

**The
Delaware and Hudson Railroad
CORPORATION**

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TIME TABLE No. 7

EFFECTIVE SUNDAY, JUNE 14, 1942

AT 12.01 A. M.

SUPERSEDING TIME TABLE NO. 6 DATED SEPTEMBER 28, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. F. BURCH,
ASSISTANT GENERAL MANAGER

J. E. FAIRHEAD, SUPERINTENDENT
SARATOGA-CHAMPLAIN DIVISION

W. WALLACE, SUPERINTENDENT
SUSQUEHANNA DIVISION

C. A. MORGAN, SUPERINTENDENT
PENNSYLVANIA DIVISION

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PENNSYLVANIA DIVISION

COMPANY SURGEONS

Chief Surgeon

DR. A. W. ELTING, 119 Washington Avenue, Albany, N. Y.

Saratoga-Champlain Division

LOCATION	OFFICE	RESIDENCE	TELEPHONE No.
DR. J. W. GHORMLEY, Albany, N. Y. Colonie to Kenwood, inclusive.	D&H Plaza	403 State St.	Office: 3-1141-Ex. 255 Residence: 3-2015
DR. W. E. SILCOCKS, Green Island, N. Y.		102 George St.	Watervliet 126 or Troy 4452
DR. PETER L. HARVIE, Troy, N. Y.	34 First St.	58 Pinewoods Ave.	Office: 447 Residence: 3907
DR. CLARENCE R. BECKER, Troy, N. Y. South of Mechanicville to Watervliet inclusive, including Troy and Green Island.		149 Hoosick St.	Troy 6626
DR. W. B. VAN DOREN, Mechanicville, N. Y. South of Ballston to and including Mechanicville, and west of Ballston to and including GV Cabin.		122 N. Second Ave.	16
DR. G. SCOTT TOWNE, Saratoga Springs, N. Y. North Creek and Ballston, inclusive.		150 Phila St.,	610
DR. LEROY J. BUTLER, Glens Falls, N. Y. Lake George and Glens Falls branches, south of Comstock and north of Saratoga Springs.	191 Glen St.	25 Horicon Ave.	Office: 2-4728 Residence: 2-2723
DR. EDWARD V. FARRELL, Whitehall, N. Y. Dresden to Comstock, inclusive; Rutland branch.		65 Williams St.	350
DR. D. M. VICKERS, Cambridge, N. Y. Poultney to Cambridge, inclusive.	Mary McClellan Hospital		562
DR. J. P. J. CUMMINS, Ticonderoga, N. Y. North of Dresden to Westport, inclusive; Ticonderoga branch.		146 Montcalm St.	64
DR. A. B. DEGRANDPRE, Plattsburg, N. Y. North of Westport to South of Chazy; Ausable and Chateaugay branches.		163 Margaret St.	324
DR. G. R. ALLEN, Champlain, N. Y. Rouses Point to Chazy, inclusive		Oak St. 3 Washington Ave.	65 152

Susquehanna Division

DR. J. W. GHORMLEY, Albany, N. Y. Kenwood to Altamont	D&H Plaza,	403 State St.	Office: 3-1141-Ex. 255 Residence: 3-2015
DR. W. B. VAN DOREN, Mechanicville, N. Y. Mechanicville and west of Mechanicville to and including Coons.		122 N. Second Ave.	16
DR. D. R. KATHAN, Schenectady, N. Y.		621 Union St.	4-2016
DR. S. F. MAC MILLAN, Schenectady, N. Y. Alplaus to Delanson, inclusive.	613 State St.	1721 Atholl Road	Office: 4-3105 Residence: 4-8241
DR. WARD L. OLIVER, Cobleskill, N. Y. Altamont to Worcester, including Cherry Valley branch.		3 Main St	262
DR. A. F. CARSON, Oneonta, N. Y. Worcester to Otego, inclusive, and Cooperstown branch.	Physicians Bldg.	28 Watkins Ave.	Office: 1620 Residence: 501
DR. A. M. TORRANCE, Harpursville, N. Y. Otego to Tunnel.			16
DR. F. M. DYER, Binghamton, N. Y.		51 Main St.	2-0427
DR. H. P. GRIFFIN, Binghamton, N. Y. Tunnel to Binghamton, inclusive.	143 Court St.	12 Stratford Place	Office: 2-0039 Residence: 2-8420

Pennsylvania Division

DR. A. M. TORRANCE, Harpursville, N. Y. Nineveh to Windsor, inclusive.			16
DR. W. J. CONDON, Susquehanna, Pa. State Line to Ararat, inclusive.	212 E. Main St.	425 Grand St.	Office: 222 Residence 239
DR. JOHN S. NILES, JR., Carbondale, Pa.	76 N. Main St.	Crystal Lake	Office: 707 Residence: 28R2
DR. M. B. FINNERAN, Carbondale, Pa.		28 River St.	27
DR. H. L. CASEY, Carbondale, Pa. South of Ararat to Carbondale, inclusive.	First Nat'l Bank	109 Gordon Ave	Office: 1725 Residence: 369
DR. ALEXANDER SHELLMAN, Blakely, Pa. Mayfield to Scranton, inclusive.		67 Main St	905
DR. S. S. WATSON, Moosic, Pa. South Scranton to Parsons, inclusive.		Minooka Ave and Third St.	120
DR. EUGENE M. KELLEY, Pittston, Pa. Pittston and vicinity.	Dime Bank	1176 Wyoming Ave.	Office: 2664M Residence: 2664J
DR. L. C. MUNDY, Wilkes-Barre, Pa. Plymouth District and City of Wilkes-Barre.		391 Scott St.	2-7033

KN TOWER TO WHITEHALL

Saratoga-Champlain Division

NORTHWARD—FIRST CLASS

STATIONS	Distance from Albany	Car Capacity of Passing sidings	Telegraph Signals	7	423	435	9	419	33	1	409	431	305
				DAILY	MONDAY ONLY	DAILY	DAILY	DAILY EXCEPT MONDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY
DOUBLE TRACK BEGINS													
KN TOWER..... D-N			KN	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
ALBANY (Maiden Lane). D-N			RX	12.05	12.20	12.34		3.55			8.15	9.05	11.15
ALBANY (Union Station).....					12.25	12.39		4.00	6.45	6.45	8.20	9.10	11.20
LA CABIN.....	0.4												
TS CABIN.....	0.9												
MENANDS.....	3.4									f 6.52			
CEMETERY.....	4.0												
SG CABIN.....	4.4			12.13					6.54	6.54			
COLONIE..... T	4.7		GW							s 6.56			
NG CABIN.....	5.3												
WATERVLIET.....	6.1			8.12	17					s 6.58	s 6.59		
GREEN ISLAND.....	7.2												
RIVER STREET.....	7.6												
TROY..... D-N	7.8		UN										
TROY.....								2.21					
RIVER STREET.....													
GREEN ISLAND.....													
WX CABIN.....	6.6			12.18				2.26		6.59	7.00		
COHOES..... T	8.9		CH	8.12	25					s 7.05	s 7.05		
WEST WATERFORD.....	10.8									s 7.10	s 7.10		
WATERFORD JUNCTION.....	12.4			12.31				2.34		7.12	7.12		
MECHANICVILLE.....	19.0			8.12	42			2.42		s 7.23	s 7.23		
XO TOWER..... D-N	19.1		XO										
WY TOWER..... T	20.1		WY	12.44				2.44		7.25	7.25		
ROUND LAKE..... T	25.5		RK	f 12.51						s 7.33	s 7.33		
JS TOWER..... D-N	30.9		JS	12.59				2.59		7.42	7.42		
BALLSTON..... T	31.7		BA	s 1.03						s 7.45	s 7.45		
SARATOGA SPRINGS..... D-N	38.4		XN	s 1.15						s 7.57	s 7.57		
SARATOGA SPRINGS.....				1.20				3.11		8.02	8.00		
COOKS.....	44.1	92		1.29				3.19		8.11	8.09		
GANSEVOORT.....	49.2												
FORT EDWARD..... D-N	55.5	67	Z	s 1.44						s 8.27	s 8.24		
FORT EDWARD.....				1.50				3.34			8.29		
SMITH'S BASIN.....	63.0										s 8.41		
FORT ANN..... T	66.9	77	FO	2.05				3.46			s 8.47		
COMSTOCK..... T	70.8		CK	f 2.11							s 8.53		
WHITEHALL..... D-N	77.5		HD	s 2.25				4.00			s 9.05		
				AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
				7	423	435	9	419	33	1	409	431	305

NOTE: No. 33, last trip September 6, 1942.

WHITEHALL TO KN TOWER

SOUTHWARD—FIRST CLASS

Table with 14 columns for stations (412, 432, 34, 20, 402, 308, 418, 4, 32, 14, 44, 6, 434) and rows for various stations including Whitehall, Comstock, Fort Ann, Smith's Basin, Fort Edward, Gansevoort, Cooks, Saratoga Springs, Ballston, JS Tower, Round Lake, Wy Tower, Xo Tower, Mechanicville, Waterford Junction, West Waterford, Cohoes, Wx Cabin, Green Island, River Street, Troy, River Street, Green Island, Watervliet, Ng Cabin, Colonie, Sg Cabin, Cemetery, Menands, Ts Cabin, La Cabin, Albany (Union Station), Albany (Maiden Lane), and Kn Tower. Includes 'DOUBLE TRACK ENDS' and 'SEE NOTE' references.

NOTES: No. 4, first trip September 13, 1942. No. 32, last trip September 12, 1942. No. 14, last trip September 6, 1942. No. 44, last trip September 6, 1942. No. 6, last trip September 12, 1942.

GV CABIN TO JS TOWER

NORTHWARD

Table with 4 columns: STATIONS, Distance from Schenectady, Car capacity of Passing sidings, and Telegraph Signals. Rows include GV CABIN, HOLLISTER'S, and JS TOWER.

JS TOWER TO GV CABIN

SOUTHWARD

Table with 4 columns: STATIONS, Distance from Rouses Point, Car capacity of Passing sidings, and Telegraph Signals. Rows include JS TOWER, HOLLISTER'S, and GV CABIN.

SARATOGA SPRINGS TO NORTH CREEK

NORTHWARD—FIRST CLASS

Table with 5 columns: STATIONS, Distance from Albany, Telegraph Signals, and three columns for train numbers (181, 183, 185) with sub-columns for DAILY EXCEPT SUNDAY, SUNDAY ONLY, and DAILY. Rows include Saratoga Spgs, Greenfield Siding, Kings Siding, South Corinth, Corinth, Sacandaga Siding, Hadley, Stony Creek, Thurman, The Glen, Riverside, and North Creek.

NOTES: No. 183, last trip September 6, 1942. No. 185, last trip September 12, 1942.

NORTH CREEK TO SARATOGA SPRINGS

SOUTHWARD—FIRST CLASS

Table with 6 columns: STATIONS, Distance from North Creek, Car capacity of Passing sidings, and three columns for train numbers (180, 182, 184) with sub-columns for DAILY EXCEPT SUNDAY, DAILY EXCEPT SUNDAY, and SUNDAY ONLY. Rows include North Creek, Riverside, The Glen, Thurman, Stony Creek, Hadley, Sacandaga Siding, Corinth, South Corinth, Kings Siding, Greenfield Siding, and Saratoga Springs.

NOTES: No. 180, last trip September 12, 1942. No. 184, last trip September 6, 1942.

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

FORT EDWARD TO LAKE GEORGE

NORTHWARD—FIRST CLASS

STATIONS	Distance from Albany	Telegraph Signals	33	161	163	165	41							
			SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY							
			SEE NOTE	SEE NOTE	SEE NOTE	SEE NOTE								
			AM	AM	PM	PM	PM							
FORT EDWARD.....D-N	55.5	Z	8.30	8.33	2.10	2.10	9.24							
COOPER'S.....	57.4		8.37	8.40	2.17	2.17	9.31							
HUDSON FALLS.....	57.9	f	8.38	8.41	2.18	2.18	9.32							
GLENS FALLS.....	61.0	s	8.50	8.50	2.26	2.26	9.40							
FRENCH MOUNTAIN.....	66.3		9.05	9.05	2.40	2.40	9.55							
LAKE GEORGE.....D	70.0	CW	A 9.15	A 9.15	A 2.50	A 2.50	A 10.05							
			AM	AM	PM	PM	PM							
			33	161	163	165	41							

NOTES: No. 33, last trip September 6, 1942.
 No. 163, last trip September 12, 1942.
 No. 165, first trip September 14, 1942.
 No. 161 is superior to No. 162.
 No. 163 is superior to No. 32.
 No. 165 is superior to No. 164.

LAKE GEORGE TO FORT EDWARD

SOUTHWARD—FIRST CLASS

STATIONS	Distance from Lake George	Car capacity of Passing sidings	162	164	32	44							
			DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY							
			SEE NOTE	SEE NOTE	SEE NOTE	SEE NOTE							
			AM	PM	PM	PM							
LAKE GEORGE.....			10.10	3.10	3.30	4.45							
FRENCH MOUNTAIN.....	3.7	8	10.20	3.20	3.40	4.55							
GLENS FALLS.....	9.0	12	S 10.35	S 3.35	S 3.55	S 5.09							
HUDSON FALLS.....	12.1	f	10.42	f 3.42	f 4.02	f 5.16							
COOPER'S.....	12.2	16	10.43	3.43	4.03	5.17							
FORT EDWARD.....	14.5		A 10.50	A 3.50	S 4.09	S 5.23							
			AM	PM	PM	PM							
			162	164	32	44							

NOTES: No. 164, first trip September 14, 1942.
 No. 32, last trip September 12, 1942.
 No. 44, last trip September 6, 1942.
 No. 161 is superior to No. 162.
 No. 163 is superior to No. 32.
 No. 165 is superior to No. 164.

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

WHITEHALL TO RUTLAND

NORTHWARD

STATIONS	Distance from Albany	Car capacity of Passing sidings	Telegraph Signals		
WHITEHALL.....D-N	77.5		HD		
STATE LINE.....	84.7	34			
FAIR HAVEN.....D	85.9		FB		
HYDEVILLE.....	87.7				
LANGDONS.....	90.4	30			
CASTLETON.....D	90.9		CX		
WEST RUTLAND.....D	97.2		WN		
CENTER RUTLAND.....	99.6				
RUTLAND.....D-N	101.2		RH		

RUTLAND TO WHITEHALL

SOUTHWARD

STATIONS	Distance from Rutland				
RUTLAND.....					
CENTER RUTLAND.....	1.5				
WEST RUTLAND.....	4.0				
CASTLETON.....	10.3				
LANGDONS.....	10.6				
HYDEVILLE.....	13.5				
FAIR HAVEN.....	15.3				
STATE LINE.....	16.3				
WHITEHALL.....	23.7				

EAGLE BRIDGE TO CASTLETON

NORTHWARD

STATIONS	Distance from Eagle Bridge	Telegraph Signals			
EAGLE BRIDGE.....D		BR			
CAMBRIDGE.....D	6.1	DE			
FAIR GROUNDS.....	6.3				
SHUSHAN.....D	10.8	S			
GREENWICH JCT.....	15.4				
PARKERS.....	17.3				
SALEM.....D	17.5	SM			
WEST RUPERT.....	23.8				
RUPERT.....D	25.2	PU			
BURTON'S.....	25.3				
WEST PAWLET.....D	32.2	PA			
HOPKINS.....	32.3				
NORTONS SIDING.....	35.6				
GRANVILLE.....D	36.0	GD			
MIDDLE GRANVILLE..	38.0				
RACEVILLE.....	40.5				
POULTNEY.....T	44.4	PY			
CASTLETON.....D	52.1	CX			

CASTLETON TO EAGLE BRIDGE

SOUTHWARD

STATIONS	Distance from Albany	Car capacity of Passing sidings			
CASTLETON.....	90.9				
POULTNEY.....	98.7				
RACEVILLE.....	102.5				
MIDDLE GRANVILLE..	105.0				
GRANVILLE.....	107.0				
NORTONS SIDING.....	107.4				
HOPKINS.....	110.2	43			
WEST PAWLET.....	110.7				
BURTON'S.....	117.4	43			
RUPERT.....	117.9				
WEST RUPERT.....	119.2				
SALEM.....	125.5				
PARKERS.....	125.5	18			
GREENWICH JCT.....	127.6				
SHUSHAN.....	132.2				
FAIR GROUNDS.....	136.3	43			
CAMBRIDGE.....	136.9				
EAGLE BRIDGE.....	143.0				

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

WHITEHALL TO ROUSES POINT

NORTHWARD—FIRST CLASS

Table with columns for Stations, Distance from Albany, Car capacity of Passing sidings, and arrival/departure times for days 7, 9, 1, 81, 35, 17, 5, 15. Includes stations like Whitehall, SC Cabin, South Bay, etc.

NOTES: See paragraph No. 2, page 25, local rules for conditional stops. No. 15, last trip September 4, 1942.

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

ROUSES POINT TO WHITEHALL

SOUTHWARD—FIRST CLASS

Table with columns for Stations, Distance from Rouses Point, Car capacity of Passing sidings, Telegraph Signals, and arrival/departure times for days 82, 2, 18, 34, 8, 10. Includes stations like Rouses Point, Windsor, Chazy, etc.

NOTE: See paragraph No. 2, page 25, local rules for conditional stops.

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

KN TOWER TO BINGHAMTON

SOUTHWARD—FIRST CLASS

Table with columns: STATIONS, Telegraph Signals, Distance from Albany, Car capacity of Passing sidings, 302, 308. Includes stations from ALBANY to BINGHAMTON.

NOTES: No. 308 is superior to Nos. 305, 309 and 313. No. 302 will use Benedict. Time shown at Albany as information.

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

BINGHAMTON TO KN TOWER

NORTHWARD—FIRST CLASS

Table with columns: STATIONS, Distance from Binghamton, Car capacity of Passing sidings, 305, 309, 313. Includes stations from BINGHAMTON to ALBANY.

NOTES: See paragraph No. 2, page 30, Local Rules for conditional stops. Time shown at Albany as information.

WY TOWER TO DJ CABIN

SOUTHWARD

Table with columns: STATIONS, Distance from WY Tower, Car capacity of Passing sidings, Telegraph Signals. Includes stations from WY TOWER to DJ CABIN.

NOTE: All trains using tracks between WY Tower and Crescent will be governed by B. & M. R. R. and D. & H. R. R. Corp'n. rules herein, governing joint tracks.

CHERRY VALLEY JCT. TO CHERRY VALLEY

SOUTHWARD

Table with columns: STATIONS, Distance from Cherry Valley Jct., Telegraph Signals. Includes stations from CHERRY VALLEY JCT. to CHERRY VALLEY.

COOPERSTOWN TO COOPERSTOWN JUNCTION

SOUTHWARD

Table with columns: STATIONS, Distance from Cooperstown, Telegraph Signals. Includes stations from COOPERSTOWN to COOPERSTOWN JUNCTION.

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

DJ CABIN TO WY TOWER

NORTHWARD

Table with columns: STATIONS, Distance from DJ Cabin, Car capacity of Passing sidings. Includes stations from DJ CABIN to WY TOWER.

CHERRY VALLEY TO CHERRY VALLEY JCT.

NORTHWARD

Table with columns: STATIONS, Distance from Cherry Valley. Includes stations from CHERRY VALLEY to CHERRY VALLEY JCT.

COOPERSTOWN JUNCTION TO COOPERSTOWN

NORTHWARD

Table with columns: STATIONS, Distance from Cooperstown Jct. Includes stations from COOPERSTOWN JUNCTION to COOPERSTOWN.

NINEVEH TO WILKES-BARRE

SOUTHWARD—FIRST CLASS

STATIONS	Distance from Albany	Car capacity of Passing sidings	Telegraph Signals	706	716	504	508	510	512				
				DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY				
NINEVEH.....	118.8			AM	AM	AM	AM	PM	PM				
DV CABIN.....	121.5												
DOUBLE TRACK ENDS													
X CABIN.....	126.6												
DOUBLE TRACK BEGINS													
NE CABIN.....	129.6												
WINDSOR.....	130.7		W										
RA CABIN.....	132.4												
DOUBLE TRACK ENDS													
KY CABIN.....	136.1												
DOUBLE TRACK BEGINS													
LANESBORO.....	139.3												
LANESBORO JCT. D-N			JA										
(Erie R. R.)													
JEFFERSON JCT. D-N	141.5		JN										
MR TOWER.....	144.9												
STARRUCCA.....	148.4		KA										
THOMPSON.....	152.2		ON										
ARARAT.....	157.0												
YD TOWER.....	157.2		YD										
SINK HOLE.....	158.4	85											
BS TOWER.....	161.9		BS										
UNIONDALE.....	165.5		UD										
FOREST CITY.....	170.7		FC										
WC TOWER.....	175.4		WC										
DF TOWER.....	177.2												
CARBONDALE.....	177.3					7.00	8.00	1.00	5.10				
LOOKOUT JCT.....	178.0					7.01	8.01	1.01	5.11				
MAYFIELD.....	179.9		MF			S 7.06	S 8.06	S 1.06	S 5.16				
JERMYN.....	181.2		J			S 7.09	S 8.10	S 1.10	S 5.20				
ARCHBALD.....	183.5		AD			S 7.14	S 8.15	S 1.15	S 5.25				
WINTON.....	184.6					f 7.17	S 8.18	f 1.18	f 5.28				
JESSUP-PECKVILLE.....	185.9		VH			S 7.20	S 8.21	S 1.21	S 5.31				
OLYPHANT YARD (Part D-N)	187.1		V										
OLYPHANT.....	187.5					S 7.24	S 8.25	S 1.25	S 5.35				
DICKSON.....	188.9					S 7.28	S 8.29	S 1.29	S 5.39				
MARKET ST.....	191.4					S 7.33	S 8.34	S 1.34	S 5.44				
POPLAR ST.....	192.4					S 7.36	S 8.36		S 5.44				
CJ TOWER.....	192.8		CJ			7.38	8.38	1.38	5.48				
SCRANTON.....	193.3					A 7.40	A 8.40	A 1.40	A 5.50				
SOUTH SCRANTON.....	194.7												
MINOOKA JCT. D-N	197.2		MJ			2.16	7.33						
MOOSIC.....	199.3					2.19	7.36						
AVOCA.....	201.1		DY			2.24	7.41						
PITTSTON.....	203.4					2.30	7.46						
YATESVILLE.....	204.8					2.33	7.49						
LAFLIN.....	206.4					2.36	7.52						
HUDSON.....	208.3		SX			2.40	7.55						
PARSONS.....	209.7												
MINERAL SPRINGS D-N	210.7		MO										
DOUBLE TRACK ENDS													
WILKES-BARRE LV. Jct.	211.6												
WILKES-BARRE.....						AM	AM	AM	AM	PM	PM		
						706	716	504	508	510	512		

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

WILKES-BARRE TO NINEVEH

NORTHWARD—FIRST CLASS

STATIONS	Distance from Wilkes-Barre	Car capacity of Passing sidings	701	501	505	507	509	727					
			DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY					
WILKES-BARRE.....			AM	AM	PM	PM	PM	PM					
WILKES-BARRE LV. Jct.	0.0												
MINERAL SPRINGS D-N	0.9												
DOUBLE TRACK BEGINS													
PARSONS.....	1.9		C.R.R.N.J.										
HUDSON.....	D-N 3.3											10.09	
LAFLIN.....	5.2											10.12	
YATESVILLE.....	6.8											10.15	
PITTSTON.....	8.2		S 4.46									10.18	
AVOCA.....	T 10.5		4.52									10.24	
MOOSIC.....	12.3		4.57									10.30	
MINOOKA JCT. D-N	14.4		5.01									10.34	
SOUTH SCRANTON.....	16.9												
SCRANTON.....				6.45	3.50	5.20	6.30						
CJ TOWER.....	D-N 18.8			6.47	3.52	5.22	6.32						
POPLAR ST.....	19.1			f 3.54	f 5.24								
MARKET ST.....	20.2			S 6.51	S 3.56	S 5.26	S 6.36						
DICKSON.....	22.6			S 6.56	S 4.01	S 5.31	S 6.41						
OLYPHANT.....	24.1			S 7.00	S 4.05	S 5.35	S 6.45						
OLYPHANT YARD (Part D-N)	24.5												
JESSUP-PECKVILLE.....	T 25.7			S 7.04	S 4.09	S 5.39	S 6.49						
WINTON.....	27.0			f 7.07	S 4.12	f 5.42	f 6.52						
ARCHBALD.....	T 28.1			S 7.10	S 4.15	S 5.45	S 6.55						
JERMYN.....	T 30.4			S 7.15	S 4.20	S 5.50	S 7.00						
MAYFIELD.....	T 31.6			S 7.19	S 4.24	S 5.54	S 7.04						
LOOKOUT JCT.....	33.6			7.24	4.29	5.59	7.09						
CARBONDALE.....	34.3			A 7.25	A 4.30	A 6.00	A 7.10						
DF TOWER.....	34.4												
WC TOWER.....	D-N 36.1												
FOREST CITY.....	D-N 40.9	130											
UNIONDALE.....	D-N 46.1												
BS TOWER.....	49.7												
SINK HOLE.....	53.2												
YD TOWER.....	D-N 54.4												
ARARAT.....	54.6	99											
THOMPSON.....	D-N 59.4												
STARRUCCA.....	D-N 63.2												
MR TOWER.....	66.6												
JEFFERSON JCT. D-N	70.1												
LANESBORO JCT. D-N													
(Erie R. R.)													
LANESBORO.....	72.3												
KY CABIN.....	75.5												
DOUBLE TRACK ENDS													
RA CABIN.....	79.1												
DOUBLE TRACK BEGINS													
WINDSOR.....	T 80.9												
NE CABIN.....	82.0												
X CABIN.....	85.0												
DOUBLE TRACK ENDS													
DV CABIN.....	90.1												
DOUBLE TRACK BEGINS													
NINEVEH.....	92.8												
						AM	AM	PM	PM	PM	PM		
						701	501	505	507	509	727		

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

SPECIAL INSTRUCTIONS

GENERAL

1. STANDARD CLOCKS AND BULLETIN BOARDS

"X" indicates facility provided

Saratoga-Champlain Division

Location	Standard Clock	Bulletin Board
Kenwood Yard Office.....	X	X
Albany Dispatchers Office.....	X	
Albany Station Masters Office.....	X	X
North Albany Yard Office.....	X	X
Colonie Eng. Disprs. Office.....	X	X
Troy Union Station.....	X	X
Green Island Yard Office.....	X	X
Mechanicville Eng. Foremans Office.....	X	X
Mechanicville Yard Office.....	X	X
Saratoga Springs Yard Office.....	X	X
Fort Edward Station.....	X	
Fort Edward Yard Office.....		X
Tub Mtn. Nth. & Sth. Yard Office.....	X	X
Whitehall Station.....	X	X
Whitehall Yard Office.....	X	X
North Creek.....		X
Lake George Baggage Room.....		X
Port Henry Yard Office.....		X
Plattsburg Dispatchers Office.....	X	
Plattsburg Psgr. Station.....	X	
Plattsburg Yard Office.....	X	X
Plattsburg Engine House.....		X
Rouses Point Psgr. Station.....	X	X
Rouses Point Yard Office.....	X	X
Rouses Point Engine House.....		X
Lake Placid Psgr. Station.....		X
Saranac Lake Psgr. Station.....		X

Susquehanna Division

Location	Standard Clock	Bulletin Board
Oneonta Dispatchers Office.....	X	
Oneonta Psgr. Station.....		X
Oneonta General Yard Office.....	X	X
Oneonta Ponda Ave. Yard Office.....	X	X
Oneonta Eng. Dispatchers Office.....	X	X
Binghamton Yard Office (Liberty St.).....	X	X
Binghamton Eng. Foremans Office.....	X	X
Binghamton Psgr. Station.....		X

Location	Standard Clock	Bulletin Board
Mechanicville Eng. Foremans Office.....	X	X
Mechanicville Yard Office.....	X	X
Mohawk Eng. Foremans Office.....		X
Mohawk Yard Office.....	X	X

Pennsylvania Division

Location	Standard Clock	Bulletin Board
Lanesboro Jct. (Erie R. R.) Interlocking Station.....		X
Jefferson Jct. Interlocking Station.....	X	
Carbondale Dispatchers Office.....	X	
Carbondale General Yard Office.....		X
Carbondale Engine House.....	X	X
Carbondale Dundaff St.....	X	X
Carbondale Baggage Room.....		X
Green Ridge Yard Office.....	X	X
Avoca (Erie R. R.) Yard Office.....		X
Avoca (Erie R. R.) Engine House.....		X
Hudson Yard Office.....	X	X
Wilkes Barre Yard Office.....	X	X
Wilkes Barre Engine House.....		X

Watch Inspection and Comparison

(a) Rule No. 2 of the Book of Rules modified. Certificates in the prescribed form must be renewed and filed with the Superintendent May 1st and November 1st each year.

(b) That part of the first paragraph of Rule No. 3 of the Book of Rules, reading: "The time when watches are compared must be registered on a prescribed form," is annulled.

Division Order Check

Conductors and Enginemen must provide themselves with Division Order Book, form 1933. They must make a close check of the bulletin board and before starting check each others Division Order Books. If it should develop that either the Conductor or Engineman does not have a full complement of division orders in his possession while on duty, they will both be held responsible for not making the proper check before starting.

2. TRAIN REGISTER STATIONS

Trains not scheduled to stop at stations where train registers are maintained will throw off a register slip.

Saratoga-Champlain Division

Albany Station Masters Office	Passenger trains
Troy Union Station	All trains
Green Island Yard Office	Trains originating or terminating at Green Island
Saratoga Springs Yard Office	Freight trains
Whitehall Yard Office	Northward inbound and Southward outbound freight trains.
Passenger Station	All trains except Northward inbound and Southward outbound freight trains.

SPECIAL INSTRUCTIONS

Saratoga Springs Passenger Station	Adirondack Branch Passenger trains
Saratoga Springs Yard Office	Adirondack Branch Freight trains
Corinth Passenger Station	All trains
North Creek Passenger Station	All trains
Fort Edward Passenger Station	Lake George Branch trains
Lake George Passenger Station	All trains
Castleton Station	All trains
Rutland Yard Office	All trains
Eagle Bridge Passenger Station	All trains
Plattsburg Yard Office	All trains
Rouses Point Passenger Station	Psgr. trains
Rouses Point Yard Office	Fr. trains
Lake Placid Passenger Station	All trains
Saranac Lake Passenger Station	All trains

Conductors of northward trains originating at Colonie and Green Island, will obtain register by telephone direct from train dispatcher before starting.

Susquehanna Division

Albany Station Masters Office	Psgr. trains
KN Tower Interlocking Station	All trains
Oneonta Passenger Station	Cooperstown Branch trains
Oneonta General Yard Office	Northward inbound freight trains
Oneonta Ponda Ave. Yard Office	Southward inbound freight trains
FA Tower Interlocking Station	Northward trains
GB Cabin Train Order Station	Southward trains
SW Cabin Train Order Station	Northward trains
YO Cabin Train Order Station	All trains
Binghamton Passenger Station	First Class trains
WY Tower Interlocking Station	All trains
Mohawk Yard Office	Trains from Saratoga-Champlain Division via GV Cabin
Cobleskill Passenger Station	Cherry Valley Branch trains
Cherry Valley Station	All trains
Cooperstown Freight Office	All trains
Lanesboro Jct. Interlocking Station	All trains

Pennsylvania Division

Jefferson Jct. Interlocking Station	Southward Erie trains
WC Tower Train Order Station	Northward trains
Carbondale General Yard Office	Northward, inbound freight trains
Minooka Jct. Interlocking Station	Northward Erie and Southward C.R.R.of N.J. trains
Hudson Yard Office	Northward C.R.R.of N.J. trains

3. PART TIME TRAIN ORDER AND BLOCK STATIONS

Lights and signals at train order and block stations shown herein will be extinguished after the time shown for the closing of office. Such stations will be open as follows:

Saratoga-Champlain Division

Station	Daily except Sun.	Sundays
Corinth	9.00 AM to 6.00 PM	Closed
Hadley	8.00 AM to 5.00 PM	*8.30 AM to 9.30 AM *2.00 PM to 4.45 PM
Riverside	8.00 AM to 5.00 PM	*9.30 AM to 10.30 AM *2.00 PM to 4.00 PM
North Creek	8.00 AM to 5.00 PM	*9.45 AM to 10.45 AM *2.15 PM to 4.15 PM
Lake George	8.00 AM to 5.00 PM	*8.00 AM to 5.00 PM
Fair Haven	8.00 AM to 5.00 PM	Closed
Castleton	8.00 AM to 5.00 PM	Closed
West Rutland	8.00 AM to 5.00 PM	Closed
Granville	7.30 AM to 6.00 PM	11.30 AM to 12.30 PM
West Pawlet	8.00 AM to 5.00 PM	Closed
Rupert	8.00 AM to 5.00 PM	Closed
Salem	8.00 AM to 5.00 PM	Closed
Shushan	8.00 AM to 5.00 PM	Closed
Cambridge	8.00 AM to 6.00 PM	Closed
Eagle Bridge	8.00 AM to 5.00 PM	1.30 PM to 3.30 PM
Dresden	8.00 AM to 5.00 PM	Closed
Crown Point	8.30 AM to 1.00 AM	11.45 AM to 1.45 PM 11.00 PM to 1.00 AM
Westport	3.30 AM to 12.15 AM	3.30 AM to 12.15 AM
Essex	7.45 AM to 4.45 PM	10.01 AM to 12.01 PM
Port Kent	4.00 AM to 11.30 PM	4.30 AM to 12.30 PM 3.30 PM to 11.30 PM
West Chazy	8.30 AM to 5.30 PM	8.30 AM to 10.30 AM
Chazy	6.30 AM to 10.30 PM	6.30 AM to 9.15 AM 8.30 PM to 10.30 PM
Ausable Forks	8.00 AM to 5.00 PM	Closed
Peru	8.00 AM to 5.00 PM	Closed
Lake Placid	6.45 AM to 10.00 PM	6.45 AM to 10.00 PM
Saranac Lake	6.00 AM to 10.00 PM	6.00 AM to 10.00 PM
Lyon Mountain	7.30 AM to 4.30 PM	Closed
Dannemora	7.15 AM to 4.15 PM	Closed
Cadyville	7.00 AM to 4.00 PM	Closed

* Effective June 14 to September 6, 1942, inc.

Telegraphers on Chateaugay Branch will display train order signal in stop position after departure of all trains in either direction for a period of 10 minutes, except northward trains at Dannemora.

Telegraphers at Dannemora will display train order signal in stop position after departure of all northward trains until such trains have arrived at or passed Cadyville.

SPECIAL INSTRUCTIONS

Susquehanna Division

Station	Daily except Sun.	Sundays
Voorheesville	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Altamont	7.25 AM to 4.55 PM	4.30 PM to 5.00 PM
Cobleskill	8.15 AM to 5.45 PM	8.45 AM to 5.45 PM
Richmondville	8.15 AM to 6.00 PM	10.30 AM to 12.10 PM
Wells Bridge	7.30 AM to 4.30 PM	10.00 AM to 12.00 N'n
Bainbridge	7.45 AM to 4.45 PM	3.20 PM to 7.45 PM
Harpursville	7.20 AM to 4.20 PM	8.00 AM to 12.00 N'n

Pennsylvania Division

Station	Daily except Sun.	Sundays
Olyphant Yard	7.00 AM to 11.00 PM	Closed

4. TRAIN SIGNALS

- (a) Green or yellow lights will be used in marker lamps where the use of yellow lights is prescribed in the Book of Rules.
- (b) The display of top deck light on cabooses as prescribed in the Book of Rules is discontinued.
- (c) Engines are equipped with brackets on the partition board back of the coal space for carrying markers when not required to indicate the rear of train.
- (d) Engines that are equipped with smoke and steam deflectors, have brackets for the use of classification signals and markers attached to the deflectors in a location corresponding to that required and indicated in the Book of Rules.
- (e) Rule 21 of the Book of Rules is modified to read as follows: "Extra trains will display two white lights by day and night in the places provided for that purpose on the front of the engine."

5. MOVEMENT OF TRAINS

- (a) When regular trains are annulled telegraphers at train register stations will receive and inscribe on the Train Register a train order that the train or trains are annulled.
- (b) One or more Form "19" or Form "31" train orders delivered at a train order station or telegraph office, must be accompanied by a Clearance Form "A", stating the number of train orders and the numbers of such train orders to be delivered.
- (c) A Conductor or Engineman failing to receive such Clearance Form "A", or receiving one that is not filled out in accordance with these instructions will stop their train immediately and obtain the necessary train orders or Clearance Form "A".
- (d) Clearance Form "A" issued to extra trains authorizing their movement on double, three or more tracks must show the station to which the train has been cleared.
- (e) The engine whistle must be sounded and bell rung when approaching interlocking plants, switches, centralized traffic controlled switches, station platforms, etc., where trackmen are engaged in removing snow.

6. ENGINE AND CAR RESTRICTIONS

- (a) Class E-64 or heavier class "E" engines, class "H", class "J" or class "P" engines must not be run doubleheaded over bridges, without at least three steel or steel underframe cars between them.
- (b) Not more than four dead engines may be handled in one train. There shall be not less than five cars between the engine hauling train and the first dead engine and between any two of the dead engines.
- (c) Engines on freight trains of twenty-five cars or more must be detached before taking coal or water.
- (d) When an engine is detached from train when night signals are in use to go for water or under similar circumstances, a light shall be left at the head end on the train to indicate the location.
- (e) Electric headlights must be dimmed when approaching passenger stations at which stops are to be made, or where trains are receiving, or discharging passengers; approaching interlocking stations; stations at which orders are to be received, and at all times within yard limits; while standing behind another train and until the leading train has left; on single track at meeting points and on two or more tracks when approaching opposing trains.
- (f) When scale test cars are moved in trains other than way-freight or work trains, they must be placed on the rear of train ahead of caboose.
- (g) A trainman must precede an engine or cars moving on industrial tracks in order to prevent accident to persons employed in such industries, and when necessary to disturb cars being loaded or unloaded they shall not be disturbed until ample notice has been given to all persons in or about the cars.

(h) Conductors are required to see that their trains do not stand on street or public highway crossings for more than five (5) minutes at a time, nor in excess of such time as may be specified in State laws or local ordinances of the cities or villages. Before movement is made to recouple, one of the crew shall take a proper position at each crossing as couplings are being made to give signals and prevent accidents.

(i) Conductors in charge of crews setting off cars on a track located on a grade, must see that a sufficient number of hand brakes are set to securely hold the cars.

(j) Conductors in charge of crews picking up cars, before coupling to or striking the cars must see that sufficient brakes are set to hold them while making couplings.

(k) When a train is uncoupled to clear a street or public highway crossing or when cars are left on tracks near such crossing the Conductor is required to see that cars are not placed so close to the crossing as to obstruct the view of persons intending to cross the railroad, and where industrial tracks are involved, that cars are placed as far back from crossing as conditions will permit.

(l) Instructions as provided in I. C. C. regulations for handling of Explosives and other Dangerous Articles are on file at yard offices and stations for the guidance of all concerned. Cars containing explosives and dangerous articles must be handled in accordance with such regulations.

7. SPEED RESTRICTIONS

Division:	Miles Per Hour		
	Saratoga-Champlain	Susquehanna	Pennsylvania
Passenger Trains:			
Engs. G-5	65	60	45
D3, D3a, P, P1,	65	60	45
*D3, D3a, P, P1,	75
D3b	60	60	45
E2, E3, E5, E7	30	30	30
E5a, E6, E6a	40	40	40
J	45	45	45
(*on rock ballast track, Saratoga-Champlain Division, south of Whitehall.)			
Freight Trains:			
Engs. B7, (except 152)	30	30	30
B7 (152)	20	20	20
B4, B4a, B5, B6	15	15	15
E2, E3, E5, E7	30	30	30
E5a, E6, E6a	40	40	40
G5, D3, D3a, D3b, J, P, P1	45	45	45
H, 1602, 1603, 1606, 1609	15	15	15
H, 1600, 1601, 1604, 1605, 1607, 1608, 1610, 1611, 1612, (both directions)	25	25	25
Trains with steam crane, scale test cars, or flangers	30	30	30
Light Engines running forward:			
E2, E3, E5, E7, B7 (except 152)	30	30	30
E5a, E6, E6a, D, G, J, P	40	40	40
B4, B4a, B5, B6, H, 1602, 1603, 1606, 1609	15	15	15
H, 1600, 1601, 1604, 1605, 1607, 1608, 1610, 1611, 1612	25	25	25
Others	20	20	20
Engines running backward:			
B4, B4a, B5, B6, H, 1602, 1603, 1606, 1609	15	15	15
Others	20	20	20
Entering or leaving passing sidings and through cross-overs, (except otherwise provided)	20	20	20
End of double, three or more tracks, (except otherwise provided)	20	20	20
Trains hauling dead engine or engines with main rods removed or disconnected	25	25	25

SPECIAL INSTRUCTIONS

Rule No. 35 of the Book of Rules modified:

(a) A yellow flag or yellow light placed on the right side of the track in a conspicuous location in the direction of the current of traffic, indicates that the track approximately 3,000 feet distant is in a condition for speed of but ten miles per hour unless otherwise provided and the speed of the train will be controlled accordingly. A green flag or a green light placed on the right side of the track in a conspicuous location at a point beyond the restricted area indicates that authorized speed may be resumed when the rear of the train has passed over the restricted territory.

(b) Permanent slow orders are listed in the local speed restrictions and indicated by a yellow sign with numerals thereon indicating the authorized speed in miles per hour. Such sign shall be placed on the right side of the track in the direction of the current of traffic. A green sign or a green light placed on the right side of the track at a point beyond the restricted area indicates that the authorized speed may be resumed.

8. OPERATION OF DUAL CONTROL OR SPRING SWITCHES BY HAND, ETC.

Dual Control Switch

(a) To operate a dual control switch by hand, a member of the crew must secure permission from the Operator. When permission is granted he must operate the selector lever to the hand throw position, after which, the hand throw lever may be used. If the position of the switch points does not correspond with that of the hand throw lever, it will be necessary to throw the hand throw lever to the opposite position before it will engage and move the switch points. When movements by hand operation over the switch have been completed, levers must be restored to their original position, and locked and so reported to the operator.

(b) When the selector lever on the dual control mechanism is placed in the hand throw position, all signals immediately adjacent to the switch governed will indicate "STOP". Under these conditions, the train or engine authorized to use the switch may consider the indication of the adjacent signals suspended and make movements over the switch as may be necessary during the time the selector lever is in the hand throw position.

(c) Permission granted to a member of a crew to operate a dual control switch by hand does not authorize any part of the engine or train to move beyond the designated limits.

(d) When movements beyond the designated limits are necessary during the time the dual control switch is being operated by hand, a member of the crew must communicate with the operator and be governed by his instructions.

(e) When signals governing movements over a dual control switch indicates "STOP" and the cause for such an indication is not apparent, a member of the crew must secure permission from the operator, and having received such permission the train may pass the "STOP" signal and will then proceed with caution.

(f) An engineman must not accept hand signals which conflict with fixed signals at a dual control switch, until he has been informed that the selector lever has been placed in the hand throw position, or in an emergency when he is fully aware of the circumstances.

Spring Switch

(a) A spring switch is indicated by the letters "SS" on the switch target. It permits an engine or train to trail through it without stopping and will automatically return to the normal position.

(b) A dwarf signal in proceed position in advance of a spring switch indicates that the switch points are in position for a movement over the spring switch. The switch target or the switch light will indicate the route. If the dwarf signal indicates "STOP" a member of the crew will examine the switch for an obstruction between the switch points and the stock rail, and if after reversing and again closing the switch by hand it will not close properly and the dwarf signal indicates stop, he will immediately report the condition to the Superintendent.

(c) Trains moving against the current of traffic will approach a dwarf signal in advance of a spring switch prepared to stop.

AN ENGINE OR TRAIN STOPPING WHILE TRAILING THROUGH A SPRING SWITCH MUST NOT MOVE IN THE REVERSE DIRECTION UNTIL THE SPRING SWITCH HAS BEEN THROWN BY HAND.

(d) A spring switch that has been thrown by hand must be restored to normal position by hand. An oil buffer prevents quick movements of the switch points from one side to the other, therefore the switch stand handle must not be released while wheels are forcing the switch points open, or the force in the spring will be transferred to the handle, and may result in injury to the person operating it in such a manner.

9. INSPECTION OF TRAINS

(a) Conductors of freight trains will have their train inspected over entire length when practicable.

(b) One or more members of the crew of freight trains will be at the head end of the train when leaving yards, sidings, and inspection points, to inspect the train as it passes, when practicable, watching for brakes that have not released, sliding wheels, or other defects. The speed of the train leaving such points must not exceed ten (10) miles per hour.

(c) Section gangs, station agents, operators, and other station employes, will watch passing trains and observe if any part of the running gear is down, or if any part of the equipment is defective in such way that an accident might be caused. Employes observing defects will endeavor to stop the train, and in all cases report the circumstances to the Train Dispatcher immediately.

(d) A trainman on each freight train will station himself at the rear of the caboose and a trainman on each passenger train, when not otherwise occupied, will station himself at the rear of his train to receive signals from those on the ground and to exchange signals with trainmen on trains passing.

Where other signals are not required, the following signals will be given in connection with these instructions:

Hot Journal:	By day—Hold nose with finger and thumb of one hand and point down toward track with the other.
	By night—Swing lamp in small vertical circle, lamp to be held by guard wire around globe.
Brakes Sticking:	By day—Shove hands in sliding motion out from body.
	By night—Shove lamp in sliding motion out from body.

Broken wheels, defective truck, dragging connections, lading shifted over side or end of car, swinging car door or other dangerous condition:	By day or Night—"Stop" signal.
All Clear:	By day or Night—"Proceed" signal.

10. AIR BRAKE AND STEAM HEAT EQUIPMENT

Air Brake

(a) When trains stop and stand on descending grades, the engineman must apply the independent engine brake, release train brakes and re-charge the train line and when necessary must have the train secured with hand brakes.

(b) When turning retainers down trainmen will work from the rear end to the head end of the train. Retainers must not be turned down until the train reaches the bottom of the grade, except to release the brake on overheated wheels.

(c) EXCEPTION: Retaining valves should not be turned up on tank cars loaded with gasoline.

(d) When a train is stopped on the road and the engine cut off or a cut made in the train, the following air brake test will be made before train proceeds: When the engine or train is coupled up and ready to proceed the engineman upon receiving proper signal, will make full service application of the brakes noting the discharge of air from brake valve exhaust, and the trainmen stationed at the rear portion of the train if the brakes apply properly will give signal for release of brakes, and if the brakes release, the test will indicate that no angle cocks have been left closed.

SPECIAL INSTRUCTIONS

(e) When curve conditions make it necessary to steady a train, the brakes must be applied on the straight line just before reaching the curve and held applied as the curve conditions may require. When curve conditions, in conjunction with speed restrictions make it necessary to reduce the speed of a train, the brakes must be applied on the straight line and not released until speed restrictions in conjunction with curve conditions are complied with.

(f) Complete instructions covering operation of air brakes and train air signal are available and issued in book form B-636.

Steam Heat

(a) Engine steam heat valve must be opened fully and the pressure controlled by the regulator.

(b) Leaks in steam hose couplings must be corrected.

(c) A train must not leave the initial terminal until steam appears at the rear hose coupling.

(d) Maintain circulation in the steam line by keeping the rear valve adjusted to permit a little steam to escape at all times. In extremely cold weather open the rear valve frequently, particularly on long trains.

(e) Signal the engineman to increase the pressure in the absence of steam at the rear hose coupling.

(f) Six sounds of the communicating signal must be used when it is desired to increase the pressure in the steam heat line.

(g) Open the rear valve fully and blow out the steam line thoroughly before the steam is shut off at the engine and before it is detached or cars are set off. This must be done in sufficient time so that the engineman may shut the steam heat valve at least three minutes before arriving at the point engine or cars are to be detached. Do not blow out the steam line when passing highway crossings, stations, yards, or other points where persons are liable to be injured.

11. AUTOMATIC HIGHWAY GRADE CROSSING SIGNALS

(a) When necessary for a train or engine to make a reverse movement over a highway grade crossing protected by automatic highway grade crossing warning signals on the main track, and when the rear end of train or engine does not go beyond the end of the control circuit (approximately 2000 feet), or when running against the current of traffic, or when passing over a crossing protected by automatic highway grade crossing warning signals on any but the main track, the crossing shall be protected by a member of the train crew, when possible, or approached carefully expecting to find highway traffic on or approaching the crossing.

(b) Whenever automatic highway grade crossing warning signals are at warning for a longer period than five minutes, due to railroad equipment standing on the track circuit, or being shifted on such circuit, a trainman or other qualified employe shall immediately be stationed at said crossing to direct highway traffic over such crossing when it may be safely used, even though the signal is at warning.

(c) Those in direct charge of such movements or equipment will arrange accordingly.

This in no way modifies Rule 102-A of the Book of Rules

(d) Where manual control is provided by the use of push buttons marked "Stop-Start" for the use of crews switching in the vicinity of a crossing to prevent unnecessary flashing of signals, it will be necessary for a member of the crew to be stationed at the control box and stop the signals from flashing when trains are not occupying it. When the train is ready to proceed over the crossing, the button must be pushed to start signals flashing and the train must not proceed over the crossing until signals are flashing or crossing properly protected by a member of the crew. After switching is completed control box must be closed and locked.

(e) Employes should observe the operation of automatic highway grade crossing warning signals and any irregularities must be reported promptly to the Superintendent.

12. BLOCK AND INTERLOCKING SIGNALS

(a) Rule No. 27 of the Book of Rules is modified to read as follows: "A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be re-

garded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern, and the fact reported to the Superintendent on Form 1078."

(b) Grade signals are indicated by a yellow disc showing the letter "G" attached to signal mast above the number plate. A train finding a grade signal in stop position may proceed without stopping but in all other respects must comply with rule as shown under figure 54 of the Book of Rules.

(c) Trains making stop at light signals must stop at least fifty (50) feet in rear of signal.

(d) Rule No. 503-C of the Book of Rules, is modified to read as follows: "A train or engine having met with unusual delay within the limits of a block, or entering a block between signals, must proceed with caution to the next signal."

(e) Rule No. 504-A of the Book of Rules dated November 1, 1914, is annulled.

(f) When rails are rusted, or cars have been left standing and wheels are rusted, a member of the crew and signalman must confer regarding movements to insure that the signalman will not operate switches while engine or cars are moving over them.

(g) Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs or when a track is obstructed.

(h) Sand must not be used within the limits of an interlocking, nor water allowed to run over the movable parts of an interlocked or spring switch.

(i) A reverse movement within the limits of an interlocking or a forward movement after making a reverse movement must not be made without the proper interlocking signal indication or permission from the signalman.

13. TELEPHONE FOR TRAIN DISPATCHING

(a) Telephone will be used for dispatching trains as prescribed by Transportation Department Circulars "RULES FOR DISPATCHING TRAINS BY TELEPHONE," effective June 16th, 1918. All concerned must provide themselves with a copy of those instructions.

In addition to telephones at various locations connected with yard offices, stations and towers, telephones connected with Dispatcher's office are located as follows:

(X indicates that telephone is located in box outside of station for use when station is closed).

**Saratoga-Champlain Division
KN Tower and Whitehall**

- X Cohoes Station
- Waterford Jct. (On Signal 12.1)
- On Signal 25.1
- On Signal 26.1
- Ballston, north end freight house track.
- On post 1400 feet south of Mile Post A-34, located on east side of tracks north of Blue Mills
- Saratoga Springs:
 - South end of freight yard, Congress Ave. crossing tenders shanty
 - Water Works Crossover
 - Cooks, south end southward passing track
 - Cooks, north end northward passing track
 - Gansevoort crossover
 - Smiths Basin Crossover
- X Fort Ann Station
- Comstock Crossover

Whitehall and Castleton:

- State Line, north end passing track
- X Fair Haven Station
- X Castleton, in telephone booth at station

Susquehanna Division

KN Tower and Binghamton:

- X Delmar
- Former Meadowdale, on Signal No. 13.2
- Altamont:
 - North end passing siding
- X Station
- Slate Cut, north of Knox
- Knox Passing Siding, north and south ends
- Duane

SPECIAL INSTRUCTIONS

- Delanson:
 - X Station
 - North end of Albany Lead
 - On signal case north leg of Wye
 - On post opposite south leg of Wye
 - At switch leading to north yard, 900 feet north of Delanson Station
 - JX Spur, north end
 - Schoharie Jct.
 - Esperance Crossover
 - On Signal No. 32.2, 1600 feet north of Mile Post A-33
- X Central Bridge
- Howes Cave:
 - X Station
 - South end South track
- X Cobleskill:
 - Station
 - 200 feet south of water tank on east side of tracks
 - South end of northward passing siding
- Cherry Valley Junction
- X Richmondville
 - All Home Signals in C.T.C. territory
 - On Signal No. 56.1, No. 1 track
 - East Worcester
 - Nugent
 - On post 1200 feet north of first underpass, north of Nugent, No. 2 track
 - No. 2 track between Nugent and Schenevus:
 - On Signal No. 64.2-A
 - On Signal No. 61.2-A
- X Worcester
- X Schenevus
 - Maryland
 - Cooperstown Junction
 - At Home Signal south leg of wye, Cooperstown Branch.
 - Colliers
 - On signal No. 77.1
 - Oneonta, in booth, former location of MX Tower
- X Otego
 - Wells Bridge:
 - Passing siding, north end
- X Station
- X Unadilla
 - Sidney:
 - North crossover
 - South end southward passing siding
 - Bainbridge:
 - North end southward passing siding
 - South end southward passing siding
- X Station
- X Afton
 - Grover Crossover Cabin
- X Nineveh
- X Harpursville
 - Belden Passing Siding, north and south ends
 - East End Passing Siding, north and south ends
 - Tunnel:
 - North and south ends
- X Station
- Dyes Passing Siding, north and south ends
- Sanitaria Springs:
 - X Station
 - Passing Siding, south end
 - Dickinson Passing Siding, north and south ends
 - Shea Northward Passing Siding, north end
 - Binghamton, Bevier Street Cabin

WY Tower and DJ Cabin:

- X Ushers
- X Elnora
- Mohawk—Switchman's Cabin south end Mohawk
- River Bridge
- Conners
- Hammond Tool House
- Martins Crossover
- Duanesburg Tool House
- Richards Crossover

(b) When a train is delayed at a point where a telephone is located a member of the crew must report promptly to the Train Dispatcher, direct or through a telegraph office.

(c) Telephone connected with Train Dispatchers Office or a telegraph office.

Saratoga-Champlain Division

KN Tower and Whitehall:

Location	Connected With
Kenwood Yard: On W. U. pole north end track No. 1	Albany, Maiden Lane
Yard Office.....	
South Albany: Fourth Avenue.....	
Cherry Street.....	
Arch Street.....	
Hamilton Street.....	
Albany: State Street.....	Albany, Maiden Lane
Maiden Lane.....	
Columbia Street.....	
North Albany: Erie Street.....	
Thacher Street.....	
Yard Office.....	
North Albany: Thacher Street.....	North Albany Yard Office
Breaker Island: South Switch.....	
North Switch.....	
Green Island: George Street Crossing.....	Green Island Yard Office
Tibbitts Avenue.....	
Mechanicville: In shanty at north lead, New Yard..	Mechanicville Yard Office
Saratoga Springs: South end freight yard, Congress Ave. crossing tenders shanty.....	Saratoga Station and Yard Office
Walton Street, crossing tenders shanty.....	
Maple Ave., crossing tenders shanty.	
Gansevoort Team Track.....	
Burnt Bridge No. 52.17.....	Fort Edward Station and Yard Office
Moreau Jct. Crossover.....	
Fort Edward: South end, Northward siding.....	
Tub Mountain: South Crossover.....	Whitehall Station and Main Yard Office
South End Yard Office.....	
North End Yard Office.....	
North Crossover.....	
JS Tower and GV Cabin:	
Hollisters.....	Mohawk Yard Office
Saratoga Springs and North Creek:	
Greenfield Siding.....	
Kings Siding.....	
South Corinth.....	
Corinth.....	
Hadley.....	Saratoga Station and Saratoga Yard Office
Stony Creek.....	
Thurman.....	
Dugway.....	
Riverside.....	
North Creek.....	
Fort Edward and Lake George:	
Int. Paper Co. Mill track.....	
Hudson Falls Freight House.....	
Glens Falls: Cement Works track.....	Fort Edward Station
Leonard Street Crossing.....	Fort Edward Yard Office
Freight House.....	
Station.....	
Whitehall and Rutland:	
Castleton.....	
West Rutland.....	Rutland Yard Office
Center Rutland.....	
Castleton and Eagle Bridge:	
Poultney.....	
Granville.....	Castleton Station
Nortons Siding.....	
Warrens Track.....	
Whitehall and Rouses Point:	
SC Cabin: Whitehall Lumber Co. track.....	Whitehall Station
Signal 1.L.....	
Cabin.....	

SPECIAL INSTRUCTIONS

Table with columns: Location, Connected With, Location, Connected With. Contains instructions for Susquehanna Division, Pennsylvania Division, and various locations like Whitehall, Dresden, and Forest City.

SPECIAL INSTRUCTIONS

Table with columns: Location, Connected With. Lists locations like WC Tower, Carbondale, and various yard offices and crossovers.

14. SAFETY RULES
(a) Employes must exercise care to avoid injury to themselves or others by observing condition of equipment and the tools which they use in performing their duties...

(e) Employes must not use other than standard brake sticks.
(f) Employes must not use foot or hand to adjust coupler, knuckle or lock pin, while either car or engine is in motion.
(g) Employes must not go between or in front of moving cars or engines to couple or uncouple same...

LOCAL

SARATOGA-CHAMPLAIN DIVISION

Table with columns: 1. SUPERIORITY OF TRAINS, 2. CONDITIONAL STOPS. Includes rules for train superiority and conditional stop symbols like R, V, Y, W, K, P.

SPECIAL INSTRUCTIONS

3. ENGINE AND CAR RESTRICTIONS

General rule in Special Instructions covering Engine and Car Restrictions is hereby modified as follows: "Class "P" engines may be run double-headed or with a lighter weight passenger engine between Albany, Troy and Rouses Point."

E-41, or heavier class engines must not be run doubleheaded over bridges via Waterford.

Wrecking cranes of 100 tons capacity when operated over the Rutland and R&W Branches must have at least three cars between the engine and the wrecking crane.

4. LOCATION OF YARD LIMIT BOARDS

Table listing yard limit boards for various locations including Kenwood, WX Cabin, Green Island, Mechanicville, Saratoga Springs, Fort Edward District, Whitehall, Corinth, North Creek Port Henry, Plattsburg, Rouses Point, and Lake Placid.

5. ENGINE WHISTLE RESTRICTIONS

The sounding of either whistle or bell between West Congress and Church Streets between June 1st and October 1st is prohibited by a city ordinance except in emergency cases.

Whistle will not be sounded between overhead bridges north and south of Plattsburg Barracks except in emergency cases.

6. SPEED RESTRICTIONS

Table showing speed restrictions for KN Tower and Whitehall, Kenwood Yard and Maiden Lane, LA Cabin, Maiden Lane and Erie Street, and WX Cabin.

Large table listing speed restrictions (M.P.H.) for various locations including Hudson River Bridge, Waterford, Mechanicville, Saratoga Springs, Fort Edward, Whitehall, Castleton and Eagle Bridge, and Ausable Forks and South Jct.

SPECIAL INSTRUCTIONS

Trains hauling wrecking cranes of 100 tons capacity will not exceed a speed of ten (10) miles per hour over bridges at Lapham's Mills and Arnold between Ausable Forks and South Jct.

Lake Placid and Bluff Point: M.P.H. Saranac Lake, from north and south..... 10

Modifications

General rule in Special Instructions covering speed restrictions entering or leaving double, three or more tracks, entering or leaving sidings and through crossovers is hereby modified in certain locations as follows:

Table listing modifications for various locations including Fort Edward, Fort Ann, Whitehall, SC Cabin, South Bay, Dresden, Putnam, Cummings, Pells, Gunnison, Crown Point, Sherman, Howards, Allens, Wadhams, Whallonsburg, Essex, Willsboro, Rockland, Port Kent, Valcour, South Junction, Spellmans, West Chazy, Chazy, and Windsor.

7. INSPECTION OF TRAINS, USE OF AIR BRAKES AND RETAINING VALVES

Before descending heavy grades as specified below, freight trains must be stopped by air brakes, and after trainman has examined brakes to ascertain that they are applied throughout the entire length of train, the air brakes will then be released from the engine and air pressure fully restored before the train is started.

Adirondack Branch—Southward freight trains must stop at Corinth or Greenfield Siding. The Engineman will advise the conductor or trainman as to the number of retaining valves to be set up to safely control the train.

Lake George Branch—Northward freight trains must stop at Mile Post LG-2. Southward freight trains must stop at the Cement Works or Hudson Falls. If the train consists of all loaded cars, all retaining valves must be turned up. If the train consists of loaded and empty cars retaining valves will be turned up on all loaded cars and on every second or third empty car.

In passenger service on the Lake George Branch, the Engineman will advise the conductor or trainman as to the number of retaining valves to be set up to safely control the train.

Rutland and R & W Branches—On the State Line and Rupert grades, the Engineman will advise the conductor or trainman as to the number of retaining valves to be set up to safely control the train.

Chateaugay Branch—Northward freight trains must stop at Dannemora.

Rules 23-B and 24 of "Instructions Governing the Operation of Air Brakes" are modified to read as follows: "When starting freight trains with helper engine on rear, crews will be governed as follows: When signal is given to start, helper engine will push slack in until train starts or helper stalls, when helper will hold slack with throttle open and lead engine will take slack as necessary."

8. MOVEMENT OF TRAINS

First-class trains must not leave the stations listed below, without a Clearance Form "A" authorized by the Superintendent. When wires are interrupted the telegrapher may issue Clearance Form "A" provided he has no holding orders for such trains:

Table listing stations for movement of trains: Albany, Troy, Whitehall, Saratoga Springs for Adirondack Branch, North Creek, Lake George, Rouses Point, Lake Placid, Saranac Lake southward, Plattsburg (Chateaugay Branch).

Rule 83A Modified Double Track Signals at the stations listed herein, when displaying a proceed indication in the direction named, will also indicate that all overdue superior trains in the same direction have departed from that station, unless train orders or other instructions to the contrary are received.

Table listing Northward signals: KN Tower, XO Tower, WY Tower, JS Tower.

Table listing Southward signals: Plattsburg, Fort Edward, WY Tower, XO Tower.

Northward extra trains may run ahead of Train 81 Bluff Point to Plattsburg. Southward extra trains may run ahead of Train 82 Plattsburg to Bluff Point.

KN Tower and Whitehall Between KN Tower and WX Cabin Northward extra trains receiving Proceed indication at KN Tower, Maiden Lane, LA, TS, SG or NG Cabins, may run ahead of first class trains to WX Cabin or to any intermediate point. Southward extra trains receiving Proceed indication at WX, NG, SG, TS, LA Cabins and Maiden Lane, may run ahead of first class trains to KN Tower or to any intermediate point.

Between (Maiden Lane), Albany and LA Cabin Between the Northward Signals (Maiden Lane), Albany, and Northward Signals LA Cabin all tracks will be operated neutrally as station tracks under the authority of the Stationmaster. Trains or engines moving in this district in either direction will proceed when switches and signals are right and track is seen or known to be clear, and must, under all circumstances move with caution prepared to stop. Switchtenders are located at Maiden Lane and Columbia Street. Electric switches between Signal 0.2 and Columbia Street will be operated by the switchtender at Columbia Street. The position of the switches will be indicated by red and green lights on the switch-stands. These switches and southward color light signal 0.2 at Orange Street are not interlocked.

All movements over these switches will be under the direction of the Switchtender and no movements will be made without a hand signal from him.

Between LA Cabin and WX Cabin The interlocked switches and signals are controlled from the train dispatcher's office at Albany. Direct communicating telephones, connected with the C.T.C. board operator, are located as shown on Print 709-A and in addition, telephones are located at the following points:

New York Central Yard Master's Office, Livingston Avenue. New York Central Station Master's Office,

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New York Central Tower B,
New York Central Tower No. 1,
Station Master, Maiden Lane,
Telegraph Office, Maiden Lane,
Cross-out switch, at East Track,
North end North Albany Yard,
South end Breaker Island Yard,
North end Breaker Island Yard,
Crossover switch, Montgomery Ward & Co.,
Switch at Taylor Truck Co., south of Cemetery,
Switch at cross-out, yard track, south of 19th Street,
Watervliet,
Switch at water tank, Green Island,
Switchman's shanty, George Street, Green Island,

Klaxon horns are provided at Cabins and operated by the C.T.C. board operator. Crews waiting at signals or working in the immediate vicinity must communicate with the C.T.C. board operator when klaxon horn in their immediate vicinity is sounded.

When signals governing movements over switches indicate "STOP", a member of train crew must secure permission from the C.T.C. board operator before passing "STOP" signal. After receiving permission, train will proceed with caution prepared to stop.

Trains or engines wishing to enter or leave the following tracks must first receive permission to do so from C.T.C. board operator at Albany:

East track switch (leading to Lumber District).
Beverwyck Brewing Co.,
Old scales track,
North Albany Yard (north end),
Breaker Island (south end),
Breaker Island (north end),
Montgomery Ward & Co.,
Taylor Electric Truck,
Ludlum Steel,
Adirondack Steel,
Northward track (from north switch of yard track at 19th St., Watervliet),

South Wye west of water tank, Green Island,
The two main tracks between the northward signals at LA Cabin and the southward signals at TS Cabin are numbered from west to east and will be used as follows:

No. 1 northward and southward trains,
No. 2 northward and southward trains,

The movement of trains between the northward signals at LA Cabin and the southward signals at TS Cabin will be governed by signal indications, which will supersede time table superiority and take the place of train orders.

One short and four long (0 — — — —) sounds of engine whistle calls the flagman in from the south on No. 1 track.
One short and five long (0 — — — — —) sounds of engine whistle calls the flagman in from the north on No. 2 track.

Except as affected by these instructions, all Block Signal Rules and Train Rules remain in force.

Watervliet

Flashing light signals at Behr Manning private crossing, Watervliet, are equipped with manual control for the use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instruction No. 11).

Between WX Cabin and River Street, Troy

The two (2) main tracks from the easterly end of Wye at WX Cabin to River Street, Troy, are designated as follows:

The northward main track is known as the IN-BOUND main track, and the southward main track is known as the OUT-BOUND main track.

The use of engine whistle signal, by trains or engines in the territory designated, will be restricted to the time-table direction of the trains or engines involved.

Trains or engines using or about to use the main tracks in either direction in the vicinity of George St., Green Island between Bracket Signal, located 500 feet west of George Street, Green Island and the westerly end of Hudson River draw bridge, Troy, must bear in mind that these tracks are not block signalled; nor is it intended that the square end blade signals in the above district are to convey any privileges or rights as contained in the rules for Interlocking, while the signals referred to are positive their function is simply to indicate position of switches at connection to New York Central tracks and yard tracks at Green Island.

When Troy Union Railroad signal, located at River Street, Troy, is in stop position, all in-bound trains or engines will stop at home signal on Hudson River drawbridge to prevent blocking draw span.

Trains or engines moving from Green Island Yard toward Troy must not foul either main track until it is known that both in-bound signals on the Bracket post are in the stop position and have received permission from switch tender to proceed.

Rules for train operation are not affected in the above and must be observed.

Hudson River Drawbridge, Troy

If for any reason the signals governing movements over the Hudson River drawbridge, Troy, fail to actuate for a train while drawtender is on duty, a Clearance "Form C" must be furnished by drawtender. When "Form C" is required the conductor or engineman must immediately obtain the Clearance "Form C" and not require drawtender to leave the draw.

Between the hours of 8 P. M. and 4 A. M. trains or engines finding the signals governing the use of bridge in stop position must not proceed until permission has been obtained from Towerman at Fifth Avenue Tower, Troy; and obtaining such permission, must not proceed until flagman has flagged through the lift span and it is known that track is in condition to proceed.

Telephones connected with Fifth Avenue Tower, Troy, are installed at the in-bound home signal located west of lift span and at the out-bound home signal located just west of River Street.

Between XO and WY Towers

The two main tracks between the northward signals at XO Tower and the southward signals at WY Tower are numbered from West to East and will be used as follows:

No. 1 northward and southward trains.
No. 2 northward and southward trains.

The movement of trains between the northward signals at XO Tower and the southward signals at WY Tower will be governed by Signal Indications, which will supersede time table superiority and take the place of train orders.

One short and four long (0 — — — —) sounds of engine whistle calls the flagman in from the south on No. 1 track.

One short and five long (0 — — — — —) sounds of engine whistle calls the flagman in from the north on No. 2 track.

Except as affected by these instructions, all Block Signal Rules and Train Rules remain in force.

Whitehall

STATION TRACK... } Trains or engines may be operated
RUNNING TRACK... } over these tracks in either direction upon authority of the Yard Master.

Waterford Branch

Flashing light signals at Third Street, Waterford and Ontario Street, Cohoes, are equipped with manual control for the use of crews switching in the vicinity of these crossings to prevent unnecessary flashing of signals. (See General Instruction No. 11).

Saratoga Springs and North Creek

Saratoga Springs

In order that the automatic highway grade crossing warning signals at Waterbury Street, Saratoga Springs, may operate properly, a northward train or engine must not make a reverse movement over this crossing until after the entire train has passed Mile Post A-39.

Whitehall and Rutland

Whitehall

Southward Rutland Branch trains or engines before passing from single to double track must receive a proper hand signal by day and a proceed indication by a yellow light at night from switchtender at crossover switches.

Castleton

The normal position for junction switch at Castleton is for movement between Whitehall and Rutland.

Center Rutland

Southward, square-end blade signal located 1500 feet north of Clarendon and Pittsford R. R. crossing, Center Rutland, and northward square-end blade signal located 1100 feet south of above crossing and northward and southward square-end blade at Clarendon and Pittsford R. R. crossing, when in stop position

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indicate that trains of the Clarendon and Pittsford R. R. have the right to cross. While the signals referred to are positive, their function is simply to indicate position of signal at Clarendon and Pittsford R. R. crossing and due to there being no track circuit between signals, these signals will give a clear indication when switches are open or trains are occupying the Delaware and Hudson R. R. tracks between these signals.

Trains finding the signals in stop position will, after having waited three (3) minutes, proceed with caution, stopping clear of the crossing unless signal at crossing is clear.

Trains must approach this crossing prepared to stop, regardless of indication received at signals.

Trains stopped by signal at the crossing when it is apparent signal is out of order may proceed after sending their flagman ahead to ascertain that crossing is clear.

Rutland

West Street—Signals at Junction. The following positions of arm on signal pole indicate the right of trains between north switch, Western Vermont track and Delaware and Hudson R. R. Junction Switch.

Diagonal Position—Delaware and Hudson R. R. trains have right to proceed.

Horizontal Position—Rutland R. R. trains have right to proceed.

Passenger Station—Main track between north switch Western Vermont track and north switch No. 3 track, also tracks 1, 2 and 3 are operated neutrally as station tracks. Trains moving on these tracks in either direction will proceed when switches are right and track is seen or known to be clear, and must, under all circumstances, move with caution prepared to stop.

Switch light governing movements to and from tracks leading behind coach shed at south end of Rutland Passenger Station is located on the eaves of canopy opposite baggage room door. River Street—Signals at Junction.

Signals governing the movement of trains at Junction of the Main Line and Bellows Falls Sub-Divisions. Red balls and red lights at top of pole as follows, indicate the right of trains to proceed between switch leading to north gate, Howe Scale Works, and south switch No. 3 track, and between south switch to cross-over leading from main track to freight house tracks and south switch No. 3 track.

One red ball or one red light—Bellows Falls Sub-Division trains have right to proceed.

Two red balls or two red lights—South bound Main Line Sub-Division trains have right to proceed.

Three red balls or three red lights—Northbound Main Line Sub-Division trains have right to proceed.

No red balls or no red lights—No trains have right to proceed.

Castleton and Eagle Bridge

Granville

Flashing light signals at Potter, Church and Morrison Streets, Granville with manual control box located at Church Street governs all three crossings, for use of crews switching in the vicinity of these crossings to prevent unnecessary flashing of signals. (See General Instruction No. 11).

Whitehall and Rouses Point

SC Cabin

The switch and signals at SC Cabin are controlled from Whitehall Station.

Telephones connected with Whitehall Station are located on the Northward signal mast and in SC Cabin.

Valcour Running Track

Valcour siding, extending between Valcour and South Junction will be used as northward running track.

The movement of trains on the main track between the northward signal at south end of Valcour running track and southward signals at south end of double track at South Junction will be governed by signal indications, which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions all Block Signal Rules and Train Rules will remain in force.

The interlocked switches and signals at south end of double track at South Junction and south end of Valcour running track at Valcour are controlled from the dispatcher's office at Plattsburg.

Northward extra trains whose running rights do not extend beyond Valcour, receiving proceed signal indications at Valcour,

may run extra on northward running track Valcour to South Junction unless otherwise instructed.

Telephone booths are located at "South end Valcour running track" and "South end of double track." If signals are found in "stop" position, a member of crew must immediately communicate with the dispatcher; if it becomes necessary to operate switch machine by hand, the conductor will find a circuit control box located in telephone booth, together with instructions posted therein for handling same.

A spring switch is in use at North end of Valcour running track. (See General Instruction No. 8).

Northward trains operating on Running Track who are required to stop for any reason must not pass Block sign reading "Block 162.3" located 400 feet south of signal 162.3A and call Dispatcher for instructions. Trains that are not required to stop must approach signal 162.3A prepared to stop as signal 162.3A will not clear automatically until the sign marked "Block 162.3" has been passed. Telephones connected with the Dispatcher's office are located on signal 162.3A and on the north-east pier of coaling plant. In the telephone box at the latter point there are push buttons controlling signal 162.3A. By pushing the button marked "CLEAR" signal 162.3A will clear. By pushing the button marked "STOP" signal 162.3A will be restored to stop position. Member of train crew will be required to operate these push buttons in accordance with instructions from the Dispatcher.

Northward trains on main track finding Signal 162.3 in stop position, will, after receiving permission from dispatcher, protect against northward trains on running track and proceed with caution.

Northward trains on running track finding Signal 162.3A in stop position, will, after receiving permission from dispatcher, protect against northward trains on main track and proceed with caution.

During the hours night signals are used, trains using "Valcour running track," must display green or yellow marker lights to the front, side and rear toward the inside, and a red light to the opposite side. Trains or engines in either direction using this track must be governed by Rule 99. To recall flagman on Valcour running track; four (4) long and one (1) short sound of engine whistle signal, flagman may return from south; five (5) long and one (1) short sound, flagman may return from the north.

Windsor Running Track

For designating purposes, the running track will be known as "Windsor"; the northerly switch of running track will be designated as "North Windsor" and the southerly switch of same will be designated as "South Windsor."

The movements of trains on the main or running track between the southward signals at North Windsor and the northward signals at South Windsor, will be governed by signal indications, which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions all Block Signal Rules and Train Rules will remain in force.

The interlocked switches and signals at North and South Windsor are controlled by the switchtenders at the Diamond.

Telephone booths are located at "North Windsor" and "South Windsor." If signals are found in "stop" position, the conductor must immediately communicate with the switchtender at The Diamond; if it becomes necessary to operate switch machines by hand, the conductor will find a circuit control box located in telephone booth, together with instructions posted therein for handling same.

During the hours night signals are used, trains using "Windsor Running Track," must display green or yellow marker lights to the front, side and rear toward the inside, and a red light to the opposite side. Trains or engines in either direction using this track must be governed by Rule 99. To recall flagman on Windsor running track; four (4) long and one (1) short sound of engine whistle signal, flagman may return from south; five (5) long and one (1) short sound, flagman may return from the north.

Fort Ticonderoga and Ticonderoga

Ticonderoga

Trains or engines must not exceed a speed of six (6) miles per hour over all crossings in the Village of Ticonderoga, except the Lake George Avenue and Champlain Avenue crossings.

The Public Service Commission proclaim the necessity of a member of the crew to flag the Lake George Avenue and West Montcalm Street crossings in said Village whenever switching is being done over said crossings. This is in no way a modification of Rule 102-A of the Book of Rules.

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Ausable Forks and South Jct.

South Junction

Northward extra trains from the Ausable Branch, before proceeding to main track, will call Train Dispatcher from telephone located on pole of Signal 162.3B to receive instructions.

Lake Placid and Bluff Point

Saranac Lake

Station tracks at Saranac Lake will be used as follows:

Track No. 1, main track for N. Y. C. trains and first track west of track No. 1 as passing track for New York Central trains.

Track No. 2, main track for Delaware and Hudson Railroad trains, normal position of south and north switch will be for track No. 1.

Trains in either direction must stop within not less than fifty (50) feet of the following highway crossing on Chateaugay Branch and arrange for a member of the crew to flag while train is moving over crossing:

Broadway Crossing—located 2145 feet north of Mile Post P-73 or approximately one-half mile north of Saranac Lake Station.

Plumadore Junction and Saranac Lake Junction via New York Central Railroad

A connection to New York Central Railroad has been made at a point 4600 feet south of Mile Post P-49, north of Plumadore, to a point 236 feet south of Mile Post P-50, to be known as Plumadore Junction and for location purpose, a sign board will be located 2000 feet north of the New York Central Railroad clearance point at Plumadore Junction and southward trains enroute to New York Central Railroad will approach this point under control and must not foul tracks of New York Central Railroad until permission to do so has been obtained from the New York Central Railroad Train Dispatcher.

Regular trains operating via New York Central Railroad tracks between Plumadore Junction and Saranac Lake Junction will, when returning to our tracks, assume the schedule which originated at their initial station, unless otherwise instructed.

Telephone connection with Dispatcher's Office at Plattsburg, also with New York Central Railroad Dispatcher's Office at Utica, has been installed at Plumadore Junction for use when necessary.

Bluff Point

Northward extra trains from the Chateaugay Branch, before proceeding to main tracks, will call train dispatcher from telephone located on pole of Signal 164-1A or Signal 163-2A and receive orders or instructions.

Normal position of switch at West end of Bluff Point wye will be for north leg of wye.

LOCAL SUSQUEHANNA DIVISION

1. SUPERIORITY OF TRAINS

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified. No. 308 is superior to Nos. 305, 309 and 313.

2. CONDITIONAL STOPS

Table with 3 columns: Train, Symbol, Provision. Rows include No. 309, 308, 308, 309 with various stop provisions.

3. ENGINE WHISTLE RESTRICTIONS

Schenectady

Engine whistles must not be sounded within the city limits except to call attention to signals as per rule No. 14 or to prevent accident.

Binghamton

Engine whistles must not be sounded within the city limits except to call attention to signals as per rule 14 or to prevent accident.

4. ENGINE AND CAR RESTRICTIONS

E57 or heavier class engines must not be run between Nineveh and Oneonta doubleheaded, or coupled with E41 or heavier class engines without at least three steel or steel underframe cars between them.

Class "J" engines must not exceed a speed of ten (10) miles per hour on main track or Benedict Siding while engine is passing over Bridge No. 118.73 located 350 feet north of Nineveh passenger station.

Class "J" engines must not operate on No. 1 track or loading track at Howes Cave between the north and south end of the North American Cement Company building.

All engines and cars are restricted from occupying Casein Manufacturing Company side track at Johnson Street, Bainbridge, within limits of crossover between southward main and Casein track while a train is passing on southward main due to close clearance.

5. SPEED RESTRICTIONS

KN Tower and Binghamton:

Table with 2 columns: Location, M.P.H. Lists various locations like Voorheesville, Altamont, Cooperstown Jct., etc. with speed limits.

Descending Grades:

Table with 3 columns: Location, Psgr. and Milk Trains, Freight Trains. Lists Elsmere to KN Tower, etc.

WY Tower and DJ Cabin:

Table with 2 columns: Location, M.P.H. Lists Schenectady Branch, Crescent Interlocking, etc.

SPECIAL INSTRUCTIONS

Table with 2 columns: Location, M.P.H. Lists Cherry Valley Jct. and Cherry Valley, Cherry Valley Branch, etc.

Cooperstown and Cooperstown Junction:

Table with 2 columns: Location, M.P.H. Lists Cooperstown Branch, Cooperstown Yard, etc.

Modifications

General rule in Special Instructions covering speed restrictions entering or leaving Double, Three or more tracks, entering or leaving sidings and through crossovers, is hereby modified in certain locations as follows:

KN Tower and Binghamton: M.P.H.

Table with 2 columns: Location, M.P.H. Lists Schoharie Jct. Crossover, Cherry Valley Jct.—Trailing point crossover, etc.

WY Tower and DJ Cabin:

Table with 2 columns: Location, M.P.H. Lists GV Cabin—Facing point crossover, Mohawk Yard—Both trailing point crossovers, etc.

6. INSPECTION OF TRAINS AND USE OF AIR BRAKES

On descending grades, trainmen must be prepared to render any assistance that may be necessary for the safe movement of the train.

When retainers are necessary, the engineman will advise the conductor or trainman as to the number of retainers required. During sleet storms or other weather conditions which would make it unduly hazardous for trainman to manipulate retainers while train is running, train will be stopped.

Northward freight trains stopping at East Worcester or Nugent for water, will make a set and release air brake test to determine that brakes on rear of train are operating properly before descending Richmondville grade.

Rules 23-B and 24 of "Instructions Governing the Operation of Air Brakes" are modified to read as follows: "When starting freight trains with helper engine on rear, crews will be governed as follows: When signal is given to start, helper engine will push slack in until train starts or helper stalls, when

helper will hold slack with throttle open and lead engine will take slack as necessary."

7. LOCATION OF YARD LIMIT BOARDS

Table with 2 columns: Location, Description. Lists Kenwood, Delanson, Oneonta, Nineveh, Binghamton, Mechanicville, Mohawk, Cherry Valley, Cooperstown.

8. NAME AND LOCATION OF OUTLYING CROSSOVERS

Table with 2 columns: Location, Description. Lists KN Tower and Binghamton, Esperance, Schoharie Jct., etc.

9. MOVEMENT OF TRAINS

First class trains must not leave the station listed below without a Clearance Form "A" authorized by the Superintendent. When wires are interrupted, the telegrapher may issue Clearance Form "A" provided he has no holding orders for such trains:

Albany—Operating to Susquehanna Division. Northward extra trains from the Pennsylvania Division will be cleared to GB Cabin. Southward extra trains enroute to the Pennsylvania Division will be cleared at GB Cabin to Carbondale.

Rule 83A Modified

Double Track

Signals at the stations listed herein, when displaying a proceed indication in the direction named, will also indicate that all overdue superior trains in the same direction have departed from that station, unless train orders or other instructions to the contrary are received.

Northward

Table with 2 columns: Location, Description. Lists SW Cabin, DA Cabin.

Southward

Table with 2 columns: Location, Description. Lists DJ Cabin.

SPECIAL INSTRUCTIONS

KN Tower and Binghamton

Voorheesville

Trains must not stop on West Shore crossing, except in case of emergency.

Between DJ Cabin, JX Cabin and CB Cabin

The interlocked switches and signals are controlled from the train dispatchers office at Oneonta.

The movement of trains between southward signals at DJ Cabin and northward signals CB Cabin on No. 1 track, also between DJ Cabin and JX Cabin on No. 2 track are governed by signal indication, which will supersede time table superiority and take the place of train orders.

No. 2 track between CB Cabin and JX Cabin signal indication govern northward movements only, unless otherwise provided by proper authority.

Except as affected by these instructions, all block signal rules and train rules remain in force.

The switches at JX Cabin and CB Cabin are equipped for dual control. (See General Instruction No. 8).

Klaxon horns are provided at cabins and operated by the dispatcher. Crews waiting at signals or working in the immediate vicinity must communicate with the dispatcher when Klaxon horn is sounded.

When signals governing movements over switches indicate "STOP" a member of crew must secure permission from dispatcher before passing "STOP" signal. After receiving permission train will proceed with caution prepared to stop.

Trains or engines wishing to enter or leave any of the tracks leading from main tracks or use hand throw crossovers between and including Richards Crossover, Newbys Crossover, also to and from Albany lead at Delanson must first obtain permission from the dispatcher.

The main tracks between DJ and CB Cabins are numbered from west to east and will be used as follows:

No. 1 northward and southward trains.

No. 2 between DJ Cabin and JX Cabin, northward and southward trains.

No. 2 between JX Cabin and CB Cabin, northward trains only unless otherwise provided by proper authority

One short and four long (0 — — — —) sounds of engine whistle calls flagman in from the south on No. 1 track.

Five long (— — — —) calls flagman in from the north on No. 1 track.

Four long (— — — —) calls flagman in from the south on No. 2 track.

One short and five long (0 — — — —) calls flagman in from the north on No. 2 track.

Central Bridge

Flashing light signals at Camerons Crossing, Central Bridge with manual control box located on south end of instrument case on west side of southward main for use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instructions No. 11).

Howes Cave

Flashing light signals at Howes Cave Crossing, Howes Cave are equipped with manual control for the use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instructions No. 11).

Cobleskill

Trains or engines using Cobleskill northward passing siding between the hours of 8.00 AM and 5.00 PM must first obtain permission from Agent, Cobleskill.

Between DA Cabin, WE Cabin, NW Cabin, WS Cabin and WN Cabin

The interlocked switches and signals are controlled from the train dispatchers office at Oneonta.

The movement of trains between the southward signals at DA Cabin and the northward signals at WN Cabin will be governed by signal indication which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions, all block signal rules and train rules remain in force.

The switches at WE and NW Cabins are equipped for dual control. (See General Instruction No. 8).

Klaxon horns are provided at cabins and operated by the dispatcher. Crews waiting at signals or working in the immediate vicinity must communicate with the dispatcher when Klaxon horn is sounded.

When signals governing movements over switches indicate "STOP" a member of crew must secure permission from dispatcher before passing "STOP" signal. After receiving permission train will proceed with caution prepared to stop.

Trains or engines wishing to enter or leave any of the tracks leading from main tracks or use hand throw crossovers, must first obtain permission from the dispatcher, except pushers entering the designated pusher spurs.

The main tracks between DA and WN Cabins are numbered from west to east and will be used as follows:

No. 3 between DA and WE Cabins, also between NW and WS Cabins, northward and southward trains.

No. 1 northward and southward trains.

No. 2 northward and southward trains.

One short and four long (0 — — — —) sounds of engine whistle calls flagman in from the south on No. 1 track.

Five long (— — — —) calls flagman in from the north on No. 1 track.

Three long and one short (— — — 0) calls flagman in from the south on No. 3 track.

Five long and one short (— — — — 0) calls flagman in from the north on No. 3 track.

Four long (— — — —) calls flagman in from the south on No. 2 track.

One short and five long (0 — — — —) calls flagman in from the north on No. 2 track.

All first-class trains will use No. 1 or No. 3 track between DA Cabin and WN Cabin.

Schenevus

Flashing light signals at East Street, Schenevus are equipped with manual control for the use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instructions No. 11).

CM Cabin and FA Tower

Tracks 1, 2 & 4

These three main tracks form a three-track system between CM Cabin, and FA Tower and are numbered in accordance with Rule 151-A, Book of Rules.

Unless otherwise authorized by proper authority, these tracks will be used as follows:

No. 1 track—Southward trains.

No. 2 track } Northward trains.

No. 4 track }

Trains entering No. 2 track at FA Tower will not cross over to nor use No. 4 track between FA Tower and CM Cabin.

Trains entering No. 4 track at FA Tower will not cross over to nor use No. 2 track between FA Tower and CM Cabin.

Spring switch is in service at north end of No. 4 track. (See General Instruction No. 8).

Northward home signals Nos. 77.1 and 77.1A governing movements from No. 2 and No. 4 tracks respectively at CM Cabin, are controlled from the Dispatchers office at Oneonta.

Trains on No. 2 track finding signal No. 77.1 or trains on No. 4 track finding signal No. 77.1A in stop position must secure permission from Train Dispatcher before passing Stop Signal. After receiving permission, train must proceed with caution to the next automatic signal prepared to stop.

Otego

Flashing light signals at River Street, Otego, are equipped with manual control for the use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instruction No. 11).

Unadilla

Flashing light signal at Adams, Siver and Clifton Streets, Unadilla, with manual control box located at Siver Street, governs all three crossings, for use of crews switching in the vicinity of these crossings to prevent unnecessary flashing of signals. (See General Instruction No. 11).

Bainbridge

Flashing light signal at Casein Company's private crossing, Bainbridge, with manual control box located on instrument case on west side of southward passing siding, for use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instruction No. 11).

SPECIAL INSTRUCTIONS

Afton

Flashing light signals at Mill Street, Afton, with manual control box located on instrument case on west side of southward main, for use of crews switching in the vicinity of this crossing to prevent unnecessary flashing of signals. (See General Instructions No. 11).

SW Cabin

Trains moving against the current of traffic must not foul switches nor cross over without receiving Clearance, Form "C." Upon receipt of Clearance, Form "C", trains may proceed without stopping if the switches are right and the track clear.

Benedict

Southward passing siding extends from SW Cabin to Harpursville—capacity 250 cars. Towermen at SW Cabin will be responsible for the switch at the north end. Agent at Harpursville will be responsible for the switch at south end during the hours station is open, as shown under "Part Time Train Order and Block Stations." Train receiving signal at SW Cabin for Benedict will accept same and use siding to Harpursville unless otherwise provided.

Train No. 302 will use Benedict.

Nineveh

Former northward main track leading from top of "Toboggan" to Nineveh station must be kept clear for such movements as may be desired.

Northward freight trains from Binghamton, stopping at Nineveh for water, etc., will leave train clear of crossover south of station.

Southward freight trains enroute Pennsylvania Division setting off or picking up cars at Nineveh will not block northward Susquehanna Division main track at SW Cabin.

Tunnel

Signals governing movement through the tunnel will be observed as follows:

Southward signals Nos. 126.2 and 126.2-A. When in stop position must not be passed until trainman has flagged through tunnel and reports block clear.

Northward signals Nos. 126.3 and 126.3-A. When in stop position must not be passed until trainman has flagged through tunnel and reports block clear.

Southward trains holding main track to meet northward trains will not pass sign reading "Block 126.3." Northward trains holding main track to meet southward trains, will not pass sign reading "Block 126.2."

Telephones are located at south end of East End siding and north end of Tunnel siding for use of flagmen in reporting back to their trains.

During the hours when night signals are not in use, all trains will display a lighted red and white lantern on the rear when passing through tunnel.

Shea and YO Cabin

Northward passing siding extending from M. P. A-138 to Bevier Street, Binghamton, is designated as "Shea." All northward extra trains, except passenger extras, will, unless otherwise directed, operate over this track from Bevier Street to YO Cabin.

Northward trains on "Shea" will be governed by signal indication at YO Cabin relative to using "Shea" or main track.

When movements are desired at YO Cabin from tracks not governed by block signals, trains must not foul switches nor crossovers without receiving Clearance, Form "C". Upon receipt of Clearance, Form "C", trains may proceed without stopping if switches are right and track clear.

Towermen at YO Cabin will be responsible for switches at that point.

Binghamton

Chenango Street

Movements over Erie R. R. at Chenango Street, Binghamton, will be governed by Tilting Board as follows:

Erie R. R. movements:

By day —Tilting Board 45 degrees below horizontal.

By night—Tilting Board 45 degrees below horizontal indicated by two red lights.

D. & H. R. R. movements:

By day —Tilting Board horizontal.

By night—Tilting Board horizontal indicated by two red lights.

Normal position of Tilting Board will be for D. & H. R. R. movements.

Tilting Board does not indicate position of switches.

WY Tower and DJ Cabin

GV Cabin

The interlocked switches and signals at GV Cabin are controlled from Mohawk Yard Office.

Schenectady

All switches at Center Street Crossing, Schenectady, are hand operated. Employees having occasion to use same will first obtain permission over telephone from Towerman at Tower "8" south of passenger station, and then move only on receiving proper signal indication. These switches are electrically locked from Tower "8" and after having been used lock lever must be placed in normal position and Towerman so notified.

Conners Spur

Track extending from a point 170 feet north of West Shore R. R., South Schenectady to Conners.

Trains or engines using this track will stop before moving over Weber Electric Co. highway crossing and a member of crew will be sent ahead to warn highway traffic.

Richards Crossover

Southward trains approaching above crossover and finding track occupied, will stop north of crossover and report to Train Dispatcher on telephone located on post on west side of tracks at north end of crossover.

Cherry Valley Jct. and Cherry Valley

Cherry Valley Jct.

Trains enroute from Cherry Valley Branch must obtain permission from Dispatcher before fouling main track.

Cooperstown and Cooperstown Jct.

Cooperstown Jct.

Trains enroute from Cooperstown Branch must obtain permission from Dispatcher before fouling main track.

Normal position for switch on Cooperstown end of Wye will be for the south leg of Wye.

JOINT TRACK BETWEEN WY TOWER AND CRESCENT

D. & H. R. R. CORP. AND B. & M. R. R.

1. (a) All employees of either company whose duties may in any way require them to operate over or have to do with the operation of this joint double track, shall be governed by the time-table, rules and regulations of their respective companies, except wherein they may conflict with this joint time-table, and the rules, regulations and instructions appearing hereon.

(b) All trains before passing to or from joint double track at Crescent must reduce speed and be prepared to stop and may proceed only when the switches and signals are seen to be right and the track clear.

(c) When signal and switches are right for train to pass, conductors and enginemen on eastbound trains may regard it as a notice from the operator that all trains that are due and have a right to the track over other trains have departed. Operators must not allow inferior trains to pass on the time of delayed trains of a superior class until they are sure that conductor and enginemen of the inferior train hold orders giving them the right to run on the time of the superior train.

(d) EXTRA trains will have the right to run ahead of second class trains without telegraph orders.

(e) When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses. When signal 14 (d) or 14 (e), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fuse.

SPECIAL INSTRUCTIONS

The front of the train must be protected in the same way when necessary by the head brakeman, and when he is not available, by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be thrown off at proper intervals. When day signals cannot be plainly seen, owing to weather or other conditions night signals must also be used.

Conductors and Enginemen are responsible for the protection of their trains.

FLAGMAN'S SIGNALS.—A red flag, torpedoes and fuseses.

NIGHT SIGNALS.—A red light, a white light, torpedoes and fuseses.

In calling in the flag, audible signals should be used as follows:

- — — — — Flagman return from the west.
- — — — — Flagman return from the east.

Trains before moving from a siding to a main track protected by block signals, must wait three minutes after opening the main track switch, to allow a train moving in the same direction that may be approaching, time to come to a stop before reaching the switch, and engineman must exchange signals with the rear end of train before permitting train to foul the main track. This will not relieve employes in the train service from promptly and properly protecting their train as prescribed by Rules 99 and 893, or when conditions require, from waiting as much longer as may be necessary to insure safety. It will not apply at meeting points on single track when the train to be met has just passed the switch and is occupying the main track, or where governed by interlocking signals.

Trains and yard engines standing on sidings or cars left on sidings, must clear the fouling point.

Automatic Block Signals

2. (a) Automatic Electric Semaphore Block Signals are in service between Mechanicville and Crescent, N. Y.

These signals are of the three position upper quadrant type: Signal in horizontal position or displaying red indicates stop. Signal in diagonal position at angle of 45 degrees or yellow light indicates block is clear to next signal.

(b) IMMEDIATE REPORT must be made by enginemen on blanks furnished for the purpose, to the Superintendent of every case of being stopped by these signals. Conductors will promptly make a written report to the Superintendent.

(c) In case of accident or other delay, all the existing rules and precautions must be rigidly observed, and it must be fully understood by all employes that these signals are not intended as a substitute for such safeguards, but only additional thereto; and stop signals must be sent to the rear and kept there, as required by the rules.

(d) Freight trains and shifters standing on sidings for trains on main line to pass, or cars left on sidings, must all be inside the fouling point to prevent stopping main line trains unnecessarily.

(e) All switches leading to the main line must be set straight in ample time before the main-line trains are due, in order that the signal connected with that block will indicate proceed for such trains.

Bulletin Orders.—All special notices or orders of either company which may in any way affect the operation of joint double track, will be posted on Bulletin Boards at the following places: Mohawk, Rotterdam, Dewitt, Selkirk, Crescent and General Yard Master's Office, Mechanicville.

Slow Boards.—A yellow flag by day and in addition two yellow lights by night, or a (slow) board displayed beside the tracks, indicates speed of train to be reduced at once to 8 miles per hour and maintained until entire train has passed over that portion of track under repairs.

Movement of Trains.—If from any cause at any time it should become necessary to operate any portion of the joint double track as single track, or if for any reason it becomes necessary or desirable to interfere with the rights of trains, as prescribed by the time-table, the same shall be done by telegraphic orders issued from the Train Dispatcher's office at Greenfield and over the signature of the Superintendent of the B. & M. R. R. according to the general rules governing the movement of trains by telegraphic orders of the Boston and Maine Railroad Company.

Rule 93.—Within yard limits the main track may be used, protecting against first and second class trains. All other trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Rule 93a.—Within yard limits on two or more tracks, a train or engine will not enter upon main track or cross over to or obstruct other main tracks without waiting three minutes after switches are opened unless protected by interlocking signals or as prescribed by Rule 99.

Rule 104(g).—When a train or engine enters a siding or other track, the switch used in entering must not be changed until the train or engine is clear of the fouling point.

Whistle Signals.—Approaching Crescent, westbound, two long blasts of the whistle will be sounded as an indication to the towerman that route to the D. & H. R. R. Corporation is wanted, and four short blasts for the route to the B. & M. R. R.

Yarding of Trains.—Both D. & H. and B. & M. crews enroute to Mechanicville, will look for a number displayed on south corner of OS Tower, Crescent, which will indicate track in B. & M. receiving yard train will yard on. In absence of a track number being displayed, or in event crews do not clearly distinguish the number displayed, they will call B. & M. yardmaster on yard phone from Sucker Brook, five rings, for instructions.

Crews using track No. 10 to drop caboose or to run through, must move prepared to stop, looking out for hump engines that may be using this track for a running track. Hump engines in using track No. 10 will make sure that man that goes with engine rides on tender looking out for crews that may be pulling through this track.

1. No train or engine will enter or use any track in Mechanicville receiving yard except on a track-assignment made by the Yard Master in the usual manner. General Rule 105 applies.

2. No engine will leave the receiving yard, and foul the leads at the East End, except as follows:

- (a) Knife switch controlling hump signals and horns west of water tank, located on car inspector's cabin at easterly end of receiving yard, must be pulled and held in open position (this removes control from hump office, holds signals at "stop" position, and horns silent).
- (b) Switch must not be pulled while signals are standing at other than red or until humper has gone east of signal at water tank.
- (c) Switch must be returned to closed (normal) position after engine has made necessary move, is entirely clear of yard leads, and all switches restored to normal.

LOCAL

PENNSYLVANIA DIVISION

1. SUPERIORITY OF TRAINS

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

2. ENGINE AND CAR RESTRICTIONS

Erie engines class "R" or "N" must not be doubleheaded over Providence Bridge, Roaring Brook Bridge at South Scranton, or the Starrucca Viaduct South of Starrucca, without at least three cars between them.

3. TRAIN SIGNALS

The display of green flags and green lights as prescribed by Rule 20 and the display of white lights as prescribed by Rule 21 modified will be omitted on trains of the C. R. R. of N. J. between Hudson and Minooka Jct.

SPECIAL INSTRUCTIONS

4. LOCATION OF YARD LIMIT BOARDS

Carbondale	Northerly Board 138 feet south of mile post C-1, S-37. Southerly Board 364 feet south of mile post WB-32, A-179.
Green Ridge	Northerly Board 1611 feet south of mile post WB-21, A-190. Southerly Board 1208 feet north of mile post WB-16, A-195.
Hudson	Northerly Board 1725 feet south of mile post WB-4, A-207. Southerly Board 1454 feet south of mile post WB-3, A-208. Southerly Board W. B. C. R. R. 1645 feet south of South Main Street crossing Plains.
Wilkes-Barre	Northerly Board 182 feet south of mile post WB-1, A-210. Southerly Board 1130 feet south of mile post WB-0, A-211 at clearance point between L. V. R. R. and D. & H. R. R.
Plymouth and South Wilkes-Barre	Northerly Board at clearance point between Plymouth Branch and north leg of wye. Southerly Board at clearance point between Plymouth Branch and south leg of wye.

5. SPEED RESTRICTIONS

Nineveh and Wilkes-Barre	
Erie Engines:	<i>M.P.H.</i>
Freight Trains:	
H21, N1, R2, R3.....	30
Light:	
H21, N1, R2, R3.....	30
Backing:	
H21, N1, R2, R3.....	20
C. R. R. of N. J. Engines:	
Passenger Trains:	
850, 650, 430, 200.....	45
Others.....	40
Freight Trains.....	40
Light.....	30
Backing:	
200.....	30
850, 650, 430.....	25
Engine without engine truck (either direction).....	20
X Cabin and Stringhams Switch (either direction).....	35
NE Cabin (thru crossover).....	40
KY Cabin, RA Cabin, X Cabin, DV Cabin (thru Turnout).....	40
Through crossovers at Lanesboro Helper Spur, South Lanesboro and crossovers on Jefferson Division between Jefferson Jct. and Interlocking Station at WC Tower....	20
Jefferson Jct. and Lanesboro Jct. (between).....	20
Ararat Siding.....	10
Ararat Summit. Freight trains both directions.....	10
Jefferson Jct. and Ararat (between):	
Southward Track both directions.....	30
Northward Track both directions.....	35
Ararat and WC Tower (between):	
Southward Track both directions.....	35
Northward Track both directions.....	30
WC Tower and Lookout Jct. (between).....	20
Moosic:	
Passing over Spring Switch Track No. 3 to Track No. 1 or on Track No. 1 against the current of traffic.....	20
Hudson:	
Between interlocking station and No. 1 crossover.....	20
Mineral Springs and L. V. Jct. (between).....	20

Descending Grades

	<i>Miles Per Hour</i>	
	<i>Psgr. Trains</i>	<i>Freight Trains</i>
Ararat to Jefferson Jct.....	35	30
Ararat to WC Tower.....	35	30
Yatesville to Hudson.....	35	30

On Curves

Northward and Southward trains will not exceed speed as shown below on curves at the following locations:

	<i>M.P.H.</i>
Providence:	
1st Curve north of Market Street.....	35
Scranton:	
Curves between Bridge 75.34 at South Washington Avenue and Crossover south of CJ Tower.....	35
South Scranton:	
Curves between 1st Curve south of National Tower and the Curve opposite Gibbons Coal Co. Breaker....	35
Avoca and Moosic:	
Curves between Avoca Crossover and 1st Curve north of Moosic.....	35
Avoca:	
Curves between Millers Creek Bridge and Avoca.....	35
Pittston:	
Curves between Judges Cut and south end of Butler Straight Line.....	35

Permanent Slow Orders

Permanent slow orders are in effect at points listed herein and the speed of trains will be controlled to conform with speed authorized and normal speed must not be resumed until the entire train has passed over the restricted area.

	<i>M.P.H.</i>
Mayfield:	
800 feet south of station to 300 feet north thereof.....	10
Jessup Peckville:	
2450 feet north of station to 200 feet north of MP WB-26	20
Valley Jct.:	
Dickson to 2650 feet south of Olyphant.....	20
Providence:	
970 feet north of Market Street to 3120 feet north thereof.....	20
Green Ridge:	
1700 feet south of Market Street to 1100 feet north of Poplar Street.....	20
14 Degree Curve (Minooka):	
450 feet north of Minooka Jct. to 2390 feet north thereof	10
Avoca-Moosic:	
3165 feet north of Avoca to 1700 feet south of Moosic....	10
Avoca:	
1800 feet south of Avoca to 3165 feet north of station....	20
Dupont:	
1020 feet south of MP WB-9 to MP WB-9.....	20
Pittston:	
800 feet south of station to 1400 feet north thereof.....	10
Judges Cut:	
Judges Cut crossing to a point 850 feet south thereof....	20
Lafin:	
150 feet south of station to a point 3400 feet north thereof.....	20
Hudson:	
435 feet south of station to a point 1315 feet south thereof.....	20
Parsons:	
1250 feet south of station to a point 175 feet south thereof.....	20
Wilkes-Barre:	
Butler Street Viaduct to 700 feet north thereof.....	10

SPECIAL INSTRUCTIONS

Branch Line and Mine Tracks	M.P.H.
Lookout Jct. and Bushwick.....	10
Greenwood Branch.....	10
Springbrook Branch.....	6
Conyngam Branch.....	15
Baltimore No. 5 Lead.....	15
Plymouth Branch.....	15

6. INSPECTION OF TRAINS. USE OF AIR BRAKES AND RETAINING VALVES

On the descending grade from Ararat to Lanesboro retaining valves will be turned up as shown herein:

When trains consist of less than fifty loaded cars, turn up all retaining valves on cars except the rear five.

When trains consist of more than fifty loaded cars, turn up all retaining valves on cars except the rear ten.

When trains consist of mixed loaded cars and empty cars, turn up all retaining valves on loaded cars, except rear ten.

On all other grades the engineman will inform the head trainman the number of retaining valves to be used.

All trains will make a running test of brakes before passing over the summit of Ararat grade. Steam should not be shut off while making this test unless conditions require it.

The Engineman must note the brake pipe exhaust and the effectiveness of the train brakes. In case the brakes do not operate properly in this test, the train must be stopped immediately.

Retaining valves must be in operating position when descending Ararat grade. These valves may be turned up where practicable.

Trains with a helper engine to be detached will stop after the rear of the train has cleared YD Tower or the switch at the entrance to Ararat Yard. The helper engine will then be detached.

Before proceeding it must be known that the brake pipe pressure is being restored, as indicated by the caboose gauge, and that the rear brakes are released.

Passenger trains departing from Scranton will make a running test on Scranton hill.

7. MANUAL BLOCK RULES

301 to 375 inclusive, except rules 302 (A), 317 (A), 317 (B), 318 (A), of the Book of Rules will govern movement of trains between WC Tower and Jefferson Jct. in both directions, superseding all rules and instructions inconsistent therewith.

Caution Form "B" issued by the signalman upon receipt of permission from the Train Dispatcher may be accepted by a train to pass a block signal in stop position.

WC Tower to YD Tower northward and Jefferson Jct. to YD Tower southward a train other than a passenger train may pass a block signal in stop position without receiving a caution Form "B" with the train under control prepared to stop short of any obstruction in the block.

8. MOVEMENT OF TRAINS

Nineveh and Wilkes-Barre

Extra trains operating in the territory south of Carbondale may be run without orders or Clearance Form "A".

Extra trains operating north of Carbondale will be authorized by Clearance Form "A" at WC Tower. Trains enroute to Oneonta will be cleared to GB Cabin.

Northward Erie R. R. trains must obtain permission from the train dispatcher over telephone to enter main track at Pleasant Valley Jct. or Winton Jct.

Rule 83A Modified

Double Track

Signals at the stations listed herein, when displaying a proceed indication in the direction named, will also indicate that all overdue superior trains in the same direction have departed from that station, unless train orders or other instructions to the contrary are received.

Northward

Hudson.....(Interlocking Signal)
CJ Tower.....(Interlocking Signal)

Southward

Minooka Jct.....(Interlocking Signal)

The following Train Order indication will be displayed for northward trains only at WC Tower and Mineral Springs:

Red flag by day	} Stop to receive "31" order.
Red light by night	
Yellow flag by day	} Proceed with caution prepared to receive "19" order.
Yellow light by night	
Green flag by day	} Proceed, no orders.
Green light by night	

To authorize the movement of trains or engines in reverse direction to the current of traffic yellow form "F" may be used as indicated in special instructions and in the territory therein designated.

Trains on the Jefferson Division, at South Lanesboro, and Lanesboro helper crossovers must not cross over or obstruct the other track without permission from the Train Dispatcher.

Freight trains in both directions will approach crossovers at Lanesboro helper crossover, South Lanesboro, Forest City, Yatesville and Miners Mills under control, expecting to find helper engines crossing over.

Cars stored on Tracks No. 3 and No. 4 or on any passing siding must be placed at least three hundred (300) feet from any public highway crossing.

Trains must not use crossover north of the Southward Home Interlocking signal at Minooka Jct. without permission from Telegrapher at Minooka Jct.

Trains on any track must not pass a passenger train at a station receiving or discharging passengers.

Trains operating snow plows or flangers on the Nineveh Branch must stop before leaving or entering double track where centralized traffic controlled switches are located.

Use of Tracks Nos. 1, 2, 3 and 4

Rules 151-A and 151-B, Delaware and Hudson Book of Rules, dated November 1st, 1914, are effective as applying between the following points:

Hudson to Millers Creek Bridge,
Moosic and Minooka Jct.
Marvine Crossovers and Lookout Jct.

Track No. 1 is the second track from the westerly side. Other tracks are numbered as provided in Rule 151-A.

Between Lookout Jct. and DF Tower, Carbondale, when facing north the tracks will be numbered from the yard running track left to right as follows:

Track No. 3
Track No. 1
Track No. 2

Track No. 3 is a slow speed track on which the current of traffic is southward.

Track No. 1 is a high speed track on which the current of traffic is southward.

Track No. 2 is a high speed track on which the current of traffic is northward.

Unless otherwise provided:

Track No. 3 between lead switch Duffys Field Storage and Marvine Crossovers is reserved for storage purposes and use of Mine Run Crews.

Track No. 4 between Jermyn Transfer Crossover and Lookout Junction is reserved for use of Mine Run Crews, daily except Saturday and Sunday.

Track No. 4 from Gravity Slope Crossovers to Gravity Slope Breaker lead switch will be used for storage purposes only.

Track No. 4 from point of connection with track No. 2, 500 feet south of Olyphant Station to Jessup-Peckville Crossovers is reserved for the use of Mine Run Crews.

Track No. 4 from Facing Point Crossovers at Valley Jct., to Olyphant Breaker light yard lead switch, will be used for storage purposes only.

Track No. 4 from switch leading to Track No. 2, at a point 1997 feet south of Marvine Crossovers to Marvine Crossovers will be used for storage purposes only.

SPECIAL INSTRUCTIONS

Main tracks between WC Tower and DF Tower are not equipped with block signals.

DF Tower, Carbondale

The track located west of main tracks between DF Tower and the lead switch to Duffys Field Storage is designated as a yard running track.

Trains or engines desiring to proceed northward on yard running track from Duffys Field to DF Tower must receive authority to do so from the switchtender at DF Tower.

Trains or engines desiring to pass over switches at DF Tower will proceed when given proper hand signal with green flag by day or green lamp by night.

A stop board is located at a point just north of the frog leading to Coal Brook Breaker tracks. Southward trains and engines will stop at this point and proceed only on proper hand signal, given either with a green flag by day or green lamp by night.

Current of traffic is Northward on the yard running track (known as the old southbound) through the center of Carbondale Yard. Trains or engines desiring to use this track in a southward direction must receive permission from the proper authority to do so.

The normal position of crossover switch leading from ladder track to running track at north end of Carbondale Freight House is for movement through crossovers.

The normal position of the switches at Freight House Crossovers will be for the Northward Freight running track.

An engine desiring to move South over these switches will stop clear of them and a member of the crew will go to telephone located at north end of Freight House platform, call switchtender at DF Tower for authority to proceed over the switches, and after using them will restore them to their normal position.

An engine desiring to move from south end of yard through loop switch to Northward Freight running track will obtain authority from switchtender at DF Tower to proceed over these switches.

Lookout Jct.

A spring switch is in use at the north end of Track No. 4 and the south end of Track No. 3. (See General Instruction No. 8).

Southward trains moving on Track No. 3 must not pass sign reading Block 177.2 located 800 feet north of Signal 177.2 when a southward movement is to be made on Track No. 1.

Northward trains moving on Track No. 4 must not pass sign reading Block 177.3, located 1800 feet south of Signal 177.3, when a northward movement is to be made on Track No. 2.

Northward trains on Track No. 2 finding Signal 177.3 in stop position, will, after receiving permission from dispatcher, protect against northward trains on Track No. 4 and proceed with caution.

Northward trains on Track No. 4 finding Signal 177.3A in stop position, will, after receiving permission from dispatcher, protect against northward trains on Track No. 2 and proceed with caution.

Northward trains on Racket Brook Mine Branch finding Signal 177.3B in stop position, will, after receiving permission from dispatcher, protect against northward trains on Track No. 2 and Track No. 4 and proceed with caution.

Southward trains on Track No. 1 finding Signal 177.2 in stop position, will, after receiving permission from dispatcher, protect against southward trains on Track No. 3 and proceed with caution.

Southward trains on Track No. 3 finding Signal 177.2A in stop position, will, after receiving permission from dispatcher, protect against southward trains on Track No. 1 and proceed with caution.

CJ Tower

Track leading from Southward track at CJ Tower to the west side of Scranton Station platform is designated as No. 1 track.

Track leading from the east side of Scranton Station platform to Northward track at CJ Tower is designated as No. 2 track.

Southward first class trains will run on No. 1 track from CJ Tower to Scranton Station.

Northward first class trains will run on No. 2 track from Scranton Station to CJ Tower.

Back up movements of passenger equipment for trains Nos. 501, 505, 507 and 509 will run on No. 1 track from CJ Tower to Scranton, pull through crossover under Linden Street Bridge, then back to platform on No. 2 track.

Track No. 3 between Marvine Crossovers and switch leading from Track No. 3 to Track No. 1, point 2910 feet south of Marvine Crossovers is reserved for use of Mine Run Crews.

Track No. 3 between Millers Creek Bridge and Yatesville will be used for storage purposes only.

Track No. 4 from Facing Point Crossovers at Yatesville to switch leading from Track No. 4 to Track No. 2 at a point 2334 feet north of Yatesville will be used for storage purposes only.

Track No. 4 between Union Jct. and Yatesville, is reserved for use of Mine Run Crews, daily except Saturday and Sunday.

Between DV Cabin and KY Cabin

The movement of trains between the southward signals at DV Cabin and northward signals at KY Cabin will be governed by signal indication, which will supersede time table superiority and take the place of train orders.

Except as affected by these instructions, all block signal rules and train rules remain in force.

The interlocked switches and signals between DV Cabin and KY Cabin are controlled from SW Cabin.

The double track extending between X Cabin and RA Cabin will be numbered from west to east and will be used as follows:

Track No. 1, northward and southward trains.
Track No. 2, northward and southward trains.

One short and four long (0 — — — —) sounds of engine whistle calls the flagman in from the south on track No. 1; one short and five long (0 — — — —) sounds calls the flagman in from the north on track No. 2.

Lanesboro Helper Spur

Engines entering switch at Lanesboro Helper Spur will report over telephone to Telegrapher at Jefferson Jct. Tower when engine is clear of main track.

Engines desiring to move from switch at Lanesboro Helper Spur will obtain permission over telephone from Telegrapher at Jefferson Jct. Tower.

Jefferson Jct.

Engines entering switch at Coaling Station or at Turn Table at Jefferson Jct. will report over telephone to Telegrapher at Jefferson Jct. Tower when engine is clear of main tracks.

Engines desiring to move from switch at Coaling Station or Turn Table at Jefferson Jct. to Main track will obtain permission over telephone from Telegrapher at Jefferson Jct. Tower.

Ararat

Manual home block signals located at north end of Ararat siding controlled from YD Tower will govern northward movements. Trains finding signals in stop position will call telegrapher at YD Tower from telephone located on the signal mast, for instructions.

Engines turning at Ararat will head in on the south leg of the Wye and out on the north leg of the Wye.

Uniondale

Southward Distant Block Signal conforming with figures 49 and 52, Book of Rules, is located 4800 feet north of the Southward Home Block Signal at Uniondale. The function of this signal is to indicate the position of the Manual Block Signal, the Train Order Signal or the Facing Point Crossover at Uniondale. It does not indicate track occupancy between the Distant Signal and the Home Manual Block Signal.

Forest City

The normal position for the switch leading from the South end of Forest City Breaker loaded track to the run-away track, must be set for the run-away track to serve as a derail.

WC Tower

Signals for switch movement and route indications are located as follows:

Southward signal 190 feet north of Tower.
Northward signal for movement from Carbondale Yard 196 feet south of Tower.

Northward main track signal, 266 feet south of Tower.
Manual block signal governing northward trains is located 120 feet north of the Tower.

Southward Manual block territory ends at a point 190 feet north of the Tower.

SPECIAL INSTRUCTIONS

Back up movements of passenger equipment for trains Nos. 504, 508, 510 and 512 will back from Scranton to crossover under Linden Street Bridge on No. 1 track, through crossover and proceed to CJ Tower on No. 2 track.

Engines working on Scranton Hill will protect against these back up movements.

National Tower

Interlocking station closed. All trains will approach National Tower prepared to stop. Trains on the D. & H. finding signals indicating "Stop", after waiting three minutes and signal does not indicate Caution or Proceed, will arrange to protect their movement over grade crossing, and having done so may proceed.

A train making a movement against the current of traffic, at any time, will flag over the grade crossing.

Signals controlling D. & H. movements will work automatically, and signals controlling the D. L. & W. movements will indicate "Stop" and will be inoperative.

Trains of the D. L. & W. desiring to operate over this grade crossing must first ascertain that the way is clear, and then remove the Derails from the track which will automatically set the D. & H. signals at "Stop". Having done so they may proceed. When the crossing is clear the Derails must again be restored to the rails.

Moosic

A spring switch is in use at the south end of track No. 3. (See General Instruction No. 8).

Southward trains moving on track No. 3 must not pass sign reading "block" 198.2 located 1250 feet north of signal 198.2 when a Southward movement is to be made on track No. 1.

Southward trains on Track No. 1 finding Signal 198.2 in stop position, will, after receiving permission from dispatcher, protect against southward trains on Track No. 3 and proceed with caution.

Southward trains on Track No. 3 finding Signal 198.2A in stop position, will, after receiving permission from dispatcher, protect against southward trains on Track No. 1 and proceed with caution.

Northward trains operating on track No. 4 from Moosic to the northward home signal at Minooka Jct. interlocking must proceed with caution prepared to stop.

Unless otherwise instructed, Southward trains requiring helper engines will stop North of Moosic for helper engines to be attached.

Unless otherwise instructed, Southward trains using track No. 3, Minooka Jct. to Moosic, will stop North of sign reading Block 198.2 located 1250 feet North of signal 198.2 and call Telegrapher at Minooka Jct. Interlocking Station for instructions.

Millers Creek Bridge

The normal position of the switch leading to Heidelberg Breaker will be for movement from track 3 to the Breaker track. The light on the crossover switch on No. 3 track has been removed. The hand throw derail on No. 3 track is located south of this switch.

No. 3 Track, Between Yatesville and Hudson

Automatic signal protection on No. 3 track, between Yatesville and the southward home signal at Hudson Interlocking has been removed. Trains or engines on No. 3 track must proceed with caution prepared to stop and when passing over Flannerys Highway crossing and Keystone Highway crossing must be protected by a member of train crew when possible or the crossing approached carefully expecting to find highway traffic on or approaching the crossing.

Hudson

Track No. 1 Hudson Yard is a running track connecting with the main track of the D. & H. on the north and the main track of the W. B. C. R. R. on the south.

Southward movements over this track will be made by trains and engines receiving proceed signal indications at Hudson Tower. Southward trains or engines receiving proceed signal indications will proceed to the south end of the running track and will then be governed by three arm signal located to the left of the running track, which signal will govern movement from the running track, through crossovers, to the southward main track of the W. B. C. R. R.

Trains and engines desiring to move northward on this track must receive proceed signal indication at south end of Hudson Yard, and in addition a yellow Form "P" signed by the Switch Tender, and will then proceed northward on the running track to the three arm home interlocking signal located at the north end of the running track.

The "three arm signal" located 1600 feet north of Hudson Tower governs movements on Track No. 3 only. The telephone at this signal is connected with Hudson Tower. The purpose of this signal is to protect Engines switching on Track No. 3. All southward trains running on Track No. 3 must approach this signal prepared to stop, and must not proceed until permission is given by telephone.

Wilkes-Barre L. V. Jct.—Mineral Springs

The movement on single track between Wilkes-Barre, L. V. Jct., and Mineral Springs, will be controlled as outlined herein:

Northward extra trains will be directed orally in their movement against opposing trains by Telegrapher at Mineral Springs.

Southward movements will be made by trains and engines receiving proceed signal indications at MO Tower.

Wilkes-Barre—Lehigh Valley Jct.

Trains or Yard Engines that may desire to move from tracks of the Delaware and Hudson to Lehigh Valley main tracks, will be governed by position of Lehigh Valley R. R. signal.

Edgerton Branch

Trains or engines desiring to use the Edgerton Branch, which ends at a point 1400 feet south of switch on Archbald Branch, will send a man ahead to inspect the track and know that it is safe before passing over it.

Racket Brook Mine Branch

The Racket Brook Mine Branch begins at Lookout Jct. and ends at a point 1000 feet south of Garfield Avenue.

Movements over this Mine Branch will be directed orally by the Train Dispatcher.

Trains or engines operating over highway crossing at Tenth Avenue, Wayne Street, Lincoln Avenue and Garfield Avenue will do so under flag protection against vehicular and pedestrian traffic.

Hand throw derails are located on this Mine Branch 350 feet north of Racket Brook Breaker, and 750 feet south of Garfield Avenue.

Bushwick

Account of mine operations under tracks in this vicinity, trains or engines using any track, except the main track, must send a man ahead of their train to inspect the track and know that it is safe before passing over it.

Conyngnam Branch

Electrically locked circuit controllers for the operation of the Delaware and Hudson Railroad Corporation are located at the signals each side of the crossing. Telephone is located in a concrete booth west of Lehigh Valley main tracks.

Normal position of telephone switch located in the upper right hand corner is cut out.

Normal position of three hand switches at the left of telephone are cut in.

The Delaware and Hudson Railroad Corporation train and engine crews desiring to use this crossing will first call the Lehigh Valley Railroad Dispatcher on telephone and obtain permission to use crossing, then operate the signals in the following manner:

Push button located under shield on the left-hand side of indicator on top of the circuit controller case. If both lights burn it indicates that no trains are approaching in either direction on Lehigh Valley Railroad, then push and hold button in circuit control case which will operate miniature signal, raise crank to the left as far as it will go and release it, this will operate the bottom signal.

If signal cannot be cleared, observe that signals governing Lehigh Valley Railroad movements over the crossing are in stop position and that no trains are approaching the crossing on the Lehigh Valley Railroad, then open the Delaware and Hudson Railroad Corporation hand switch located in the telephone booth and receive permission from the Lehigh Valley Railroad Dis-

SPECIAL INSTRUCTIONS

patcher to make the movement. After movement has been completed hand switch must be restored to normal position, doors of telephone booth and circuit control cases must be closed and locked.

The two derails on the Conyngham Branch, located fifteen feet in the rear of signals governing movements across the Lehigh Valley Railroad are connected with signals governing movements over crossing.

Signals on Delaware and Hudson Railroad cannot indicate proceed until both derails are off rail.

Signals on the Lehigh Valley Railroad cannot indicate proceed unless both derails are on the rail.

Neither derail must be placed on rail until train is clear of crossing and beyond the derails.

After movements have been completed both derails must be replaced on rail.

Plymouth Branch

Crossing watchman will be on duty at East Main, Old River Road, and Carey Avenue as follows:

East Main Street, Daily except Sunday 8.00 AM to 4.00 PM
Old River Road, Daily except Sunday 7.00 AM to 11.00 PM
Carey Avenue, Daily except Sunday 7.00 AM to 11.00 PM

No crossing watchman on duty at Wood Street, Hanover Street, and South Main Street.

All trains using these crossings and crossings at East Main Street, Old River Road, and Carey Avenue during hours no watchman is on duty will protect themselves by sending a man ahead to flag them over crossing.

Plymouth Yard

Track No. 2, Plymouth Yard, is a running track and must not be used for storage purposes.

WILKES-BARRE CONNECTING R. R.

The Wilkes-Barre Connecting Railroad extending between Hudson and Buttonwood will be operated as double track governed by the Delaware and Hudson Book of Rules dated November 1st, 1914.

Extra trains moving over the Wilkes-Barre Connecting Railroad will not be required to have Clearance Form "A", but will throw off Register Slip at Buttonwood telegraph office and Hudson Yard Office, showing the engine number, initials and names of Enginemen and Conductors, time reported for duty, number of loads and empties and tonnage of trains.

The display of white lights as prescribed by Rule 21 modified will be omitted on all extra trains of the P. R. R. except passenger extras.

P. R. R. engines, heavier than class H-9S, must not be run double-headed over Susquehanna River Gauntlet Bridge, without at least three cars between them.

P. R. R. engines heavier than the "L" type, must not be run over Susquehanna River Gauntlet Bridge.

Between SC Cabin and NC Cabin

The movement of trains between the northward signals at SC Cabin and the southward signals at NC Cabin will be governed by signal indications which will supersede time table superiority and take the place of train orders.

Except as effected by these instructions, all block signal rules and train rules remain in force.

The interlocked switches and signals at SC Cabin and NC Cabin are controlled from the switchtenders cabin at the south end of Hudson Yard.

The switches are equipped for dual control. (See General Instructions No. 8).

When signals governing movements over switches indicate "STOP," a member of the crew must secure permission from the switchtender before passing "STOP" signal. After receiving permission train must proceed with caution, prepared to stop.

Fish Island Jct.

Interlocking Station closed. Hand throw switches are installed at the crossover switches and the lead to the north leg of the wye.

Square end boards are retained. Trains finding signal governing the approach to Fish Island in stop position will wait three minutes, then if signal does not indicate caution or proceed may proceed to the switches to ascertain if they are set for the straight-away route, take such action as may be necessary at the switches and may then proceed with caution to the next signal.

The normal position of the switch at the South end of the North leg of wye at Plymouth River Bridge will be for movement from Plymouth to Hudson.

Buttonwood Yard

The running track between P. R. R. Bridge and the crossover at the south end of double track, Wilkes-Barre Connecting Railroad, is designated as the thoroughfare track.

Movements on the thoroughfare track are in charge of the Signalman and Yardmaster, at Buttonwood, as follows:

Proceed indication on northward home signal at P. R. R. Bridge will authorize northward movements from that point to Carey Avenue.

The normal position for the trailing crossover at Carey Avenue is from the southward track to the northward track.

Northward trains entering thoroughfare track at Buttonwood must obtain permission from Yardmaster.

Southward trains will stop clear of the trailing point crossover north of Carey Avenue and must obtain permission from Yardmaster to make movement either into yard or on the thoroughfare track between Carey Avenue and Buttonwood.

Southward trains must not use thoroughfare track south of Buttonwood without permission from Signalman at Buttonwood.

Permanent Slow Orders

Permanent slow orders are in effect at points listed herein and the speed of trains will be controlled to conform with speed authorized and normal speed must not be resumed until the entire train has passed over the restricted area.

M.P.H.

Hudson — SC Cabin:
Crossover No. 2 to 2500 feet south of SC Cabin..... 15

Table with columns: Location, Telephone, Connected With. Lists Hudson locations like Switch Cabin, Crossover No. 2, NC Cabin, SC Cabin, Fish Island Cabin, Wye, Plymouth (Station), Carey Ave, Buttonwood Yard Office connected to Hudson Yard Office.

CLOSE OVERHEAD CLEARANCE

The Public Service Commission of the State of New York has by an order dated the 18th day of January, 1939, as amended by order dated the 12th day of April, 1939, directed that every railroad corporation under the direction of the Commission include in its rules and regulations a rule in the following form:

"Employees are warned of the 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", which bridges or structures are overhead clearances of less than 21 feet, 6 inches, and all employees are hereby directed to comply with the foregoing order and direction and are forbidden to, in any way, violate the same.

That the said low overhead clearances (on private rights of way and railroad right of way), their location and description are as follows:

SARATOGA-CHAMPLAIN DIVISION

KN Tower and Whitehall

- Albany—Island Creek Yard—Standard Oil Co.—South Rack track—Overhead steam pipe.
Canopy on side of freight house.
Stewart Coal Co. track—Enclosure over track.
Babbit Co. track—Door in building.
Bridge No. 0.76—Three industrial tracks—Hygenic Ice Co., Albany Hardware & Iron Co., Peter McCabe—main tracks.
Bridge 0.74—West yard tracks 1-2-3 Weidman Ward Co. track—Two main tracks—East yard track No. 5.
Industrial Connecting track.
Bridge 0.69—Two main tracks—West yard tracks 1-2-3, East yard tracks 6-7-8—Industrial connecting track.

SPECIAL INSTRUCTIONS

Maiden Lane—Bridge °0.05—0.05 miles south of Albany.
Hudson Navigation Co. track—bridge 0.05—0.05 south of Albany.

Side track west of Hudson Navigation Co. track—Bridge 0.05—0.05 miles south of Albany.

Livingston Avenue—Bridge 0.87—0.87 miles north of Albany.

Water Street Branch—Bridge WS °0.88—0.88 miles north of Albany.

Albany Terminal & Security Warehouse track, Colonie Street—Door in building.

Albany Terminal & Security Warehouse track, Monroe Street—Door in building.

James McKinney & Son track—Gate and unloading crane.

Albany—McEwan Coal Co. track—Canopy over coal hopper north and south tracks.

Albany Terminal & Security Warehouse track—Serving A. & P. Co.—Door in building.

Iroquois Mill Work Corporation track off Mill Street spur—Movable crane.

Bridge Street—Bridge No. °1.56—Two mains and 2 sidings 1.56 miles north of Albany.

New York Power & Light Co. track—Steam line over track.

Robinson Clay Products Co. track—5 telephone wires over track.

Albany Felt Co. track—Conveyor brace over track.

Albany Steel and Iron Co. track—Unloading crane, unloading boom over east and west door.

Simmons Machine Tool Corporation Incorporated track—Door in building north and south.

Simmons Machine Tool Corporation Incorporated track—Albany Corrugated Container Co.—Unloading boom over track.

Menands—Albany Car Wheel Co. track—Unloading boom on most easterly track.

Albany Car Wheel Co. track—Steam hoist—Two over middle track and 1 over most westerly track.

Montgomery Ward Co. tracks—Doors in 4 tracks B-B1-C-C1.

Troy Road Bridge—Bridge No. °2.88—0.54 miles south of Menands.

Taylor Truck Co. track—Canopy over track.

Colonie—Ludlum Steel Co. east of trestle—Movable crane and door in building.

Ludlum Steel Co.—2nd track east of trestle—6-inch steam line over track.

Ludlum Steel Co.—3rd track east of trestle—2-inch pipe and 6-inch steam line over track.

Ludlum Steel Co.—Most easterly track—canopy over track.

Colonie Yard—Building No. 29—Freight Car Shop—4 doors each north and south.

Building No. 28—Planing Mill—1 door each north and south.

Building No. 27—Pipe Shop—1 door each north and south.

Elevated track on trestle leading to boiler room building No. 11—4 power wires—Acetylene pipe—north and south runway of 5 ton crane—power wire and cable into power house—door to boiler room.

Building No. 3—Hammer Shop—1 door south side.

Engine house—South side 1 door north side 30 stalls.

Turntable track—Frame over turntable.

Building No. 1—Erecting Shop—steam pipe over track.

Coal Dock—Enclosure over track.

Round House tracks D5—D3c—10 coal chutes 1 sand spout two brackets each side of coal trestle.

United States Arsenal tracks—1 door Shop 35, doors north and south east end of big gun shop—north and south doors west end big gun shop—1 door boiler room—north and south doors liner shop.

Overhead trolley wires over all tracks within walls.

Adirondack Steel Co.—easterly track—6-inch steam line.

Watervliet—Thomas C. Boswell track—door in building.

Symansky Bros. track—doors east and west, 10-inch pipe line in building—Power line for crane in building—2 1-inch pipe lines in building.

New York Central bridge °6.68—0.54 miles north of Watervliet.

Cohoes—Peck Coal Co. track—north and south portals shed over coal hopper.

Cohoes Rolling Mill track—door in building.

Ballston—American Hide and Leather Co. track—Canopy over loading space—Door in building and covered electric hoist.
Dry Bridge—Bridge No. °34.06—2.33 miles north of Ballston.

Saratoga Springs—Baker and Shevlin Mfg. Co. track—Doors east and west ends—2 roof trusses east and west side inside of shop.

Saratoga Coal Co. track—Congress Avenue plant—Canopy over coal pocket.

Saratoga Coal Co. track—Church Street plant—north and south portals of coal pocket.

Coaling plant hopper track—Enclosure over track north and south ends.

Ash pit track—2 coal chutes.

No. 4 yard track—2 coal chutes.

Engine house—doors 10 stalls.

Turntable track—Bracket for guy wires.

Tracks to stalls 3-4-8-9—Guy wires—power cable.

Fort Edward—Engine house tracks—2 doors north and south end.

Whitehall—Coaling plant track—Enclosure north and south end.

Coal track east of pockets—coal chutes.

Dump track west of coal pocket—coal chute.

Coal chute track north of pocket—sand spout.

Engine house—Doors 25 stalls.

Turntable track—center bracket.

Track to stall 20—Guy wire and power line over track.

Car Repair Shop—North and south 2 doors each.

WX Cabin and River Street, Troy

Watervliet—Reynolds Chalou Co. track—5 power wires over track.

Green Island—N. Y. C. Bridge—Bridge No. GO-6.71—0.57 miles south of Green Island.

Troy—Hudson River—Bridge No. T-17.61—0.32 miles north of Troy.

Green Island and Waterford Jct. via Waterford

Green Island—Sweet and Doyle track—north and south doors in building south of Center Street—South door in building north of Center Street.

Green Island—Repair and Blacksmith Shop—South end, 5 doors—north end, 4 doors.

Green Island—Ford Motor Company track—track nearest river—movable crane. Door in northeast end of main shop.
Barnes—Bridge No. T-15.75—1.68 miles north of Green Island.

Cohoes—Perkins Petroleum Products Co. track—9 unloading pipes.

Peterson & Packer Coal Co. track—shed over coal hopper.
Rensselaer Valve Co. track—3 unloading cranes south, middle and north.

Waterford—Sprout—Bridge No. T-14.21—0.74 miles south of Waterford.

SPECIAL INSTRUCTIONS

Saratoga Springs and North Creek

Corinth—Sterling Coal Co. track in International Pulp and Paper Co. Yard—Canopy over coal pocket.
(International Pulp and Paper Co. tracks, Palmer Falls) as follows: Wood conveyor over main lead. Track west of big mill—foot bridge, covered 6-inch steam line 2-inch pipe line, covered walkway, 2-inch pipe line, I-Beams, covered 2-inch pipe line.

Stony Creek—Stony Creek—Bridge No. A-66.55—0.42 miles south of Stony Creek.

Thurman (Warrensburg Branch)—Flood Bridge—Bridge No. WH-72.56—0.27 miles south of Thurman.

Hudson River—Bridge No. WH-72.68—0.39 mile south of Thurman.

Warrensburg (Warrensburg Branch)—Pasco & Son track—North and south canopies over unloading doors.

North Creek—Minerva Road—Bridge No. A°94.30—0.31 mile south of North Creek.

Fort Edward (South Glens Falls Branch)

Fort Edward—Bridge No. SGF-0.54.39—2.61 miles south of Fort Edward.

Hudson Falls (Fenimore Branch)

Hudson Falls—Union bag and Paper Co. track—Upper track—door in Souten Mill.

Glens Falls (Coolidge Branch)

Glens Falls—Most easterly track off Coolidge Spur—Overhead building.

Fort Edward and Lake George

Fort Edward—International Pulp and Paper Co. track—Covered loading shed over easterly and westerly tracks. North and south doors engine storage shed.

McCrea Street—Bridge No. LG°55.92—0.44 mile north of Fort Edward.

Hudson Falls—Griffin Lumber Co. track—4 power wires over track.

Bronk Lumber Co. track—North and south doors lumber storage shed.

Sandy Hill Iron and Brass Co. track—Canopy over loading platform—Door in pattern shop and 2-inch pipe line over track.

United Wall Paper Co. track—covered passageway over track.

Union Bag and Paper Co. coal trestle track—Power and guy wires over track—Trolley wires over several tracks.

Imperial Color Works track—Covered passageways north and south.

Imperial Color Works back track—6-inch steam line.

Glens Falls—Feeder Canal—Bridge No. LG-59.94—1.01 miles south of Glens Falls.

Singleton Coal Co. track—Shed over coal pockets.

Glens Falls Machine Co. track—Unloading crane.

Glens Falls Coal Co. track—Canopy and shed over coal hopper.

Whitehall and State Line

Whitehall—Champlain Spinners, Inc. track—Steam lines in wood box.
Wood Creek—Bridge R77.95—0.45 mile north of Whitehall.

Poultney and Eagle Bridge

Hampton—Staso Milling Co. Middle track—canopy between silo and loading shed. Northerly track—conveyor over tracks.

Granville—Mettowee River—Bridge W-107.15—0.14 mile south of Granville.

Shushan—Battenkill—Bridge W-133.05—0.89 mile south of Shushan.

Cambridge—McGhee Coal Co. track—shed over coal pockets.

Eagle Bridge—Dry Bridge—Bridge No. WO-141.76—1.25 miles north of Eagle Bridge.

Whitehall and Rouses Point

Whitehall—Boardman Street—Bridge No. °77.48—0.08 miles north of Whitehall.

Division Street to Clinton Avenue—Bridge °77.96—0.56 miles north of Whitehall.

Fort Ticonderoga—Tunnel—Portals of tunnel—1.48 miles north of Fort Ticonderoga.

Port Henry—Engine house tracks—3 engine house doors.
Ore Railroad—bridge °116.91—0.19 mile north of Port Henry.

Willsboro—Tunnel—Tunnel portals—2.92 miles north of Willsboro.

Valcour—Farm road—bridge No. °160.00—0.90 mile south of Valcour.

Farm road—bridge No. °160.36—0.54 mile south of Valcour.

South Junction Coaling Plant—Coal tracks—coal hopper over tracks.

Coal track—coal chute track east of main track.

Plattsburg—Military Reservation—Bridge No. °166.33—1.24 miles south of Plattsburg.

Machine shop track—door on east and west of machine shop.

Turntable track—bracket over turntable.

Engine house tracks—roundhouse doors 10 stalls.

Coaling track—chute under coal hopper.

Dump track—coal chute and sand spout.

New track and coal chute track—Steam pipe over tracks.

Track between engine house and machine shop—steam pipe over tracks.

Cumberland Avenue—Bridge No. °167.88—0.31 mile north of Plattsburg.

Berst, Forster, Dixfield Co. track—2 Bascule bridges across 2 tracks.

Plattsburg Coal Co. track—Coal chute over tracks.

West Chazy—Bridge No. °176.36—0.47 mile south of West Chazy.

Chazy—Chazy Marble Lime Co. track—Stone Crusher over track.

Rouses Point—Inter-Provincial Lumber Co. tracks—Doors over tracks.

Engine House tracks—Roundhouse doors 7 stalls.

Turntable track—bracket over turntable.

SPECIAL INSTRUCTIONS

Ausable Forks and South Junction

Ausable Forks—Rogers track—Bridge °182.68—0.86 mile south of Ausable Forks.

Lake Placid and Bluff Point

Lake Placid—Hurley Bros. track—2 electric wires over track. Turntable track—bracket over turntable.

Saranac Lake—Moody Pond—Bridge Co. 233.79—0.5 mile south of Saranac Lake.

Lyon Mountain—C. O. & I. Co. Sintering track—Loading hopper over track.

Old Line—C. O. & I. Co. Stone loading track—Stone loader and canopy over track.

C. O. & I. Co. Culm track—Door in building.

SUSQUEHANNA DIVISION**KN Tower and Binghamton**

Delmar—Normanskill Bridge 2.92—2.64 miles north of Delmar.

Slingerlands—Kilmers Bridge °6.79—0.24 mile north of Slingerlands.

Delanson Yard—Coal Mixing and Storage Plant—Three tracks under sheds.

Esperance—Fuller Coal Pocket track—Timber enclosure over pockets.

Central Bridge—Sheffield Farms Company track—Overhang of roof.

Howes Cave—Helderberg Cement Co. (Hill track)—Conveyor pipe.

Cobleskill—Cobleskill Coal Co. track—Overhanging coal conveyor.

Richmondville—Richmondville Feed & Coal Co. track—Enclosure over coal pockets.

Oneonta—East End Lumber Co. track—Overhang of roof.

East End Lumber Co. track—Overhang of roof.

Oneonta Improvements Co. track—Conveyor over track.

Oneonta Coal & Supply Co. track—Enclosure over coal pockets.

Oneonta Coal & Supply Co. track—Enclosure over coal pockets.

Elmore Milling Co. tracks—Canopy and pipes over tracks. Main Street Bridge °81.94—0.24 mile south of Oneonta station.

Main Street Bridge °81.94—2 sidings east and 1 west of main line.

Richards Crossing Bridge °83.50—1.8 miles south of Oneonta 2nd and 3rd tracks east of main line and 8 yard tracks west of main line.

Coal Trestle track—15 coal chutes on east side over coaling tracks F-1-a and F-3—Sand pipe on each side.

New Roundhouse—Doors, 25 stalls.

Old Roundhouse—Doors, 27 stalls.

Frame over turntable.

Steam pipes over turntables track F-6-d between old and new roundhouse.

Car Shop No. 7—3 doors at North and South ends and traveling crane in shop.

Power house trestle track—Enclosure over trestle.

Lumber Mill Building No. 17—Door in building, north end.

Coach Repair Shop No. 18—4 Doors in south end, 1 door north end.

Steel Shop Building No. 6—1 door at north and south ends

Lumber traveling crane north of Building 17—1 track.

Sheffield Farm Co. track—Overhead pipes, bridges and shed roof.

Southern New York interchange track—Trolley contact conductor.

Otego—Ryndes Bridge 86.83—2.85 miles north of Otego.

Susquehanna River Bridge No. 89.33—0.35 mile north of Otego.

Sidney—Bloxham track—Enclosure over track.

Bainbridge—Hovey Feed & Coal Co. track—Enclosure over track.

Harpursville—Farm Road—Bridge No. °119.65—0.65 mile north of Harpursville.

Tunnel—Binghamton Tunnel—0.59 mile north of Tunnel—Portals north and south.

Binghamton—Chenango Street Bridge °142.53—0.06 mile north of Binghamton.

City of Binghamton track—Enclosure over track.

Turntable track—Frame over turntable.

Engine House track—Doors to Roundhouse 12 stalls.

Coal trestle track—Steam pipes over track.

Coaling track E-3-e 2 Coal chutes and 1 sand pipe over track.

Coaling track E-3-b 2 Coal chutes and 2 sand pipes over track.

Coaling track E-3—Unloading and conveyor over track.

Mechanicville Yard

Mechanicville Yard—Finch Pruyn Lumber Co. Overhanging eaves buildings Nos. 1 and 6.

North and south door at Lumber shed No. 2—Eaves on lumber storage shed.

Sand spout over ash pit track—Round house door 5 stalls—Turntable track—bracket over turntable—Track to stall No. 1—power line over track.

WY Tower and DJ Cabin

Alplaus—Boston & Maine Bridge—Bridge No. BO-40.75—0.54 mile north of Alplaus.

Mohawk—Turntable track—Pipe frame and cable over turntable.

Engine House tracks—Round House doors 9 stalls.

Dump track—Sand pipe over tracks.

Engine Shelter.

Schenectady—Kellam and Shaffer track—Enclosure over west track.

Schenectady—Schenectady Coal Co. tracks—Enclosure over both tracks.

Buff Fuel and Oil Corp. tracks—Enclosure over tracks.

Kreusie Avenue—Bridge No. SO-40.59—0.86 mile south of Schenectady.

Weiczynasky track—Enclosure over track.

Weber Electric Co. tracks—Enclosure over both tracks.

So. Schenectady—Bridge P—Bridge No. SO-37.65—0.28 mile north of South Schenectady.

West Shore Crossing—Bridge No. SO-38.02—0.65 mile south of South Schenectady.

Fort Hunter Turnpike—Bridge No. SO-37.38—0.01 mile north of South Schenectady.

Cooperstown and Cooperstown Jct.

Cooperstown—Wood Brothers track—Enclosure over coal pockets.

Hall track—Enclosure over coal pockets.

Turntable track—Frame over turntable.

Phoenix Mills—Susquehanna River—Bridge No. CO 88.64—0.35 mile south of Phoenix Mills.

Hartwick Seminary—Susquehanna River—Bridge No. CO 80.36—0.21 mile north of Hartwick Seminary.

Portlandville—Susquehanna River—Bridge No. CO 80.03—1.32 miles north of Portlandville.

Cooperstown Junction—G1/2 Bridge No. CO °76.04—0.5 mile north of Cooperstown Junction.

PENNSYLVANIA DIVISION**DV Cabin and KY Cabin**

Centre Village—Bridge 3.15—0.80 mile north of Centre Village. Farm Road—Bridge °3.43—0.52 mile north of Centre Village.