

# The New York Central Railroad Company

**HUDSON DIVISION**

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**MOHAWK DIVISION**

## Time-Table No. 56

**FOR EMPLOYEES ONLY**

**EFFECTIVE**

**12:01 A. M., Eastern Standard Time**

**Sunday, November 1, 1942**

**W. H. WOOD,**  
Superintendent

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## COMPANY SURGEONS

**ALBANY:** A. M. Dickinson, 302 State St.  
Phone: Office and Residence 3-8422.  
J. S. McCormick, 508 Madison Ave.  
Phone: Office and Residence 4-1068.  
E. A. Vander Veer, 224 State St.  
Phone: Office and Residence 4-9220.

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

**BEACON:** Julius Haight, 67 Fishkill Ave.  
Phone: Office and Residence 761.  
Leo Murphy, 36 Church St.  
Phone: Office and Residence 62.

**CANASTOTA:** J. H. Sullivan, 203 S. Main St.  
Phone: Office and Residence 2021.  
G. S. Pixley, 129 Center St.  
Phone: Office and Residence 254.

**COLD SPRING:** Coryell Clark, Fair St.  
Phone: Office and Residence 13.

**CROTON-ON-HUDSON:** N. P. Brooks, 73 Grand St.  
Phone: Office and Residence 3267.  
L. V. Feichtner, Van Wyck Gardens.  
Phone: Office and Residence 3780.

**EAST SYRACUSE:** A. W. Marsh, 200 W. Manlius St.  
Phone: Office and Residence 3-3629.  
H. A. Marsh, 200 W. Manlius St.  
Phone: Office and Residence 3-3629.

**FRANKFORT:** B. J. Kelly, 141 E. Main St.  
Phone: Office and Residence 1114.

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

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

**LITTLE FALLS:** J. J. McEvilly, 590 E. John St.  
Phone: Office and Residence 475.

**MINGA:** F. I. Bishop, 24 N. Main St.  
Phone: Office and Residence E. Syracuse 222-E.

**ONEIDA:** J. F. Rommel, 131 Lenox Ave.  
Phone: Office 189.  
Otto Pfaff, 224 Lenox Ave.  
Phone: Office and Residence 487.

**PEEKSKILL:** W. S. Martens, 122 Nelson Ave.  
Phone: Office and Residence 110.  
F. A. Snowden, 108 Depew St.  
Phone: Office and Residence 74.

**POUGHKEEPSIE:** J. H. Dingman, 40 S. Hamilton St.  
Phone: Office and Residence 2414.  
Leo Murphy, 100 Market St.  
Phone: Office 682.

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

**RENSSELAER:** Burton W. Wilcke, 203 Washington Ave.  
Phone: Office and Residence 3-7271.

**ROME:** J. H. Whaley, 212 N. Washington St.  
Phone: Office and Residence 180.  
D. Mellen, 305 N. Washington St.  
Phone: Office and Residence 72.

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

**SCHENECTADY:** E. M. Stanton, Medical Arts Bldg.  
Phone: Office 4-5336.  
C. W. Woodall, Medical Arts Bldg.  
Phone: Office 4-5336.

**SELKIRK:** T. M. Holmes, 455 Kenwood Ave., Delmar.  
Phone: Office and Residence 9-1176.

**SYRACUSE:** B. W. McCuen, 1206 State Tower Bldg.  
Phone: Office 2-5520.  
L. P. Ransom, 800 S. West St.  
Phone: Office 5-6397.

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

**UTICA:** Wm. Hale Jr., 272 Genesee St.  
Phone: Office and Residence 4-7516.  
W. B. Roemer, 1345 Oneida St.  
Phone: Office and Residence 2-2214.  
J. H. Kelley, 311 Gas and Electric Building.  
Phone: Office and Residence 2-0217.

## OCULISTS

**ALBANY:** G. S. Munson, 261 State St.  
Phone: Office and Residence 3-0292.  
R. C. Kemp, 343 State St.  
Phone: Office and Residence 5-2146.

**BEACON:** B. L. Browning, 208 Grand St., Newburgh.  
Phone: Office Newburgh 1927; Residence Beacon 445.

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

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

**UTICA:** J. W. Fleming, 246 Genesee St.  
Phone: Office and Residence 2-0814.

## HOSPITALS

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

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

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

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

**COLD SPRING:** Julia Butterfield Memorial, Paulding Ave.  
Phone: 142.

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

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

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

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

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

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

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

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

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

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

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

**UTICA:** St. Elizabeth's, 2209 Genesee St.  
Phone: 2-2161.  
St. Luke's Home & Hospital,  
1506 Whitesboro St.  
Phone: 2-3141.  
Faxon, 1678 Sunset Ave.  
Phone: 2-3101.

## FIRST AID STATION

WEST ALBANY, Between Locomotive and Car Shops.  
Phone: 3-2211 ex. 324.

## SPECIAL INSTRUCTIONS

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

### A1. OTHER RAILROADS.

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

### B3. LAWS AND REGULATIONS.

#### Safety Appliance Laws.

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

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

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

#### Hours of Service Law.

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

#### Handling Explosives and Dangerous Articles.

Bureau of Explosives Pamphlets 20F and 20G, effective January 7, 1941, govern.

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

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

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

#### Orders of Commissions.

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

### M1. THIRD RAIL.

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

#### Hudson Division.

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

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

### 1. STANDARD TIME.

Eastern Standard Time is in use.

### 3. STANDARD CLOCKS.

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

Poughkeepsie	{ Engine house.
	{ Passenger station.
Selkirk Yard	{ Engine house.
	{ East bound classification yard office.
	{ General yard office.
	{ West bound advance yard office.
Rensselaer	Engine house.
Troy	Telegraph office.
Albany	{ Train dispatchers office.
	{ Station masters office.
Schenectady	{ Engine house.
	{ Passenger station.
Little Falls	Signal Station 24.
Herkimer	Signal Station 26.
Utica	{ Engine house.
	{ Yard masters office.
	{ Station masters office.
De Witt	{ Yard office, west end east bound advance yard.
	{ Engine house.
	{ West end, yard office.
Syracuse	{ Crew dispatchers office.
	{ Chief train dispatchers office.
	{ Yard office, Geddes St.

### 6. LETTERS AND SIGNS.

‡ Stop for mail.

‡ Stop on signal to discharge passengers.

# Stop on signal daily except Sunday to discharge passengers from Rochester and beyond; Sunday regular stop.

□ Stop Sunday.

B Stop on signal to discharge passengers from New York.

E Stop on signal to discharge passengers from New York and receive passengers for Poughkeepsie.

H Stop on signal to discharge passengers from Albany and points east.

I Stop on signal to discharge passengers from Cleveland and beyond.

K Stop on signal to receive passengers for points west of Buffalo.

M Stop Saturday.

P Stop on signal to receive passengers.

T Stop on signal to discharge passengers from points west of Buffalo.

X Stop on signal to receive passengers for west of Buffalo and Adirondack Division points.

Y Stop daily except Sunday.

Z Stop Sunday to discharge passengers from New York.

° Use Track No. 3 westward or Track No. 4 eastward.

### 12. HAND, FLAG AND LAMP SIGNALS.

#### Mohawk Division.

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

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

### 13. EMERGENCY SIGNALS.

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

### 14. ENGINE WHISTLE SIGNALS.

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

#### Hudson Division.

Sound	Indication
o o o o o	To be sounded passing Signal Station 90 by trains destined Troy. At Signal Station 90 for Hudson siding.



**Sound**                      **Indication**  
 — o — Trains requiring water at east end of westward receiving yard, Selkirk to be sounded by B. & A. and Hudson Division trains passing Signal Station SM and River Division trains passing Ravena.  
 Signal Station RJ. Engine of Eastward freight train requires water at South Schenectady.  
 Signal Station 26. Engine of Westward train requires water or coal at Utica.  
 Signal Station 34. Engine of freight train on Track No. 4 requires water at Utica.  
 Train on Track No. 1 or Track No. 2 requires water. To be sounded passing signal station preceding last facing crossover to the rear of water station.  
 o o o o Train on Track No. 1 or Track No. 2 has defective engine or equipment and should be diverted.  
 o o o o o Signal Station 3, 16, 30, 31 and 48. Train for West Shore.  
 Signal Station 31. Westward train for St. Lawrence Division, or freight train having work at Rome.

**19. MARKERS.**  
 Lights in fixed receptacles will be used as markers on cars so equipped.  
 Troy and Schenectady Branch.  
 Dolgeville Branch.  
 A red flag by day and a red light by night will be displayed to indicate the rear of the train.  
 Rule 19 modified accordingly.

**21a. OMISSION OF WHITE SIGNALS.**  
 The display of white signals will be omitted by extra trains.

**33d. CLEARING OF TRAINS.**  
 On two or more tracks, trains will be cleared at initial stations by signal indication.  
 Trains will not leave the following stations without Clearance Form A.

**West Shore:**  
 New York Mills, Westward trains.  
 Kirkville Jct., Eastward trains.  
**T. & S. Branch:**  
 Troy, Westward T. & S. trains.  
 Green Island, Westward T. & S. trains.  
 Schenectady, Eastward T. & S. trains.  
**Dolgeville Branch:**  
 Signal Station 24, Westward trains.  
 Dolgeville, Eastward and Westward trains.

**93. YARD LIMITS.**  
**Main Line:**  
 Poughkeepsie.  
 Signal Station 99 and Schenectady, inclusive. Tracks No. 3 and No. 4.  
 Signal Station 98 and automatic signal 14751, inclusive. Tracks No. 1 and No. 2.  
 Amsterdam, except Tracks No. 1 and No. 2.  
 Fonda, except Tracks No. 1 and No. 2.  
 St. Johnsville, except Tracks No. 1 and No. 2.  
 Little Falls and Herkimer, inclusive, except Tracks No. 1 and No. 2.  
 Harbor and Utica, inclusive, except Tracks No. 1 and No. 2.  
 Oneida and Canastota, inclusive, except Tracks No. 1 and No. 2.  
**West Shore:**  
 Ravena and Voorheesville, inclusive.  
 Signal Station SM and Unionville.  
 Signal Station 7 and South Schenectady, inclusive.  
 Rotterdam Jct.  
 South Amsterdam.  
 Canajoharie.  
 Ilion and Frankfort, inclusive.  
 Harbor and New York Mills, inclusive.  
**T. & G. Branch:**  
 Rensselaer and Forbes Avenue, inclusive.  
 Automatic Signal 411 and Troy, inclusive.  
**T. & S. Branch:**  
 Green Island and Cohoes, inclusive.  
 Schenectady and Aqueduct, inclusive.  
**Dolgeville Branch:**  
 Salisbury Center.  
 Dolgeville.  
 Little Falls.  
 Passenger trains must be given full protection at all times.

**D-97. WORK EXTRAS.**  
 On two or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

**98. RAILROAD CROSSINGS AT GRADE.**

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

\*A signal indicating stop may be passed only on hand signal from trainman standing on crossing. Trainman must, before giving hand signal, observe that all signals governing movements over crossing are indicating stop, that no train is approaching on any track, and then only after he has unlocked box at crossing and opened crossing switch. After train passes, crossing switch must be closed and box locked.  
 \*A train standing on Track No. 6 east of crossing, Track No. 5 or eastward siding west of crossing, must not pass "clearing section" signs located 120 feet in rear of dwarf signals governing movements from these tracks except to move over crossing.

**98. DRAWBRIDGES.**

Location	Signals
New Hamburg	Wappinger's Creek
Albany	Hudson River

**103. PUBLIC CROSSINGS AT GRADE.**  
 Trainmen must flag trains or engines over following crossings:

**Rensselaer:**  
 Teller's Crossing, yard tracks.  
**South Bethlehem:**  
 Jevick Road, 11,089 feet west of station.  
**Feura Bush:**  
 Highway Crossing west of station.  
**Amsterdam, Kelloggs Branch:**  
 Main St. Crossing.  
**South Utica:**  
 Kembel St.                      Genesee St.  
 Oneida St.                      Sunset Ave.  
**South Utica: 7:00 A.M. until 7:00 P.M.**  
 Rutger St.                      Conkling Ave.  
 Bacon St.                      Taylor Ave.  
 Albany St.                      Square St.  
 Kossuth Ave.                      Seymour Ave.  
 Mohawk St.                      Arthur St.  
 Eagle St.  
**Rome Industrial Track:**  
 Dominick St.                      Whitesboro St.  
 Fifth St.                      James St.  
 Mill St.                      Ridge St.  
 Bouck St.  
**Clark Mills:**  
 Clinton St.  
**Hecla:**  
 Highway No. 302  
**Vernon:**  
 Vernon St.                      Dairymen's League Crossing  
**Oneida Castle:**  
 Broad St.                      State St.  
**Wampsville:**  
 Court St.  
**Canastota, West Shore:**  
 Peterboro St.                      Main St.  
**Chittenango:**  
 Chittenango Rd.

Trains will come to a stop before passing over the following crossings:  
**Ravena:**  
 State Highway Crossing, 11,035 feet west of station.  
**Vernon:**  
 Bronson's Crossing, 10,581 feet east of station.  
 Trains will stop and Trainmen must flag over the following crossings:  
**South Amsterdam:**  
 Minaville Road                      Bridge St.

**Canajoharie:**  
 Church St.  
**South Little Falls:**  
 Flint Ave.                      Bellinger St.  
**Jacksonburgh:**  
 Fort Herkimer Road.

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

**Canajoharie:**  
 Trains stopping for water must not obstruct crossing east of water column.  
**Herkimer, Signal Station 26:**  
 Trains on Track No. 4 stopping west of home signal must stop west of Caroline St. crossing.

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

**Spring Switches.**  
 Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.  
 Trainmen must not unlatch lever for hand operation until switch points have completed automatic movement caused by the passage of train or engine.

**Hudson:**  
 Track No. 2, approximately 2 miles east of Signal Station 82. Normal position for Track No. 2. Trainmen must obtain permission from signalman at Signal Station 82 before moving from siding to Track No. 2. Additional instructions in telephone box located at switch.

**Unionville:**  
 At junction of Track No. 7 Connection and Track No. 5 Connection. Normal position is for Track No. 7. Westward movements will trail this switch.  
 If train is stopped at interlocking signals, trainmen must obtain instructions from Train Dispatcher. Additional instructions in telephone box located at Track No. 5 Connection interlocking signal.

**Electrically Locked Switches.**  
**Roa Hook:**  
 Track No. 1 to Siding electrically controlled from Signal Station 37. When using this switch communicate with Signal Station 37 by telephone located on loading platform.

**Hudson:**  
 Track No. 1 to B & A, located 900 feet west of Signal Station 84, electrically controlled from Signal Station 84. When using this switch communicate with Signal Station 84 by telephone.

**South Schenectady:**  
 Carman Detour to Government Plant, located 16080 feet west of Signal Station 7, electrically controlled from Signal Station 7. When using this switch communicate with Signal Station 7 by telephone.

**Schenectady:**  
 Switch at east end of yard must be unlocked and locked in accordance with instructions posted in box adjacent to switch.

**Little Falls:**  
 Track No. 4 to siding, located 880 feet east of Signal Station 24, electrically controlled from Signal Station 24. When using this switch communicate with Signal Station 24 by telephone.

**Herkimer:**  
 Track No. 2 to siding, located 9340 feet east of Signal Station 26, electrically controlled from Signal Station 26. When using this switch communicate with Signal Station 26 by telephone.

**Utica:**  
 Trailing crossover Track No. 4 to yard, located 4425 feet east of Signal Station 31 and facing crossover Track No. 4 to yard, located 4445 feet east of Signal Station 31, are electrically controlled from Signal Station 31. When using these crossovers communicate with Signal Station 31 by telephone.

**Oneida:**  
 Track No. 4 to O & W Connection, located 3375 feet east of Signal Station 39, electrically controlled from Signal Station 39. When using this switch communicate with Signal Station 39 by telephone.

Track No. 4 to yard, located 2710 feet east of Signal Station 39, electrically controlled from Signal Station 39. When using this switch communicate with Signal Station 39 by telephone.

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

**Two or more Tracks:**  
 Capacity based on 44-foot cars.

	Westward	Eastward	Westward and Eastward
Poughkeepsie:			
Westward, between remote-controlled switch and Signal Station 58.	154	....	....
Hudson	246	235	....
Herkimer	....	77	....
Rome	173	194	....
Oneida:			
Between Tracks No. 3 and No. 4	....	....	187
South of Track 2	....	61	....
Voorheesville:			
First Track north of Track No. 5	89	....	....
Second Track north of Track No. 5	69	....	....
Track south of Track No. 4	....	60	....
South Amsterdam	40	....	....
New York Mills	18	41	....
Single Track:			
Cohoes	....	....	43
Crescent	....	....	14
Aqueduct	....	....	16
Oneida Castle	....	....	17
Canastota	....	....	77

**107. STATION STOPS.**  
**Hudson:**  
 Eastward passenger, mail and express trains making station stop will not proceed to station platform until proceed indication is given by automatic signal 11482 or permission is received by telephone from signalman at signal station 84.

**109. BULLETIN BOARDS AND BOOKS.**  
 Bulletin Orders posted in books must be signed for by Train and Yard service employees.  
 Harmon..... Enginemens room.  
 Croton-on-Hudson... Rest car.  
 Peekskill..... Passenger station.  
 Poughkeepsie..... Engine house.  
 Hudson..... Passenger station.  
 Hudson..... Signal Station 84.  
 Selkirk..... Engine house.  
 Selkirk..... Eastbound classification yard office.  
 Selkirk..... General yard masters office.  
 Selkirk..... Ice House.  
 Selkirk..... Westbound advance yard office.  
 Rensselaer..... Engine house.  
 Albany..... Yard masters office.  
 Albany..... Station masters office.  
 Troy..... Yard office.  
 Troy..... Telegraph office.  
 Schenectady..... Yard office.  
 Schenectady..... Engine house.  
 Fonda..... Signal Station 16.  
 Little Falls..... Signal Station 24.  
 Utica..... Engine house.  
 Utica..... Yard masters office.  
 Utica..... Station masters office.  
 Utica..... Yard office, North yard.  
 Utica..... Yard office, West end eastbound advance yard.  
 DeWitt..... Yard office, Midway yard.  
 DeWitt..... Yard office, West end.  
 DeWitt..... Engine house.  
 Syracuse..... Crew dispatchers office.

**DESIGNATION AND USE OF MAIN TRACKS.**  
**Hudson Division.**  
**D-151.**  
**Two Tracks:**  
 Between Signal Station 37 and Signal Station 43. Signal Station 71 and Signal Station 98. Tracks are numbered from the south:  
 No. 2, No. 1.  
 Tracks will be used as follows:  
 No. 2, Eastward.  
 No. 1, Westward.



Between Signal Station 90 and Signal Station SM.  
Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward.  
No. 3, Westward.

**Four Tracks:**

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

Tracks are numbered from the south:

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

Tracks will be used as follows:

No. 4, Eastward—Passenger.  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Passenger.

**Mohawk Division.**

**Single Track:**

Between Signal Station 7 and WH.  
Ravena and Unionville.  
Green Island and Schenectady.  
Salisbury Center and Little Falls.  
New York Mills and Kirkville Junction.

**D-151.**

**Two Tracks:**

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

Tracks are numbered from the south:

No. 2, No. 1.

Tracks will be used as follows:

No. 2, Eastward.  
No. 1, Westward.

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

Tracks are numbered from the south:

No. 4, No. 3.

Tracks will be used as follows:

No. 4, Eastward.  
No. 3, Westward.

Between Unionville and Voorheesville.  
Rotterdam Jct. and New York Mills.

Tracks are numbered from the south:

No. 6, No. 5.

Tracks will be used as follows:

No. 6, Eastward.  
No. 5, Westward.

Between Voorheesville and Fullers.

Tracks are numbered from the south:

No. 4, No. 5.

Tracks will be used as follows:

No. 4, Eastward.  
No. 5, Westward.

Between Fullers and Rotterdam Junction.

Tracks are numbered from the south:

No. 5, No. 4.

Tracks will be used as follows:

No. 5, Westward.  
No. 4, Eastward.

Between Hoffmans and Rotterdam Jct.  
Harbor and Utica.

Tracks are numbered from the south:

No. 3, No. 4.

Tracks will be used as follows:

No. 3, Westward.  
No. 4, Eastward.

**Three Tracks:**

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

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

Tracks are numbered from the south:

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

Tracks will be used as follows:

No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 4, Eastward—Freight.

**Four Tracks:**

Between Signal Station 1 and Rock Cut, West Albany.  
Tracks are numbered from the south:

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

Tracks will be used as follows:

No. 2, Eastward—Passenger.

No. 1, Westward—Passenger.

No. 4, Eastward—Freight.

No. 3, Westward—Freight.

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

Signal Station 11 and Signal Station 44.

Tracks are numbered from the south:

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

Tracks will be used as follows:

No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Freight.  
No. 4, Eastward—Freight.

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

Between Signal Station 7 and WH.

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

Between Croton-on-Hudson and Kirkville.  
Signal Station 90 and Signal Station SK.  
Signal Station 100 and Troy.  
Unionville and New York Mills.  
Rotterdam Junction and Hoffmans.  
Harbor and Utica.

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

Signal Station	Tracks
Between Signal Station 43 and Croton-on-Hudson	No. 1
Between 54 and interlocking switch Track No. 2, 2,765 feet east of Signal Station 54; and Track No. 1, 2,381 feet east of of Signal Station 54.	No. 1, No. 2, No. 3 and No. 4.
Between 99 and 1.....No. 1, No. 2, No. 3 and No. 4. 1 and 3.....No. 1. 30 and 31.....No. 1, No. 2 and No. 3.	

**SPECIAL SIGNAL ASPECTS AND INDICATIONS.**

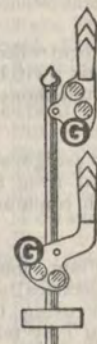


Fig. 38



Fig. 38A

281  
Proceed



Fig. 57



Fig. 58

281-A

Proceed approaching second signal at medium speed.

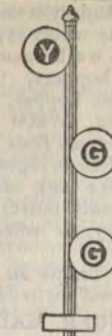


Fig. 59-B  
281-B

Proceed approaching next signal at limited speed.

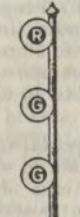


Fig. 59-C  
281-C

Proceed; limited speed within interlocking limits.



Fig. 72



Fig. 73

282-A

Proceed preparing to stop at second signal.



Fig. 104  
285-A

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

**290. RESTRICTED SPEED INDICATIONS.**

Engine and train crews will not accept signal indica-  
tion, Rule 290, Figures 175 and 181, to proceed  
through a block without instructions, except:

**Mohawk Division.**

Signal Stations 101, A and WH.

Rule 290 modified accordingly.

**293. SWITCH TARGETS.**

Lights on main track switches are not in use.

Between Croton-on-Hudson and Kirkville.

Stuyvesant and Signal Station SK.

Ravena and Kirkville Jct.

Troy and Schenectady.  
Little Falls and Salisbury Center.

Rule 293 modified accordingly.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Location	Signal	Indication
New York Mills, Semaphore.	Inclined 45 or 90 degrees	Proceed on N. Y. C.

**305. MANUAL BLOCK SYSTEM.**

Manual block system is in use:

**Single Track:**

Between Green Island and Schenectady.  
Little Falls and Salisbury Center.  
New York Mills and Kirkville Junction.

Rules 317-A and 331-A for absolute block for oppos-  
ing and following movements govern the move-  
ment of passenger trains.

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

**Two or more Tracks:**

Between a point 480 feet west of Central Ave.  
Bridge No. 364 West Albany and Signal  
Station 7, Track No. 4.

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

Harbor and New York Mills.

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

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

Except where Rule D-261 governs, Manual Block Sys-  
tem Rules will govern movements against the cur-  
rent of traffic.

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

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

**Single and Two or more Tracks:**

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

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

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

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

**373. BLOCK STATIONS.**

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

**505. AUTOMATIC BLOCK SYSTEM.**

Automatic Block System is in use:

**Single Track:**

Between Signal Station 7 and WH.

**Two or more Tracks:**

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

Signal Station 90 and Signal Station SK.



Signal Station 100 and Troy.  
Unionville and Harbor.  
Rotterdam Jct. and Hoffmans.  
Harbor and Utica.

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

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

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

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

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

Rule 611 modified accordingly.

Signal No. 4311 to west end of Fort Montgomery Tunnel, and Schodack Landing Cut.

If track is not in condition for movement of trains at normal speed, knife switches in white boxes on telegraph poles, except Schodack Landing Cut attached to track side of mast of Signal No. 13081, must be opened promptly to cause automatic signals to indicate "Stop; then proceed at restricted speed".

**515. WHEEL BASE.**

Engines with less than 28 feet wheel base must not be operated in automatic block system territory except when coupled to another engine or car.

Rule 515 modified accordingly.

**606. INTERLOCKING SIGNALS.**

Interlocking signals used as block signals will be indicated by the letters INT-M.B. in list of Stations, Office Calls, Signals and Telephones.

**668. INTERLOCKING.**

Hudson Division:

Location	Signal Station	Tracks
East of Garrison station.....	43	No. 4 to No. 2 No. 2 to No. 4 No. 1 to No. 2
East of drawbridge.....	54	No. 1 to No. 3 No. 3 to No. 1 No. 2 to No. 4 No. 1 to No. 3
8,000 feet east of.....	58	No. 1 to No. 3 No. 3 to Siding
11,613 feet east of.....	82	No. 1 to Siding

Mohawk Division:

WH .....	7	{ No. 4 to Carman Detour. No. 5 to No. 4.
9,504 feet west of.....	29	{ No. 4 to West Shore Conn. Utica Yard to No. 4 and to West Shore Conn.
9,503 feet west of.....	29	{ West Shore Conn. to No. 3. No. 3 to Yard Track north of No. 3.

Enginemen or trainmen finding signal governing movement over switch displaying stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

**703. MAKE-UP OF FREIGHT TRAINS.**

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed. Scale test cars must be hauled only in slow or local freight trains.

Caboose must be handled on rear of trains except as otherwise provided.

Multiple Unit equipment must not be handled in freight trains.

**705. LEAVING CARS ON SIDE TRACKS.**

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted

and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

South Schenectady: Trains on Track No. 4, leaving cars must cut off at west switches at west end of yard.

**824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.**

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

Trains containing more than 5 cars 60 ft. or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length are limited to 40 cars.

**841. U. S. MAIL.**

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 50 sacks— 3 ft.	251 to 300 sacks—18 ft.
51 to 100 sacks— 6 ft.	301 to 350 sacks—21 ft.
101 to 150 sacks— 9 ft.	351 to 400 sacks—24 ft.
151 to 200 sacks—12 ft.	401 to 450 sacks—27 ft.
201 to 250 sacks—15 ft.	451 to 500 sacks—30 ft.

Utmost care must be used in handling fragile (red label) parcel post mail.

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

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

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

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

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

All full mail cars and parts of cars having the legend 'United States Mail' or 'U. S. Mail' shall be reserved

exclusively for carrying the mails and shall not be used for any other purpose.

**HAND BRAKE TEST.**

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

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

**AIR BRAKES.**

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., effective February 1, 1930, is modified as follows:

Note:—It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

**Eastward Freight Trains.**

Between Voorheesville and Selkirk Yard.

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

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

Rule 1569, Rules for Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

**Automatic Signal 14762 to Signal Station 1.**

All pressure retaining valves must be turned up before leaving automatic signal 14762 or West Albany yard.

On trains departing from or running through West Albany yard running test must be made at Rock Cut. Other freight trains must be stopped by air brakes at automatic signal 14762 and running test made at automatic signal 14622.

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

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

**SPEED RESTRICTIONS.**

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

**GENERAL**

Unless Otherwise Restricted.

Circus trains with freight equipped cars.....	30
Engines, Classes B and U, under steam or being towed, except when pushing passenger, mail, express and milk trains from Albany to Signal Station 3.....	20
Engines other than Classes B and U not equipped with automatic train stop device, or when running backward where wayside equipment is not provided on both sides of the track, if an emergency requires such operation in train stop territory.....	30

Engines, Classes G, H, L-1 and L-2, light or with caboose.....	35
Engines running backward.....	30
Engines running backward by night over public crossings.....	15
Freight trains with pushers.....	30
Rail motor cars operating under their own power or being towed:	
M-14 and M-404.....	50
M-10 and M-201.....	55
All others.....	60
Passenger, Mail, Express and Milk Trains:	
Engines, Class H.....	40
Engines, Class L-2.....	60
Rail Detector car X8015.....	
Under own power or on rear of passenger train.....	40
Revenue freight trains with cranes moving on their own wheels.....	25
Snow plows and flangers.....	35
Switches and crossovers, other than interlocking, when diverging.....	10
Trains with scale test car or Jordan Spreader.....	25
Trains with dead engines not having all side or main rods.....	20
Work trains with locomotive cranes.....	30
At night, when operating against the current of traffic in automatic block or manual block territory, where switch lamps are not in use: <ul style="list-style-type: none"> <li>    Over all hand operated switches.....</li> </ul>	10
When train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling: <ul style="list-style-type: none"> <li>    Passenger, mail, express and milk trains....</li> </ul>	35
Other trains.....	20

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

**Main Line:**

Engines other than Classes G, H, L-1 and L-2, light or with caboose:		
Croton-on-Hudson and Rensselaer.....	45	35
Signal Station 3 and Signal Station 44.....	45	35
Freight trains:		
Less than 5000 tons:		
Croton-on-Hudson and Rensselaer....	55	55
Signal Station 3 and Signal Station 44.....	55	45
5000 to 6000 tons inclusive:		
Croton-on-Hudson and Rensselaer....	50	50
Signal Station 3 and Signal Station 44.....	50	45
More than 6000 tons.....	45	45
Passenger, Mail and Express Trains:		
18 cars or less:		
Croton-on-Hudson and Cold Spring..	60	60
Cold Spring and Rensselaer.....	75	75
Signal Station 3 and Gulf Curve, Little Falls.....	80	45
Gulf Curve, Little Falls and North Ilion.....	70	45
North Ilion and Signal Station 44....	80	45
Passenger Trains:		
19 to 25 cars inclusive:		
Croton-on-Hudson and Cold Spring..	60	60
Cold Spring and Rensselaer.....	65	65
Signal Station 3 and Gulf Curve, Little Falls.....	70	45
Gulf Curve, Little Falls and North Ilion.....	65	45
North Ilion and Signal Station 44....	70	45
26 to 30 cars inclusive:		
Croton-on-Hudson and New Hamburg..	60	60
New Hamburg and Rensselaer.....	65	65
Signal Station 3 and Signal Station 44.....	65	45
Milk Trains:		
18 cars or less:		
Croton-on-Hudson and Cold Spring... 60	60	
Cold Spring and New Hamburg..... 70	70	
New Hamburg and Rensselaer..... 75	75	
Signal Station 3 and Gulf Curve, Little Falls..... 75	45	



	Tracks	
	No. 1 & No. 2	No. 3 & No. 4
Gulf Curve, Little Falls and North Iliion	70	45
North Iliion and Signal Station	44	75 45
Mail, Express and Milk Trains.		
19 to 40 cars inclusive:		
Croton-on-Hudson and New Hamburg	60	60
New Hamburg and Rensselaer	65	65
Signal Station 3 and Signal Station 44	65	45
Passenger, Mail, Express and Milk Trains:		
With freight equipped cars:		
Croton-on-Hudson and Rensselaer	55	55
Signal Station 3 and Signal Station 44	55	45
Trains with steam cranes except as shown above:		
Croton-on-Hudson and Rensselaer	45	45
Signal Station 3 and Signal Station 44	45	35
Work trains:		
Croton-on-Hudson and Rensselaer	40	40
Signal Station 3 and Signal Station 44	40	35
	Tracks	
	No. 4	No. 5 & No. 6
West Shore:		
Engines, light or with cabooses.		
Unionville and Kirkville Junction	35	35 35
Work trains.		
Unionville and Kirkville Junction	35	35 35
Freight trains.		
Unionville and Voorheesville	45	45
Voorheesville and Rotterdam Jct.	45	45
Rotterdam Jct. and Kirkville Jct.	35	35
Freight trains more than 6,000 tons	30	30 30
Mail, express and milk trains.		
10 cars or less.		
Unionville and Voorheesville	60	60
Voorheesville and South Schenectady	45	60
South Schenectady and Rotterdam Jct.	45	50
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
11 to 14 cars inclusive.		
Unionville and Voorheesville	55	55
Voorheesville and South Schenectady	45	55
South Schenectady and Rotterdam Jct.	45	50
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
15 to 25 cars inclusive.		
Unionville and Voorheesville	50	50
Voorheesville and South Schenectady	45	50
South Schenectady and Rotterdam Jct.	45	50
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
26 to 40 cars inclusive.		
Unionville and Voorheesville	45	45
Voorheesville and South Schenectady	45	45
South Schenectady and Rotterdam Jct.	45	45
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
Passenger trains:		
10 cars or less.		
Unionville and Voorheesville	60	60
Voorheesville and South Schenectady	45	60
South Schenectady and Rotterdam Jct.	45	50
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
11 to 18 cars inclusive.		
Unionville and Voorheesville	55	55
Voorheesville and South Schenectady	45	55
South Schenectady and Rotterdam Jct.	45	50
Rotterdam Junction and Harbor	40	40
Harbor and Kirkville Junction	35	35
Passenger, mail, express and milk trains, with freight equipped cars.		
Unionville and Kirkville Junction	35	35 35

LOCAL	
Unless Otherwise Restricted.	
Main Line:	
Croton-on-Hudson and Poughkeepsie	
Passenger, Mail, Express and Milk Trains with engines Class L-2	55
Peekskill, curve at station and first curve west.	45
" curve east of M.P. 44	50
Between M.P. 43 and M.P. 45.	
Freight and work trains with engines Classes L-1, L-2, L-3B, and L-3C	35
Garrison, to discharge mail	20
Cold Spring, to discharge mail	20
New Hamburg drawbridge	60
Poughkeepsie through station.	
Tracks No. 3 and No. 4	40
Poughkeepsie, to discharge mail	20
Greendale, to discharge mail	20
Hudson, to discharge mail	20
" curves at station	50
" Engines Classes H and K over B&A transfer track	5
Signal Stations 84 and D.	
Rule 290	10
Signal Stations 100, A, B, 8, 16, 24, 26 and 31.	
Rules 287, 288 and 290	10
Rensselaer, curve at station	15
Rensselaer and West Albany, Tracks No. 3 and No. 4	15
Hudson River Passenger Bridge.	
Engines, Classes H-10, L-2, L-3B, and L-3C	10
Signal Station B.	
Rule 281, figure 37	15
Albany and Signal Station 3	
Passenger, mail, express and milk trains	
16 cars or less	
Track No. 1	25
Track No. 2	40
17 cars or more	
Track No. 1	25
Track No. 2	30
Freight, work trains and light engines	
Track No. 1, westward movements	25
Track No. 1, eastward movements	15
Track No. 2	15
Curve 1320 Ft. east of Central Ave. Bridge No. 364, West Albany, Track No. 2	70
Between Carman and Hoffmans, over bridges.	
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB	30
Schenectady grade curves	
Between M.P. 158 and M.P. 159	
Track No. 1	60
Track No. 2	50
Schenectady between State St. and Br. 381	
Tracks No. 1 and No. 2	45
Tracks No. 3 and No. 4	20
Tribes Hill, curve west of station, between east end of the curve and signal bridge located at mile post 182.2, Tracks No. 1 and No. 2	60
Signal Station 16, when diverging Track No. 4 to Track No. 2 and Track No. 1 to Track No. 3	20
Yosts, Big Nose curve, Tracks No. 1 and No. 2	60
Palatine Bridge 1000 ft. west of station	
Tracks No. 1 and No. 2	60
Little Falls, Gulf curve	
Tracks No. 1 and No. 2	45
Tracks No. 3 and No. 4	35
Herkimer, Bridge M-1 on Adirondack Div.	
Main track 750 ft. east of station	
Engines Classes H, J and L	10
Signal Station 30.	
Track No. 1	50
Signal Station 31.	
Track No. 2	50
Signal Station 34.	
Rule 287, figure 112, slow speed	20

NAME	
Industrial Tracks, from turnout leading to Air Depot to St. Lawrence Division Connection.	
Engines, Classes J, H-10, K-14 and L with 15,000 gallon tanks	10
Industrial tracks, over or through streets	8
Air Depot Reservation track	20
Hudson River Connecting R.R.	
Signal Station 90 and Signal Station SM.	
Track No. 3	40
Track No. 4.	
Milk trains	40
Other trains	30
Signal Station SM and Signal Station SK.	
Tracks No. 3 and No. 4	30
West Shore.	
Unionville.	
Track No. 5, eastward movements through spring switch	6
Fultonville, over Main St.	6
Sprakers, Rock Cut Mile Post 185.2 and Mile Post 185.9	15
Canajoharie, curve east of station	10
" over Mitchell Street	6
South Fort Plain, Over River Street	6
" " Bailey's Side Track	5
South Little Falls, Rock Cut Mile Post 207.7 and Mile Post 209.2	15
Iliion, over Central Avenue	6
" " West River street	6
" " Pleasant avenue	6
Harbor and Kirkville Junction.	
Engines, Classes H-10, L-1, L-2, L-3B, and L-3C	25
South Utica, over or through streets	6
East New York Mills.	
Approaching Home Signals	10
Over D. L. & W. tracks	20
Passenger, Mail, Express and Milk Trains with engines Class L-3A.	
Track No. 6, M.P. 232.30 and M.P. 267.49	25
Track No. 5, M.P. 232.30 and M.P. 253.10	25
Track No. 5, M.P. 257.20 and M.P. 267.49	25
New York Mills.	
Approaching Home Signals	10
Over N. Y. O. & W. tracks	20
Clark Mills.	
Approaching Home Signals	10
Over N. Y. O. & W. tracks	20
Canastota, L. V. Connection, Engines Class K	6
" over L. V. tracks	8
West Shore Connection Harbor and Utica.	
Tracks No. 3 and No. 4	20
Carman Detour.	
All trains	35
Bridge D-3.	
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB	20
Hoffmans Detour.	
Curves	25
Bridge C-5 and C-6.	
B. & M. R. R. Engines, Classes S-1AB, T-1B and T-1AB	20
Other trains	25
Little Falls and Dolgeville.	
All trains	17
Over trestles	10
Steam Cranes over bridge L-1, L-2, L-14 and L-21	10
Dolgeville, over Main Street	5
Rensselaer and Troy.	
Engines, Classes J, L-3a and L-3b:	
Between Rensselaer and Monroe Street, Troy.	40
Monroe Street and Madison Street, Troy	30
When turning on Wye at Troy	10
Freight and work trains:	
4000 tons or less	40
Over 4000 tons	30
Passenger, mail, express and milk trains.	
Between Rensselaer and Troy, except between Monroe Street and Madison Street	45
Monroe Street and Madison Street	30

Green Island and Schenectady.	
All trains	25
Engines, Classes G, H and K on sidings	5
Over highway crossings at Aqueduct, Dunsbach Ferry, Maxon Road, Mohawk View and Schenectady	6
ENGINE AND CAR RESTRICTIONS.	
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.	
Rail detector car X8015 must not be operated in freight train.	
Hudson Division:	
Peekskill.	
Yard tracks at freight house. Engines heavier than Classes B-10 or E must not be operated.	
P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over switch leading to easterly freight yard.	
Poughkeepsie.	
Engines, excepting Classes U and B, must not be operated on tracks east of the house track at freight house.	
Reynolds Elevator track. Engines heavier than Class U must not be operated beyond a point 160 feet from frog.	
P. & L. E., gondolas series 49,000 to 49,499 and N. Y. C. gondolas series 726,000 to 726,299 must not be operated over most easterly switch leading to freight yard at Pine Street.	
Hudson.	
Engines, Classes G, J and L, must not operate over B. & A. transfer track.	
Mohawk Division:	
Main Line, West Shore and Branches:	
Engines, Classes J and L, must not operate over Canastota connection or branches except between Rensselaer and Troy.	
Engines, Class H-10, must not be operated over Canastota Connection.	
Engines, Classes J and K-14 with 15,000 gallon tanks, and Class L, must not be operated over bridges in private sidings.	
Rail motors in damaged condition, making them unfit to be operated at speeds specified in Special Instructions, must be hauled separately.	
Main Line:	
Engines, Classes H-10 and L-2 must not be operated through Albany Passenger Station except straight movement Track No. 8.	
Engines and cars must not be operated on sidings and coal trestles as follows:	
Amsterdam. Kreisel Bros. coal trestle.	
Engines heavier than Classes B, F-12 and G-2B.	
Cars of gross weight exceeding 160,000 lbs.	
Little Falls. Richmond Coal Co. trestle.	
Engines heavier than Class U. Cars of gross weight exceeding 210,000 lbs.	
North Iliion. Giblin Coal Co., Inc.	
Engines heavier than Class H-5. Cars of gross weight exceeding 200,000 lbs.	
Utica.	
Skenandoa Rayon Corp.	
All engines over pit. Cars of gross weight exceeding 210,000 lbs.	
Whitesboro. Mara and Midlam coal trestle.	
Engines heavier than Class E. Cars of gross weight exceeding 120,000 lbs.	
Oneida. Sperry Coal Co., Inc., coal trestle.	
Engines heavier than Class F-12. Cars of gross weight exceeding 160,000 lbs.	
West Shore:	
Feura Bush. Colprovia siding.	
Engines, all classes, cars over 14 feet high must not be operated under overhead crane located approximately 200 feet west of switch.	
Canajoharie.	
Beechnut Packing Co.'s siding, over bridge.	
Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.	
South Fort Plain. Luxuray, Inc. and others	
Engines heavier than Class H-5.	
Sufficient cars must be kept ahead of engine when switching, engine will not go beyond Willow Street Crossing.	



**MOHAWK.**

Benjamin Schermer trestle.  
Engines heavier than Class F-12. Cars of gross weight exceeding 210,000 lbs.  
McLaughlin-Stevens, Inc.  
Engines heavier than Class G-6.  
South Utica.  
Frank J. Cutter trestle.  
Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.  
McLaughlin Bros. coal trestle.  
Engines heavier than Class F-12. Cars of gross weight exceeding 210,000 lbs.  
Ganim Brothers.  
Engines must not be operated over pit installed under side track.  
New York Mills. Three trestles.  
Engines heavier than Class E-1g. Cars of gross weight exceeding 160,000 lbs.  
**T. & S. Branch:**  
Cohoes.  
J. H. Riberdy coal trestle.  
All engines. Cars of gross weight exceeding 120,000 lbs.  
F. B. Marsolais coal trestle.  
Engines heavier than Class F-12. Engines Classes B-10-v and U-2 permitted to operate. Cars of gross weight exceeding 210,000 lbs.  
**T. & G. Branch:**  
Troy, engines Classes J and L not to be operated on trestle leading to team track back of freight house at Adams St.  
**Dolgeville Branch:**  
Engines heavier than Class E-c. Cars of gross weight exceeding 120,000 lbs. except cars weighing loaded over 120,000 lbs. and not exceeding 130,000 lbs. may be handled between cars weighing loaded not in excess of 64,000 lbs. and with restriction of 10 miles per hour over bridge L-21.  
Steam Cranes cannot be operated except X-8, provided that brakes are not applied while passing over bridge L-21 and crane must be separated from the motive power or special loading weighing in excess of 64,000 lbs. by at least one car weighing loaded not in excess of 64,000 lbs.

**WATER STATIONS.**

**Main Line:**  
Montrose Track No. 4. Hoffmans.  
Storm King. Yosta.  
Clinton Point. St. Johnsville.  
Tivoli. Utica.  
Hudson. Rome.  
Schenectady, Sand Bank.

**West Shore:**  
South Schenectady.  
South Amsterdam.  
Canajoharie.  
Frankfort.

**Dolgeville Branch:**  
Little Falls. Dolgeville.

**TRACK PANS.**

Clinton Point ..... No. 4, No. 2, No. 1, No. 3.  
Tivoli ..... No. 2 and No. 1.  
Schenectady Sand Bank ..... No. 2 and No. 1.  
Yosta ..... No. 2 and No. 1.  
Rome ..... No. 2, No. 1, No. 3, No. 4.

**PUSHER ENGINES.**

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

**AUTOMATIC TRAIN STOP.**

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

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

- a—When used as pusher or second engine.
- b—By specific authority of Superintendent.
- c—When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communi-

be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

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

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

**Mohawk Division:**

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

**TRACK MOTOR CARS.**

Manual Block Rules will not apply to track motor cars. Markers and train signals will not be displayed. Track motor cars must be equipped with portable telephones. Track motor cars must not be placed on main track until movement has been authorized and must be removed promptly at completion of trip and Train Dispatcher notified.

Track motor cars will be operated by train order between: Schenectady and Green Island, Salisbury Center and Little Falls, New York Mills and Kirkville Junction.

**PASSENGER TRAINMEN.**

Rear brakemen of passenger trains will be governed as follows:

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

When more than one private car, conductor will instruct rear brakeman where equipment will be carried. Grips or other personal effects not required in line of duty must not be carried at rear of train.

**HEATING, LIGHTING AND VENTILATION OF CARS.**

Rules for the Operation and Supervision of Steam Heat Equipment, effective February 1, 1930, govern. The application of Steam Heat Equipment Rule No. 1724 is as follows:

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

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid gaskets being blown off.

When one or all of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 modified accordingly.

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

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

Doors, ventilators, fans, windows and shades must be properly adjusted at terminals and enroute to provide

maximum comfort to passengers according to existing weather conditions.

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

**SNOW PLOW EQUIPMENT.**

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

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

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

**FATALITIES.**

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

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

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

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

**LUBRICATION AND CARE OF JOURNAL BOXES.**

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

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

**OVERHEAD CLEARANCES**

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

**Main Line:**

Location	Description	Tracks
Oscawana	Signal Bridge	2
"	Station Foot Bridge	2-1-3
"	Oscawana Tunnel	4-2-1-3
Crugers	Overhead Highway Bridge	4-2-1-3
Montrose	Overhead Wire	Standard Textile Products Co.
"	Signal Bridge	4-2-1-3
Peekskill	Signal Bridge	4
"	Fleischmann's Overhead Bridge	4-2-1-3
"	Station Foot Bridge	4-2-1-3, Station Siding
"	Little Tunnel	2-1
Manitou	Tower 40 Tunnel	2-1
"	Fort Montgomery Tunnel	2-1
"	Livingston Overhead Bridge	2-1
"	Private Overhead Bridge	2-1
Garrison	Overhead Highway Bridge	4-2-1-3
"	Garrison Tunnel	4-2
Cold Spring	Breakneck Tunnel	4-2-1-3
Dutchess Junction	N. Y., N. H. & H. R. R.	4-2-1-3 4 Lead
"	Overhead Highway Bridge	4-2-1-3
Beacon	M. of W. Dept. Storehouse	Shop Track 2
"	Dennings Point Brick Co.	Brickshed Track
Chelsea	Station Foot Bridge	1
New Hamburg	Draw Bridge	1-3
"	Overhead Highway Bridge	4-2-1-3

through the use of cooling compound, car should be set out.

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

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

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

**Cooling Compound.**

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

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

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

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

**MOVEMENT OF DEAD ENGINES IN TRAINS.**

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

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

**ENGINE CREWS.**

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

Between SS-99 and SS-1, Albany.  
On Tracks No. 1, No. 3 and No. 4 at Palatine Bridge station, and overhead bridge just west of station.

**Main Line:—(Continued)**

Location	Description	Tracks
Camelot	N. Y. Trap Rock Corp. Overhead Wire	1 C, 4-C
"	N. Y. Trap Rock Corp. Shed	1-D
"	N. Y. Trap Rock Corp. Conveyor Bridge	Trailing Switch No. 4
"		1 inside Fence
Camelot	Signal Bridge	4
"	DeLaphena Overhead Bridge	4-2-1-3
Poughkeepsie	DeLaval Separator Co. Overhead Wires	Trailing Switch No. 4
"	Union St. Overhead Bridge	4-2-1-3-5
"	Main St. Overhead Bridge	4-2-1-3-5
"	Overhead Foot Bridge	2 Former Steam Crane Subway
"	Hoffman St. Overhead Bridge	1
"	Signal Bridge	2
"	Manst. Bros. Overhead Foot Bridge	2 E. B. Siding
"	A. C. Dutton Lumber Co. Shed	2nd Track East of River Dock
Hyde Park	Sexton's Overhead Bridge	4-2-1-3
Staatsburg	Signal Bridge	4-2-1-3
"	Overhead Farm Bridge	4-2-1-3
"	Hoyt's Overhead Farm Bridge	4-2-1-3
"	O. Mills Overhead Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Signal Bridge	4-2-1-3
"	Dinsmore's Overhead Bridge	4-2-1-3
"	Overhead Private Bridge	4-2-1
"	Miss Parker's Overhead Bridge	4-2-1



Main Line:— (Continued)

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

Main Line:— (Continued)

Location	Description	Tracks
Fonda	"	2-1-3-4
"	Bridge Street	2-1-3-4-5-6, House Track
"	Signal Bridge	2-1-3-4
"	"	2-1-3
Yosts	"	2-1-3-4
"	"	2-1-3-4
"	"	2-1
"	"	2-1-3-4
Fort Plain	"	2-1-3-4
"	River Street	2-1-3
St. Johnsville	Bridge Street	2-1-3-4 Middle House Siding North No. 4
Little Falls	Signal Bridge	2-1-3-4
"	"	2-1-3-4
"	Highway	2-1-3-4 Siding South of No. 2
"	Signal Bridge	2-1-3-4
"	"	2-1-3
North Ilion	Single Bridge	2-1-3-4
North Frankfort	"	2-1-4
"	"	2-1-3-4
"	Frankfort Road	2-1-3-4
"	Signal Bridge	2-1-3-4
"	"	2-1-3-4
Utica	Jumpover	2-1-3-4
"	Signal Bridge	2-1
"	Cantilever Signal Bridge	Switch Lead North of No. 1
"	Signal Bridge	2-1
"	Cantilever Signal Bridge	15
"	Genesee Street	16-14-12-8-6
"	Cantilever Signal Bridge	3
"	Signal Bridge	2-1-3-4
"	Barnes Avenue	2-1-3-4
"	Signal Bridge	2-1-3-4
Whitesboro	Careys Crossing	2-1-3-4
Oriskany	Signal Bridge	2-1-3-4
"	"	1
Rome	Mohawk River	2-1-3-4
"	Signal Bridge	4
Greenway	Wheeler's Road	2-1-3-4
Verona	Signal Bridge	2-1-3-4
Oneida	"	2-1-3-4
"	Bridge	Smith-Lee Co.
Canastota	Lehigh Valley Bridge	2-1-3-4 Long Siding
"	Erie Canal	2-1-3-4
<b>West Shore:</b>		
South Bethlehem	Crushed Stone Elevator	Callahan Road Improvement Co.
Feura Bush	"	"
Feura Bush	"	Colprovia Materials, Inc.
Canajoharie	Bowman's Creek	Beechnut Packing Co. track east of Church Street
Mindenville	Smith's Highway	6-5
Vernon	Private Road	Main Track
Canastota	Erie Canal	Main Track
<b>Troy and Greenbush Branch:</b>		
Rensselaer	Foot Bridge	2-1
Iron Works	Troy-Menands Highway	Continuous Rail Joint Co.
<b>Troy Union R. R.:</b>		
Troy	Fifth Avenue	2-1
"	Liberty Street	2-1
Troy	Tunnel	2-1
"	Signal Station 1	2-1
"	Signal Station 2	2-1
"	Hutton Street	2-1
"	Hoosiek Street	2-1

Main Line:— (Continued)

Location	Description	Tracks
<b>Troy and Schenectady Branch:</b>		
Niskayuna	Vischer Ferry Road	1
Crescent	State Highway	1
<b>Kelloggs Branch:</b>		
Amsterdam	F. J. & G. R. R.	1
"	Private Road	1
<b>Dolgeville Branch:</b>		
Dolgeville	Conveyor	J. Breckwoldt & Son
<b>Hudson River Connecting R. R.:</b>		
Selkirk	Westbound Thoroughfare	Outbound Engine track
<b>Rome Old Line Branch:</b>		
Rome	Wires	Rome Box & Lumber Co.
"	"	Spargo Wire Co.
"	"	Revere Copper & Brass Co.
"	Power Cables	Rome Wire Co.
"	"	Revere Copper & Brass, Inc.
"	Steam Pipe	"
"	Conveyors	"
"	Mohawk River	Industrial Track
"	Erie Canal	"

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

<b>Main Line:</b>		
Location	Description	Tracks
Beacon	SS-50, 925 feet East	National Biscuit Co. Switch
Chelsea	Harts Switch, 2,000 feet East	Power House Siding
Poughkeepsie	SS-58, 3,400 feet East	4-2-1-3-5
"	SS-58, 3,200 feet East	Lead to South Ave. Yard
"	SS-58, 3,000 feet East	4-2-1-3-5
"	SS-58, 300 feet East	Lead to Freight Yard
Greendale	Livingston Crossing	2-1
Hudson	SS-84	2-1 Yard Lead 3 Siding West of Track 2
Stockport	West of Station	Team Track
Amsterdam	South of Track No. 2	Gas House Sdg.
<b>West Shore:</b>		
Selkirk	SS-SK, 200 feet East	1-2
"	West Shore Connection	
South Schenectady	County Storehouse	Siding
"	South Former Track 6	
Ilion	South Track 6	Remington Siding
Frankfort	South Track 6, West End	Yard Tracks
<b>Troy Union R. R.:</b>		
Troy	Grand Street	Main Tracks

W. H. WOOD, Superintendent.

B. H. DAYTON, Assistant Superintendent.

T. E. FLEMING  
H. J. GASSETT  
C. F. GRIMES  
J. R. TRUDEN  
J. V. HUGHES  
E. D. JOHNSON

Train Masters.

W. R. MAIN, Assistant Train Master.  
R. D. HENRY, Chief Train Dispatcher.

G. H. DAWSON } Assistant Chief  
W. R. SWEET } Train Dispatchers.

G. W. FAY  
V. B. ROGERS  
L. L. JENNINGS  
H. F. HARMS

Train Dispatchers.  
(Hudson Division)

A. M. LANE  
W. F. WHITEMAN  
H. WITHERWAX  
M. J. SMITH  
W. A. CRANKER  
C. A. STAHL  
H. L. JOHNSON

Train Dispatchers.  
(Mohawk Division)



# CROTON-ON-HUDSON to ALBANY

## WESTWARD—FIRST CLASS

Miles from New York	STATIONS	61	139	179	43	199	9	183	107	95	185	55	51
		See Note				See Note	See Note	See Note			See Note		
		The Seneca	Railway Express	Peekskill	South Shore Express	Albany	Mail	Milk	Syracuse	Peekskill	Milk	Advance Empire	Empire State Express
	Daily	Daily except Monday	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
33.86	Grand Cen. Term. Croton-on-Hud..	12.16 1.14		12.41 1.30	2.00 3.00	2.41 4.20	4.41 5.48	7.32 7.32	7.11 8.10	7.31 8.40	9.35	8.46 9.40	9.03 9.57
35.68	Oscawana.....			B 2.01				Y 7.37		S 8.45			
36.65	Crugers.....			B 2.04				Y 7.41		S 8.48			
38.10	Montrose.....			S 2.08		† 4.27	5.54	Y 7.45	8.15	S 8.51			
40.56	Peekskill.....	1.22	1.38	A 2.14	3.08	S 4.42	S 5.59	Y 7.55	S 8.20	A 8.57	10.09	9.48	10.05
45.36	Manitou.....	1.28		A. M.		4.50		Y 8.04		A. M.			
49.13	Garrison.....	s° 1.36	1.48		3.18	s° 4.56	B° 6.12	Y° 8.12	8.31		10.19	9.58	
51.83	Cold Spring.....	s 1.43				s 5.02	s 6.19	Y 8.18					
56.53	Dutchess.....	1.50				5.09	6.27	Y 8.27	8.39				
58.29	Beacon.....	s 1.55	1.58		3.28	s 5.12	s 6.32	Y 8.40	s 8.42		10.30		
61.79	Chelsea.....					5.18		Y 8.46					
64.38	New Hamburg...	2.03	2.05		3.35	s 5.22	6.41	Y 8.54	8.50		10.37		
67.51	Camelot.....	2.06			3.38	5.28	6.44	8.59	8.53				
72.82	Poughkeepsie...A	s 2.12				s 5.34		Y 9.10					
	Poughkeepsie...L	2.35	2.13		s 3.55	6.07	s 6.55	9.20	s 9.01		10.46		
78.54	Hyde Park.....					s 6.16							
82.94	Staatsburg.....					s 6.24	7.07		9.12				
88.42	Rhinecliff.....					s 6.33	s 7.14		s 9.19				
93.96	Barrytown.....	2.57	2.35		4.16	s 6.42	7.22	9.42	s 9.27		11.06	10.38	10.55
98.26	Tivoli.....					s 6.50	P 7.28						
103.63	Germantown....					s 6.59	P 7.36						
105.38	No. Germantown					s 7.03			9.40				
109.43	Greendale.....	3.11			4.32	s 7.10	7.44		s 9.45				
113.73	Hudson.....	s 3.27	2.58		s 4.42	s 7.22	s 7.52	10.05	s 9.53		11.26	10.55	11.12
117.98	Stockport.....					s 7.31							
121.17	Newton Hook....					s 7.37							
123.54	Stuyvesant.....	3.38	3.09		4.53	s 7.43	8.03	10.16	10.04	° 11.36	11.05	11.22	
129.64	Schodack L'd'g..					s 7.52							
133.56	Castleton-on-Hud.					s 7.59							
141.61	Rensselaer.....	3.56	3.28		5.11	s 8.11	8.24	10.37	10.24		12.25	11.21	11.38
142.19	Albany.....	4.00	Rensselaer Yard		5.15	8.15	8.28	11.05	10.28		SK	11.25	11.42
148.35	Troy.....										Selkirk		
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.

Nos. 9 and 199 will not carry baggage.  
 No. 183 will not carry baggage Sunday.  
 Nos. 139 and 185 will not carry passengers.  
 No. 183 will carry passengers Croton-on-Hudson to Poughkeepsie daily except Sunday.  
 No. 139 will not run November 27, December 26, 1942; January 2, February 23, June 1, July 6, 1943.  
 Time shown at Grand Central Terminal and Selkirk is for information only.

# CROTON-ON-HUDSON to ALBANY

## WESTWARD—FIRST CLASS

Continued on page 16

Miles from New York	STATIONS	5	193	93	39	103	105	165	173	41	161	15
		See Note						See Note			See Note	
		The Mohawk	Poughkeepsie	Albany	North Shore Limited	Peekskill	Peekskill	Albany	Poughkeepsie	The Knickerbocker	Albany	The Ohio State Limited
	Daily	Sunday only	Daily except Sunday	Daily	Daily except Sat. and Sun.	Saturday only	Saturday only	Daily except Sunday	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	9.21 10.19	9.23 10.28	10.36 11.49	12.16 1.14	11.53 1.15	12.20 1.32	1.05 2.05	1.47 2.55	2.21 3.14	3.49 4.45	4.11 5.04
35.68	Oscawana.....			11.53		s 1.20	s 1.37		s 3.00		s 4.49	
36.65	Crugers.....			s 11.55		s 1.23½	s 1.40½		s 3.03½		s 4.52½	
38.10	Montrose.....	10.24	s 10.33	s 11.59	1.19	s 1.28	s 1.45	2.10	s 3.07		s 4.56	
40.56	Peekskill.....	s 10.29	s 10.45	s 12.06	s 1.24	A 1.35	A 1.51	s 2.15	s 3.13	3.22	s 5.02	5.12
45.36	Manitou.....		s 10.52	s 12.14		P. M.	P. M.	s 2.23	s 3.21		† 5.09	
49.13	Garrison.....	10.40	s° 11.00	s° 12.22	1.35			s° 2.31	s° 3.29	3.32	s° 5.16	5.22
51.83	Cold Spring.....		s 11.06	s 12.28				s 2.37	s 3.35		s 5.22	
56.53	Dutchess.....	10.48	11.13	12.35	1.43			2.44	3.42	3.39	5.29	
58.29	Beacon.....	s 10.51	s 11.16	12.39	s 1.48			s 2.47	s 3.50	s 3.43	s 5.32	
61.79	Chelsea.....		s 11.22	12.46				s 2.53	s 3.57		s 5.38	
64.38	New Hamburg...	10.58	s 11.27	12.52	1.56			s 2.59	s 4.03	3.51	s 5.43	
67.51	Camelot.....	11.01	s 11.32	12.58	1.59			3.04	s 4.13	3.54	5.48	
72.82	Poughkeepsie...A		11.40	1.04					4.23		s 5.54	
	Poughkeepsie...L	s 11.10		1.16	s 2.09			s 3.12	P. M.	s 4.03	6.16	5.44
78.54	Hyde Park.....			s 1.25				s 3.20			s 6.24	
82.94	Staatsburg.....	11.21		s 1.33	2.21			s 3.27		4.15	s 6.31	
88.42	Rhinecliff.....	s 11.28		s 1.41	s 2.28			s 3.35		s 4.23	s 6.39	
93.96	Barrytown.....	z 11.36		s 1.49	2.35			s 3.43		4.30	s 6.47	6.02
98.26	Tivoli.....			s 1.57				s 3.50			s 6.54	
103.63	Germantown....			s 2.05				s 3.58			s 7.02	
105.38	No. Germantown.			s 2.11				4.03			7.05	
109.43	Greendale.....	11.52		s 2.17	f 2.52			s 4.09		4.45	s 7.10	
113.73	Hudson.....	s 12.01		s 2.26	s 2.59			s 4.16		s 4.52	s 7.33	6.19
117.98	Stockport.....			s 2.34				s 4.24			s 7.39	
121.17	Newton Hook....			s 2.41				s 4.30			7.45	
123.54	Stuyvesant.....	12.12		s 2.47	3.10			s 4.35		5.03	s 7.50	6.29
129.64	Schodack L'd'g..			s 2.55				s 4.44			7.59	
133.56	Castleton-on-Hud.			s 3.03				s 4.52			s 8.06	
141.61	Rensselaer.....	12.31		3.14	3.29			5.03		5.22	8.17	6.45
142.19	Albany.....	12.35		3.18	3.33			5.07		5.26	8.21	6.49
148.35	Troy.....											
	ARRIVE	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 165 and 193 will not carry baggage.  
 No. 161 will not carry baggage Sunday.  
 Time shown at Grand Central Terminal is for information only.



# CROTON-ON-HUDSON to ALBANY

Continued from page 15

WESTWARD—FIRST CLASS

Miles from New York	STATIONS	37	67	367	157	99	1	97	23	119	53	111
		Advance Commodore Vanderbilt	The Commodore Vanderbilt	Upstate Special	Poughkeepsie	Poughkeepsie	The Pacemaker	Poughkeepsie	Albany Express	Peekskill	Poughkeepsie	Peekskill
		Daily	Daily	Daily	Daily except Sat. and Sun.	Daily except Sat. and Sun.	Daily	Saturday only	Daily	Daily except Sat. and Sun.	Daily except Sunday	Daily except Sat. and Sun.
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud...	4.21 5.14	4.31 5.24	4.41 5.34	4.46 5.41	5.03½ s°6.00	5.21 6.14	5.16 s°6.15	5.24 6.20	°6.24	5.45 6.40	5.40 s°6.41
35.68	Oscawana.....						s 6.20		s 6.29			s 6.46
36.65	Crugers.....						s 6.23½		s 6.32½			s 6.49½
38.10	Montrose.....				5.46	6.06	s 6.27	6.25	s 6.37	6.45	s 6.54	
40.56	Peekskill.....	5.22	5.32	5.42	s 5.50	s 6.10	6.22	s 6.34	s 6.30	A 6.43	s 6.50	A 7.00
45.36	Manitou.....				5.57	s 6.18		s 6.42		P. M.	s 6.58	P. M.
49.13	Garrison.....	5.32	5.42	5.52	s° 6.03	s° 6.25	6.32	s° 6.50	° 6.41		s° 7.06	
51.83	Cold Spring.....				s 6.08	s 6.31		s 6.56	s 6.45		s 7.12	
56.53	Dutchess.....				6.15	6.38		7.03	6.52		7.18	
58.29	Beacon.....			6.01	s 6.18	s 6.41		s 7.06	s 6.55		s 7.21	
61.79	Chelsea.....				s 6.24	s 6.48		s 7.13			s 7.28	
64.38	New Hamburg...			6.07	s 6.30	s 6.54		s 7.19	7.02		B 7.34	
67.51	Camelot.....			6.10	6.35	7.00		7.25	7.05		7.39	
72.82	Poughkeepsie...A Poughkeepsie...L	5.54K	6.04S	6.15	P. M.	P. M.	6.54	P. M.	s 7.12		P. M.	
78.54	Hyde Park.....											
82.94	Staatsburg.....								7.23			
88.42	Rhinecliff.....								s 7.30			
93.96	Barrytown.....	6.12	6.24	6.36			7.12		7.37			
98.26	Tivoli.....											
103.63	Germantown.....											
105.38	No. Germantown.											
109.43	Greendale.....								7.50			
113.73	Hudson.....	6.29	6.41	6.53			7.29		s 7.57			
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....	6.39	6.51	7.04			7.39		8.08			
129.64	Schodack L'd'g..											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....	6.58	7.07	7.21			7.55		8.25			
142.19	Albany.....	Rensselaer Yard 7.11	7.25				7.59		8.29			
148.35	Troy.....											
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 23 use Track No. 1, Signal Station 50 to Signal Station 71.

Nos. 23, 97, 99, 111 and 119 will not carry baggage.

No. 119 will not run November 26, December 25, 1942; January 1, February 22, May 31, July 5, 1943.

Time shown at Grand Central Terminal is for information only.

# CROTON-ON-HUDSON to ALBANY

WESTWARD—FIRST CLASS

Continued on page 18

Miles from New York	STATIONS	25	17	69	19	47	31	11	57	21	29	131
		The 20th Century Limited	The Wolverine	Poughkeepsie	The Lake Shore Limited	The Detroit	Number Thirty One	The South Western Limited	The Cleveland Limited	The Ontarian	The Niagara	Mail
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud..	6.01 6.53	6.06 7.00	6.29 ° 7.30	6.36 7.31	7.01 7.56	7.41 ° 8.39	8.01 8.54	8.06 8.59	8.16 9.12	8.51 ° 9.49	10.50
35.68	Oscawana.....			s 7.35								
36.65	Crugers.....			s 7.38½								
38.10	Montrose.....			s 7.43			† 8.46				B 9.55	
40.56	Peekskill.....	7.01	7.08	s 7.49	7.39	8.04	s 8.51	9.02	9.07	9.20	s 10.01	11.00
45.36	Manitou.....			s 7.57			8.58					10.09
49.13	Garrison.....	7.11	7.18	s° 8.05	7.49	8.14	s° 9.04	9.12	9.17	9.30	s° 10.15	11.11
51.83	Cold Spring.....			s 8.11			s 9.10				s 10.22	
56.53	Dutchess.....			8.17			9.17				10.29	
58.29	Beacon.....		7.27	s 8.20	7.58	8.24	s 9.20			9.40	s 10.34	11.21
61.79	Chelsea.....			s 8.27			9.25					
64.38	New Hamburg...		7.33	s 8.33	8.04	8.30	s 9.29			9.46	E 10.43	11.28
67.51	Camelot.....		7.36	8.38			9.34				10.48	
72.82	Poughkeepsie...A Poughkeepsie...L			8.45			s 9.40					
			s 7.43	P. M.	X 8.11	8.38	9.52	9.34	9.39	X 9.54	s 10.57	11.36
78.54	Hyde Park.....						s 9.59					
82.94	Staatsburg.....						s 10.07					
88.42	Rhinecliff.....						s 10.15					
93.96	Barrytown.....	7.50	8.05		8.32	8.56	s 10.23	9.52	9.57	10.15	11.18	11.55
98.26	Tivoli.....						† 10.30					
103.63	Germantown.....						† 10.36					
105.38	No. Germantown.											
109.43	Greendale.....						† 10.42					11.33
113.73	Hudson.....	8.07	8.23		8.50	9.15	s 10.50	10.09	10.14	10.34	s 11.41	12.14
117.98	Stockport.....											
121.17	Newton Hook....											
123.54	Stuyvesant.....	8.17	8.33		9.00	9.25	11.01	10.19	10.24	10.44	11.52	12.24
129.64	Schodack L'd'g..											
133.56	Castleton-on-Hud.											
141.61	Rensselaer.....	8.33	8.51		9.17	9.43	11.19	10.36	10.42	11.02	12.16	12.43
142.19	Albany.....	8.37	8.55		9.21	9.47	11.23	10.40	10.46	11.06	12.20	Rensselaer Yard
148.35	Troy.....											
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

Nos. 69 and 57 will not carry baggage.

No. 131 will not carry passengers.

No. 131 will not run November 26, December 25, 1942; January 1; February 22, May 31, July 5, 1943.

Time shown at Grand Central Terminal is for information only.



# CROTON-ON-HUDSON to ALBANY

Continued from page 17

## WESTWARD—FIRST CLASS

Miles from New York	STATIONS	253	35	65	59	159	63	259	163				
			See Note			See Note		See Note					
		Peekskill	Fast Mail	The Montreal Limited	The Iroquois	Buffalo Express	The Genesee	Peekskill	The Cayuga				
	Daily	Daily	Daily	Daily	Daily except Monday	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.				
33.86	Grand Cen. Term. Croton-on-Hud...	10.06 s°11.35	10.40 11.35	11.16 12.13	11.31 12.28	12.36	11.46 12.43	11.37 s°12.52	11.56 12.54				
35.68	Oscawana.....	s11.40						s12.57					
36.65	Crugers.....	s11.43½						s 1.00½					
38.10	Montrose.....	s11.48						s 1.05					
40.56	Peekskill.....	A11.55	11.43	12.21	12.36	12.44	12.51	A 1.11	1.02				
45.36	Manitou.....	P. M.						A. M.					
49.13	Garrison.....		11.53	12.31	12.46	12.54	1.01		1.12				
51.83	Cold Spring.....												
56.53	Dutchess.....		12.00										
58.29	Beacon.....		s 12.03										
61.79	Chelsea.....												
64.38	New Hamburg...		12.11										
67.51	Camelot.....		12.14										
72.82	Poughkeepsie...A Poughkeepsie...L		s 12.22	12.53	1.08	1.16	1.23		1.34				
78.54	Hyde Park.....												
82.94	Staatsburg.....												
88.42	Rhinecliff.....												
93.96	Barrytown.....		12.43	1.11	1.26	1.34	1.41		1.52				
98.26	Tivoli.....												
103.63	Germantown.....												
105.38	No. Germantown.												
109.43	Greendale.....												
113.73	Hudson.....		1.00	1.29	1.43	1.51	1.58		2.09				
117.98	Stockport.....												
121.17	Newton Hook....												
123.54	Stuyvesant.....		1.10	1.39	1.53	2.01	2.08		2.19				
129.64	Schodack L'd'g..												
133.56	Castleton-on-Hud.												
141.61	Rensselaer.....		1.28	1.57	2.13	2.17	2.26		2.39				
142.19	Albany.....		1.32		Rensselaer Yard	2.21	2.30		Rensselaer Yard				
148.35	Troy.....			2.16									
	ARRIVE	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				

Nos. 35 and 259 will not carry baggage.  
No. 159 will not carry passengers.  
Time shown at Grand Central Terminal and Troy is for information only.

# ALBANY to CROTON-ON-HUDSON

## EASTWARD—FIRST CLASS

Continued on page 20

Miles from Albany	STATIONS	32	36	30	14	44	62	6	100	48	20	200	106
				See Note	See Note				See Note	See Note	See Note	See Note	See Note
		Mail	The Genesee	The Iroquois	Mail	New York Special	The Montreal Limited	Fifth Avenue Special	Peekskill	The Detroit	The Cleveland Limited	Peekskill	Peekskill
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	Troy.....						4.05						
0.58	Albany.....	1.20	2.45	3.20	3.38	4.04		4.38		Rensselaer Yard	Rensselaer Yard		
8.63	Rensselaer..... Castleton-on-Hud.	1.23	2.48	3.23	3.41	4.07	4.25	4.41		4.44	4.50		
12.55	Schodack L'd'g..												
18.65	Stuyvesant.....	1.42	3.06	3.42	4.00	4.27	4.46	5.01		5.05	5.11		
21.02	Newton Hook....												
24.21	Stockport.....	1.47	3.12										
28.46	Hudson.....	s 1.59	s 3.24	3.52	4.09	4.37	4.56	5.11		5.15	5.21		
32.76	Greendale.....												
36.81	No. Germantown.												
38.56	Germantown.....												
43.93	Tivoli.....												
48.23	Barrytown.....	2.19	3.45	4.11	4.27	4.58	5.16	5.30		5.35	5.42		
53.77	Rhinecliff.....												
59.25	Staatsburg.....												
63.65	Hyde Park.....	2.34	4.00			5.13		5.44					
69.37	Poughkeepsie...A Poughkeepsie...L	s 2.40 2.51	s 4.07 4.19	4.31	4.45	s 5.24	5.36	s 5.51		5.56	6.03		
74.68	Camelot.....												
77.81	New Hamburg...	3.01	4.30	4.42	4.53	5.35	5.46	6.01		6.06	6.13		
80.40	Chelsea.....					5.38		6.04					
83.90	Beacon.....	3.08	4.37	4.50	5.00	s 5.44	5.55	s 6.10		6.16	6.23		
85.66	Dutchess.....												
90.36	Cold Spring.....												
93.06	Garrison.....	3.17	4.47	5.01	5.10	5.56	6.06	6.21		6.29	6.36		
96.83	Manitou.....		4.51			6.01			A. M.		A. M.	A. M.	
101.63	Peekskill.....	Y 3.27	s 5.00	5.12	5.20	s 6.10	6.19	6.33	L° 6.27	6.40	6.48	L° 6.45	L° 7.07
104.09	Montrose.....								s 6.32½			s 6.50½	s 7.13
105.54	Crugers.....								s 6.37			s 6.55	s 7.18½
106.51	Oscawana.....								s 6.40½			s 6.58½	s 7.21
108.33	Croton-on-Hud...	3.35	5.11	5.20	5.28	6.19	6.30	6.46	s 6.45	6.51	7.01	s 7.03	s 7.26
142.19	Grand Cen. Term.	4.45	6.15	6.22	6.30	7.20	7.30	7.45	8.02	7.50	8.00	8.14	8.34
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 14, 20, 106 and 200 will not carry baggage.  
Nos. 20, 30, and 48 use Track No. 1, Signal Station 43 to Croton-on-Hudson.  
No. 100 carries baggage Sunday only.  
No. 14 will not carry passengers.  
No. 200 will not run November 26, December 25, 1942; January 1, February 22, May 31, July 5, 1943.  
Time shown at Troy and Grand Central Terminal is for information only.



# ALBANY to CROTON-ON-HUDSON

Continued from page 19

EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	92	2	166	66	94	8	12	26	68	104	74	154
		See Note	See Note	See Note	See Note	See Note	See Note					See Note	
		Pough-keepsie	The Pace-maker	Pough-keepsie	Advance Commodore Vanderbilt	Pough-keepsie	The Wolverine	The South Western Limited	The 20th Century Limited	The Commodore Vanderbilt	Peekskill	Pough-keepsie	Albany
	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.58	Troy												
8.63	Albany		5.15		5.29		5.40	5.50	6.06	Rensselaer Yard 6.18			6.20
	Rensselaer		5.18		5.32		5.43	5.53	6.09				6.23
	Castleton-on-Hud.												s 6.34
12.55	Schodack L'd'g.												
18.65	Stuyvesant		5.37		5.51		6.01	6.13		6.38			6.46
21.02	Newton Hook												
24.21	Stockport						6.06						6.53
28.46	Hudson		5.47		6.00		s 6.12	6.23	6.36	6.47			s 7.13
32.76	Greendale												s 7.20
36.81	No. Germantown												s 7.26
38.56	Germantown												s 7.29
43.93	Tivoli												s 7.37
48.23	Barrytown		6.07		6.19		6.33	6.43	6.54	7.07			s° 7.44
53.77	Rhinecliff												s 7.53
59.25	Staatsburg												s 8.00
63.65	Hyde Park						6.47						s 8.09
69.37	Poughkeepsie	A. M.		A. M.		A. M.						A. M.	s 8.17
74.68	Poughkeepsie	L 6.07	6.27	6.37	6.38	7.02	s 6.57	7.03	7.12	7.27		7.37	s 8.34
77.81	Camelot		6.15			7.10						7.44	s 8.41
80.40	New Hamburg	s 6.22	6.36	6.47	6.47	7.15	7.08	7.13		7.37		7.49	s 8.46
83.90	Chelsea	s 6.28		6.50		7.21						7.54	s 8.55
	Beacon	s 6.35	6.42	6.55	6.53	7.28	7.14	7.20	7.27	7.45		8.00	s 9.00
85.66	Dutchess		6.39		6.59		7.32						8.04
90.36	Cold Spring	s 6.47		s 7.06		7.38							s 8.10
93.06	Garrison	s 6.53	6.52	7.12	7.05	7.44	7.24	7.30	7.37	7.56			s 8.16
96.83	Manitou	s 7.00		7.17		7.52					A. M.		s 8.23
101.63	Peekskill	s 7.09	7.02	7.26	7.15	s° 8.01	7.34	7.41	7.48	8.08	L° 8.28	s 8.32	s° 9.34
104.09	Montrose										s 8.33	s 8.37	s 9.39
105.54	Crugers										s 8.38		
106.51	Oscawana										s 8.41		
108.33	Croton-on-Hud.	7.18	7.15	7.35	7.29	8.10	7.45	7.55	8.00	8.17	s 8.46	8.44	9.48
142.19	Grand Cen. Term.	8.22	8.15	8.31	8.30	9.13	8.45	8.50	9.00	9.15	9.59	9.49	10.53
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 2 and 8 use Track No. 1, Signal Station 43 to Croton-on-Hudson.  
 Nos. 66, 74, 92, 94 and 166 will not carry baggage.  
 No. 74 use Track No. 4, Signal Station 37 to Croton-on Hudson, Sunday.  
 No. 166 will not run November 26, December 25, 1942; January 1, February 22, May 31, July 5, 1943.  
 Time shown at Grand Central Terminal is for information only.

# ALBANY to CROTON-ON-HUDSON

EASTWARD—FIRST CLASS

Continued on page 22

Miles from Albany	STATIONS	168	10	24	342	22	226	112	54	156	40
		See Note							See Note		
		Hudson River Express	The Water Level Limited	The Knickerbocker	Albany	The Lake Shore Limited	Peekskill	Peekskill	The Mohawk	Pough-keepsie	North Shore Limited
	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.58	Troy										
8.63	Albany	7.30	8.32	9.32	9.50	11.36			12.15		2.50
	Rensselaer	7.33	8.35	9.35	9.53	11.39			1.05		2.53
	Castleton-on-Hud.	M 7.41							1.08		
12.55	Schodack L'd'g.										
18.65	Stuyvesant	7.52	8.55	9.54	10.12	11.57				1.26	3.12
21.02	Newton Hook										
24.21	Stockport	7.57			10.17					1.31	
28.46	Hudson	s 8.04	9.05	10.04	s 10.25	12.07				s 1.38	3.22
32.76	Greendale	s 8.11								s 1.46	
36.81	No. Germantown				10.34						
38.56	Germantown				s 10.37					s 1.54	
43.93	Tivoli				10.42						
48.23	Barrytown	8.28	9.24	10.23	s° 10.49	12.27				2.04	3.41
53.77	Rhinecliff	s 8.35			s 10.57					s 2.13	
59.25	Staatsburg										
63.65	Hyde Park	8.47		10.36	f 11.09	12.42				2.25	
69.37	Poughkeepsie	A 8.56	9.43	s 10.46	s 11.25	s 12.52					P. M.
74.68	Poughkeepsie	L s 8.56			11.32				s 2.47	f 3.23	3.59
77.81	Camelot				11.37					f 3.30	
80.40	New Hamburg	9.06	9.52	10.57	s 11.37	1.02				2.58	s 3.36
83.90	Chelsea	9.09			s 11.42	1.05				3.01	s 3.42
	Beacon	s 9.15	9.58	11.03	s 11.49	s 1.11				s 3.07	s 3.49
85.66	Dutchess				11.53						3.53
90.36	Cold Spring				s 12.01						s 4.00
93.06	Garrison	9.26	10.08	11.13	s 12.07	1.23				3.18	s 4.06
96.83	Manitou	9.30			12.13		P. M.	P. M.		3.23	s 4.14
101.63	Peekskill	s 9.39	10.18	11.23	s° 12.24	1.33	L° 1.32	L° 2.56	s 3.31	s° 4.23	4.34
104.09	Montrose				s 12.30		s 1.37	s 3.01		s 4.29	
105.54	Crugers						s 1.42	s 3.06		s 4.34	
106.51	Oscawana						s 1.45	s 3.09		4.36	
108.33	Croton-on-Hud.	9.50	10.29	11.34	12.40	1.43	s 1.51	s 3.14	3.40	s 4.40	4.43
142.19	Grand Cen. Term.	10.45	11.25	12.30	1.50	2.40	3.09	4.37	4.40	5.48	5.40
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 54 use Track No. 4, Signal Station 60 to Signal Station 50.  
 Time shown at Troy and Grand Central Terminal is for information only.



# ALBANY to CROTON-ON-HUDSON

Continued from page 21

## EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	38	160	90	144	198	134	244	182	96	178	50
		See Note				See Note		See Note	See Note			
		The Missouri-ran	Pough-keepsie	The Forest City	The Laurentian	Albany	Albany	Peekskill	Milk	Advance Empire	Pough-keepsie	Empire State Express
		Daily	Daily	Daily	Daily	Sunday only	Daily except Sunday	Sunday only	Daily	Daily	Sunday only	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Troy.....				4.50							
0.58	Albany.....	3.45		4.56		5.10	5.30		6.25	6.30		6.50
8.63	Rensselaer.....	3.48		4.59	5.10	5.13	5.33		6.58	6.33		6.53
	Castleton-on-Hud.					s 5.25	s 5.45					
12.55	Schodack L'd'g...					s 5.32	s 5.52					
18.65	Stuyvesant.....	4.08		5.18	5.28	s 5.41	s 6.01		7.17	6.52		7.12
21.02	Newton Hook....					s 5.47	s 6.06					
24.21	Stockport.....	4.13			5.33	s 5.52	s 6.11			6.57		
28.46	Hudson.....	s 4.20		5.28	s 5.40	s 6.00	s 6.19		7.27	s 7.04		7.22
32.76	Greendale.....					s 6.08	s 6.26					
36.81	No. Germantown..					s 6.13	6.30					
38.56	Germantown.....					s 6.20	s 6.34					
43.93	Tivoli.....					s 6.28	s 6.42					
48.23	Barrytown.....	4.41		5.48	6.00	s° 6.35	s° 6.49		°7.52	7.25		7.42
53.77	Rhinecliff.....					s 6.46	s 6.57					
59.25	Staatsburg.....					s 6.55	s 7.05					
63.65	Hyde Park.....	4.55			6.14	s 7.03	s 7.12			7.39		
69.37	Poughkeepsie...A		P. M.				s 7.20				P. M.	
	Poughkeepsie...L	s 5.02	°5.32	6.08	s 6.23	s 7.13	7.50		8.38	s 7.46	°8.00	8.02
74.68	Camelot.....		† 5.40			f 7.22	7.57			f 8.09		
77.81	New Hamburg...	5.13	s 5.46	6.16	6.33	s 7.30	s 8.02		8.53	7.57	s 8.17	8.10
80.40	Chelsea.....	5.16	s 5.52		6.36	s 7.36	s 8.07			8.00	s 8.23	
83.90	Beacon.....	s 5.22	s 6.01	6.23	s 6.42	s 7.43	s 8.17		9.01	s 8.06	s 8.30	8.17
85.66	Dutchess.....		s 6.06			7.47	8.21				8.35	
90.36	Cold Spring.....		s 6.13			s 7.54	s 8.27				s 8.42	
93.06	Garrison.....	□ 5.33	s 6.19	6.33	6.53	s 8.00	s 8.33		9.20	8.16	s 8.48	8.27
96.83	Manitou.....		s 6.27			s 8.07	8.39	P. M.			s 8.56	
101.63	Peekskill.....	Y 5.45	s° 6.37	6.43	7.03	s° 8.16	s° 8.49	L°9.08	9.36	8.26	s 9.05	8.37
104.09	Montrose.....		s 6.43			f 8.54	s 9.13½					
105.54	Crugers.....		s 6.47			f 8.58	s 9.18					
106.51	Oscawana.....		s 6.51			f 9.01	s 9.22					
108.33	Croton-on-Hud...	5.54	s 6.56	6.52	7.13	8.26	9.05	s 9.27	9.50	8.37	9.16	8.46
142.19	Grand Cen. Term.	6.50	8.15	7.50	8.10	9.30	10.20	10.46		9.35	10.20	9.45
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 38 use Track No. 4, Signal Station 50 to Signal Station 43, Sunday.  
 Nos. 198 and 244 will not carry baggage.  
 No. 182 will not carry passengers.  
 Time shown at Troy and Grand Central Terminal is for information only.

# ALBANY to CROTON-ON-HUDSON

## EASTWARD—FIRST CLASS

Miles from Albany	STATIONS	184	170	118	56							
		See Note	See Note	See Note								
		Milk	Albany	Peekskill	The DeWitt Clinton							
		Daily	Sunday only	Daily	Daily							
	LEAVE	P. M.	P. M.	P. M.	P. M.							
	Troy.....											
0.58	Albany.....											
8.63	Rensselaer.....	Rensselaer Yard 7.26	8.00		8.38							
	Castleton-on-Hud.		8.03		8.41							
					† 8.52							
12.55	Schodack L'd'g...											
18.65	Stuyvesant.....	7.44			9.02							
21.02	Newton Hook....											
24.21	Stockport.....		8.29		9.07							
28.46	Hudson.....	7.53	s 8.36		s 9.14							
32.76	Greendale.....		s 8.44									
36.81	No. Germantown..											
38.56	Germantown.....											
43.93	Tivoli.....		8.56									
48.23	Barrytown.....	8.12	s 9.02		s 9.35							
53.77	Rhinecliff.....		s 9.10		s 9.43							
59.25	Staatsburg.....											
63.65	Hyde Park.....		9.21		9.54							
69.37	Poughkeepsie...A											
	Poughkeepsie...L	8.37	s °9.30		s 10.03							
74.68	Camelot.....											
77.81	New Hamburg...	8.47	9.41		10.15							
80.40	Chelsea.....		9.44		10.18							
83.90	Beacon.....	8.55	s 9.50		s 10.24							
85.66	Dutchess.....											
90.36	Cold Spring.....											
93.06	Garrison.....	9.07	10.01		10.35							
96.83	Manitou.....		10.06	P. M.	10.41							
101.63	Peekskill.....	9.18	s° 10.13	L° 10.23	s 10.48							
104.09	Montrose.....			s 10.28½								
105.54	Crugers.....			s 10.33								
106.51	Oscawana.....			s 10.36½								
108.33	Croton-on-Hud...	9.27	10.22	s 10.41	10.59							
142.19	Grand Cen. Term.		11.20	11.57	11.59							
	ARRIVE	P. M.	P. M.	A. M.	P. M.							

Nos. 118 and 170 will not carry baggage.  
 No. 184 will not carry passengers.  
 No. 170 will not run February 21, May 30, July 4, 1943.  
 Time shown at Grand Central Terminal is for information only.



# ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	29	131	35	555	59	159	63	163	139	61	547	43
		The Niagara	See Note Mail	Fast Mail	St. Lawrence Division	The Iroquois	Buffalo Express	The Genesee	The Cayuga	See Note Railway Express	The Seneca	St. Lawrence Division	South Shore Express
		Daily	Daily except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Monday	Daily	Daily except Sunday	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
2.44	Albany	12.40	Rensselaer Yard 12.54	1.44		Rensselaer Yard 2.20	2.28	2.40	Rensselaer Yard 2.47	Rensselaer Yard 3.35	4.30		5.30
13.49	Signal Station 3...	1.05	1.22	2.06		2.48	2.54	3.08	3.15	4.03	4.54		5.54
16.88	Schenectady	1.12								s 5.06		s 6.02	
26.23	Hoffmans	1.23	1.35	2.19		3.00	3.07	3.20	3.37	4.16	5.18		s 6.14
32.76	Amsterdam												s 6.22
35.58	Fort Johnson										5.34		6.31
38.38	Tribes Hill												
43.32	Fonda	1.39	1.52	2.34		3.15	3.23	3.35	3.42	4.32	s 5.47		s 6.38
48.58	Yosts												s 6.45
54.79	Palatine Bridge												s 6.53
57.87	Fort Plain												s 6.59
63.76	St. Johnsville												s 7.10
73.49	Little Falls	2.08	2.23	3.03		3.44	3.52	4.04	4.11	5.03	6.19		s 7.24
80.55	Herkimer												s 7.36
83.03	North Ilion												s 7.42
91.10	Schuyler Jct.	2.24	2.41	3.20		3.59	4.07	4.20	4.26	5.21	6.38		7.53
94.57	Utica	2.29	2.46	3.25	A. M.				s 4.31		6.45	A. M.	s 7.59
98.39	Whitesboro	2.45	3.00	3.36	3.55	4.04	4.12	4.25	4.40	5.26	A. M.	6.05	8.10
101.48	Oriskany												s 8.24
106.05	Signal Station 34.	2.58	3.13	3.49	4.10	4.16	4.25	4.37	4.52	5.39		6.23	s 8.34
108.36	Rome				A. M.							A. M.	s 8.45
117.02	Verona												
121.48	Oneida	3.13	3.29	4.04		4.29	4.38	4.51	5.05	5.53			s 8.54
124.27	Wampsville												s 8.59
126.58	Canastota												s 9.05
132.74	No. Chittenango												
136.76	Kirkville	3.29	3.45	4.19		4.43	4.52	5.05	5.19	6.07			9.19
139.39	Minoa												
142.72	East Syracuse												
144.60	Signal Station 48.	3.37	3.53	4.27		4.51	5.00	5.13	5.27	6.15			9.27
146.50	Syracuse	3.40	3.56	4.30		4.54	5.03	5.16	5.30	6.18			9.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Nos. 131 and 139 will not carry passengers.  
Nos. 131 and 139 will not run November 27, December 26, 1942; January 2, February 23, June 1, July 6, 1943.

# ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK No. 1

Continued on page 26

Miles from Albany	STATIONS	335	9	189	107	55	51	185	5	39	571	441	41
		Local	Mail	See Note Milk	Syracuse	Advance Empire	Empire State Express	See Note Milk	The Mohawk	North Shore Limited	St. Lawrence Division	Local	The Knickerbocker
		Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
2.44	Albany	6.15	9.00	9.15	10.40	11.30	11.49		12.51	3.45		4.01	5.38
13.49	Signal Station 3...	6.39	9.24	9.38	11.04	11.54	12.12		1.14	4.09		4.22	6.01
16.88	Schenectady	s 7.00	s 9.32	A. M.	s 11.12	s 12.01	s 12.18	P. M.	s 1.21	s 4.15		s 4.30	s 6.08
26.23	Hoffmans	§ 7.13	9.44		11.23	12.12	12.29	1.30	1.32	4.26		§ 4.41	6.19
32.76	Amsterdam	s 7.32	s 9.54		s 11.33				s 1.40	s 4.34		s 4.55	
35.58	Fort Johnson	s 7.38										s 5.00	
38.38	Tribes Hill	s 7.44	10.02		11.41				1.48	4.42		s 5.05	
43.32	Fonda	s 8.09	s 10.10	Operated via West Shore	s 11.52			1.50	s 1.56	s 4.50		s 5.15	
48.58	Yosts	8.16			11.59				2.03			s 5.21	
54.79	Palatine Bridge	s 8.27	10.23		s 12.09				s 2.14			s 5.34	
57.87	Fort Plain	s 8.35	f 10.30		s 12.16				f 2.21			s 5.41	
63.76	St. Johnsville	s 8.47			f 12.25				2.30			s 5.50	
73.49	Little Falls	s 9.05	10.48		s 12.41	12.56	1.12	2.30	s 2.42	s 5.23		s 6.07	7.02
80.55	Herkimer	s 9.20			s 12.51				s 2.53	s 5.32		s 6.18	
83.03	North Ilion	s 9.29										s 6.29	
91.10	Schuyler Jct.	9.39	11.04		1.06	1.11	1.27	2.50	3.06	5.45		6.38	7.17
94.57	Utica	s 9.45	s 11.09		s 1.12	s 1.16	s 1.32	3.00	s 3.12	s 5.50	P. M.	s 6.43	s 7.22
98.39	Whitesboro	L 10.05	11.30		1.49	1.21	1.34	P. M.	3.18	5.54	6.25	6.56	7.25
101.48	Oriskany												
106.05	Signal Station 34.	10.19	11.43		2.02	1.34	1.47		3.31	6.07	6.40	7.09	7.38
108.36	Rome	s 10.28			s 2.09				s 3.36	H 6.11	P. M.	s 7.15	s 7.43
117.02	Verona	10.40			2.19				3.47	6.21		7.25	
121.48	Oneida	s 10.47	12.00		s 2.26				s 3.56	s 6.28		s 7.33	7.58
124.27	Wampsville	10.52			2.31				4.01			7.38	
126.58	Canastota	s 10.59			s 2.36				s 4.06			s 7.43	
132.74	No. Chittenango	11.07		P. M.									
136.76	Kirkville	s 11.13	12.19	5.04	2.49	1.59	2.12		4.22	6.45		7.58	8.11
139.39	Minoa	s 11.17											
142.72	East Syracuse	s 11.23											
144.60	Signal Station 48.	11.27	12.27	5.12	2.57	2.07	2.20		4.30	6.53		8.06	8.19
146.50	Syracuse	11.30	12.30	5.15	3.00	2.10	2.23		4.33	6.56		8.09	8.22
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 185 and 189 will not carry passengers.  
No. 189 use connection Kirkville Jct. to Signal Station 44.



# ALBANY to SYRACUSE

Continued from page 25

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	15	37	67	27	367	1	25	33	17	19	47
		The Ohio State Limited	Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Upstate Special	The Pace-maker	The 20th Century Limited	New England Wolverine	The Wolverine	The Lake Shore Limited	The Detroit
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.44	Albany.....	6.54	7.04	7.16	7.30	7.40	8.04	8.40	8.55	9.05	9.33	9.59
13.49	Signal Station 3..		Rensselaer Yard 7.04	7.16	7.30	7.40	8.04	8.40	8.55	9.05	9.33	9.59
	Signal Station 7..	7.15	7.32	7.40	7.52	8.02	8.27	9.01	9.17	9.29	9.57	10.23
16.88	Schenectady.....			K 7.45	s 7.58	s 8.08			s 9.24	s 9.36	s 10.03	
26.23	Hoffmans.....	7.27	7.44	7.56	8.09	8.19	8.40	9.13	9.35	9.47	10.14	10.35
32.76	Amsterdam.....					s 8.27						
35.58	Fort Johnson....											
38.38	Tribes Hill.....					8.34						
43.32	Fonda.....		7.59	8.11	8.24	s 8.41	8.55		9.50	10.02	10.30	10.50
48.58	Yosts.....					8.48						
54.79	Palatine Bridge..					s 9.08	9.05					
57.87	Fort Plain.....					s 9.14						
63.76	St. Johnsville....					s 9.23						
73.49	Little Falls.....	8.09	8.28	8.40	8.53	s 9.36	9.24	9.55	10.19	10.31	10.59	11.19
80.55	Herkimer.....					s 9.48						
83.03	North Ilion.....											
91.10	Schuyler Jct.....	8.24	8.44	8.56	9.09	9.59	9.40	10.10	10.35	10.47	11.15	11.35
94.57	Utica.....A			s 9.01	s 9.14	10.20	s 9.45		s 10.40	s 10.52	s 11.20	s 11.40
	Utica.....L	8.29	8.49	9.04	9.17	P.M.	9.48	10.14	10.45	10.57	11.24	11.44
98.39	Whitesboro.....											
101.48	Oriskany.....											
106.05	Signal Station 34..	8.41	9.01	9.17	9.30		10.01	10.25	10.58	11.10	11.37	11.57
108.36	Rome.....			s 9.21					s 11.03	s 11.16		
117.02	Verona.....											
121.48	Oneida.....		9.15	9.36	9.44		10.15		11.19	11.32	11.51	12.11
124.27	Wampsville.....											
126.58	Canastota.....											
132.74	No. Chittenango..											
136.76	Kirkville.....	9.06	9.29	9.49	9.59		10.31	10.49	11.34	11.48	12.07	12.26
139.39	Minoa.....											
142.72	East Syracuse....											
144.60	Signal Station 48..	9.14	9.37	9.57	10.07		10.39	10.57	11.42	11.56	12.15	12.34
146.50	Syracuse.....	9.17	9.40	10.00	10.10		10.42	11.00	11.45	11.59	12.18	12.37
ARRIVE		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

# ALBANY to SYRACUSE

WESTWARD—FIRST CLASS—TRACK NO. 1

Continued on page 28

Miles from Albany	STATIONS	455	11	57	21							
		See Note		See Note								
		Local	The South Western Limited	The Cleveland Limited	The Ontario							
LEAVE		P. M.	P. M.	P. M.	P. M.							
	Albany.....	10.05	10.52	11.01	11.20							
2.44	Signal Station 3..											
13.49	Signal Station 7..	10.28	11.14	11.23	11.44							
16.88	Schenectady.....	s 10.45			s 11.50							
26.23	Hoffmans.....	10.56	11.26	11.35	12.01							
32.76	Amsterdam.....	s 11.10										
35.58	Fort Johnson....											
38.38	Tribes Hill.....	11.17										
43.32	Fonda.....	s 11.53	11.41	11.50	12.16							
48.58	Yosts.....	11.59										
54.79	Palatine Bridge..	s 12.08										
57.87	Fort Plain.....	s 12.15										
63.76	St. Johnsville....	s 12.24										
73.49	Little Falls.....	s 12.49	12.08	12.17	12.45							
80.55	Herkimer.....	s 1.02										
83.03	North Ilion.....											
91.10	Schuyler Jct.....	1.14	12.23	12.32	1.00							
94.57	Utica.....A	s 1.22			s 1.05							
	Utica.....L	2.00	12.28	12.37	1.11							
98.39	Whitesboro.....											
101.48	Oriskany.....											
106.05	Signal Station 34..	2.13	12.40	12.49	1.24							
108.36	Rome.....	s 2.23										
117.02	Verona.....	2.34										
121.48	Oneida.....	s 2.49			1.38							
124.27	Wampsville.....											
126.58	Canastota.....											
132.74	No. Chittenango..											
136.76	Kirkville.....	3.19	1.05	1.14	1.54							
139.39	Minoa.....											
142.72	East Syracuse....											
144.60	Signal Station 48..	3.27	1.13	1.22	2.02							
146.50	Syracuse.....	3.30	1.16	1.25	2.05							
ARRIVE		A. M.	A. M.	A. M.	A. M.							

No. 455 use Track No. 3, Signal Station 22 to Signal Station 24.  
 No. 57 will not carry baggage.  
 No. 455 will not run west of Utica Sunday.



# SYRACUSE to ALBANY

Continued from page 27

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	30	14	46	44	6	48	20	2	66	8
		The Iroquois	See Note Mail	Boston Special	New York Special	Fifth Avenue Special	The Detroit	The Cleveland Limited	The Pace-maker	Advance Commodore Vanderbilt	The Wolverine
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1.90	Syracuse.....	12.20	12.41	12.46	1.10	1.48	2.10	2.15	2.44	2.52	3.10
3.78	Signal Station 48...										
7.11	East Syracuse.....										
9.74	Minoa.....										
	Kirkville.....	12.32	12.53	12.58	1.22	2.00	2.22	2.27	2.56	3.04	3.22
13.76	No. Chittenango....										
19.92	Canastota.....										
22.23	Wampsville.....										
25.02	Oneida.....	12.45	1.07	1.12	1.35	2.13	2.34	2.39	3.09	3.16	3.34
29.48	Verona.....										
38.14	Rome.....										
40.45	Signal Station 34....	12.59	1.22	1.27	1.49	2.27	2.47	2.52	3.22	3.29	3.47
45.02	Oriskany.....										
48.11	Whitesboro.....	1.07	1.30	1.35	1.57	2.36					
51.93	Utica.....A S	1.12	1.35	1.40	2.02	2.41					
	Utica.....L	1.27	1.42	1.47	2.07	2.45	2.58	3.03	3.33	3.40	3.58
55.40	Schuyler Jct.....	1.33	1.48	1.53	2.13	2.51	3.03	3.08	3.38	3.45	4.03
63.47	North Ilion.....										
65.95	Herkimer.....										
73.01	Little Falls.....	1.50	2.05	2.10	2.30	3.08	3.19	3.24	3.54	4.01	4.19
82.74	St. Johnsville.....										
88.63	Fort Plain.....										
91.71	Palatine Bridge.....										
97.92	Yosts.....										
103.18	Fonda.....	2.18	2.33	2.38	2.58	3.36	3.47	3.52	4.22	4.29	4.47
108.12	Tribes Hill.....										
110.92	Fort Johnson.....										
113.74	Amsterdam.....										
120.27	Hoffmans.....	2.34	2.50	2.55	3.15	3.53	4.02	4.07	4.38	4.45	5.02
129.62	Schenectady.....										
133.01	Signal Station 7....	2.47	3.03	3.08	3.28	4.06	4.14	4.19	4.50	4.57	5.14
144.06	Signal Station 3....	2.58	3.14	3.19	3.39	4.17	4.26	4.31	5.01	5.08	5.25
146.50	Albany.....	3.07	3.22	3.27	3.52	4.30	4.39	4.44	5.10	5.18	5.33
						Rensselaer Yard	Rensselaer Yard				
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 14 will not carry passengers.

# SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Continued on page 30

Miles from Syracuse	STATIONS	12	98	26	68	400	142	10	24	22	188	58	40
		The South Western Limited	New England Wolverine	The 20th Century Limited	The Commodore Vanderbilt	See Note Local	The Cayuga	The Water Level Limited	The Knickerbocker	The Lake Shore Limited	See Note Milk	The Niagara	North Shore Limited
		Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	Syracuse.....	3.17	3.25	3.42	3.45		4.43	5.45	6.35	8.40	8.41	11.06	12.11
1.90	Signal Station 48						4.46						
3.78	East Syracuse...						s 4.51				8.55		
7.11	Minoa.....						s 4.58						
9.74	Kirkville.....	3.29	3.37	3.54	3.57		s 5.04	5.57	6.47	8.52	9.10	11.18	12.23
13.76	No. Chittenango										A. M.	11.22	
19.92	Canastota.....						s 5.21					s 11.28	
22.23	Wampsville....						5.26		6.58			11.32	
25.02	Oneida.....	3.41	3.49	4.06	4.09		s 5.36	6.09	s 7.03	9.04		s 11.37	12.35
29.48	Verona.....						s 5.45		7.09	9.08		11.43	
38.14	Rome.....						s 6.03		s 7.19	s 9.18		s 11.53	
40.45	Signal Station 34	3.54	4.02	4.18	4.22		6.07	6.22	7.23	9.22		11.57	12.48
45.02	Oriskany.....						s 6.14						
48.11	Whitesboro....							6.20	6.30	7.31	9.30		12.05
51.93	Utica.....A						A. M. s 6.25	s 6.35	s 7.36	s 9.35		s 12.10	
	Utica.....L	4.05	4.14	4.28	4.33	4.45	7.45	6.38	7.39	9.38		12.15	1.00
55.40	Schuyler Jct...	4.10	4.19	4.33	4.38	4.51	7.51	6.44	7.45	9.44		12.21	1.05
63.47	North Ilion....						s 5.06	s 8.02					12.29
65.95	Herkimer.....						s 5.18	s 8.08					s 12.33
73.01	Little Falls....	4.26	4.35	4.49	4.54	5.34	s 5.34	s 8.15	6.59	8.01	10.00		s 12.43
82.74	St. Johnsville...						s 5.47	s 8.27					12.54
88.63	Fort Plain.....						s 5.55	s 8.36					s 1.02
91.71	Palatine Bridge.						s 6.03	s 8.42					s 1.08
97.92	Yosts.....						6.19	8.50					1.17
103.18	Fonda.....	4.54	5.03	5.17	5.22	7.54	s 7.54	s 9.05	7.27	8.29	10.29		s 1.25
108.12	Tribes Hill....												
110.92	Fort Johnson...						8.03	9.14					1.34
113.74	Amsterdam....						s 8.13	s 9.25					s 1.40
120.27	Hoffmans.....	5.09	5.19	5.32	5.37	8.21	9.33	7.42	8.44	10.44			1.50
129.62	Schenectady...						s 8.37	s 9.53	7.53	8.55	10.56	P. M.	s 2.02
133.01	Signal Station 7	5.21	5.31	5.44	5.49	8.43	10.02	7.59	9.01	11.02	4.50	2.08	2.18
144.06	Signal Station 3	5.32	5.42	5.55	6.00	8.54	10.13	8.10	9.12	11.14	5.01	2.20	2.30
146.50	Albany.....	5.42	5.50	6.03	6.11	9.05	10.25	8.20	9.20	11.24	5.20	2.30	2.40
						Rensselaer Yard					Rensselaer Yard		
ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

No. 188 use connection from Signal Station 44 to Kirkville Jct.  
No. 188 will not carry passengers.  
No. 400 use Track No. 4 Signal Station 19 to Signal Station 16.



# SYRACUSE to ALBANY

Continued from page 29

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	64	38	90	34	570	96	50	184	424	56	548	42
		See Note							See Note				
		Mail and Express	The Missouri-rarian	The Forest City	The Seneca	St. Lawrence Division	Advance Empire	Empire State Express	Milk	Local	The DeWitt Clinton	St. Lawrence Division	Boston Express
		Daily except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.90	Syracuse	11.45	12.43	1.58	2.20		3.30	4.05		4.07	5.14		8.05
3.78	Signal Station 48.									4.10			
7.11	East Syracuse									s 4.15			
9.74	Minoa									s 4.21			
	Kirkville	11.57	12.55	2.10	2.32		3.42	4.17		s 4.26	5.26		8.17
13.76	No. Chittenango				2.36					s 4.33			8.20
19.92	Canastota				s 2.43					s 4.43		s 8.28	
22.23	Wampsville	12.09			2.48					s 4.48	5.38		8.33
25.02	Oneida	s 12.15	1.07	2.22	s 2.53		3.54			s 4.55	s 5.44		s 8.38
29.48	Verona	12.21	1.11		2.59		3.58			s 5.02	5.50		8.44
38.14	Rome	s 12.32	s 1.21		s 3.10	P. M.	s 4.09			s 5.18	s 6.01	P. M.	s 8.58
40.45	Signal Station 34.	12.36	1.25	2.35	3.14	3.35	4.13	4.42		5.22	6.05	8.32	9.02
45.02	Oriskany									s 5.29			
48.11	Whitesboro	12.44	1.33	2.43	3.22	3.45	4.21	4.50		5.34	6.13	8.45	9.10
51.93	Utica	s 12.50	s 1.38	s 2.48	s 3.27	3.50	s 4.26	s 4.55	P. M.	s 5.39	s 6.18	8.50	s 9.15
	Utica	L 1.44	1.42	2.58	3.37	P. M.	4.31	4.59	5.05	5.54	6.23	P. M.	9.20
55.40	Schuyler Jct.	1.50	1.48	3.04	3.43		4.37	5.05	5.11	6.00	6.29		9.26
63.47	North Ilion	1.58			s 3.53					s 6.10			9.34
65.95	Herkimer	s 2.03			s 3.59					s 6.21			s 9.38
73.01	Little Falls	s 2.13	2.04	3.20	s 4.09		4.54	5.20	5.28	s 6.35	6.45		s 9.50
82.74	St. Johnsville				s 4.21					s 7.14	6.55		s 10.01
88.63	Fort Plain	2.28			s 4.32					s 7.26			f 10.10
91.71	Palatine Bridge	s 2.33			s 4.38					s 7.35	# 7.08		f 10.16
97.92	Yosts	2.41			4.46					7.42	7.16		10.24
103.18	Fonda	s 2.54	2.34	3.50	s 4.56		5.24	5.48	5.58	s 8.40	s 7.24		s 10.34
108.12	Tribes Hill									f 8.50			
110.92	Fort Johnson	3.03			5.06					8.55	7.34		10.44
113.74	Amsterdam	s 3.09			s 5.14					s 9.15	s 7.40		s 10.50
120.27	Hoffmans	3.18	2.50	4.06	5.24		5.43	6.04	6.17	9.25	7.49		11.00
129.62	Schenectady	s 3.32	s 3.03	s 4.17	s 5.40		s 5.54	s 6.15		s 10.10	s 8.01		s 11.15
133.01	Signal Station 7..	3.38	3.09	4.23	5.46		6.00	6.21	6.33	10.25	8.07		11.21
144.06	Signal Station 3..	3.49	3.20	4.34	5.57		6.11	6.32	6.44	10.39	8.18		11.32
146.50	Albany	4.00	3.31	4.45	6.10		6.20	6.42	6.55	11.00	8.25		11.43
									Rensselaer Yard				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Nos. 64 and 184 will not carry passengers.

# SYRACUSE to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Syracuse	STATIONS	52	32	36									
		See Note											
		The Easterner	Mall	The Genesee									
		Daily	Daily	Daily									
	LEAVE	P. M.	P. M.	P. M.									
1.90	Syracuse	8.32	9.25	11.10									
3.78	Signal Station 48..												
7.11	East Syracuse												
9.74	Minoa												
	Kirkville	8.44	9.37	11.22									
13.76	No. Chittenango	8.47		11.27									
19.92	Canastota	s 8.55		s 11.36									
22.23	Wampsville	9.00		11.41									
25.02	Oneida	s 9.06	9.51	s 11.47									
29.48	Verona	9.12		11.53									
38.14	Rome	s 9.27		s 12.07									
40.45	Signal Station 34..	9.31	10.07	12.12									
45.02	Oriskany												
48.11	Whitesboro	9.39	10.15	12.20									
51.93	Utica	s 9.44	s 10.20	s 12.25									
	Utica	L 9.59	10.43	12.45									
55.40	Schuyler Jct.	10.05	10.49	12.51									
63.47	North Ilion	s 10.14											
65.95	Herkimer	s 10.19											
73.01	Little Falls	s 10.32	11.06	1.09									
82.74	St. Johnsville	s 10.43											
88.63	Fort Plain	f 10.52											
91.71	Palatine Bridge	f 10.59											
97.92	Yosts	11.08											
103.18	Fonda	s 11.18	11.36	1.38									
108.12	Tribes Hill												
110.92	Fort Johnson	11.28											
113.74	Amsterdam	s 11.34											
120.27	Hoffmans	11.44	11.53	1.55									
129.62	Schenectady	s 11.59	s 12.16	s 2.08									
133.01	Signal Station 7..	12.05	12.22	2.14									
144.06	Signal Station 3..	12.16	12.33	2.25									
146.50	Albany	12.25	12.50	2.34									
	ARRIVE	A. M.	A. M.	A. M.									

No. 32 will not carry passengers.



# ALBANY to TROY

WESTWARD—FIRST CLASS—TRACK No. 1

Miles from Albany	STATIONS	703	465	705	711	769				
		Mount Royal	The Montreal Limited	Troy	Troy	Troy				
		Daily	Daily	Daily except Sunday	Daily	Daily				
LEAVE		A. M.	A. M.	A. M.	A. M.	P. M.				
	Albany.....	A. M.	A. M.	6.45	11.50	1.03				
0.58	Rensselaer.....	1.00	1.57	s 6.50						
5.27	Iron Works.....			s 6.57						
6.28	Madison St.....			s 7.00	M 12.04					
6.59	Adams St.....	1.11	2.07	s 7.02	M 12.07	1.14				
7.31	Troy.....	1.20	2.16	7.06	12.10	1.20				
ARRIVE		A. M.	A. M.	A. M.	P. M.	P. M.				

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

# TROY to ALBANY

EASTWARD—FIRST CLASS—TRACK No. 2

Miles from Troy	STATIONS	462	700	722	724	144	706	766	736			
		The Montreal Limited	New York Connection	New York Connection	Albany	The Laurentian	Albany	B. & M. Connection	Railway Express	See Note		
		Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily except Sunday			
LEAVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
	Troy.....	4.05	7.25	12.15	2.00	4.50	5.55	9.02	10.40			
0.72	Adams St....	4.14	7.29			4.59	s 5.58	9.10	10.48			
1.03	Madison St..						s 6.00					
2.04	Iron Works..						s 6.03					
6.73	Rensselaer...	4.24	7.40	12.33	2.17	5.10	s 6.15	9.19	10.57			
7.31	Albany.....	A. M.	7.45	12.37	2.20	P. M.	6.20	9.22	11.00			
ARRIVE		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			

No. 736 will not carry passengers.  
Time shown at Troy and Adams St. is for information only.

# TROY and SCHENECTADY

Miles from Troy	WESTWARD	SECOND CLASS		Miles from Schenectady	EASTWARD	SECOND CLASS	
		803				802	
		Freight				Freight	
STATIONS		Daily except Sunday		STATIONS		Daily except Sunday	
LEAVE		P. M.		LEAVE		A. M.	
	Troy.....	P. M.			Schenectady.....	10.00	
0.63	Green Island.....	5.00		3.82	Aqueduct.....		
3.63	Cohoes.....			9.82	Niskayuna.....		
5.92	Crescent.....			12.11	Mohawk View.....		
7.47	Dunsbach Ferry.....			13.94	Dunsbach Ferry.....		
9.30	Mohawk View.....			15.49	Crescent.....		
11.59	Niskayuna.....			17.78	Cohoes.....		
17.59	Aqueduct.....			20.78	Green Island.....	1.45	
21.41	Schenectady.....	7.15		21.41	Troy.....	P. M.	
ARRIVE		P. M.		ARRIVE		P. M.	

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

# LITTLE FALLS and SALISBURY CENTER

Miles from Little Falls	WESTWARD—SECOND CLASS	903	Miles from Salisbury Center	EASTWARD—SECOND CLASS	902				
						STATIONS	Freight	STATIONS	Freight
						Daily except Sunday		Daily except Sunday	
LEAVE		A. M.	LEAVE		A. M.				
	Little Falls.....	9.15		Salisbury Center.....	10.20				
4.39	Inghams.....		2.39	Dolgeville.....					
9.86	Dolgeville.....		7.86	Inghams.....					
12.25	Salisbury Center.....	10.10	12.25	Little Falls.....	1.30				
ARRIVE		A. M.	ARRIVE		P. M.				

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



# WEST SHORE R. R.—RAVENA and KIRKVILLE JUNCTION

WESTWARD—FIRST CLASS				EASTWARD—FIRST CLASS			
Miles from Ravena	STATIONS	189	185	Miles from Kirkville Jct.	STATIONS	188	
		See Note	See Note			See Note	
		Milk	Milk			Milk	
		Daily	Daily			Daily	
	LEAVE	A. M.	P. M.		LEAVE	A. M.	
4.83	Ravena		Selkirk yard	3.66	Kirkville Jct.	9.30	
8.39	South Bethlehem		P. M.		Chittenango		
10.19	Feura Bush		12.45	9.86	Canastota		
12.30	Unionville			15.55	Oneida Castle		
14.37	New Scotland		12.55	20.73	Vernon		
	Voorheesville			29.37	Clark Mills		
17.98	Guilderland Center			34.27	New York Mills	12.25	
19.53	Fullers	A. M.			East New York Mills		
	(Signal Station 7)	9.38		34.74	South Utica		
24.76	South Schenectady	9.47	1.11	35.57	Harbor	1.10	
31.83	Rotterdam Jct.	10.01	1.23	41.26	Frankfort		
	(Hoffmans)		1.30	46.44	Ilion		
				48.67			
33.39	Pattersonville		P. M.		Mohawk		
40.18	South Amsterdam			50.80	South Little Falls	1.50	
44.98	Fort Hunter			58.27	Indian Castle		
46.82	Auriesville			63.12			
50.50	Fultonville				South Fort Plain		
				73.74	Canajoharie	3.10	
55.21	Randall			77.21	Sprakers		
59.17	Sprakers			80.48	Randall		
62.44	Canajoharie			84.44			
65.91	South Fort Plain				Fultonville		
				89.15	Auriesville		
76.53	Indian Castle			92.83	Fort Hunter		
81.38	South Little Falls	1.02		94.67	South Amsterdam		
88.85	Mohawk			99.47	Pattersonville	4.10	
				106.26			
90.98	Ilion				(Hoffmans)		
93.21	Frankfort			107.83	Rotterdam Jct.	4.25	
98.39	Harbor	2.24		114.89	South Schenectady	4.40	
104.08	South Utica				(Signal Station 7)	4.50	
104.91	East New York Mills			120.13	Fullers		
				121.67	Guilderland Center	P. M.	
105.41	New York Mills	3.09					
110.29	Clark Mills				Voorheesville		
118.93	Vernon			125.29	New Scotland		
124.11	Oneida Castle			127.36	Unionville		
129.80	Canastota			129.47	Feura Bush		
				131.27	South Bethlehem		
133.58	Chittenango			134.83	Ravena		
139.66	Kirkville Jct.	5.00		139.66			
	ARRIVE	P. M.	P. M.		ARRIVE	P. M.	

On single track, westward trains are superior to eastward trains of the same class, unless otherwise specified.  
 Nos. 188 and 189 will stop on signal at Pattersonville, Fort Hunter, Auriesville, Clark Mills, Vernon, Chittenango to receive express shipments, also when necessary to discharge shipments.  
 Nos. 185, 188 and 189 will not carry passengers.  
 Nos. 188 and 189 use connection from Kirkville Jct. to Signal Station 44.

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

No.	STATIONS	Office Calls	Miles from New York	SIGNALS				TELEPHONES		
				Track No. 3	Track No. 1 Eastward	Track No. 1 Westward	Track No. 2	Track No. 4	Location	Side of Track
				3503	3501	3562	3564	Signal 3503	E	SS CD or 37
								Signal 3564	E	SS CD or 37
				3593	3591			2000 Ft. W. of Signal 3564	E	SS CD or 37
								Oscawana facing Sw. Tk. 4, 670 Ft. E. of Station in Cabin	W	SS CD or 37
					3640	3642	3644	Oscawana Station, outside	E	M., S. L.
				3673	3671			2600 Ft. W. of Oscawana Station	E	SS CD or 37
								Crugers Station, outside	E	M., S. L.
						3752	3754	2350 Ft. W. of Crugers Station	E	SS CD or 37
				3773	3771	3842	3844	Signal 3863	E	SS CD or 37
				3863	3861	3922	3924	Montrose Station, outside	W	SS CD or 37
								Standard Textile Switch, track No. 4	W	SS CD or 37
				3983	3981	4022	4024	Signal 3983	E	SS CD or 37
								Standard Brands Switch, track No. 4 in Cabin	W	SS CD or 37
								S.S. 37 Westward Int. signal bridge	E	SS CD or 37
37	East of Peekskill	C.S.	KN	40.10	INT.	INT.	INT.	INT.	W	P., T. D., M., S. L.
	Open Day and Night								W	SS 37
								Peekskill Station, west platform	W	SS 37
								Hudson Ave. crossing Peekskill, in Cabin	E	SS 37 or 43
								200 Ft. E. of Peekskill Frt. House	E	SS 37
						4152		Main St. Crossing	E	SS 37 or 43
						4171		Peekskill Bridge Signal Building, outside	E	SS 37 or 43
								1700 Ft. E. of Signal 4262	E	SS 37 or 43
						4260	4262	Roa Hook Platform, west end	E	SS 37 or 43
								Signal 4311	W	SS 37 or 43
							4372	Signal 4372	W	SS 37 or 43
								Watchman's Cabin 1000 Ft. W. of Signal 4372	W	SS 37 or 43
								1700 Ft. W. of Signal 4372	W	SS 37 or 43
								Watchman's Cabin opposite Signal 4441, in Cabin	W	SS 37 or 43
							4452	Watchman's Cabin 1150 Ft. W. of Signal 4452	W	SS 37 or 43
								Watchman's Cabin 2650 Ft. W. of Signal 4441	W	SS 37 or 43
							4541	Signal 4522	E	SS 37 or 43
								Outlying Sw. Track No. 2	W	SS 37 or 43
								Manitou Station inside	W	SS 37 or 43
							4632	Outlying Sw. Track No. 1	E	SS 37 or 43
							4721	Signal 4721	W	SS 37 or 43
							4742	725 Ft. W. of Signal 4742	W	SS 37 or 43
43	East of Garrison	C.S.	BC	47.43	INT.	INT.	INT.	1600 Ft. W. of S.S. 43	W	T.D., M., S.L.
	Open Day and Night								W	SS 43 or 50
						4893	4891	Signal 4924	W	SS 43 or 50
								Garrison Tell-tale Inspector's Cabin, inside	W	T.D., M., S.L.
	East of Garrison Sta.			49.11		INT.	INT.			
						4993	4991	Signal 5044	W	SS 43 or 50
						5103	5101	Signal 5103	E	SS 43 or 50
								1325 Ft. W. of Signal 5134	E	SS 43 or 50
								Signal 5203	E	SS 43 or 50
								200 Ft. W. of Signal 5224	E	SS 43 or 50
								Cold Spring Frt. House, inside	W	SS 43 or 50
								Cold Spring Station, inside	E	M., S. L.
								Signal 5303	E	SS 43 or 50
								1850 Ft. W. of Signal 5334	E	SS 43 or 50
								Signal 5393	E	SS 43 or 50
								E. end Breakneck Tunnel	W	SS 43 or 50
								W. end Breakneck Tunnel	W	SS 43 or 50
								Signal 5534	E	SS 43 or 50
								Signal 5583	E	SS 43 or 50
								1600 Ft. W. of Signal 5624	E	SS 43 or 50







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

STATIONS		Office Calls	Miles from New York	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
				.....	10602	No. Germantown Station, inside 3400 Ft. W. of Germantown Station	E E	M., S.L. SS 71 or 82
				10621	10732	Signal 10732	E	SS 71 or 82
				10821	10852	2800 Ft. W. of Signal 10732 Booth 108.11 3146 Ft. W. of Signal 10821	E E E	SS 71 or 82 M., S.L. SS 71 or 82
				10921	10932	Signal 10932	E	SS 71 or 82
				11011		2100 Ft. W. of Signal 10932 Greendale Station, outside 2700 Ft. W. of Greendale Station	W W W	SS 71 or 82 SS 71 or 82 SS 71 or 82
				11022		Remote Switch	W	T.D., M., S.L.
				INT.	11132	1800 Ft. W. of Signal 11132	W	SS 82
				11201	11202	Signal 11202	W	SS 82
				11281	11282	2150 Ft. W. of Signal 11202 Signal 11282 1950 Ft. W. of Signal 11282	W W W	SS 82 SS 82 SS 82
82	West end Hudson Siding Open Day and Night	C.S.	112.74	INT.	INT.	Car Inspector's Office, east yard, outside 1450 Ft. W. of Car Inspector's Office 50 Ft. E. of Atlas Cement Co., overhead bridge 100 Ft. E. of Westward Int. Signal SS 84	W E E W E	T.D., M., S.L. SS 82 or 84 SS 82 or 84 SS 82 or 84 SS 82 or 84
84	Hudson Open Day and Night	C.S. UD	113.66	INT.	INT.	900 Ft. W. of SS 84	E	P., T. D., M., S. L. SS 84
				11481	11482	Signal 11481, Dock St. Crossing Signal 11482	W E	SS 84 or 90 SS 84 or 90
				11581	11582	2043 Ft. E. of Signal 11581 Signal 11581	E E	SS 84 or 90 SS 84 or 90
				11681	11682	2700 Ft. W. of Signal 11581 Signal 11681	E E	SS 84 or 90 SS 84 or 90
				11771		2200 Ft. W. of Signal 11681 Signal 11771	E E	SS 84 or 90 SS 84 or 90
					11782	2600 Ft. W. of Signal 11771 Stockport Station, outside Outlying Switch to Station siding	E E E	SS 84 or 90 SS 84 or 90 SS 84 or 90
				11871	11872		E	SS 84 or 90
				11961	11962	542 Ft. E. of Signal 11961	E	SS 84 or 90
				12041		1158 Ft. W. of Signal 11961 Outlying Switch Track No. 2	E W	SS 84 or 90 SS 84 or 90
					12052	1900 Ft. W. of Signal 12052 Swarzler's siding, 2535 Ft. W. of Signal 12052	E E	SS 84 or 90 SS 84 or 90
				12181	12182	Outlying Switch to Station siding 62 Ft. W. of Signal 12181	W W	SS 84 or 90 SS 84 or 90
				12261		1900 Ft. W. of Newton Hook Station Signal 12261	E E	SS 84 or 90 SS 84 or 90
90	East of Stuyvesant Open Day and Night	C.S. XN	123.01	INT.	INT.	2550 Ft. W. of Signal 12261 Eastward Int. Signal SS 90 On bridge structure, Stuyvesant Station island platform Stuyvesant Station, inside	W W E E	T.D., M., S.L. SS 90 SS 90 M., S.L.
				12451		Track No. 4, Int. Signal	W	SS 90
					12482	2200 Ft. W. of Int. Signal SS 90 Signal 12482	E E	SS 90 SS 90
				12551		2300 Ft. W. of Signal 12482 Signal 12551	E E	SS 90 SS 90
				12572		Signal 12572	E	SS 90
				12651	12652	Signal 12651	E	SS 90
				12741	12742	Jump-over bridge, W. of Stuyvesant Signal 12741	E E	SS 90 SS 90
				12821	12822	Poolsburg Sw. Track No. 1 Signal 12821	E E	SS 90 SS 90
				12901	12902	2200 Ft. W. of Signal 12821 Signal 12901	E E	SS 90 SS 90
				12991	12992	2250 Ft. W. of Signal 12901 Signal 12991	E E	SS 90 SS 90
				13081		Schodack L'd'g Station, outside	E	SS 90
					13092	Outlying Sw. Track No. 2 2450 Ft. W. of Signal 13092	E E	SS 90 SS 90

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

STATIONS		Office Calls	Miles from New York	SIGNALS		TELEPHONES		
No.	Location			Track No. 1	Track No. 2	Location	Side of Track	Line
				13181	.....	Outlying Sw. Track No. 1	E	SS 90
				.....	13192	2352 Ft. W. of Signal 13192	W	SS 90
				13281	13282	Signal 13281	E	SS 90
				13371	13372	2300 Ft. W. of Signal 13281 Signal 13371	E E	SS 90 SS 90
						M. of W. Tool House, 1000 Ft. E. of Castleton on Hudson, outside	E	SS 90
						Castleton on Hudson Station, outside	E	SS 90
						Booth 133.9	W	T.D.M., S.L.
				13461		897 Ft. W. of Signal 13472	W	SS 98
				.....	13472	1900 Ft. W. of Signal 13472	E	SS 98
				13561	13562	M. of W. Dept. Building	E	SS 98
				13651	13652	2400 Ft. W. of Signal 13561 Signal 13651	E E	SS 98 SS 98
				13731		2200 Ft. W. of Signal 13651 Signal 13731	E E	SS 98 SS 98
				.....	13742	2750 Ft. W. of Signal 13731	E	SS 98
				13831	13832	Signal 13831	E	SS 98
				.....	13922	2550 Ft. W. of Signal 13831 Signal 13922	E E	SS 98 SS 98
						1800 Ft. W. of Signal 13921	E	SS 98
						Signal 14011	E	SS 98
						2600 Ft. W. of Signal 14011	E	SS 98
						Signal 14092	E	SS 98
						2050 Ft. W. of Signal 14092	E	SS 98

HUDSON RIVER CONNECTING LINE

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







STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
RENSSELAER TO KIRKVILLE

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES							
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line					
16	Fonda..... Open Day and Night.	C.S.	VN	186.3	.....	18133	18131	.....	Booth 181.4.....	S	T.D. or M.				
					18144	.....	18142	.....	Booth 181.8.....	N	T.D. or M.				
					18224	18223	18221	18222	Booth 182.2.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 182.8.....	N	T.D. or M.				
					18344	18343	18341	18342	Booth 183.4.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 183.9.....	N	T.D. or M.				
					18444	18443	18441	18442	Booth 184.4.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 184.9.....	N	T.D. or M.				
					.....	.....	.....	.....	East end of yard.....	N	SS 16				
					18554	18553	18551	18552	Booth 185.5.....	N	T.D. or M.				
					.....	.....	.....	.....	East end, car repairmen..	N	SS 16				
					INT.	INT.	INT.	INT.	Signal Station.....		T.D. or M.				
					.....	.....	.....	.....	Booth 186.7.....	N	T.D. or M.				
					18714	18713	18711	18712	Booth 187.1.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 187.5.....	N	T.D. or M.				
					18804	18803	18801	18802	Booth 188.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 188.4.....	N	T.D. or M.				
					18884	18883	18881	18882	Booth 188.8.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 189.3.....	N	T.D. or M.				
					18994	18993	18991	18992	Booth 189.9.....	N	T.D. or M.				
.....	.....	.....	.....	Booth 190.3.....	N	T.D. or M.									
19084	.....	.....	19082	Booth 190.8.....	N	T.D. or M.									
.....	.....	19113	19111	.....	.....	.....									
.....	.....	.....	.....	19152	.....	.....									
19	Palatine Bridge..... Open Day and Night.	C.S.	BD	197.1	.....	.....	.....	.....	Water station.....	N	T.D. or M.				
					.....	19233	19231	.....	Booth 192.....	N	T.D. or M.				
					19274	.....	.....	19272	Booth 192.5.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 192.7.....	N	T.D. or M.				
					19374	19373	19371	19372	Booth 192.9.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 193.2.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 193.7.....	N	T.D. or M.				
					19474	19473	19471	19472	Booth 194.2.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 194.9.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 195.2.....	N	T.D. or M.				
					19564	19563	19561	19562	Booth 195.6.....	N	T.D. or M.				
					.....	.....	.....	.....	Booth 196.....	N	T.D. or M.				
					19654	.....	.....	19652	Booth 196.5.....	N	T.D. or M.				
					.....	.....	.....	.....	East crossovers booth.....	N	SS 19				
					.....	.....	.....	.....	Signal Station.....		T.D. or M.				
					.....	.....	.....	.....	West crossovers booth...	N	SS 19				
					.....	.....	19763	19761	.....	.....	SS 19				
					.....	.....	.....	.....	.....	.....	.....				
					.....	.....	.....	.....	19874	19873	19871	19872	Booth 198.3.....	N	T.D. or M.
					.....	.....	.....	.....	.....	.....	.....	.....	Booth 198.7.....	N	T.D. or M.
.....	.....	.....	.....	.....	.....	.....	.....	Booth 199.2.....	N	T.D. or M.					
.....	.....	.....	.....	19984	19983	19981	19982	Booth 199.8.....	N	T.D. or M.					
.....	.....	.....	.....	.....	.....	.....	.....	Booth 200.3.....	N	T.D. or M.					
.....	.....	.....	.....	.....	.....	.....	.....	Booth 200.8.....	S	T.D. or M.					
.....	.....	.....	.....	.....	.....	.....	.....	Ticket office.....	S	T.D. or M.					
Fort Plain.....	.....	C.S.	200.8	20094	.....	.....	20092	Booth 201.3.....	N	T.D. or M.					
				.....	.....	.....	.....	Booth 201.7.....	N	T.D. or M.					
				20174	20173	20171	20172	Booth 201.9.....	N	T.D. or M.					
				20244	20243	20241	20242	Booth 202.4.....	N	T.D. or M.					
				.....	.....	.....	.....	Booth 202.8.....	N	T.D. or M.					
				20324	20323	20321	20322	Booth 203.2.....	N	T.D. or M.					
				.....	.....	.....	.....	Booth 203.7.....	N	T.D. or M.					
				20424	20423	20421	20422	Booth 204.2.....	N	T.D. or M.					
				.....	.....	.....	.....	Booth 204.7.....	N	T.D. or M.					
				.....	.....	20513	20511	.....	.....	.....					
St. Johnsville.....	.....	.....	206.7	20524	.....	.....	20522	Booth 205.7.....	N	T.D. or M.					
				.....	.....	.....	.....	Booth 206.8.....	N	T.D. or M. and SS 22					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	.....	.....	.....					
				.....	.....	.....	.....	20613	20611	20612	.....	.....	.....		

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
RENSSELAER TO KIRKVILLE

STATIONS		Office Calls	Miles from New York	SIGNALS				TELEPHONES			
No.	LOCATION			Track No. 4	Track No. 3	Track No. 1	Track No. 2	LOCATION	Side of Track	Line	
22	West St. Johnsville..... Open Day and Night.	C.S.	JU	207.0	INT.	INT.	INT.	INT.	Signal Station.....		T.D. or M.
					INT.	.....	.....	.....	Booth, outside S.S. 22 ...	S	T.D.
					.....	.....	.....	.....	Booth 207.5.....	N	T.D. or M.
					20814	20813	20811	20812	Booth 208.1.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 208.7.....	N	T.D. or M.
					20934	20933	20931	20932	Booth 209.3.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 209.9.....	N	T.D. or M.
					21054	21053	21051	21052	Booth 210.3.....	N	T.D. or M.
					21114	21113	21111	21112	Booth 211.1.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 211.7.....	N	T.D. or M.
					21234	21233	21231	21232	Booth 212.3.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 212.7.....	N	T.D. or M.
					21314	21313	21311	21312	Booth 213.1.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 213.6.....	N	T.D. or M.
					21424	21423	21421	21422	Booth 214.2.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 214.9.....	N	T.D. or M.
					21534	21533	21531	21532	Booth 215.3.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 215.8.....	N	T.D. or M.
					.....	.....	.....	.....	East End yard.....	S	SS 24
					24	Little Falls..... Open Day and Night.	C.S.	FS	216.3	INT.	INT.
.....	.....	.....	.....	Lock St. crossing, cabin..						S	SS 24
.....	.....	.....	.....	E. end of siding booth...						N	SS 24
21744	21743	21741	21742	Booth 217.4.....						N	T.D. or M. and SS 24
.....	.....	.....	.....	.....						.....	.....
.....	21823	21821	21822	Booth 217.9.....						N	T.D. or M.
21834	.....	.....	.....	Booth 218.2.....						N	T.D. or M.
21904	21903	21901	21902	Booth 219.....						N	T.D. or M.
21994	21993	21991	21992	Booth 219.5.....						N	T.D. or M.
.....	.....	.....	.....	Booth 219.9.....						N	T.D. or M.
.....	.....	.....	.....	Booth 220.2.....						N	T.D. or M.
22074	22073	22071	22072	Booth 220.7.....						N	T.D. or M.
.....	.....	.....	.....	.....						.....	.....
22154	22153	22151	22152	Booth 221.5.....						N	T.D. or M.
.....	.....	.....	.....	.....						.....	.....
22224	22223	22221	22222	Booth 222.2.....						N	T.D. or M.
.....	.....	.....	.....	Booth 222.6.....						N	T.D. or M.
22304	.....	.....	22302	Booth 223.....						N	T.D. or M.
.....	.....	.....	.....	Protection Ave. booth....						S	SS 26
.....	.....	.....	.....	Signal Station.....							T.D. or M.
26	Herkimer..... Open Day and Night.	C.S.	KI	223.7	INT.	INT.	INT.	INT.	Booth 224.1.....	S	T.D. or M.
					.....	.....	.....	.....	Herkimer yard, west end, booth 224.5.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 224.9.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 225.7.....	N	T.D. or M.
					.....	.....	.....	.....	North Ilion, cabin.....	S	T.D. or M.
					22644	22643	22641	22642	Booth 226.4.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 226.8.....	N	T.D. or M.
					22724	22723	22721	22722	Booth 227.2.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 227.7.....	N	T.D. or M.
					.....	22813	22811	.....	Booth 228.1.....	N	T.D. or M.
					22834	.....	.....	22832	Booth 228.6.....	N	T.D. or M.
					22914	22913	22911	22912	Booth 229.1.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 229.6.....	N	T.D. or M.
					23004	23003	23001	23002	Booth 230.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 230.4.....	N	T.D. or M.
					23094	23093	23091	23092	Booth 230.9.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 231.4.....	N	T.D. or M.
					23184	23183	23181	23182	Booth 231.8.....	N	T.D. or M.
					.....	.....	.....	.....	Booth 232.3.....	N	T.D. or M.
					23294	23293	23291	23292	Booth 232.9.....	N	T.D. or M.







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

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

**SCHENECTADY TO TROY**

STATIONS	Office Calls	Miles from Schenectady	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	Line
			Westward	Eastward			
Schenectady SS 8... Open Day and Night.	C.S.	SC	INT. INT.	INT. INT.	Signal Station.....		T.D. SS 8
					Booth, D. & H. Crossing.....	N	T.D.
					Stoney Lane, east end of siding, booth.....	S	
Aqueduct.....	..	3.8					
Niskayuna..... Open week days 7.00 A.M. to 4.00 P.M.	C.S.	NY	M.B.	M.B.	Station, booth.....	N	T.D.
Dunsbach Ferry.....							
Crescent..... Open week days 9.00 A.M. to 6.00 P.M.	C.S.	C	M.B.	M.B.	Station, booth.....	N	T.D.
					Harmony Mills siding, booth.....	S	T.D.
Cohoes.....	C.S.	17.8			Freight house.....	N	T.D.
Green Island..... Open week days 8.00 A.M. to 5.00 P.M.	C.S.	GY	....	SW.	Freight house.....	S	T.D.

**LITTLE FALLS TO SALISBURY CENTER**

STATIONS	Office Calls	Miles from Little Falls	LOCATION	TELEPHONES	Side of Track	Line
Little Falls S.S. 24... Open Day and Night.	C.S.	FS	Signal Station.....	4 Short rings		T.D.
Inghams.....	C.S.	4.39	Station.....	3 Short rings	S	SS 24
Dolgeville..... Open 8.00 A.M. to 5.00 P.M.	C.S.	W	Station.....	2 Short rings	S	SS 24

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES  
**RAVENA TO KIRKVILLE JUNCTION**

STATIONS	Office Calls	Miles from Weehawken	SIGNALS					TELEPHONES			
			Track No. 3 B&AConn	Track No. 3	Track No. 4	Track No. 1	Track No. 2	Track No. 5	LOCATION	Side of Track	Line
SS SM..... Open Day and Night.	C.S.	SM	INT.	INT.	INT.	....	....	....	Signal Station.....		T.D.
			Albany Single Track	105	106	....	....	....			
				97	96	....	....	....			
						1311	....	....	W. B. Int. Signal.....	N	SS SK T.D.
Selkirk Jct..... Open Day and Night.	C.S.	SK	132.1	INT.	INT.	INT.	INT.	INT.	Signal Station.....		
				1334	....	....	....	....			
								Track No. 6			
								INT.			
						744		746			
							Single Track				
Ravena.....	C.S.	QR	127.8								
South Bethlehem... Feura Bush.....	C.S.	SB FB	132.7 136.2	Track No. 7 Conn.	Track No. 5 Conn.		Track No. 5	Track No. 6	Station, booth.....	S	T.D.
				13697	13695				Station, booth.....	S	T.D.
				INT.	INT.						
Unionville.....	C.S.		138.0					13816	W. B. Int. Signal.....		T.D.
								13865			
								13975			
New Scotland....	C.S.		140.1					14055	Station, booth.....	S	T.D.
								14125	Booth.....	S	T.D.
Voorheesville.... Open Day and Night.	C.S.	NS	142.2					INT.	Signal Station.....		T.D.
								INT.			
								14305	West end, west bound siding, booth.....	N	T.D.
								14405			
								14515	Booth. 145.3.....	N	T.D.
Guilderland Center	C.S.		145.8					14605	Station, booth.....	S	T.D.
								14715			
Fullers.....	C.S.		147.4				Track No. 4	Track No. 5	Station, booth.....	S	T.D.
							14844	14845			
							14954	14955			
							Single Track	15074	15075		
							Eastward	Westward			
Carman, Main Line Open Day and Night.	C.S.	AS		INT.					Switch to Govt. Plant, Booth.....	N	SS 7
				194							
									Booth.....	N	T.D.
WH.....	C.S.		151.6		23	INT.	INT.	INT.	Booth.....	S	T.D.
South Schenectady	C.S.		152.6				15274	15255	Booth 152.3.....	S	T.D.
							15364	15365			
							15454	15455			
							15554	....			
							15615	....			
							15644	....	Booth.....	S	T.D.
							15724	....			
							15804	15805			
							15894	....			
							Track No. 4 Detour	Track No. 3 Detour			
Rotterdam Jct.... Open Day and Night.	C.S.	RJ	159.6	INT.	....			INT.	West end middle booth Signal Station.....	S	R.J. T.D.
				104	103				2000 Ft. west of SS-RJ...	S	R.J.
Hoffmans Main... line..... Open Day and Night.	C.S.	NA		INT.	INT.						
								1603			
								1602			
								1609	1610		







# SPEED TABLE

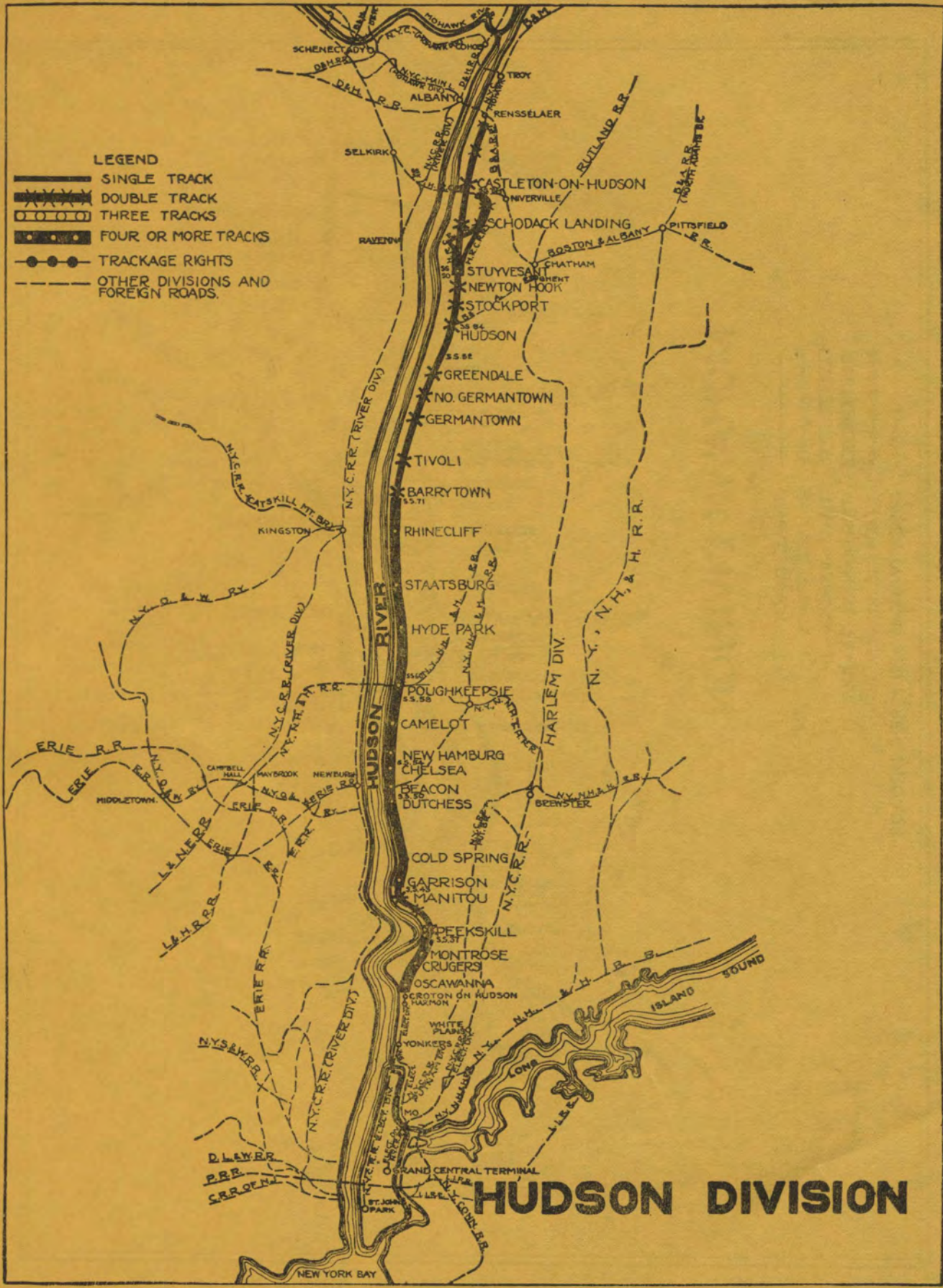
NOTE.— This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.04	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		







### ABBREVIATIONS

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





**LEGEND**

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

**HUDSON DIVISION**



# MOHAWK DIVISION

## LEGEND

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

