822	Poolsburg Sw. Track No. 1, Booth 127.35...	E	SS 90
								Booth 128.13.....	E	SS 90
						12901	12902	Booth 128.33.....	E	SS 90
								Booth 129.01.....	E	SS 90
						12991	12992	Booth 129.23.....	E	SS 90
								Booth 129.47.....	E	SS 90
						13081		Schodack L'd'g Station, outside, Booth 130.21	E	SS 90
								13092		
								Booth 130.53.....	E	SS 90
								Booth 131.22.....	E	SS 90

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
CROTON-ON-HUDSON TO RENNELAER**

STATIONS		Office Calls	Miles from New York	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
				13181	.....	Booth 131.40	E	SS 90
				.....	13192	Booth 132.18	E	SS 90
				13281	13282	Booth 132.43	E	SS 90
				13371	13372	Booth 133.13	E	SS 90
				.....	.....	Booth 133.41	E	SS 90
				.....	.....	M. of W. Tool House, 1000 Ft. E. of Castleton on Hudson, outside, Booth 134.04	E	SS 90
Castleton on Hudson	C.S.	133.56	.....	.....	.....	Castleton on Hudson Station, outside	E	SS 90
				13471	.....	Booth 134.25	W	T.D., M., S.L.
				.....	13472	Booth 134.41	W	SS 98
				13561	13562	Booth 134.52	E	SS 98
				.....	.....	Booth 135.09	E	SS 98
				.....	13652	Booth 135.35	E	SS 98
				13651	.....	Booth 136.05	E	SS 98
				.....	.....	Booth 136.26	E	SS 98
				13731	.....	Booth 136.49	E	SS 98
				.....	.....	Booth 137.18	E	SS 98
				.....	.....	Booth 137.47	E	SS 98
				.....	13742	Booth 138.16	E	SS 98
				13831	13832	Booth 138.42	E	SS 98
				.....	.....	Booth 139.14	E	SS 98
				.....	13922	Booth 139.32	E	SS 98
				.....	.....	Booth 139.50	E	SS 98
				.....	.....	Booth 140.22	E	SS 98
				.....	.....	Booth 140.50	E	SS 98
				.....	.....	.....	..	SS 98

HUDSON RIVER CONNECTING LINE

LOCATION	Office Calls	Miles from New York	SIGNALS		TELEPHONES		
			Track No. 3	Track No. 4	Location	Side of Track	Line
Signal Station 90			.....	INT.			
Stuyvesant Station			197	.....	Stuyvesant Station, inside	E	M., S. L.
West of Stuyvesant Station			.....	INT.	INT. Signal SS 90	W	SS 90
1½ miles W. of Stuyvesant Station			189	.....	West of Signal 189	E	SS 90 or SM
1½ miles W. of Stuyvesant Station			.....	186	East of Signal 179	E	SS 90 or SM
2½ miles W. of Stuyvesant Station			179	.....		
3½ miles W. of Stuyvesant Station			169	168	Signal 169	E	SS 90 or SM
4½ miles W. of Stuyvesant Station			159	.....	In cabin near Signal 159	E	SS 90 or SM
3½ miles E. of S.S. SM			147	148	Signal 147	E	SS 90 or SM
2½ miles E. of S.S. SM			137	.....	Signal 137	E	SS 90 or SM
1½ miles E. of S.S. SM			127	126	East of Signal 127 Signal 127	E E	SS 90 or SM SS 90 or SM
Signal Station SM Open Day and Night	C.S.	SM	132.01	INT. INT.	West end, Hofmeyer's Cut	E	SS 90 or SM T.D., M., S.L.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO KIRKVILLE**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES		
No.	LOCATION			Track No. 1	Track No. 2			LOCATION	Side of Track	Line
98	Rensselaer.....	C.S.	141.7		13921	.....		Signal Station.....		T.D.
	Open Day and Night.				14011	14012				
99	Rensselaer.....	C.S.	142.3		14091	14092		Rensselaer, cabin.....	S	SS 98
	Open Day and Night.				INT.	INT.		Signal Station.....		T.D.
				Track No. 3	Track No. 4	Track No. 1	Track No. 2			
100	Rensselaer.....	C.S.	142.4	INT.	INT.	INT.	INT.	Signal Station.....	N	T.D.
	Open Day and Night.			.....	.....	.....	INT.	Troy Road, Int. signal...		SS 100
101	East End Passenger Bridge.....	C.S.	142.5	.....	.....	INT.	INT.	Engine House.....		T.D. or M.
	Open Day and Night.			.....	.....	INT.	INT.	Signal Station.....		SS 99
A	East End Albany Yard.....	C.S.	142.8	.....	.....	INT.	INT.	Signal Station.....	N	T.D.
	Open Day and Night.			.....	.....	INT.	INT.	East end passenger yard, cabin.....		SS A
B	West End Albany Yard.....	C.S.	143.1	.....	.....	.....	.....	West end passenger yard, cabin.....	N	SSB
	Open Day and Night.			.....	.....	INT.	INT.	Signal Station.....		T.D. or M.
D	East End Albany Freight Bridge....	C.S.		INT.	INT.	.....	.....	Spencer St. booth.....	S	SS 1
	Open Day and Night.			14323	INT.	.....	.....	Signal Station.....		SS 1, 100
1	Albany Viaduct.....	C.S.	143.4	INT.	INT.	INT.	INT.	Booth.....	N	T.D.
	Open Day and Night.			INT.	INT.	.....	INT.	Signal Station.....		T.D. or M.
				.....	.....	14371	.....	Booth.....	N	SS 1 -SS 3
				Leg of Signal bridge.....		S	SS 1 -SS 3
3	Jones Crossing.....	C.S.	145.4	.....	.....	14433	14434	14431	N	SS 1 -SS 3
	Open Day and Night.			14501		.....	Cabin.....	S	SS 1 -SS 3
				.....	.....	.....	.....	Rock Cut cabin.....	S	SS 1 -SS 3
				.....	.....	.....	14524	.....	S	T.D. or M.
				.....	.....	.....	.....	Signal Station.....		SS 3 -SS 7
				.....	.....	.....	.....	Booth 146.....	S	SS 3 -SS 7
				.....	.....	.....	14611	.....	
				.....	.....	.....	.....	14622		
				.....	.....	.....	14661	.....	
				Track No. 4		Track No. 1	Track No. 2			
				.....		.....	14751	14752	N	SS 3 -SS 7
				14841		N	SS 3 -SS 7
				.....		.....	.....	14882	N	SS 3 -SS 7
				14941		N	SS 3 -SS 7
				.....		.....	.....	.....	N	SS 3 -SS 7
				15012		N	SS 3 -SS 7
				.....		.....	.....	15031	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	.....	15131	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	.....	15231	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	.....	15331	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	.....	15431	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	.....	15432	N	SS 3 -SS 7
					N	SS 3 -SS 7
				.....		.....	15520	15521	N	SS 3 -SS 7
				MB		N	SS 3 -SS 7
				.....		.....	.....	15552	N	SS 3 -SS 7
					N	SS 3 -SS 7
				INT.		.....	.....	.....	N	SS 3 -SS 7
				INT.			N	SS 3 -SS 7

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSELAER TO KIRKVILLE**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES			
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line	
16	Fonda Open Day and Night.	C.S.	VN	186.3	18133	18131	18131	18131	Booth 181.4	S	SS 11-SS 16
					18144	18142	18142	18142	Booth 181.8	N	SS 11-SS 16
					18224	18223	18221	18222	Booth 182.2	N	SS 11-SS 16
					18344	18343	18341	18342	Booth 182.8	N	SS 11-SS 16
					18444	18443	18441	18442	Booth 183.4	N	SS 11-SS 16
					18554	18553	18551	18552	Booth 183.9	N	SS 11-SS 16
					18714	18713	18711	18712	Booth 184.4	N	SS 11-SS 16
					18804	18803	18801	18802	Booth 184.9	N	SS 11-SS 16
					18884	18883	18881	18882	East end of yard	N	SS 11-SS 16
					18994	18993	18991	18992	Booth 185.5	N	SS 11-SS 16
					19084	19113	19111	19082	East end, car repairmen	N	SS 11-SS 16
					19164	19152	19152	19152	Signal Station		T.D. or M.
					19274	19233	19231	19272	Booth 186.7	N	SS 16-SS 19
					19374	19373	19371	19372	Booth 187.1	N	SS 16-SS 19
					19474	19473	19471	19472	Booth 187.5	N	SS 16-SS 19
					19564	19563	19561	19562	Booth 187.5	N	SS 16-SS 19
					19654	19652	19652	19652	Booth 188	N	SS 16-SS 19
					19763	19761	19761	19761	Booth 188.4	N	SS 16-SS 19
					19874	19873	19871	19872	Booth 188.8	N	SS 16-SS 19
					19984	19983	19981	19982	Booth 189.3	N	SS 16-SS 19
					20094	20083	20081	20092	Booth 189.9	N	SS 16-SS 19
					20174	20173	20171	20172	Booth 190.3	N	SS 16-SS 19
					20244	20243	20241	20242	Booth 190.8	N	SS 16-SS 19
					20324	20323	20321	20322	Water station	N	T.D. or M.
20424	20423	20421	20422	Booth 192	N	SS 16-SS 19					
20524	20513	20511	20522	Booth 192.5	N	SS 16-SS 19					
20613	10611	10612	10612	Booth 192.7	N	SS 16-SS 19					
				Booth 193.2	N	SS 16-SS 19					
				Booth 193.7	N	SS 16-SS 19					
				Booth 194.2	N	SS 16-SS 19					
				Booth 194.9	N	SS 16-SS 19					
				Booth 195.2	N	SS 16-SS 19					
				Booth 195.6	N	SS 16-SS 19					
				Booth 196	N	SS 16-SS 19					
				Booth 196.5	N	SS 16-SS 19					
				East crossovers booth	N	SS 19					
				Signal Station		T.D. or M.					
				West crossovers booth	N	SS 19					
				Section cabin booth	N	SS 19					
				Palatine Bridge Station		T.D. or M.					
				Booth 198.3	N	SS 19-SS 22					
				Booth 198.7	N	SS 19-SS 22					
				Booth 199.2	N	SS 19-SS 22					
				Booth 199.8	N	SS 19-SS 22					
				Booth 200.3	N	SS 19-SS 22					
				Booth 200.8	S	SS 19-SS 22					
				Ticket office	S	T.D. or M.					
				Booth 201.3	N	SS 19-SS 22					
				Booth 201.7	N	SS 19-SS 22					
				Booth 202.4	N	SS 19-SS 22					
				Booth 202.8	N	SS 19-SS 22					
				Booth 203.2	N	SS 19-SS 22					
				Booth 203.7	N	SS 19-SS 22					
				Booth 204.2	N	SS 19-SS 22					
				Booth 204.7	N	SS 19-SS 22					
				Booth 205.7	N	SS 19-SS 22					
				Booth 206.8	N	SS 19-SS 22					
				Water station booth	N	SS 22					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO KIRKVILLE

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES									
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line							
22	West St. Johnsville Open Day and Night.	C.S.	JU	207.0	INT.	INT.	INT.	INT.	Signal Station.....			T.D., M.					
					INT.									
					20814	20813	20811	20812	Booth 207.5.....	N	SS 22 or SS 26						
					.....	.....	.....	.....	Booth 208.1.....	N	SS 22-SS 26		
					.....	.....	.....	.....	Booth 208.7.....	N	SS 22-SS 26		
					20934	20933	20931	20932	Booth 209.3.....	N	SS 22-SS 26						
					.....	.....	.....	.....	Booth 209.9.....	N	SS 22-SS 26		
					21054	21053	21051	21052	Booth 210.5.....	N	SS 22-SS 26						
					21114	21113	21111	21112	Booth 211.1.....	N	SS 22-SS 26						
					.....	.....	.....	.....	Booth 211.7.....	N	SS 22-SS 26		
					21234	21233	21231	21232	Booth 212.3.....	N	SS 22-SS 26						
					.....	.....	.....	.....	Booth 212.7.....	N	SS 22-SS 26		
					21314	21313	21311	21312	Booth 213.1.....	N	SS 22-SS 26						
	.....	.....	.....	.....	Booth 213.6.....	N	SS 22-SS 26						
	21424	21423	21421	21422	Booth 214.2.....	N	SS 22-SS 26										
	.....	.....	.....	.....	Booth 214.9.....	N	SS 22-SS 26						
	.....	21513	21511	.....	Booth 215.4.....	N	SS 22-SS 26								
	21554	.....	.....	21552	Booth 215.8.....	N	SS 22-SS 26								
	.....	.....	.....	.....	Booth 216.3.....	S	SS 22-SS 26						
	Little Falls.....	C.S.			216.3	INT.	INT.	INT.	INT.	Signal Station.....			T.D., M.				
						Booth 216.7 East end							
						21733	21731	Freight House.....	N	SS 22-SS 26					
						21754	21752	Lock St. crossing, cabin..	S	SS 22-SS 26					
						Booth 217.0.....	N	SS 22-SS 26					
						Booth 217.4.....	N	SS 22-SS 26					
						Booth 217.9.....	N	SS 22-SS 26					
21844						21843	21841	21842	Booth 218.2.....	N	SS 22-SS 26						
.....						.....	.....	.....	Booth 218.3.....	N	SS 22-SS 26			
.....						.....	.....	.....	Booth 219.....	N	SS 22-SS 26			
.....						.....	.....	.....	Booth 219.5.....	N	SS 22-SS 26			
21944						21943	21941	21942	Booth 219.9.....	N	SS 22-SS 26						
.....						.....	.....	.....	Booth 220.....	N				
22034						22033	22031	22032	Booth 220.3.....	N	SS 22-SS 26						
.....						.....	.....	.....	Booth 220.7.....	N	SS 22-SS 26			
22134						22133	22131	22132	Booth 221.1.....	N	SS 22-SS 26						
.....						.....	.....	.....	Booth 221.5.....	N	SS 22-SS 26			
.....						.....	.....	.....	Booth 221.9.....	N	SS 22-SS 26			
22234						22233	22231	22232	Booth 222.3.....	N	SS 22-SS 26						
.....						.....	.....	.....	Booth 222.6.....	N	SS 22-SS 26			
.....						INT.	INT.	.....	Booth 223.0.....	N	SS 22-SS 26					
.....						INT.	.....	INT.	Booth 223.2.....	S	SS 22-SS 26					
.....						.....	.....	.....	Booth 223.6.....	N	SS 22-SS 26			
26						Herkimer..... Open Day and Night.	C.S.	K1	223.7	Herkimer Station.....			T.D., M.
										Booth 223.8, Station			
										INT.	INT.	Platform.....		SS 26	
	.....	.....	.....	INT.	Booth 223.9.....					S	SS 26			
	INT.	.....	.....	.....	Booth 224.1.....					N	SS 26-SS 29			
	.....	.....	.....	.....	Booth 224.2.....					N	SS 26		
	.....	.....	.....	.....	Booth 224.4.....					N	SS 26-SS 29		
	.....	INT.	22471	.....	Booth 224.7.....					N	SS 26-SS 29				
	.....	INT.	.....	22482											
	North Ilion.....	C.S.								Booth 225.3.....	N	SS 26-SS 29	
										Booth 225.7.....	N	SS 26-SS 29	
										North Ilion, cabin.....	S	T.D., M.	
										Booth 226.4.....	N	SS 26-SS 29	
						22704	22703	22701	22702	Booth 226.8.....	N	SS 26-SS 29					
						Booth 227.2.....	N	SS 26-SS 29					
						Booth 227.7.....	N	SS 26-SS 29					
						Booth 228.1.....	N	SS 26-SS 29					
						22804	22803	22801	22802	Booth 228.6.....	N	SS 26-SS 29					
						22904	22903	22901	22902	Booth 229.1.....	N	SS 26-SS 29					
						Booth 229.6.....	N	SS 26-SS 29					
						23004	23003	23001	23002	Booth 230.....	N	SS 26-SS 29					
						Booth 230.4.....	N	SS 26-SS 29					

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSELAER TO KIRKVILLE**

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES					
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line			
29	Schuyler Jct..... Open Day and Night.	C.S.	J	234.1	23094	23093	23091	23092		Booth 230.9.....	N	SS 26 or SS 29	
					.....	.....	.....	.....		Booth 231.4.....	N	SS 26-SS 29
					23194	23193	23191	23192		Booth 231.8.....	N	SS 26-SS 29	
					.....	.....	.....	.....		Booth 232.3.....	N	SS 26-SS 29
					23294	23293	23291	23292		Booth 232.9.....	N	SS 26-SS 29	
					.....	.....	.....	.....	Track W. S. Conn.	Booth 233.5.....	N	SS 26-SS 29
									
									
									
									
									
									
									
									
80	Utica..... Open Day and Night.	C.S.	UA	237.2	23404	INT.	INT.	INT.	INT.	Signal Station.....		T.D. or M.	
					Yard Office and Eng. House	S	SS 29-SS 30
					INT.	23513	23511	23512		Yard Office and Eng. House	S	SS 29-SS 30	
					.....	.....	.....	.....		Yard Office and Eng. House	N	SS 29-SS 30
					.....	.....	.....	.....		Yard Office and Eng. House	N	SS 29-SS 30
					.....	.....	.....	.....		Booth 235.3.....	N	SS 29-SS 30
					.....	INT.	23581	.....		W. B. Jumper, cabin...		
					23614	.....	.....	23602				
					.....	23643	23641	.....		Engine House.....	S	T.D. or M. City Line
					.....	.....	.....	.....		Scrap Yard Siding, Booth.	N	T.D. or M.
31	Utica..... Open Day and Night.	C.S.	WU	237.8	23694	.....	.....	23662		Yard Office.....	S	SS 30
					.....	.....	INT.	INT.	INT.	Drop Pit Booth.....		T.D. or M.
					.....	.....	INT.	INT.	INT.	Signal Station.....		T.D. or M.
					.....	.....	INT.	INT.	INT.	Station Platform 5 and 7.		T.D. or M.
					.....	.....	INT.	INT.	INT.	Signal Station.....	N	SS 31
					.....	.....	.....	.....		Washington St., cabin...	N	SS 31-SS 34
					23864	23863	23861	23862		Booth 238.6.....			
					.....	.....	.....	.....		Outlying switches, booth 239.3.....	N	SS 31-SS 34
					.....	.....	.....	.....		Booth 239.7.....	N	SS 31-SS 34
					.....	.....	.....	.....		Booth 240.2.....	N	SS 31-SS 34
Whitesboro.....	C.S.	241.4	24074	24073	24071	24072		Booth 240.7.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 241.1.....	N	SS 31-SS 34		
			.....	.....	.....	24162		Booth 241.5.....	N	SS 31-SS 34		
			24164	24163	24161	.....		Booth 242.2.....	N	SS 31-SS 34		
			24254	.....	.....	24252		Booth 242.6.....	N	SS 31-SS 34		
			.....	24263	24261	.....		Booth 243.2.....	N	SS 31-SS 34		
			24364	24363	24361	24362		Booth 243.6.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 244.1.....	S	SS 31-SS 34		
			.....	24453	24451	24452		Booth at Freight House..	N	SS 31-SS 34		
			24464	.....	.....	.....		Booth 245.....	N	SS 31-SS 34		
Oriskany.....	C.S.	244.4	24544	24543	24541	24542		Booth 245.4.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 245.9.....	N	SS 31-SS 34		
			24634	24633	24631	24632		Booth 246.3.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 246.8.....	N	SS 31-SS 34		
			24724	24723	24721	24722		Booth 247.2.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 247.6.....	N	SS 31-SS 34		
			24804	24803	24801	24802		Booth 248.....	N	SS 31-SS 34			
			.....	.....	.....	.....		Booth 248.5.....		T.D. or M.		
			.....	INT.	INT.	INT.	INT.	Signal Station.....	N	SS 34		
			.....	.....	.....	.....		East end middle, cabin...	N	SS 34-SS 39		
34	Rome..... Open Day and Night.	C.S.	FY	249.0	.....	24973	24971	.....		Booth 249.7.....	N	SS 34-SS 39
					24994	.....	.....	.....		Rome, cabin.....	N	SS 34-SS 39
					.....	.....	.....	.....		Rome yard, west end cabin	N	SS 34-SS 39
					25074	25073	25071	25072		Booth 250.7.....	S	T.D. or M.	
					.....	.....	.....	.....		Rome Station.....		T.D. or M.
					.....	.....	.....	.....		Rome freight station, booth	N	SS 34-SS 39
					25164	25163	25161	25162		Booth 251.7.....	N	SS 34-SS 39	
					.....	.....	.....	.....		Booth 251.9.....	N	SS 34-SS 39
					25244	25243	25241	25242		Booth 252.4.....	N	SS 34-SS 39	
					.....	.....	.....	.....		Booth 252.8.....	N	SS 34-SS 39
25324	25323	25321	25322		Booth 253.2.....	N	SS 34-SS 39						
.....	.....	.....	.....		Booth 253.8.....	N	SS 34-SS 39					
25454	25453	25451	25452		Booth 254.5.....	N	SS 34-SS 39						
25524	25523	25521	25522		Booth 255.2.....	N	SS 34-SS 39						

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO KIRKVILLE**

STATIONS		Office Calls	Miles from New York	SIGNALS					TELEPHONES				
No.	LOCATION			Track No. 6	Track No. 4	Track No. 3	Track No. 1	Track No. 2	Track W. S. Conn.	LOCATION	Side of Track	Line	
					.....	25613	25611	.....				
									
					25634	.....	.....	25632			Booth, 256.2.....	N	SS 34 or SS 39
					25714	25713	25711	25712			Booth 256.5.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Booth 257.1.....	N	SS 34 or SS 39
									
					.....	.....	.....	.....			Booth 257.7.....	N	SS 34 or SS 39
					25824	25823	25821	25822			Booth 258.2.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Booth 258.7.....	N	SS 34 or SS 39
					25914	25913	25911	25912			Booth 259.1.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Booth 259.6.....	N	SS 34 or SS 39
	Verona.....	C.S.	260.3		26014	26013	26011	26012			Booth 260.3.....	N	SS 34 or SS 39
									
					.....	26103	26101	26102			Booth 261.....	N	SS 34 or SS 39
					26114	.....	.....	.....			Booth 261.5.....	N	SS 34 or SS 39
					26214	26213	26211	26212			Booth 262.2.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Booth 262.5.....	N	SS 34 or SS 39
					26304	26303	26301	26302			Booth 263.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Booth 263.5.....	N	SS 34 or SS 39
					26404	26403	26401	26402			Booth 264.....	N	SS 34 or SS 39
					.....	.....	.....	.....			Lake St., cabin...	S	SS 39
					.....	.....	.....	.....			William St., cabin.	N	SS 39
					.....	.....	.....	.....			Main St. cabin..	N	SS 39
39	Oneida..... Open Day and Night.	C.S.	RX	264.8	INT.	INT.	INT.	INT.			Signal Station....		T. D. or M.
					.....	.....	.....	.....			Booth 265.4.....	N	SS 39-SS 41
					26604	26603	26601	26602			Booth 266.....	N	SS 39-SS 41
					.....	.....	.....	.....			Booth 266.5.....	N	SS 39-SS 41
					.....	.....	.....	.....			Oneida, west end middle.....	N	SS 39-SS 41
					26704	26703	26701	26702			Booth 267.....	N	SS 39-SS 41
									
					.....	.....	.....	.....			Booth 267.5.....	N	SS 39-SS 41
					26804	26803	26801	26802			Booth 268.....	N	SS 39-SS 41
					.....	.....	.....	.....			Booth 268.5.....	N	SS 39-SS 41
					26904	26903	26901	26902			Booth 269.....	N	SS 39-SS 41
					.....	.....	.....	.....			Peterboro St. cab.	S	SS 41
41	Canastota..... Open Day and Night.	C.S.	CS	269.9	INT.	INT.	INT.	INT.			Signal Station....		T. D. or M.
					.....	.....	.....	.....			Main Street cab..	S	SS 41 or SS 44
					.....	.....	.....	.....			Booth 270.3.....	N	SS 41 or SS 44
					27124	27123	27121	27122			Booth 270.9.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 271.3.....	N	SS 41 or SS 44
					27224	.....	.....	27222			Booth 271.7.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 272.2.....	N	SS 41 or SS 44
					.....	27243	27241	.....			Booth 272.6.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 273.....	N	SS 41 or SS 44
					27344	27343	27341	27342			Booth 273.4.....	N	SS 41-SS 44
					.....	.....	.....	.....			Booth 273.9.....	N	SS 41 or SS 44
					27454	27453	27451	27452			Booth 274.5.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 274.9.....	N	SS 41 or SS 44
					27534	27533	27531	27532			Booth 275.3.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 276.0.....	N	SS 41-SS 44
	North Chittenango.	C.S.		276.0	.....	27613	27611	27612					
					27614	.....	.....	.....			Booth 276.5.....	N	SS 41 or SS 44
					27694	27693	27691	27692			Booth 276.9.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 277.3.....	N	SS 41 or SS 44
					27774	27773	27771	27772			Booth 277.7.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 278.1.....	N	SS 41 or SS 44
					27854	27853	27851	27852			Booth 278.5.....	N	SS 41 or SS 44
					.....	.....	.....	.....			Booth 278.9.....	N	SS 41 or SS 44
					27934	27933	27931	27932			Booth 279.3.....	N	SS 41 or SS 44
44	Kirkville..... Open Day and Night.	C.S.	RV	280.1	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station....	S	SS 41 or SS 44

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES
RENSSELAER TO TROY**

STATIONS	Office Calls	Miles from Rensselaer	SIGNALS		TELEPHONES		
			Track No. 1	Track No. 2	LOCATION	Side of Track	Line
SS 100 Rensselaer..... Open Day and Night.	C.S.		INT. 071	INT.	Signal Station.....		T.D.
Forbes Ave.....	C.S.	0.8	....	....	Troy Road, INT. signal.....	N	SS 100
			141	122	Crossover, booth.....	S	T.D.
			221	212	Pole No. 50, booth.....	N	Yard
			331	322			
			411	402			
Iron Works.....	C.S.	4.7	....	....	Crossover, booth.....	N	T.D.
			491	522	Crossing cabin.....	N	Yard
			....	572	Booth.....	S	T.D.
Madison St.....	C.S.	5.7	....	....	Crossing cabin.....	N	T.D. and Yard
Adams St.....	..	6.0	....	....	Yard office.....		T.D.
Troy..... Open Day and Night.	C.S. UN	6.7	....	072	Station Master.....	S	T.D.
					Signal Station.....	N	T.D.
					Telegraph office.....		T.D.

SCHENECTADY TO TROY

STATIONS	Office Calls	Miles from Schenectady	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	Line
			Westward	Eastward			
Schenectady SS 8..... Open Day and Night.	C.S. SC		INT. INT.	INT. INT.	Signal Station.....		T.D.
Aqueduct.....	..	3.8			Booth, D. & H. Crossing.....	N	SS 8
Niskayuna.....					Stoney Lane, east end of siding, booth.....	S	T.D.
Dunsbach Ferry.....					Booth.....	N	T.D.
Crescent..... Open 7 A.M. to 4 P.M. Mon. to Fri. inclusive	C.S. C	15.5			Station, booth.....	N	T.D.
Cohoes..... Open 7 A.M. to 4 P.M. Mon. to Fri. inclusive	C.S.	17.8			Harmony Mills siding, booth.....	S	T.D.
Green Island.....		20.7		SW.	Freight house.....	N	T.D.
					Freight house.....	S	T.D.

HERKIMER TO POLAND

STATIONS	Office Calls	Miles from Herkimer	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
Herkimer, SS-26..... Open day and night	C.S. KI				Signal Station.....	S	B.T.
Middleville.....	C.S. MD	8.74			Booth, section house, Adirondack yard.....	E	B.T.
Newport.....	C.S. NW	13.06					
Poland..... Open 7 A.M. to 4 P.M. Mon. to Fri. inclusive	C.S. OD	16.52					

LITTLE FALLS TO DOLGEVILLE

STATIONS	Office Calls	Miles from Little Falls	LOCATION	TELEPHONES	Side of Track	Line
Little Falls.....	C.S. FS		Ticket Office.....			B.T.
Inghams.....	C.S.	4.39	Station.....			
Dolgeville..... Open 7 A.M. to 4 P.M. Mon. to Fri. inclusive	C.S. W	9.86	Station.....			B.T.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS						TELEPHONES				
			Track No. 3 B&A Conn	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Track No. 5	LOCATION	Side of Track	Line		
SS SM Open Day and Night.	C.S.	SM	INT.	INT.	INT.	.....	.....	.....	.....	.....	Signal Station.....		T.D.
			Albany Single Track	105	106	.....	.....	.....	.....	.....
				97	96	.....	.....	.....	.....	.....
Selkirk Jct. Open Day and Night.	C.S.	SK	132.1	INT.	INT.	INT.	INT.	INT.	INT.	INT.	W. B. Int. Signal.....	N	SS SK
				INT.	INT.	INT.	INT.	INT.	INT.	INT.	Signal Station.....		T.D.
				1334	.....	.....	.....	Track No. 6	.....	.....	
				.....	.....	.....	.....	INT.	.....	.....	
				.....	.....	744	.....	746	.....	.....	
				.....	.....	Single Track	.....	.....	.....	.....
Ravena	C.S.	QR	127.8	.....	.....	.....	.....	.....	.....	.....
South Bethlehem	C.S.	SB	132.7	Track No. 7 Conn.	Track No. 5 Conn.	.....	Track No. 5	Track No. 6	.....	.....	Station, booth.....	S	T.D.
Feura Bush	C.S.	FB	136.2	.....	.....	.....	.....	.....	.....	.....	Station, booth.....	S	T.D.
				13697	13695	.....	.....	.....	.....	.....
Unionville	C.S.		138.0	INT.	INT.	.....	13816	13866	.....	.....	W. B. Int. Signal.....		T.D.
				.....	.....	.....	13865	13866	.....	.....	
				.....	.....	.....	13975	.....	.....	.....
New Scotland	C.S.		140.1	.....	.....	.....	14055	14006	.....	Track No. 4	Station, booth.....	S	T.D.
				.....	.....	.....	14125	14126	.....	.....	Booth.....	S	T.D.
Voorheesville	C.S.	NS	142.2	.....	.....	.....	INT.	INT.	INT.	INT.	Signal Station.....		T.D.
Open Day and Night.				.....	.....	.....	.....	.....	.....	.....
				.....	.....	.....	14305	14334	.....	.....	Booth. 143.9.....	S	T.D.
				.....	.....	.....	14405	14434	.....	.....	West end, west bound siding, booth.....	N	T.D.
				.....	.....	.....	14515	14534	.....	.....	Booth. 145.3.....	N	T.D.
Guilderland Center	C.S.		145.8	.....	.....	.....	.....	.....	.....	.....	Station, booth.....	S	T.D.
				.....	.....	.....	14605	.....	.....	.....
				.....	.....	.....	.....	14624	.....	.....	
				.....	.....	.....	14715	14734	.....	.....	
Fullers	C.S.		147.4	Track No. 4	Track No. 5	.....	.....	.....	.....	.....	Station, booth.....	S	T.D.
				14844	14845	.....	.....	.....	.....	.....
				14954	14955	.....	.....	.....	.....	.....
				Single Track	15074	16075	.....	.....	.....	.....
				Eastward	Westward	.....	.....	.....	.....	.....
Carman, Main Line	C.S.	AS		INT.	.....	.....	.....	.....	.....	.....	Switch to Govt. Plant, Booth.....	N	T.D.
Open Day and Night.				194	.....	.....	.....	.....	.....	.....
				.....	23	.....	.....	.....	.....	.....
WH	C.S.		151.6	.....	INT.	INT.	INT.	INT.	.....	.....	Booth.....	N	SS 7
South Schenectady	C.S.		152.6	.....	.....	15274	15255	.....	.....	.....	Booth.....	S	T.D.
				.....	.....	15364	15365	.....	.....	.....	Booth 152.3.....	S	T.D.
				.....	.....	15454	15455	.....	.....	.....
				.....	.....	15554	.....	.....	.....	.....
				.....	.....	.....	15615	.....	.....	.....
				.....	.....	15644	.....	.....	.....	.....	Booth.....	S	T.D.
				.....	.....	15724	.....	.....	.....	.....
				.....	.....	15804	15805	.....	.....	.....
				.....	.....	15894	.....	.....	.....	.....
				Track No. 4 Detour	Track No. 3 Detour	.....	.....	.....	.....	B & M CONN			
Rotterdam Jct.	C.S.	RJ	159.6	INT.	.....	.....	INT.	.....	.....	INT.	West end middle booth..	S	R.J.
Open Day and Night.				124	103	.....	.....	.....	.....	.....	Signal Station.....	S	T.D.
				.....	.....	.....	.....	.....	.....	.....	2000 Ft. west of SS-RJ...	S	R.J.
				.....	.....	.....	.....	INT.	.....	.....	
Hoffmans Main line	C.S.	NA		INT.	INT.	.....	.....	.....	.....	.....
Open Day and Night.				.....	.....	.....	1603	1602	.....	.....	
				.....	.....	.....	1609	1610	.....	.....	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS					TELEPHONES			
					Track No. 5	Track No. 6		LOCATION	Side of Track	Line	
Pattersonville	C.S.	161.2			1619		Station, booth 161.2	S	T.D.	
					1620					
					1631	1630					
					1641	1642			Stone Quarry crossovers,		
					1651	1652			booth 164.8	S	T.D.
					1663	1662					
					1671	1674					
South Amsterdam Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	C.S.				....	....	Booth 168.0	S	T.D.
					....	....	Pumphouse, booth 168.3	S	T.D.
					....	....	West end of yard, booth	S	T.D.
					....	....	East end middle, booth	S	T.D.
Fort Hunter	C.S. FH	172.8			....	....	Booth 172.9	S	T.D.
Auriesville	C.S.	174.6			....	....	Station, booth 174.6	S	T.D.
									
Fultonville Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	C.S.	178.3			....	....	Booth 178.9	S	T.D.
					....	....	Booth 178.1	S	T.D.
Randall	C.S.	183.1			....	....	Big Nose, booth	N	T.D.
Sprakers	C.S.	187.0			....	....	Booth 187.0	S	T.D.
Canajoharie Open 7 A.M. to 4 P.M., Mon. to Fri. inclusive	C.S.	190.3			....	....	Freight House	S	T.D.
					....	....	East end, Middle	S	T.D.
					....	....	Booth 191.5	S	T.D.
South Fort Plain	C.S.				....	....	Fr. House, booth 193.8	S	T.D.
									
					....	....	Booth 199.1	S	T.D.
					....	....	Booth 201.1	S	T.D.
					....	....	Booth 203.0	S	T.D.
Indian Castle	C.S.	204.4			....	....			
South Little Falls	C.S.			....	....	Freight House, booth 209.4	S	T.D.	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

RAVENA TO KIRKVILLE JUNCTION

STATIONS	Office Calls	Miles from Weehawken	SIGNALS					TELEPHONES		
						Track No. 5	Track No. 6	LOCATION	Side of Track	Line
								
								
								
								
Mohawk.....	C.S.					.....	.....	Freight sta., booth 216.6	N	T.D.
						.....	.....	Booth 218.3.....	S	T.D.
Ilion.....	C.S.					.....	.....	Station booth 218.7....	S	T.D.
						.....	.....	Crossover east end of yard booth 220.....	S	T.D.
						.....	.....	Booth 221.....	S	T.D.
Frankfort.....	C.S.	221.0	MAIN LINE CONNECTION			2209	.....		
Open 7 A.M. to 4 P.M. Mon. to Fri. Inclusive.						2221	2222			
			Westward Jump-over	Yard Connection	Eastward Jump-over	2233	2234			
						2243	2244			
						2253	2254			
Harbor.....	C.S.	226.2			INT.	INT.	INT.	Booth 226.2.....	S	T.D.
			03		06		2278			
			11							
Utica Connection..			INT.	INT.	INT.			Broad St., Utica, Connection, booth.....	S	T.D.
South Utica.....	C.S.	231.9						Freight Station.....	S	T.D.
East New York Mills.....	C.S.	232.7				INT.	INT.	Booth 232.6.....	S	T.D.
						Single Track				
						Westward	Eastward			
New York Mills...	C.S.	NF 233.3				INT-M.B.	INT-M.B.	Signal Station.....	S	T.D.
Open 8 A.M. to 5 P.M. Mon. to Fri. Inclusive.						.....	.....	
Clark Mills.....	C.S.	AK 238.1				INT-M.B.	INT-M.B.	Station Booth 238.2....	S	T.D.
Open 7 A.M. to 4 P.M. Mon. to Fri. Inclusive.								Signal Station.....	S	T.D.
								
Vernon.....	C.S.	246.8						Booth 241.9.....	S	T.D.
								Freight Station.....	N	T.D.
Oneida Castle.....	C.S.	251.9						Freight Station, booth...	S	T.D.
								Freight Station.....	N	T.D.
Canastota.....	C.S.	257.6				INT-M.B.	INT-M.B.	Signal Station.....	S	T.D.
Open 8.15 A.M. to 12.15 A.M.										
Chittenango.....	C.S.							Booth 263.9.....	S	T.D.
								Freight Station.....	N	T.D.
Kirkville Jct.....	C.S.	267.5						Booth, 267.5.....	N	T.D. & SS 44

SPEED TABLE

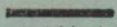

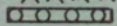



NOTE.— This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

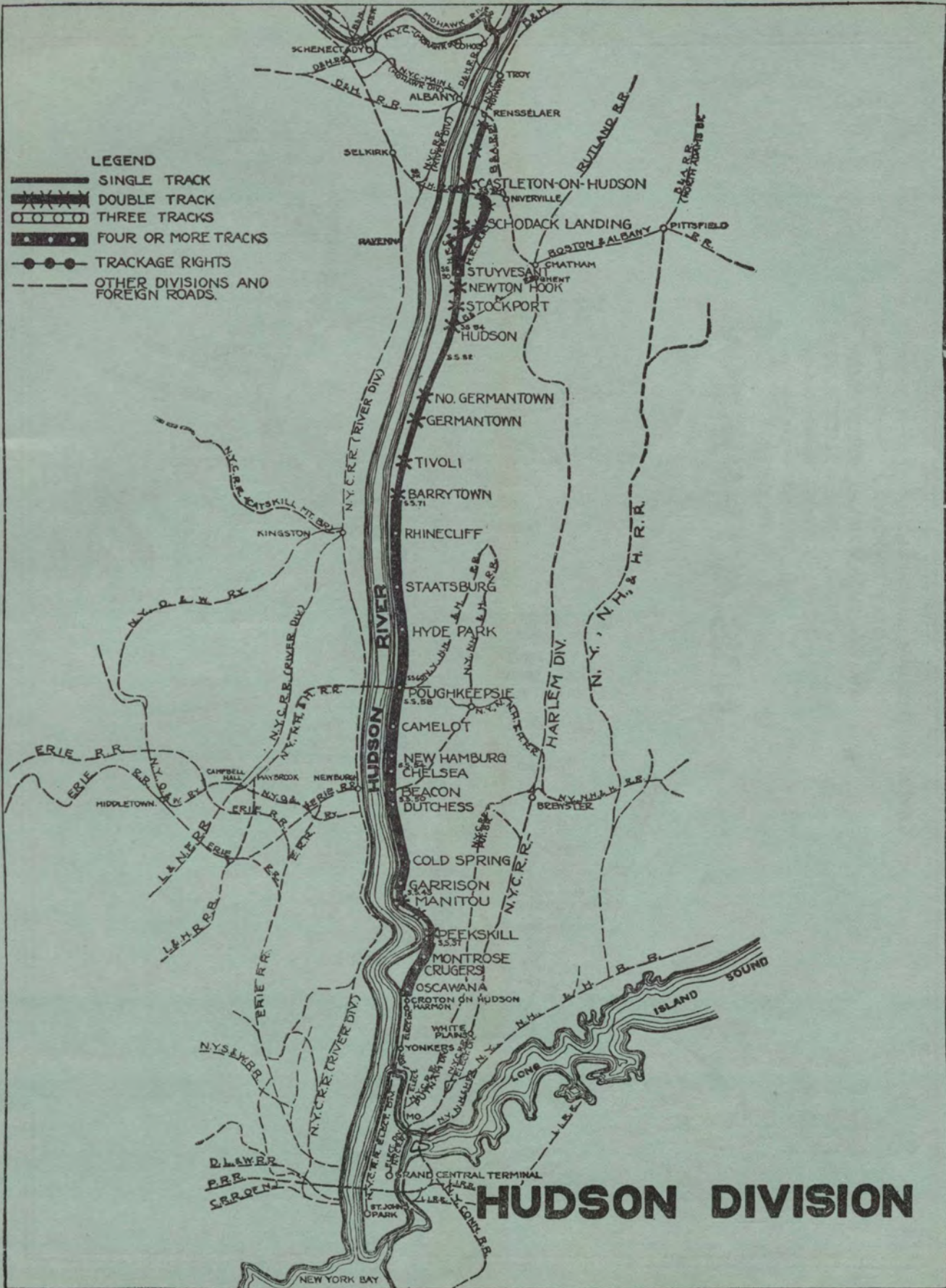
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

ABBREVIATIONS

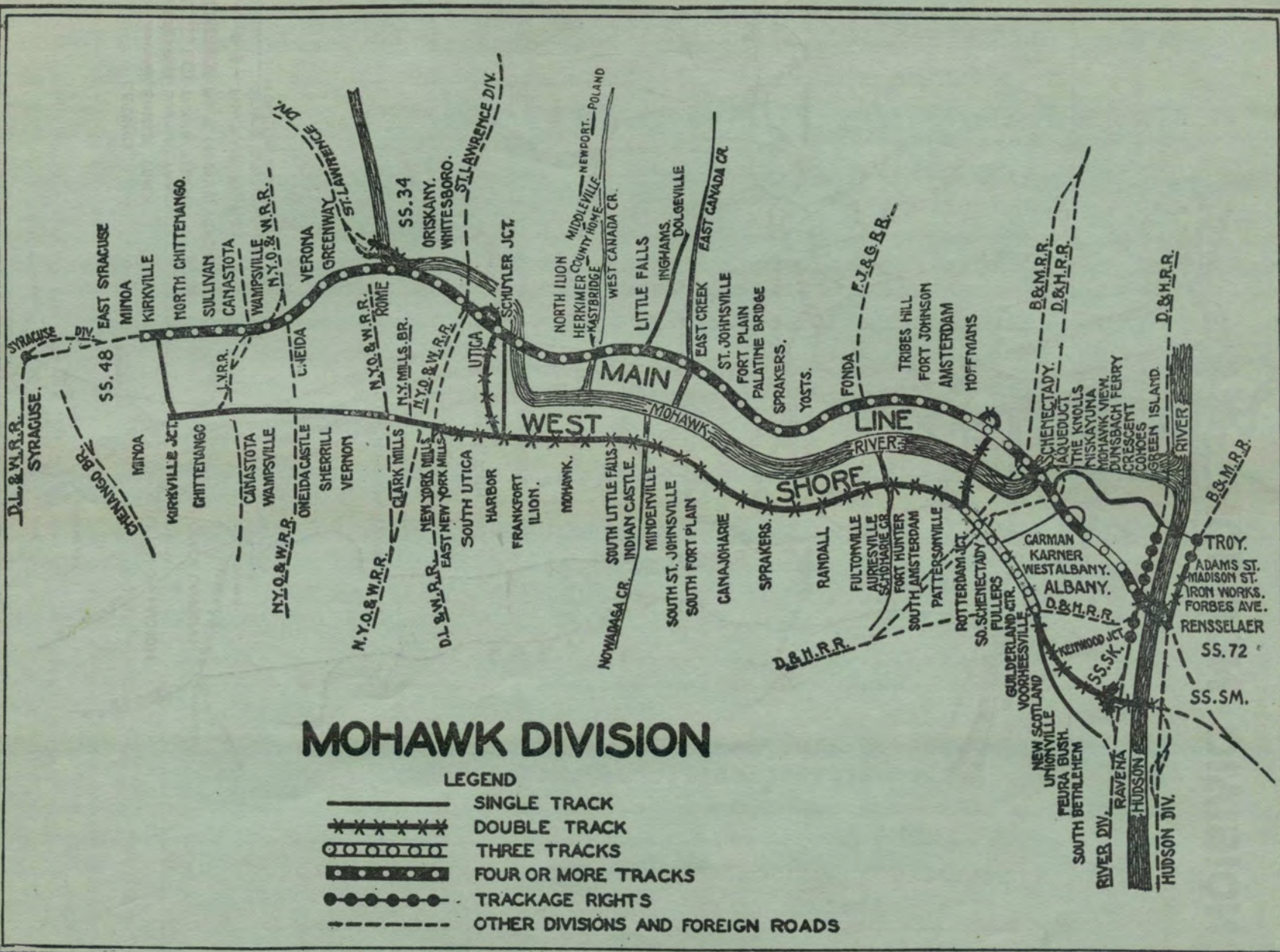
COMMUNICATING STATION	CS
SIGNAL STATION	SS
AUTOMATIC	NUMBER
MANUAL BLOCK	M.B.
INTERLOCKING	INT.
R. R. GRADE CROSSING.....	X
SWITCH	SW
TRAIN DISPATCHING	T.D.
MESSAGE CIRCUIT	M.
PUBLIC	P.
SHORT LINE (Connects with Signal Station).....	S.L.
BELL TELEPHONE	B.T.

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  THREE TRACKS
-  FOUR OR MORE TRACKS
-  TRACAGE RIGHTS
-  OTHER DIVISIONS AND FOREIGN ROADS.









HUDSON DIVISION



MOHAWK DIVISION

LEGEND

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