

**SAFETY
IS NO
ACCIDENT**

**COURTESY
KEEPS
CUSTOMERS**

**The
Delaware and Hudson Railroad**
CORPORATION

Time Table No. 44

EFFECTIVE SUNDAY, APRIL 24, 1960

AT 12:01 A. M.

Superseding Time Table No. 43, Dated October 25, 1959

FOR THE GOVERNMENT OF EMPLOYEES ONLY

K. E. MILLER
General Superintendent of Transportation

P. W. YOUNG
Superintendent

The Delaware and Hudson Railroad

CORPORATION

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PENNSYLVANIA SUBDIVISION

WILKES-BARRE TO SW CABIN

SW CABIN TO WILKES-BARRE

NORTHWARD—FIRST CLASS

SOUTHWARD—FIRST CLASS

Distance from Wilkes-Barre	STATIONS	701	
		DAILY	
		AM	
0.7	WILKES-BARRE..... LV. Jct.		
1.7	MO CABIN.....		
	PARSONS.....		
2.9	SX HUDSON..... D-N	2.57	
4.9	LAFLIN.....	3.02	
6.6	YATESVILLE.....	3.05	
7.9	PITTSTON.....	3.07	
10.2	AVOCA.....	3.12	
12.0	MOOSIC.....	3.16	
14.1	MJ CABIN.....	3.20	
16.7	SOUTH SCRANTON.....		
18.8	DC CABIN.....		
22.4	DICKSON CITY.....		
23.9	OLYPHANT.....		
25.4	JESSUP-PECKVILLE.....		
27.9	ARCHBALD.....		
30.1	JERMYN.....		
31.4	MAYFIELD.....		
33.6	LOOKOUT JCT.....		
34.0	CARBONDALE.....	C.N.J.	
34.4	DF CABIN.....		
36.4	WC CABIN.....		
40.9	FOREST CITY.....		
41.4	FT CABIN.....		
46.0	UD CABIN.....		
46.2	UNIONDALE.....		
48.1	HC CABIN.....		
51.9	BN CABIN.....		
54.7	ARARAT.....		
56.2	PO CABIN.....		
59.4	THOMPSON.....		
63.0	KA CABIN.....		
63.2	STARRUCCA.....		
65.3	CF CABIN.....		
70.3	JN CABIN.....		
72.2	LS CABIN.....		
74.5	KY CABIN.....		
80.9	WINDSOR.....		
83.1	NE CABIN.....		
85.0	X CABIN.....		
92.8	SW CABIN.....		
		AM	
		701	

Distance from Albany	STATIONS	706	
		DAILY	
		AM	
118.2	SW CABIN.....		
126.0	X CABIN.....		
127.9	NE CABIN.....		
130.1	WINDSOR.....		
136.5	KY CABIN.....		
138.8	LS CABIN.....		
140.7	JN CABIN.....		
145.7	CF CABIN.....		
147.8	STARRUCCA.....		
148.0	KA CABIN.....		
151.6	THOMPSON.....		
154.8	PO CABIN.....		
156.3	ARARAT.....		
159.1	BN CABIN.....		
162.9	HC CABIN.....		
164.8	UNIONDALE.....		
165.0	UD CABIN.....		
169.6	FT CABIN.....		
170.1	FOREST CITY.....		
174.6	WC CABIN.....		
176.6	DF CABIN.....		
177.0	CARBONDALE.....		
177.4	LOOKOUT JCT.....		
179.6	MAYFIELD.....		
180.9	JERMYN.....		
183.1	ARCHBALD.....	C.N.J.	
185.6	JESSUP-PECKVILLE.....		
187.1	OLYPHANT.....		
188.6	DICKSON CITY.....		
192.2	DC CABIN.....		
194.3	SOUTH SCRANTON.....		
196.9	MJ CABIN.....		12.23
199.0	MOOSIC.....		12.26
200.8	AVOCA.....		12.29
203.1	PITTSTON.....		12.33
204.4	YATESVILLE.....		12.36
206.1	LAFLIN.....		12.39
208.1	SX HUDSON..... D-N		12.43
209.3	PARSONS.....		
210.3	MO CABIN.....		
211.2	WILKES-BARRE..... LV. Jct.		
		AM	
		706	

SUSQUEHANNA SUBDIVISION

BINGHAMTON TO KN TOWER

NORTHWARD—FIRST CLASS

Distance from Binghamton	STATIONS	Car capacity of Passing sidings	205	
			DAILY EXCEPT SUNDAY	
			SEE NOTE	
			AM	
.....	BINGHAMTON			6.20
0.9	ROBINSON ST. TOWER			
1.6	BEVIER ST.			
2.7	YO CABIN			6.27
4.7	SA CABIN			6.30
12.4	FH CABIN			
13.9	BL CABIN			
15.6	TUNNEL			6.48
.....	VI CABIN			
22.2	HARPURSVILLE		S	7.01
23.8	NINEVEH			
24.4	SW CABIN			7.03
27.5	GR CABIN			
28.2	AFTON		S	7.09
34.1	BAINBRIDGE		S	7.17
39.3	SIDNEY	92	S	7.30
43.7	UNADILLA		S	7.37
52.9	OTEGO		f	7.48
60.0	FA TOWER..... D-N			7.58
60.9	ONEONTA		S	8.00
.....	ONEONTA			8.10
61.0	CM CABIN			
66.2	COLLIERS		f	8.17
67.0	COOPERSTOWN JCT.			8.18
75.2	WN CABIN			8.27
76.0	SCHENEVUS		S	8.30
81.0	WORCESTER		S	8.38
85.7	EAST WORCESTER		f	8.45
87.8	DE CABIN			8.49
92.6	RICHMONDVILLE		S	8.58
97.9	COBLESKILL	100	S	9.12
103.4	HOWES CAVE		S	9.21
106.3	CENTRAL BRIDGE	81	S	9.30
106.7	CB CABIN			
111.6	ESPERANCE			
113.9	JX CABIN			9.41
115.8	DELANSON		S	9.45
116.4	DJ CABIN			9.46
125.4	ALTAMONT	24	S	10.01
131.2	CORBIN	27		
131.7	VOORHEESVILLE		S	10.10
137.0	DELMAR		f	10.18
141.0	KN TOWER .. (Part D-N)			10.25
142.5	ALBANY		A	10.30
				AM
				205

KN TOWER TO BINGHAMTON

SOUTHWARD—FIRST CLASS

Distance from Albany	STATIONS	Car capacity of Passing sidings	208	
			DAILY EXCEPT SUNDAY	
			SEE NOTE	
			PM	
.....	ALBANY			3.35
1.5	KN TOWER .. (Part D-N)			3.40
5.5	DELMAR		f	3.46
10.9	VOORHEESVILLE		S	3.54
11.0	CORBIN	27		
17.2	ALTAMONT	24	S	4.04
26.2	DJ CABIN			4.19
26.8	DELANSON		S	4.21
28.6	JX CABIN			4.24
31.0	ESPERANCE			
35.9	CB CABIN			
36.2	CENTRAL BRIDGE		S	4.39
39.2	HOWES CAVE		S	4.46
44.7	COBLESKILL	D	S	4.58
50.0	RICHMONDVILLE		S	5.08
54.7	DE CABIN			5.17
56.9	EAST WORCESTER		f	5.20
61.5	WORCESTER		S	5.27
66.5	SCHENEVUS		S	5.35
67.4	WN CABIN			5.36
75.5	COOPERSTOWN JCT.			5.45
76.4	COLLIERS		f	5.46
81.6	CM CABIN			
81.7	ONEONTA		S	5.52
.....	ONEONTA			6.02
82.6	FA TOWER..... D-N			6.04
89.6	OTEGO		f	6.12
98.8	UNADILLA		S	6.24
103.3	SIDNEY		S	6.36
108.5	BAINBRIDGE	40	S	6.45
114.3	AFTON		S	6.53
115.0	GR CABIN			
118.2	SW CABIN			6.58
118.8	NINEVEH			
120.3	HARPURSVILLE		f	7.01
.....	VI CABIN			
127.0	TUNNEL			7.15
128.6	BL CABIN			
130.1	FH CABIN			
137.8	SA CABIN			7.38
139.9	YO CABIN			7.38
141.0	BEVIER ST.			
141.7	ROBINSON ST. TOWER			
142.5	BINGHAMTON		A	7.45
				PM
				208

NOTES: Time shown at Albany as information.

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

SUSQUEHANNA SUBDIVISION

DJ CABIN TO WY CABIN

WY CABIN TO DJ CABIN

NORTHWARD

SOUTHWARD

Distance from DJ Cabin	STATIONS				
.....	DJ CABIN.....				
9.9	SO. SCHENECTADY.....				
14.1	SCHENECTADY.....				
16.5	MOHAWK.....D-N				
18.8	GV CABIN.....				
21.8	QS CABIN.....				
23.9	ELNORA.....				
26.8	USHERS.....				
30.3	WY CABIN.....				

Distance from Mechanicville	STATIONS				
1.8	WY CABIN.....				
5.3	USHERS.....				
8.2	ELNORA.....				
10.3	QS CABIN.....				
13.3	GV CABIN.....				
15.6	MOHAWK.....D-N				
18.0	SCHENECTADY.....				
22.2	SO. SCHENECTADY.....				
32.1	DJ CABIN.....				

All trains operating between QS Cabin and WY Cabin will be governed by Special Instructions herein covering use of joint track between WY Cabin and QS Cabin, D. & H. R. R. Corp. and B. & M. R. R.

COOPERSTOWN BRANCH

NORTHWARD

SOUTHWARD

Distance from Cooperstown Jct.	STATIONS				
.....	COOPERSTOWN JCT.....				
3.1	PORTLANDVILLE.....				
7.6	MILFORD.....				
15.9	COOPERSTOWN.....				

Distance from Cooperstown	STATIONS				
.....	COOPERSTOWN.....				
8.3	MILFORD.....				
12.8	PORTLANDVILLE.....				
15.9	COOPERSTOWN JCT.....				

Northward trains are superior to southward trains of the same class, unless otherwise specified.

**SARATOGA SUBDIVISION
KN TOWER TO WHITEHALL**

NORTHWARD—FIRST CLASS

Distance from Albany	STATIONS	9	1	3	205	35	37	5	7				
		DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SAT & SUN	DAILY				
				SEE NOTE		SEE NOTE	SEE NOTE						
	KN TOWER..... (Part D-N)	AM	AM	AM	AM	AM	AM	PM	PM				
	ML CABIN.....				10.25								
	ALBANY (Maiden Lane)D-N		5.55	10.00	A10.30			4.15	11.40				
	CO CABIN.....												
	ALBANY (Union Station).....	1.55				10.59	10.59						
0.4	LA CABIN.....												
0.9	TS CABIN.....												
3.4	MENANDS.....							S 4.22					
4.4	SG CABIN.....	2.03	6.04	10.08		11.06	11.06	S 4.24	11.48				
4.7	COLONIE.....		S 6.06					S 4.27					
5.3	NG CABIN.....												
6.1	WATERVLIET.....		S 6.08	S10.11			N11.08	S 4.31	S11.52				
6.6	WX CABIN.....	2.06	6.09	10.12		11.09	11.09	4.32	11.53				
8.9	COHOES.....		S 6.19	S10.18			S11.15	S 4.37	S11.59				
10.8	WEST WATERFORD.....		S 6.30	V10.23				S 4.42					
12.2	JA CABIN.....	2.14	6.32	10.25		11.17	11.19	4.44	12.05				
17.5	BK CABIN.....												
19.0	MECHANICVILLE.....	2.22	S 6.46	S10.41		11.26	S11.34	S 4.56	S12.18				
19.1	XO TOWER..... D-N												
20.1	WY CABIN.....												
22.3	CN CABIN.....												
25.5	ROUND LAKE.....		S 6.55	f10.50				S 5.05	f12.26				
29.6	DB CABIN.....												
30.8	JS CABIN.....	2.37	7.03	10.58		11.40	11.48	5.14	12.34				
31.5	BALLSTON.....		S 7.08	S11.03			S11.52	S 5.17	S12.41				
32.9	BM CABIN.....												
35.1	YS CABIN.....												
36.0	YN CABIN.....												
36.8	XS CABIN.....												
37.1	SARATOGA SPRINGS.....	2.44	S 7.23	S11.15		S11.55	S12.08	A 5.25	S12.58				
37.3	XN CABIN.....												
38.2	AD CABIN.....												
44.2	SU CABIN.....												
45.9	CX CABIN.....												
53.8	MA CABIN.....												
55.5	FORT EDWARD (Part D-N)	3.05	S 8.00	S11.50		S12.21	S12.35		S 1.40				
55.9	Z CABIN.....												
57.9	HM CABIN.....												
63.0	SMITH'S BASIN.....		S 8.11										
65.1	BR CABIN.....												
66.9	FORT ANN.....		S 8.17	f12.05									
67.1	FO CABIN.....												
70.8	COMSTOCK.....	3.21	S 8.24	S12.12		f12.36	f12.50		f 1.58				
73.9	KG CABIN.....												
77.5	WHITEHALL..... D-N	S 3.30	S 8.36	A12.25		S12.46	S12.59		S 2.10				
		AM	AM	PM	AM	PM	PM	PM	AM				
		9	1	3	205	35	37	5	7				

NOTES: See Special Instruction No. 2, Page 13 for Conditional Stops.
 No. 3, first trip June 26; last trip September 7.
 No. 37, will not run June 26 to September 7, inclusive.
 No. 35, first trip June 26; last trip September 7.

SARATOGA SUBDIVISION WHITEHALL TO KN TOWER

SOUTHWARD—FIRST CLASS

Distance from Routes Point	STATIONS	10	40	36	34	208	4	14	8				
		DAILY	DAILY EXCEPT SAT & SUN	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY				
				SEE NOTE	SEE NOTE		SEE NOTE	SEE NOTE					
		AM	AM	PM	PM	PM	PM	PM	PM				
113.3	WHITEHALL.....D-N	1.41		12.16	12.25		2.05	2.45	11.41				
116.9	KG CABIN.....												
120.0	COMSTOCK.....			f 12.25	f 12.34		S 2.15	S 2.55	f 11.51				
123.7	FO CABIN.....												
123.9	FORT ANN.....						S 2.21	S 3.01					
125.7	BR CABIN.....												
127.8	SMITH'S BASIN.....						S 2.27	S 3.07					
132.9	HM CABIN.....												
134.9	Z CABIN.....												
135.3	FORT EDWARD (Part D-N)	2.07		S 12.58	S 1.03		S 2.55	S 3.30	S 12.15				
137.0	MA CABIN.....												
144.9	CX CABIN.....												
146.6	SU CABIN.....												
152.6	AD CABIN.....												
153.5	XN CABIN.....												
153.7	SARATOGA SPRINGS.....	2.29	5.55	S 1.22	S 1.31		S 3.30	S 3.55	S 12.46				
154.0	XS CABIN.....												
154.8	YN CABIN.....												
155.7	YS CABIN.....												
157.9	BM CABIN.....												
159.3	BALLSTON.....		S 6.03	S 1.33			S 3.42	S 4.05	S 1.00				
160.0	JS CABIN.....	2.38	6.04	1.34	1.40		3.44	4.07	1.01				
161.2	DB CABIN.....												
165.3	ROUND LAKE.....		S 6.11				S 3.53	S 4.15					
168.5	CN CABIN.....												
170.7	WY CABIN.....												
171.7	XO TOWER.....D-N												
171.8	MECHANICVILLE.....	2.52	S 6.23	S 1.52	1.55		S 4.07	S 4.28	S 1.22				
173.3	BK CABIN.....												
178.6	JA CABIN.....	3.01	6.31	2.01	2.05		4.17	4.35	1.31				
180.0	WEST WATERFORD.....		S 6.35				S 4.25	S 4.38					
181.9	COHOES.....		S 6.42	S 2.12			S 4.37	S 4.42	S 1.42				
184.2	WX CABIN.....	3.10	6.46	2.17	2.15		4.42	4.46	1.47				
184.7	WATERVLIET.....		S 6.49	R 2.19	R 2.17		S 4.44	S 4.48					
185.5	NG CABIN.....												
186.1	COLONIE.....		S 6.53										
186.4	SG CABIN.....	3.15	6.54	2.21	2.20		4.47	4.50	1.52				
187.4	MENANDS.....		S 6.57										
189.9	TS CABIN.....												
190.4	LA CABIN.....												
.....	ALBANY (Union Station).....	A 3.25											
190.6	CO CABIN.....												
190.8	ALBANY (Maiden Lane).D-N		A 7.05	A 2.30	A 2.30	3.35	A 5.00	A 5.00	A 2.05				
.....	ML CABIN.....												
192.3	KN TOWER.....(Part D-N)					3.40							
		AM	AM	PM	PM	PM	PM	PM	AM				
		10	40	36	34	208	4	14	8				

NOTES: See Special Instruction No. 2, Page 13 for Conditional Stops.
 No. 36 will not run June 26 to September 7, inclusive.
 No. 34, first trip June 26; last trip September 7.
 No. 4, first trip June 27; last trip September 7.
 No. 14, first trip June 26; last trip September 4.

SARATOGA SUBDIVISION

GV CABIN TO JS CABIN					JS CABIN TO GV CABIN				
NORTHWARD					SOUTHWARD				
Distance from Schenectady	STATIONS				Distance from Rouses Point	STATIONS			
4.7	GV CABIN				159.9	JS CABIN			
14.2	JS CABIN				169.4	GV CABIN			

ADIRONDACK BRANCH

NORTHWARD—SECOND CLASS					SOUTHWARD—SECOND CLASS				
Distance from Albany	STATIONS	Car capacity of Passing sidings	301	303	Distance from North Creek	STATIONS	Car capacity of Passing sidings	302	300
			Daily Except Sunday	Daily Except Sat & Sun				Daily Except Sunday	Daily Except Sat & Sun
				See Note					See Note
			AM	PM				PM	PM
.....	SARATOGA SPGS.....		8.00	8.10	NORTH CREEK..... D			5.30
43.6	GREENFIELD SIDING	9			7.6	RIVERSIDE..... D			
47.1	KINGS SIDING.....	12			13.5	THE GLEN.....			
50.5	SOUTH CORINTH.....				21.9	THURMAN.....			
54.4	CORINTH..... D		A 8.45	8.55	22.1	WARRENSBURG JCT.....			
59.4	HADLEY.....				27.6	STONY CREEK.....			
67.0	STONY CREEK.....				35.2	HADLEY.....			
72.5	WARRENSBURG JCT.....				40.2	CORINTH..... D	6.00	7.00	
72.7	THURMAN.....				44.1	SOUTH CORINTH.....			
81.1	THE GLEN.....				47.4	KINGS SIDING.....	12		
87.0	RIVERSIDE..... D				50.9	GREENFIELD SIDING.....	9		
94.7	NORTH CREEK..... D			A 10.20	57.1	SARATOGA SPGS.....	A 6.35	A 7.40	
			AM	PM			PM	PM	
			301	303			302	300	

NOTE.—Nos. 300 and 303 may operate via Warrensburg Branch as directed by the Train Dispatcher enroute between Saratoga Springs and North Creek.

Southward trains are superior to northward trains of the same class, unless otherwise specified

WARRENSBURG BRANCH

NORTHWARD					SOUTHWARD				
Distance from Albany	STATIONS				Distance from Warrensburg	STATIONS			
72.5	WARRENSBURG JCT.				WARRENSBURG			
75.5	WARRENSBURG				3.4	WARRENSBURG JCT.			

Southward trains are superior to northward trains of the same class, unless otherwise specified

**SARATOGA SUBDIVISION
RUTLAND BRANCH**

NORTHWARD—SECOND CLASS						SOUTHWARD—SECOND CLASS					
Distance from Albany	STATIONS	Car capacity of Passing siding.	461	463	465	Distance from Rutland	STATIONS	Car capacity of Passing siding.	460	462	464
			DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SAT&SUN				SUNDAY ONLY	DAILY EXCEPT SAT&SUN	DAILY EXCEPT SUNDAY
			SEE NOTE	SEE NOTE	SEE NOTE				SEE NOTE	SEE NOTE	SEE NOTE
			AM	AM	AM				AM	PM	PM
77.5	WHITEHALL.....D-N		8.00	8.00	11.05		RUTLAND.....D-N		9.30	1.05	
85.9	FAIR HAVEN.....D					1.5	CENTER RUTLAND.....				
87.7	HYDEVILLE.....					4.0	WEST RUTLAND.....D				
90.4	LANGDONS.....	30				10.3	CASTLETON.....D		3.00	2.30	4.00
90.9	CASTLETON.....D		A 8.35	8.35	11.45	10.6	LANGDONS.....	30			
97.2	WEST RUTLAND.....D					13.5	HYDEVILLE.....				
99.6	CENTER RUTLAND.....					15.3	FAIR HAVEN.....D				
101.2	RUTLAND.....D-N			A 9.05	A 12.40	23.7	WHITEHALL.....D-N		A 3.35	A 3.05	A 4.35
			AM	AM	PM				PM	PM	PM
			461	463	465				460	462	464

NOTE: Second Class trains are not required to protect against extra trains, unless otherwise provided.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

WASHINGTON BRANCH

NORTHWARD—SECOND CLASS						SOUTHWARD—SECOND CLASS					
Distance from Eagle Bridge	STATIONS	Car capacity of Passing siding.	471	473	Distance from Albany	STATIONS	Car capacity of Passing siding.	470	472		
			SUNDAY ONLY	DAILY EXCEPT SUNDAY				DAILY EXCEPT SUNDAY	SUNDAY ONLY		
			SEE NOTE	SEE NOTE				SEE NOTE	SEE NOTE		
			PM	PM				AM	AM		
	EAGLE BRIDGE.....		1.20	1.20	90.9	CASTLETON.....D		8.40	10.00		
6.1	CAMBRIDGE.....				98.7	POULTNEY.....					
10.8	SHUSHAN.....				105.0	MIDDLE GRANVILLE.....					
15.4	GREENWICH JCT.....				107.0	GRANVILLE.....D					
17.3	PARKERS.....				107.4	NORTONS SIDING.....					
17.5	SALEM.....		1.50	2.30	110.7	WEST PAWLET.....					
23.8	WEST RUPERT.....				117.9	RUPERT.....					
25.2	RUPERT.....				119.2	WEST RUPERT.....					
32.2	WEST PAWLET.....				125.5	SALEM.....		10.15	11.05		
35.6	NORTONS SIDING.....				125.5	PARKERS.....	15				
36.0	GRANVILLE.....D		2.25	3.15	127.6	GREENWICH JCT.....					
38.0	MIDDLE GRANVILLE.....				132.2	SHUSHAN.....					
44.4	POULTNEY.....				136.9	CAMBRIDGE.....					
52.1	CASTLETON.....D		A 2.50	A 3.50	143.0	EAGLE BRIDGE.....		A 1.05	A 1.05		
			PM	PM				PM	PM		
			471	473				470	472		

NOTE: Second Class trains are not required to protect against extra trains, unless otherwise provided.

Southward trains are superior to northward trains of the same class, unless otherwise specified.

CHAMPLAIN SUBDIVISION WHITEHALL TO ROUSES POINT

NORTHWARD—FIRST CLASS

Distance from Albany	STATIONS	Car capacity of Passing sidings	7	9	1	35	37						
			DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY						
				SEE NOTE		SEE NOTE	SEE NOTE						
			AM	AM	AM	PM	PM						
77.5	WHITEHALL.....D-N		2.20	3.45	8.49	12.58	1.09						
78.6	SC CABIN.....		2.22	3.47	8.51	12.58	1.11						
87.5	DRESDEN.....	120	f 2.34	3.59	8 9.03	1.10	1.23						
92.3	PUTNAM.....				8 9.09								
95.9	CUMMINGS.....	118	2.44	4.09	9.14	1.20	1.33						
99.6	FT. TICONDEROGA..(PART D-N)	118	8 2.50	4.14	8 9.24	8 1.28	S 1.39						
109.0	CROWN POINT.....	81	f 3.03	4.25	8 9.37	1.40	1.50						
115.8	SHEKMAN.....	109	3.13	4.34	9.47	1.50	2.00						
116.7	PORT HENRY.(PART D-N)		8 3.16		8 9.52	8 1.53	S 2.03						
123.6	BOWARDS.....	140	3.28	4.45	10.04	2.03	2.13						
127.7	WESTPORT.....(PART D-N)		S 3.37	B 4.54	8 10.16	8 2.14	S 2.21						
130.5	WADHAMS.....	91	3.42	4.59	10.21	2.19	2.26						
137.2	ESSEX.....		f 3.52		8 10.30								
	ESSEX SIDING.....	65	3.53	5.08	10.39 ³⁰ ₃₄	2.28	2.35						
141.9	WILLSBORO... (PART D-N)	21	8 4.01	B 5.15	8 10.52	S 2.35	S 2.41						
149.6	ROCKLAND.....	128	4.16	5.30	11.07	2.50	2.56						
	DOUGLASS.....												
154.4	PORT KENT.....D	64	f 4.26	5.39	8 11.20	S 3.00	W 3.05						
162.5	SJ CABIN.....		4.35	5.48	11.29	3.09	3.14						
162.9	SOUTH JUNCTION.....		4.36	5.49	11.30	3.10	3.15						
164.1	BLUFF POINT.....												
167.5	PLATTSBURG..(PART D-N)		8 5.10	B 5.59	8 12.02	8 3.33	S 3.37						
167.7	BU CABIN.....		5.11	6.00	12.03	3.34	3.38						
176.8	WEST CHAZY (CY Siding) ..	105	f 5.24	6.12	8 12.15	3.45	3.48						
183.1	CHAZY.....D		S 5.34		8 12.24	3.51	3.54						
186.9	CV CABIN.....		5.40	6.23	12.30	3.55	3.58						
189.4	NR CABIN.....		5.45	6.27	12.35	3.59	4.02						
190.8	ROUSES POINT.....D-N		A 5.60	A 6.31	A 12.40	A 4.04	A 4.06						
			AM	AM	PM	PM	PM						
			7	9	1	35	37						

NOTES: See Special Instruction No. 2, Page 13 for Conditional Stops.
 No. 37 will not run June 26 to September 7, inclusive.
 No. 35, first trip June 26; last trip September 7.

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

CHAMPLAIN SUBDIVISION

ROUSES POINT TO WHITEHALL

SOUTHWARD—FIRST CLASS

Distance from Rouses Point	STATIONS	Car capacity of Passing sidings	36	34	8	10					
			DAILY	DAILY	DAILY	DAILY					
			SEE NOTE	SEE NOTE		SEE NOTE					
			AM	AM	PM	PM					
.....	ROUSES POINT..... D-N		9.22	9.22	8.30	10.43					
1.4	NR CABIN.....		9.24	9.24	8.32	10.45					
3.9	CV CABIN.....		9.28	9.28	8.36	10.48					
7.7	CHAZY..... D		9.32	9.32	8.42						
14.0	WEST CHAZY (CY Siding) ..	105	9.39	9.39	S 8.50	10.58					
23.3	BU CABIN.....		9.50	9.50	9.01	11.10					
23.5	PLATTSBURG..(PART D-N)		S 9.53	S 9.53	S 9.11	M 11.13					
26.7	BLUFF POINT.....										
28.1	SOUTH JUNCTION.....		10.00	10.00	9.18	11.20					
28.5	SJ CABIN.....		10.01	10.01	9.19	11.21					
36.4	PORT KENT..... D	54	K 10.11	S 10.11	S 9.29	11.31					
.....	DOUGLASS.....										
41.2	ROCKLAND.....	128	10.20	10.20	9.38	11.40					
48.9	WILLSBORO... (PART D-N)	21	S 10.33	S 10.34	S 9.53	M 11.56					
.....	ESSEX SIDING.....	65	10.39	10.39	9.58	12.02					
53.6	ESSEX.....				f 9.59						
60.3	WADHAMS.....	91	10.48	10.48	10.08	12.11					
63.1	WESTPORT... (PART D-N)		S 10.55	S 10.56	S 10.15	M 12.17					
67.2	HOWARDS.....	140	11.00	11.01	10.21	12.23					
74.1	PORT HENRY. (PART D-N)		S 11.13	S 11.16	S 10.35						
75.0	SHERMAN.....	109	11.14	11.17	10.36	12.36					
81.8	CROWN POINT.....	81	11.24	11.27	S 10.46	12.46					
91.2	FT. TICONDEROGA..(PART D-N)	113	S 11.39	S 11.42	S 11.01	12.57					
94.9	CUMMINGS.....	118	11.44	11.47	11.06	1.02					
98.5	PUTNAM.....										
103.5	DRESDEN.....	120	11.55	11.59	11.18	1.12					
112.2	SC CABIN.....		12.06	12.11	11.30	1.23					
113.3	WHITEHALL..... D-N		S 12.00	S 12.15	S 11.33	S 1.26					
			PM	PM	PM	AM					
			36	34	8	10					

NOTES: See Special Instruction No. 2, Page 13 for Conditional Stops.
 No. 36 will not run June 26 to September 7, inclusive.
 No. 34, first trip June 26; last trip September 7.

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

CHAMPLAIN SUBDIVISION TICONDEROGA BRANCH

NORTHWARD					SOUTHWARD				
Distance from Albany	STATIONS				Distance from Ticonderoga	STATIONS			
99.6	FT. TICONDEROGA (Part D-N)					TICONDEROGA			
101.1	TICONDEROGA JCT.				.5	TICONDEROGA JCT.			
101.6	TICONDEROGA				2.0	FT. TICONDEROGA (Part D-N)			

Southward trains are superior to northward trains of the same class, unless otherwise specified.

AUSABLE BRANCH

NORTHWARD					SOUTHWARD				
Distance from Ausable Forks	STATIONS				Distance from Plattsburg	STATIONS			
	AUSABLE FORKS.....D				4.6	SOUTH JUNCTION			
12.5	PERU				5.9	SALMON RIVER JCT.			
14.6	LAPHAM'S MILLS				8.8	LAPHAM'S MILLS			
17.8	SALMON RIVER JCT.				10.9	PERU			
18.8	SOUTH JUNCTION				23.4	AUSABLE FORKS.....D			

Southward trains are superior to northward trains of the same class, unless otherwise specified.

CHATEAUGAY BRANCH

NORTHWARD					SOUTHWARD				
Distance from Lyon Mountain	STATIONS				Distance from Plattsburg	STATIONS			
	LYON MOUNTAIN...D				5.9	SALMON RIVER JCT.			
1.7	OLD LINE JCT.				8.4	OTIS JCT.			
6.0	CHAZY LAKE				12.5	MORRISONVILLE			
16.7	DANNEMORA.....D				16.1	CADYVILLE			
22.3	CADYVILLE				21.7	DANNEMORA.....D			
25.9	MORRISONVILLE				32.4	CHAZY LAKE			
30.0	OTIS JCT.				36.7	OLD LINE JCT.			
32.5	SALMON RIVER JCT.				38.4	LYON MOUNTAIN...D			

Southward trains are superior to northward trains of the same class, unless otherwise specified.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS Susquehanna Subdivision

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

2. CONDITIONAL STOPS Saratoga and Champlain Subdivisions

Train No.	Symbol	Provision
No. 9	B	Stops to discharge passengers from Albany and points south and stops on signal to receive passengers for Rouses Point and points north.
No. 3	V	Stops on signal Monday to Friday inclusive—"S" Stop Saturday and Sunday.
No. 37	N	Stops to discharge passengers from points south of Albany and stops on signal to receive passengers for Saratoga Springs and points north.
	W	Stops to discharge passengers from Albany and points south and to receive passengers for Montreal May 30 to June 25, inc. and September 8 to September 19, inclusive.
No. 10	M	Stops to discharge passengers from Rouses Point and points north and stops on signal to receive passengers for Albany and points south.
No. 36	K	Stops to discharge passengers from Montreal and to receive passengers for Albany and points south, May 30 to June 25, inclusive, and September 8 to September 19, inclusive.
Nos. 34 and 36	R	Stops to discharge passengers from Saratoga Springs and points north and stops on signal to receive passengers for points south of Albany.

3. TRAIN SIGNALS General

The headlight to the front of the leading diesel-electric locomotive in road, mine run, or transfer service, also the headlight to the front and rear of diesel-electric locomotive in yard switching service, will be kept lighted during daylight hours. (Rules 9, 17, 18, 20 [Figure 12], and 21 [Figure 16] modified accordingly.)

Pennsylvania Subdivision

The display of green flags and green lights as prescribed in Rule 20 and the display of white lights as prescribed in Rule 21 will be omitted on trains of the C. N. J. R. R.

Saratoga and Champlain Subdivisions

Trains enroute to or from points in Canada will use marker lamps with green lens instead of yellow lens as prescribed in Rule 19, except when the rear car of a passenger train is equipped with built in electric markers which will display only yellow or red to the rear will, when necessary, display yellow instead of green. (Rule 19 modified accordingly.)

4. SPEED RESTRICTIONS General

	Subdivisions	
	Pennsylvania and Susquehanna	Saratoga and Champlain
	Miles Per Hour	
Passenger Trains:		
DES 69 locomotive.....	30	30
DERS 60 locomotive.....	†60	70
Freight Trains:		
DES 69 locomotive.....	30	30
DERS 60 locomotive.....	†*50	50

Subdivisions Pennsylvania Saratoga and and Susquehanna Champlain Miles Per Hour

Light:		
DES 69 locomotive.....	25	25
DERS 60 locomotive.....	40	40
Trains or engines operating against the current of traffic.....	40	40
Trains at nonstop points where mail is to be received or discharged.....	45	45
Trains with steam crane, scale test car, flanger, or snow plow.....	30	30
Trains of 10 or more tank cars coupled containing petroleum products.....	40	40
Entering or leaving passing sidings and through crossovers, (except as otherwise provided)	20	20
End of two or more tracks, diverging route (except as otherwise provided)	20	20
Train hauling dead steam engine or engines with main rods removed or disconnected	25	25
Trains hauling inoperative DES-69 locomotives 3000 to 3032 inclusive.....	40	40
Trains hauling inoperative DES-69 locomotives 3033 to 3050 inclusive.....	45	45

* Modification:

Train BM-5 only, when handling not more than 5500 actual tons on Sunday to Thursday inclusive, between VI Cabin and Schenevus, northward main track and Track No. 2 60 M.P.H.

† Modification:

Between Wilkes-Barre and JN Cabin..... 45
Between JN Cabin and SW Cabin..... 50

Pennsylvania Subdivision

Wilkes-Barre to SW Cabin

M.P.H.

Erie R. R. Trains:	
Freight	45
Light engines	40
CNJ R. R. Trains:	
Passenger	45
Freight	40
Light engines	40
Between Wilkes-Barre LV Jct. and SX Hudson.....	20
Between SH Cabin and SX Hudson.....	20
SX Interlocking limits	20
Between Hudson and Yatesville:	
Southward track	35
Northward track	30
Curves between a point 1527 feet north of Mile Post A-204 and a point 345 feet north of Mile Post A-203.....	35
Curves between a point 1370 feet south of Mile Post A-201 and a point 1751 feet north of Mile Post A-199.....	35
Fourteen degree curve between a point 450 feet north of MJ Cabin and a point 2390 feet north of MJ Cabin.....	15
Curves between Mile Post A-196 and South Scranton.....	35
Curves between Bridge 75.34 located 730 feet north of Mile Post A-194 and a point 1700 feet south of Mile Post A-193	35
Between a point 1700 feet south of Mile Post A-193 and Mile Post A-193	25
Curves between Mile Post A-193 and DC Cabin.....	35
DC Cabin—Diverging route.....	30
Between Providence crossover located 2700 feet north of Mile Post A-191 and a point 120 feet south of Mile Post A-190..	35
Between a point 1000 feet north of Olyphant Station and Bridge 68.91 located 1400 feet south of Olyphant Station..	35

SPECIAL INSTRUCTIONS

	M.P.H.		M.P.H.
Between a point 1400 feet south of Mile Post A-180 and a point 2500 feet north of Mile Post A-178.....	35	Between Mile Post A-22 and Altamont.....	45
Between a point 2500 feet north of Mile Post A-178 and WC Cabin	20	Between a point 2500 feet south of Mile Post A-11 and a point 2000 feet north of Mile Post A-11.....	30
Between WC Cabin and Forest City:		Between Mile Post A-4 and KN Tower.....	40
No. 1 track.....	30	Between Delanson and Oneonta, southward freight trains with tonnage exceeding 6500 adjusted tons.....	40
No. 2 track.....	20		
Between Forest City and a point 1500 feet north of JN Cabin	30	Descending Grades	
Ararat Sidetrack	10	(Freight Trains)	
Ararat Summit located 1500 feet north of Mile Post A-157—Freight trains	10	Mile Post A-137 to YO Cabin }	
WC, FT, UD, HC, BN, PO, KA and CF Cabins—Diverging routes	30	Mile Post A-131 to Mile Post A-134 }	30
Between a point 1500 feet north of JN Cabin and a point 2000 feet north of Mile Post A-139.....	40	Mile Post A-22 to Altamont }	
LS, KY, NE and X Cabins—Diverging routes.....	35	Mile Post A-5 to KN Tower }	
Between Mile Post A-130 and a point 1578 feet north of Mile Post A-126	45	DE Cabin to Mile Post A-46 }	35
Between a point 3185 feet north of Mile Post A-120 and SW Cabin	40	Mile Post A-41 to CB Cabin }	35
Other		DJ Cabin to WY Cabin	
Plymouth Branch	15	Passenger trains	50
Carey Ave. and Old River Road crossings.....	10	Martins—Crossover located 2550 feet north of Mile Post S-7	35
Flood Bridge P-95.29.....	10	Hammond—Crossover located 1940 feet south of Mile Post S-4	30
Baltimore No. 5 Lead.....	15	Mohawk Yard—Between overhead bridge S-40.01 located 2590 feet south of Mile Post S-1 and Mile Post S-0	30
Conyngham Branch	15	Connor's Spur	20
Spring Brook Branch.....	6	Between Mile Post S-0 and north end of Mohawk River bridge 43.35 located 1200 feet south of Mile Post M-16.....	20
Switching Lead between South Scranton and DC Cabin:		Trailing point crossover just south of Mohawk Yard office.....	25
Between the southerly end of the switching lead and a point 600 feet north of Hickory St.....	10	Trailing point crossover at north end of Mohawk yard	25
Between a point 600 feet north of Hickory St. and DC Cabin	25	GV Cabin—Interlocking limits	35
Vine Street Branch.....	10	End of two main tracks, diverging route.....	35
Lookout Jct. to Bushwick.....	6	To and from Saratoga Subdivision.....	25
Bushwick to Racket Brook.....	10	QS Cabin—Between southward main track and D&H single main track	25
		Between D&H single main track and northward main track	20
Susquehanna Subdivision		Between Coons Spur located 2600 feet north of Mile Post M-4 and WY Cabin.....	30
Binghamton to KN Tower			
Binghamton:		Cooperstown Branch	
Between end of D&H tracks and Robinson St. Tower.....	20	Cooperstown branch	30
Between Robinson St. Tower and YO Cabin.....	30	Between Mile Posts C-5 and C-4.....	20
YO and SA Cabins—Diverging routes.....	30	Cooperstown Yard	10
Between YO Cabin and Mile Post A-131.....	45		
Between Mile Post A-131 and north end of Bridge 120.52 located 785 feet south of Harpursville.....	30	Saratoga Subdivision	
VI, SW and GR Cabins—Diverging routes.....	35	KN Tower to Whitehall	
Between a point 2700 feet north of Mile Post A-104 and north end of Bridge 102.26 located 1505 feet south of Mile Post A-102	40	Between northward interlocking signals, KN Tower and northward interlocking signals, ML Cabin.....	30
Bridge 95.02 located 81 feet south of Mile Post A-95.....	55	Between northward interlocking signals, ML Cabin and northward interlocking signals, LA Cabin.....	15
Between overhead highway bridge 85.30 located 1635 feet south of Mile Post A-85 and Mile Post A-81.....	45	Between northward interlocking signals, LA Cabin and Erie St. located 2221 feet south of Mile Post A-2.....	20
Trailing point crossover between Nos. 1 and 2 tracks—FA Tower	25	LA Cabin—To and from New York Central.....	10
CM Cabin—Against current of traffic from northward track over spring switch.....	20	Between Watervliet and WX Cabin.....	65
Curve between a point 1446 feet north of Mile Post A-77 and a point 2365 feet south of Mile Post A-76.....	55	Cohoes—Between Spring St. located 993 feet north of Mile Post A-8 and station.....	20
Between Scheneyus and Bridge 66.31 located 1200 feet north thereof—No. 1 track.....	45	Between station and a point 461 feet south of Mile Post A-11	65
Between Scheneyus and DE Cabin—No. 2 track.....	45	Curve between a point 461 feet south of Mile Post A-11 and a point 2000 feet north of Mile Post A-11.....	55
WN and DE Cabins—Diverging routes.....	35	JA and BK Cabins—Diverging routes.....	35
Between DE Cabin and Mile Post A-51—Northward track.....	45	Mechanicville—Between Park Ave. located 1283 feet south of Mile Post A-19 and XO Tower.....	25
Between DE Cabin and Mile Post A-47—Southward track.....	40	Between XO Tower and a point 400 feet north of Mile Post A-21.....	50
Between Mile Post A-51 and Mile Post A-47—Northward track	40	WY Cabin—Diverging route.....	20
Between Mile Post A-46 and Mile Post A-41.....	45	Between a point 400 feet north of Mile Post A-21 and a point 2600 feet north of Mile Post A-20.....	65
Between Mile Post A-41 and Central Bridge.....	40	CN, DB, JS, BM, YS, XN, SU, AD, CX and MA Cabins—Diverging routes	35
CB, JX and DJ Cabins—Diverging routes.....	35	Between YS Cabin and XN Cabin Nos. 2 and 3 Tracks....	50
Between a point 1400 feet south of Mile Post A-35 and a point 2100 feet north of Mile Post A-30—No. 2 track.....	40	Between a point 450 feet south of Mile Post A-53 and a point 1700 feet south of Mile Post A-55.....	65
DJ Cabin—To and from Albany Main.....	30		

SPECIAL INSTRUCTIONS

	M.P.H.
Curve between a point 1700 feet south of Mile Post A-55 and a point 1080 feet south of Mile Post A-55.....	45
Fort Edward—Z Cabin, diverging routes.....	35
Crossover located 1882 feet south of Mile Post A-57.....	30
HM, BR and FO Cabins—Diverging routes.....	35
Between a point 2150 feet north of Mile Post A-67 and a point 3400 feet south of Mile Post A-70.....	65
KG Cabin—Diverging route.....	35
Whitehall—Between a point 1200 feet north of Mile Post A-76 and station.....	30
Facing point crossovers located south and north of station.....	30
Branch Line Trains	
All trains (except Adirondack Branch).....	30
Adirondack Branch	
Branch Line Trains, Adirondack Branch only.....	40
Between AD Cabin and a point 2640 feet north of Mile Post A-47.....	35
Between a point 2640 feet north of Mile Post A-53 and Mile Post A-55.....	30
Over trestle between Corinth and Palmer Falls.....	6
Between a point 3700 feet north of Mile Post A-65 and Mile Post A-84.....	30
Between Mile Post A-84 and a point 2600 feet north of Mile Post A-84.....	15
Between a point 2600 feet north of Mile Post A-84 and North Creek.....	30
Warrensburg Branch	
Between Warrensburg Jct. and Warrensburg.....	20
Bridges WH-72.56 and WH-72.68 located just north of Warrensburg Jct.....	10
Rutland Branch	
Trains hauling wrecking cranes over bridges.....	10
Whitehall—south and north legs of wye.....	10
Fair Haven—Pleasant St. crossing located 2845 feet south Mile Post A-86.....	15
South Main St. crossing located 1475 feet south of Mile Post A-86.....	15
Castleton—North Street crossing located 2588 feet south of station.....	25
Rutland—West Street crossing located 230 feet south of Mile Post A-101.....	6
Bridge R 86.37 located 1954 feet north of Mile Post A-86.....	20
Bridge R 89.34 located 1794 feet north of Mile Post A-89.....	20
Bridge R 94.67 located 3538 feet north of Mile Post A-94.....	20
Bridge R 95.16 located 845 feet north of Mile Post A-95.....	20
Washington Branch	
Trains hauling wrecking cranes over bridges.....	10
Eagle Bridge—Between highway crossing just south of station to B&M RR.....	20
Bridge W-142.35 located 1850 feet south of Mile Post A-142.....	15
Bridge W-141.72 located 1478 feet north of Mile Post A-142.....	15
Bridge W-131.31 located 1637 feet south of Mile Post A-131.....	20
Bridge W-130.20 located 1056 feet south of Mile Post A-130.....	10
Salem—West Broadway crossing located 788 feet north of Mile Post A-126.....	5
Bridge W-110.82 located 950 feet north of Mile Post A-111.....	20
West Pawlet—Main St. crossing located 58 feet south of station.....	5
Granville—Main St. crossing located 272 feet south of Mile Post A-107.....	15
Bridge W-98.99 located 52 feet north of Mile Post A-99.....	15
Poultney—Main St. crossing located 195 feet south of station.....	5
Castleton—North and south legs of wye.....	20
South Street crossing located 3663 feet south of station.....	25
Other	
Between WX Cabin and River Street, Troy.....	20
Between a point 500 feet west of George Street, Green Island and a point 100 feet east of George Street, Green Island.....	15
Waterford.....	10

	M.P.H.
North Creek to Sanford Lake	
Between North Creek and a point 2482 feet north of Mile Post SL-21 at south end of Hudson River Bridge.....	30
Between a point 2482 feet north of Mile Post SL-21 at south end of Hudson River Bridge and a point 1235 feet north of Mile Post SL-18.....	20
Between a point 1235 feet north of Mile Post SL-18 and Sanford Lake.....	30
Fort Edward District	
Between Moreau Jct. located 830 feet north of Mile Post A-54 and South Glens Falls.....	20
Between Fort Edward Station and Mile Post LG-13.....	20
Approaching Wing Street crossings on north and south leg of wye, Fort Edward.....	5
Between Mile Post LG-13 and Mile Post LG-18.....	15
(Trains must approach River Street, Hudson Falls, which parallels main track for a distance of 1400 feet between points mentioned above, prepared to stop unless it is seen and known that there are no vehicles obstructing or fouling main track.)	
While passing over Rogers Street Crossing, Glens Falls located 1818 feet north of Mile Post LG-10.....	10
Champlain Subdivision	
Whitehall to Rouses Point	
Between Whitehall and a point 965 feet north of Mile Post A-78.....	30
Between a point 965 feet north of Mile Post A-78 and a point 200 feet south of Mile Post A-88.....	50
SC Cabin—Diverging route.....	35
Curve between Mile Post A-79 and a point 4000 feet south of Mile Post A-80.....	35
Between a point 200 ft. south of Mile Post A-88 and a point 1321 feet north of Mile Post A-93.....	55
Between a point 1321 feet north of Mile Post A-93 and a point 1313 feet north of Mile Post A-97.....	60
Between a point 1313 feet north of Mile Post A-97 and Mile Post A-135.....	55
Curve between a point 700 feet north of Mile Post A-111 and a point 4000 feet south of Mile Post A-112.....	40
Port Henry—Extra trains within yard limits.....	20
Grade crossing located 1642 feet south of station between hours of 6:01 AM and 7:01 PM.....	15
Between Mile Post A-116 and a point 3900 feet north of Mile Post A-117.....	30
Curves between a point 3900 feet north of Mile Post A-117 and a point 2200 feet south of Mile Post A-123.....	40
Curves between a point 1060 feet north of Mile Post A-126 and a point 3200 feet south of Mile Post A-135.....	40
Curve between a point 4600 feet north of Mile Post A-140 and Mile Post A-141.....	40
Curves between a point 2600 feet north of Mile Post A-142 and a point 1000 feet north of Mile Post A-155.....	35
Curves between a point 1000 feet north of Mile Post A-155 and a point 1000 feet north of Mile Post A-158.....	60
Curve between a point 1000 feet north of Mile Post A-158 and a point 3000 feet south of Mile Post A-159.....	50
SJ Cabin—Diverging route.....	35
Curve between Mile Post A-163 and a point 4200 feet south of Mile Post A-164.....	65
Curves between Mile Post A-166 and a point 1100 feet north of Mile Post A-167.....	55
Between a point 1100 feet north of Mile Post A-167 and a point 1100 feet north of BU Cabin.....	15
Between a point 1100 feet north of BU Cabin and a point 4750 feet south of Mile Post A-170.....	30
CV Cabin—Diverging route.....	35
NR Cabin—Diverging route.....	30
Rouses Point—Between a point 2590 feet north of Mile Post A-190 and end of D&H tracks.....	15

SPECIAL INSTRUCTIONS

Passing Sidings—Entering or leaving :

Dresden	}	25
Cummings		
Fort Ticonderoga		
Crown Point		
Sherman—South end	}	30
Howards		
Wadhams		
Essex Siding		
Willsboro		
Rockland		
Port Kent		
CY Siding		

Branch Line Trains

All trains	30
Ticonderoga Branch	
Ticonderoga—All highway grade crossings.....	6
Ausable Branch	
Between a point 2640 feet south of Mile Post P-22 and a point 1584 feet north of Mile Post P-23.....	15
Chateaugay Branch	
Dannemora—Passing over Prison Power House private crossing, located north of freight house.....	10
Lyon Mountain—Old line.....	10

5. ENGINE AND CAR RESTRICTIONS

General

D&H tank cars 35500 to 35509 inclusive, exceed standard width. Yardmasters must advise Conductors of trains handling this equipment.

Susquehanna Subdivision

Engines equipped with water tanks of 1600 gallon capacity must not be operated on the Cooperstown Branch unless water tanks are empty.

Engines must not be operated on Mirabito's coal trestle at Sidney.

Engines or box cars must not enter Harrison and Son enclosure over coal pocket at Cooperstown.

Engines must not be operated on Coon's Coal trestle at Esperance.

D&H tank cars 35500 to 35509 inclusive, must not be operated on the Cooperstown Branch or set off at the following locations:

Bainbridge—GLF sidetrack adjacent to northward main at Walnut St.

Unadilla—Freight house track adjacent to southward main.

Mohawk Yard—Tracks adjacent to the mains.

Saratoga Subdivision

Multiple unit DES or DERS engines will be operated in the territories named below subject to the following restrictions:

Between Green Island and JA Cabin via Waterford—movements must not exceed 10 M.P.H.

Adirondack Branch—Engines consisting of more than one unit must not be operated over trestle between Corinth and Palmer Falls.

Warrensburg Branch—engines consisting of more than 2 units must not be operated.

Rutland Branch—When more than one of the units are equipped with 1600 gallon water tanks which are filled, movements must not exceed 10 M.P.H. over Bridges R-86.37, R-89.34, R-94.67 and R-95.16.

Washington Branch—When more than one of the units are equipped with 1600 gallon water tanks which are filled, movements must not exceed 10 M.P.H. over Bridges W-98.99, W-110.82, W-126.12, W-130.20, W-131.31, W-141.72 and W-142.35.

Wrecking cranes exceeding 160 tons capacity must not be operated on the Rutland or Washington Branches unless authorized by the Superintendent.

Trains handling D&H tank cars 35500 to 35509 inclusive, must be operated at slow speed and with care meeting or passing trains or cars on adjacent tracks between KN Tower and Mile Post A-1 located 695 feet north of TS Cabin. These cars must not be

operated on the Warrensburg, Rutland or Washington Branches or set off at the following locations:

Kenwood—Spellman yard track adjacent to southward main. North Albany—Breaker Island yard track adjacent to northward main.

Cohoes—Clapper track adjacent to northward main. Team track adjacent to southward main.

Ballston Lake—Sidetrack east of main 1350 feet south of Mile Post S-8.

6. ENGINE WHISTLE RESTRICTIONS

Susquehanna Subdivision

Binghamton

Engine whistle must not be sounded within the city limits except to call attention to signals as per Rule 14(q) or in case of emergency.

Bainbridge, Sidney and Unadilla

Within these villages, engine whistles will be sounded only at the following crossings except in case of emergency:

Bainbridge:

Northward trains—Tyler St. located 700 feet north of Mile Post A-109.

Southward trains—Guilford Road located 2800 feet south of Mile Post A-107.

Sidney:

Northward trains—West Street located 507 feet south of Mile Post A-104.

Southward trains—Willow St. located at Mile Post A-103.

Unadilla:

Northward trains—Clifton St. located 4200 feet north of Mile Post A-100.

Southward trains—Depot St. located 100 feet south of station.

All members of the crew on the engine will keep a sharp lookout at crossings, so that additional warning signals may be sounded in case of emergency.

Schenectady

Engine whistle must not be sounded between a point 2300 feet north of Mile Post S-1 and a point 1800 feet south of Mile Post M-17 except in case of emergency.

7. TRACKMAN'S PORTABLE WHISTLE BOARD

General

A yellow board marked with the letter W in black placed on the right side of the track in a conspicuous location indicates that men are working on or near the track approximately 3000 feet distant, and enginemen will give one long sound of the loud horn as prescribed by Rule 14(s), to be prolonged or repeated as necessary until the locomotive has passed the location where men are working.

8. PART TIME TRAIN ORDER AND BLOCK OFFICES

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

Susquehanna Subdivision

Daily ex. Sat. & Sun.

Station Cobleskill 7:15 AM to 5:15 PM

Daily ex. Sat., Sun. & Holidays

Station Altamont 7:15 AM to 4:15 PM

Daily ex. Sun.

Station KN Tower 12:00 Mid. to 12:00 Mid. Sunday 12:00 Mid. to 3:01 PM 11:00 PM to 12:00 Mid.

Saratoga Subdivision

Daily ex. Sat., Sun. & Holidays

Station Corinth 7:00 AM to 4:00 PM

Station Riverside 7:00 AM to 4:00 PM

Station North Creek 6:15 AM to 3:15 PM

Station Fair Haven 7:00 AM to 4:00 PM

Station Castleton 7:00 AM to 4:00 PM

Station West Rutland 7:00 AM to 4:00 PM

Station Granville 7:00 AM to 4:00 PM

Daily

Station Fort Edward 11:45 PM to 3:45 PM

SPECIAL INSTRUCTIONS

Champlain Subdivision	
Station	Daily ex. Sat., Sun. & Holidays
Port Kent	7:00 AM to 4:00 PM
Chazy	6:30 AM to 3:30 PM
Lyon Mtn.	7:00 AM to 4:00 PM
Dannemora	7:00 AM to 4:00 PM
Ausable Forks	7:00 AM to 4:00 PM
Station	Daily
Ft. Ticonderoga	9:00 AM to 5:00 PM 8:00 PM to 4:00 AM
Port Henry	9:30 AM to 5:30 PM 8:00 PM to 4:00 AM
Westport	7:15 AM to 3:15 PM 9:45 PM to 5:45 AM
Willsboro	7:15 AM to 3:45 PM 9:00 PM to 5:00 AM
Plattsburg	7:45 AM to 11:45 PM

New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas. (Provided when any of these holidays fall on Sunday, the day observed by the State, Nation or by proclamation shall be considered the holiday) except when otherwise directed.

9. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

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

"X" indicates facility provided.

Pennsylvania Subdivision			
Location	Standard Clock	Bulletin Board	Train Register
Wilkes-Barre:			
Yard Office	X	X	
Engine House		X	
Hudson:			
Yard Office	X	X	
Yard Office (Northward CNJ trains)			X
Green Ridge Yard Office	X	X	
Carbondale:			
Engine House	X	X	
Dispatchers' Office	X		
General Yard Office		X	

D&H general orders or special notices which may effect the operation of foreign line movements over D&H tracks will be posted on bulletin board at the following locations:

- Erie RR—Avoca: Yard Office
Engine house
Susquehanna station
- CNJ RR—Bethlehem: Engine house
Yard office
Allentown station
Jim Thorpe: Yard office
Engine house
Ashley engine house
Scranton engine house
- PRR — Buttonwood yard office

Susquehanna Subdivision			
Location	Standard Clock	Bulletin Board	Train Register
Binghamton:			
Station		X	
Terminal Foreman's Office	X	X	
Yard Office	X	X	
Oneonta:			
General Yard Office	X	X	
FA Tower	X	X	
Crew Dispatchers' Office	X	X	
Dispatchers' Office	X		
KN Tower			X
Mohawk:			
Yard Office	X	X	
Mechanicville:			
Terminal Foreman's Office	X	X	
Yard Office	X	X	
Cooperstown			X

Location	Standard Clock	Bulletin Board	Train Register
Saratoga Subdivision			
Kenwood Yard office	X	X	
Albany:			
Maiden Lane Register Room (Passenger Trains)		X	X
North Albany Yard Office	X	X	
Colonie Crew Dispatcher's Office	X	X	
Mechanicville:			
Yard Office	X	X	
Terminal Foreman's Office	X	X	
Saratoga Springs:			
Yard Office (Adirondack Branch Trains)	X	X	X
Fort Edward:			
Yard Office	X	X	
Whitehall:			
Yard Office—(Freight trains except those arriving from the Champlain Subdivision)	X	X	X
Station—(Passenger trains)	X	X	X
Corinth			X
North Creek	X	X	X
Castleton			X
Rutland Yard Office			X

Conductors of Northward trains originating at Colonie will obtain register by telephone direct from Train Dispatcher before starting.

Champlain Subdivision			
Location	Standard Clock	Bulletin Board	Train Register
Whitehall:			
Yard Office—(Freight trains enroute Champlain Subdivision)	X	X	X
Station—(All trains arriving from the Champlain Subdivision)	X	X	X
Port Henry L C & M Engine House		X	
Plattsburg:			
Yard Office (Branch trains)	X	X	X
Engine House		X	
Rouses Point:			
Engine House		X	
Station, between the hours of 6:00 A. M. and 2:00 P. M.	X	X	X
Yard Office	X	X	
Diamond Cabin, between the hours of 3:00 P.M. and 7:00 A.M.	X	X	X
Lyon Mountain			X

10. YARD LIMIT BOARDS
Pennsylvania Subdivision

- Plymouth and South Wilkes-Barre: **Northerly Board** at clearance point between Plymouth Branch and north leg of wye.
Southerly Board at clearance point between Plymouth Branch and south leg of wye.
- Wilkes-Barre and Hudson: **Southerly Board** at clearance point between L. V. R. R. and D. & H. R. R. located 1130 feet south of Mile Post A-211.
Southerly Board W. B. C. R. R. 1645 feet south of South Main Street crossing Plains.
Northerly Board 1725 feet south of Mile Post A-207.
- Green Ridge**: **Southerly Board** 1208 feet north of Mile Post A-195.
Northerly Board 1611 feet south of Mile Post A-190.
- Carbondale**: **Southerly Board** 364 feet south of Mile Post A-179.
Southerly Board 4600 feet south of Mile Post C-1 (Racket Brook Branch).
Northerly Board 1736 feet south of Mile Post A-174.

SPECIAL INSTRUCTIONS

Susquehanna Subdivision

Binghamton	Northerly Board 1305 feet north of Mile Post A-140.
Oneonta	Southerly Board 1090 feet north of Mile Post A-86. Northerly Board 2410 feet south of Mile Post A-80.
Delanson	Southerly Board 1685 feet north of Mile Post A-29. Northerly Boards, 1185 feet north of Mile Post A-25 and 29 feet south of Mile Post S-13.
Kenwood	Southerly Board 437 feet south of Mile Post A-2.
Mohawk	Southerly Board 1250 feet south of Mile Post S-1. Northerly Board 390 feet north of GV Cabin.
Mechanicville	Southerly Board 2510 feet south of Mile Post M-3.
Cooperstown	Southerly Board 1920 feet south of Mile Post C-1.

Saratoga Subdivision

Capital District	
Kenwood	Southerly Board 437 feet south of Mile Post A-2 (Susquehanna Subdivision).
WX Cabin	Northerly Board 36 feet south of Mile Post A-7.
Green Island	Northerly Board 593 feet north of JA Cabin via Waterford Branch. Outbound Board at junction with Troy Union R. R.
Mechanicville	Southerly Board 2021 feet south of Mile Post A-19. Northerly Board 1848 feet north of Mile Post A-21.
Saratoga Springs	Southerly Board 1600 feet north of Mile Post A-34. Northerly Boards at Mile Post A-41 (Adirondack Branch), and 1100 feet north of Mile Post A-42.
Fort Edward District	Southerly Board 18 feet north of Mile Post A-54. Northerly Boards 3128 feet north of Mile Post LG-8 and 700 feet north of Mile Post A-57.
Whitehall	Southerly Board 696 feet north of Mile Post A-75. Northerly Board 1936 feet north of Mile Post A-78 (Rutland Branch).
Corinth	Southerly Board 493 feet north of Mile Post A-53. Northerly Board 97 feet south of Mile Post A-55.
North Creek	Southerly Board at Mile Post A-92. Northerly Board 300 feet north of Mile Post SL-27.
Castleton	Southerly Board 1500 feet north of Mile Post A-90 (Rutland Branch). Northerly Board 1500 feet north of Mile Post A-91 (Rutland Branch). Southerly Board 1000 feet south of Mile Post A-92 (Washington Branch).

Champlain Subdivision

Whitehall	Northerly Board 1450 feet south of Mile Post A-79.
Port Henry	Southerly Board 1105 feet north of Mile Post A-115. Northerly Board 3479 feet north of Mile Post A-117.
Plattsburg	Southerly Board 2384 feet north of Mile Post A-166. Northerly Board 531 feet north of Mile Post A-169.
Rouses Point	Southerly Board 2250 feet south of Mile Post A-189. Northerly Board 4500 feet north of Mile Post A-192.

11. AUTOMATIC HIGHWAY GRADE CROSSING SIGNALS

All main line highway crossings, and those branch line crossings listed below, which are protected by automatic flashing light signals (with or without short arm gates) are equipped with Manual Control boxes which will be used by train crews in accordance with Rule 103d.

Push buttons in these boxes are marked to identify tracks which they control.

Employees must use care to push ONLY those buttons controlling the track on which their train is operating.

They must be sure that when finished the box is closed and LOCKED.

See SPECIAL INSTRUCTIONS listed below:

Pennsylvania Subdivision

Wilkes-Barre to SW Cabin

Avoca.

York Ave.

Trains or engines making switching movements in the vicinity of this crossing will not exceed a speed of five (5) miles per hour. Movements over crossing on Little York Siding must be protected by member of crew. Trains or engines using Langcliffe Branch Lead (Erie R. R.), member of crew must precede each movement and know that all highway traffic has been stopped before giving engine-man signal to proceed over crossing on this track.

Scranton.

Elm St. to Birch St., inclusive.

Crossing watchman at Maple St. will be on duty from 7:00 A.M. to 11:00 P.M., daily except Sunday, to operate signals manually for switching movements over these crossings.

Vine St. Branch.

Crossing watchman at Gibson St. will be on duty from 7:30 A.M. to 3:30 P.M., daily except Sunday and 3:30 P.M. to 11:30 P.M., daily except Saturday and Sunday, to manually operate flashers and gates at Gibson St., New St. and Phelps St. for switching movements over these crossings.

Providence.

Depot, Dean and Parker Sts.

Trains setting off or picking up at north end of Dickson Loaded Track, Green Ridge Yard, must not exceed a speed of ten (10) miles per hour while passing over switch at that point. After making setoff or pickup, trains must not exceed a speed of twelve (12) miles per hour between this switch and Depot Street crossing.

Jessup-Peckville.

Church and Hill Sts.

Trains in either direction using any of the crossover switches at Jessup-Peckville Crossover will automatically cause gates to go up. Therefore, after making movements desired, trains will not exceed a speed of 5 miles per hour and see that gates are down before proceeding over these crossings.

Carbondale.

Pike St.

The manual control boxes for Southward Track are located north of crossing on west side of tracks and for Northward Tracks, south of crossing on east side of tracks.

Pike St.—Racket Brook Branch.

A manual control box is located north of crossing on west side of track.

Seventh and Eighth Aves.

Crossing watchman at Seventh Ave. will be on duty from 8:00 A.M. to 5:00 P.M., daily except Sunday, to manually operate signals at both crossings. Southward trains or engines must not increase speed from a point 800 feet south of DF Cabin to Eighth Ave. When stop is to be made by southward trains or engines within the above limits such trains or engines must not enter into this territory at a speed in excess of 8 M.P.H. When movement is again started that speed must not be exceeded until Eighth Ave. has been reached.

Plymouth Branch

Wilkes-Barre.

Carey Ave.

Old River Road.

Plymouth.

East Main St.

Nesbitt St.

SPECIAL INSTRUCTIONS

Susquehanna Subdivision

Binghamton to KN Tower

Bainbridge.

Walnut, West Main and Johnson Sts.

Crossing watchman will be on duty at West Main Street between the hours of 7:00 A.M. and 3:00 P.M., daily except Sunday to operate signals manually for switching movements over these crossings.

Sidney.

Union St.

Southward trains or engines must not increase speed from Willow St. Crossing, located 30 feet south of Mile Post A-105 to Union St. Crossing, located first south of Sidney station. When stop is made within these limits, trains or engines must not exceed a speed of 8 M.P.H. until Union St. Crossing has been reached and then must observe that gates are down before proceeding over crossing.

Main St.

Crossing watchman, located in cabin at Main Street, will be on duty 5:30 A.M., to 9:30 P.M., daily except Sundays and Holidays.

Manual control boxes are located as follows:

On mast, northeast side of crossing—for movements on northward and southward main tracks.

North end of passenger station, track side—for movements on northward track.

Trains or engines stopping must observe that the gates are down before proceeding over crossing.

Unadilla.

Siver St.

Manual controls also control signals at Clifton, Adams, Depot and Martin Brook Streets.

Depot St.

Manual controls also control signals at Clifton, Siver, Adams and Martin Brook Streets.

Central Bridge.

Cameron's.

A sign reading END OF CIRCUIT is located 206 feet north of the crossing on west side of southward main track. Southward trains or engines making stop at passenger station must stop north of this sign and when proceeding must not enter upon crossing until after the gates are lowered.

Altamont.

Main St.

Southward trains or engines must not increase speed from southward automatic signal 16.2 located 1250 feet north of Mile Post A-17 to Main St. crossing. When stop is made within the above limits, trains or engines must not exceed a speed of 8 M.P.H. until Main St. crossing has been reached and then must observe that gates are down before proceeding over the crossing.

DJ Cabin to WY Cabin

Schenectady.

Maxon Road.

Southward trains or engines must not increase speed from southward automatic signal M-16.2 located 1100 feet south of Mile Post M-16 to Maxon Road Crossing Schenectady. When stop is made within the above limits, trains or engines must not exceed a speed of 8 M.P.H. until Maxon Road Crossing has been reached and then must observe that gates are down before proceeding over the crossing.

Alplaus Crossing.

Northward trains or engines must not increase speed from END OF CIRCUIT sign located 2190 feet north of Mile Post M-15 to Alplaus Crossing. When stop is made within these limits, trains or engines must not exceed a speed of 8 M.P.H. until the crossing has been reached and then must observe that gates are lowered before proceeding over crossing.

Saratoga Subdivision

KN Tower to Whitehall

Albany.

Fourth Ave.

Trains or engines must not exceed a speed of 15 miles per hour between Signal 0.2 located 1750 feet north of Mile Post A-1 and Fourth Avenue Crossing, Albany, while making switching moves or after stops have been made in this territory.

Colonie to Thacher Sts., inclusive.

Crossing watchman is on duty continuously at DeWitt Street to operate signals at all crossings for switching movements over the crossings. Southward trains or engines leaving North Albany Yard must approach Thacher St. crossing at restricted speed and must observe that the gates are down before proceeding over the crossing.

Northward trains or engines from NYC Bull Run Yard proceeding northward to track No. 2 at LA Cabin must not exceed a speed of 10 miles per hour before reaching Colonie Street and must observe that the gates are down before proceeding over Colonie Street Crossing.

Erie Street.

Crossing watchman at Erie St. will be on duty between the hours of 5:00 A.M. and 9:00 P.M., daily except Saturday and Sunday. When crossing watchman is not on duty, movements on yard tracks over the crossing must be protected in accordance with Rule 103a.

Yard tracks at this location are provided with short track circuits extending through the crossing. Cars left standing on yard tracks must be left to clear crossing circuits.

Watervliet.

Northward trains or engines making stop at Watervliet Station must not enter upon 25th Street Crossing until it is known the gates are down.

Trains or engines stopping and starting, shifting cars, or making reverse movements after forward movements on any track between a point located 4000 feet north of Mile Post A-5 and WX Cabin must observe that the gates are down before proceeding over the following crossings:

19th Street
23rd Street
24th Street
25th Street

Cohoes.

Main St. to Mohawk St., inclusive.

Crossing watchman located in a tower at Columbia and Mohawk Streets will be on duty between the hours of 6:00 A.M. and 2:30 P.M., daily, except Sunday, and will have manual control of these signals.

Southward trains or engines making stops at Cohoes station must stop north of signal 8.2 and, after proceeding, must not enter upon Columbia and Mohawk Street Crossing until it is known that the gates are down.

Pine St. to Cortland St., inclusive.

Crossing watchman located in a tower at Ontario Street will be on duty between the hours of 6:00 A.M. and 2:30 P.M., daily, except Sunday, and will have manual control of these signals.

Northward trains or engines making stops at Cohoes Station must not pass the northerly edge of Pine Street; except No. 35 daily except Sunday may proceed beyond Pine Street crossing before making station stop.

After proceeding, all trains must not enter upon Ontario Street crossing until it is known that gates are down.

Mechanicville.

Park Ave. and Broadway.

Southward trains on Tracks No. 1 and 2 making station stops at Mechanicville passenger station or switching at XO Tower must not enter upon Broadway Crossing or Park Avenue Crossing until after crossing gates are lowered. Southward freight trains stopping at Mechanicville to setoff or pickup must not proceed beyond southward interlocking signal at XO Tower until yard is ready to take them in promptly and will not be allowed out of yard until conditions warrant their returning to their train without delay.

Fort Edward.

East St.

Manual control box for Track No. 1 and Track No. 2 is located on cabin south of crossing and east of Track No. 2. Manual control boxes for Track No. 1 only, are located on north end of passenger station on track side and on post near switch at south leg of wye south of station.

Trains or engines making southward movements at a speed of 5 miles per hour or less on Track No. 1 between a point 940 feet north of East Street crossing and East Street crossing must observe that gates are down before proceeding upon crossing.

SPECIAL INSTRUCTIONS

Adirondack Branch

Hadley—Station.
 Wolf Creek—1500 feet north of Mile Post A-62.
 The Glen—Glen Creek Road.
 Riverside—State Road.

Rutland Branch

Whitehall—Williams St.—See Note 1.
 Fair Haven.
 Prospect St.
 Pleasant St.
 South Main St.

Castleton—Hubberton Road.

Note 1—All through train movements must stop before entering upon this crossing.

Washington Branch

Cambridge—Main St.
 Greenwich Jct.—State Road—west end of wye.
 Salem.

West Broadway.
 Main St.

Granville.

Morrison St. } See Note 1.
 Church St. }
 Potter St. }
 Main St. }

Phillip's—2500 feet south of Mile Post A-95.

Note 1—Manual control box located at Church Street corner governs all three crossings.

Green Island to JA Cabin

Green Island.

Swan St.
 Arch St.
 Bleecker St.
 Tibbitts Ave.

Cohoes—Ontario St.

Waterford—Third St.

Fort Edward District

Hudson Falls.

Park Ave.—See Note 1.
 Parry St.
 John St.
 Sumpster St.

Glens Falls.

Haskel Ave.
 Platt St.
 McDonald St.
 Orchard St.
 Prospect St.
 Leonard St.
 Lawrence St.

Note 1—Manual control box is located on signal LG-57.1.

Champlain Subdivision

Whitehall to Rouses Point

Plattsburgh.

Dock St.

A sign reading "DOCK STREET CROSSING CIRCUIT" is located 160 feet north of Dock Street on the westerly side of the southward main track. Southward trains or engines making stops at the passenger station must stop north of this sign and when proceeding must not enter upon Dock Street crossing until after the crossing gates are lowered.

A northward indicator, displaying a lunar light when lighted, and a sign reading "DOCK STREET CROSSING INDICATOR" is located 880 feet south of Dock Street Crossing on the easterly side of the northward main track. Train dispatcher's telephone has been installed at this location.

All northward freight trains receiving an approach aspect on automatic signal 166.1 and finding the indicator dark, must stop south of the indicator and call the Train Dispatcher for instructions. Trains about to set off or pickup cars at Plattsburgh must stop south of this indicator a sufficient distance so that after the engine has been recoupled to the train it will be south of the indicator.

Lorraine and Margaret Sts.

Crossing watchman will be on duty at Lorraine St. and Margaret St. between the hours of 7:00 A.M. and 3:30 P.M., Monday through Friday, except on days when schools are not in session to operate signal manually for switching movements over these crossings.

Ausable Branch

Peru.

South Main Avenue.

Chateaugay Branch

Salmon River Road—3300 feet south of Mile Post P-4.
 Tallyho Road—1200 feet south of Mile Post P-5.
 Military Road—2400 feet south of Mile Post P-5.
 Sand Plains Road—3900 feet south of Mile Post P-5.
 Morrisonville—Old Woman's.
 Dannemora—Emmons St.
 Lyon Mountain—Mine St.

12. AUTOMATIC BLOCK SIGNAL TERRITORIES

(See Rules 505 and 505a)

Pennsylvania Subdivision

"End of Block" sign located 1600 feet south of MO Cabin to MO Cabin:

Main track.

MO Cabin to MJ Cabin:

Northward and Southward main tracks.

DC Cabin to DF Cabin:

Northward and Southward main tracks.

Susquehanna Subdivision

"End of Block" sign located 1938 feet south of Robinson St.

Tower to YO Cabin:

Main track.

GR Cabin to FA Tower:

Northward and Southward main tracks.

FA Tower to CM Cabin:

Main tracks Nos. 1, 2, and 4.

CM Cabin to WN Cabin:

Northward and Southward main tracks.

DE Cabin to CB Cabin:

Northward and Southward main tracks.

DJ Cabin to KN Tower:

Main track.

DJ Cabin to GV Cabin:

Northward and Southward main tracks.

QS Cabin to WY Cabin:

Northward and Southward main tracks.

Saratoga Subdivision

KN Tower to ML Cabin:

Northward and Southward main tracks.

TS Cabin to JA Cabin:

Northward and Southward main tracks.

KG Cabin to Whitehall:

Northward and Southward main tracks.

WX Cabin to a point 500 feet west of George Street, Green Island and from a point 100 feet east of George Street, to a point 1020 feet east of George Street, Green Island—INBOUND and OUTBOUND main tracks.

A point located 1020 feet east of George Street, Green Island, to River Street, Troy:

Main track.

Fort Edward to a point 2700 feet north of Mile Post LG-8.

Champlain Subdivision

Whitehall to SC Cabin:

Northward and Southward main tracks.

SC Cabin to SJ Cabin:

Main track.

SJ Cabin to BU Cabin:

Northward and Southward main tracks.

BU Cabin to CV Cabin:

Main track.

NR Cabin to end of D&H tracks:

Main track.

13. CENTRALIZED TRAFFIC CONTROL TERRITORIES

(See Rules 261 to 265 inclusive)

Pennsylvania Subdivision

SX Hudson Yard Office to SH Cabin.

MJ Cabin to DC Cabin.

DF Cabin to SW Cabin.

The two main tracks between DF and FT Cabins, UD and HC Cabins, BN and PO Cabins, KA and CF Cabins, LS and KY Cabins, and NE and X Cabins are numbered from west to east and will be used as follows:

No. 1—Northward and Southward trains.

No. 2—Northward and Southward trains.

SPECIAL INSTRUCTIONS

Susquehanna Subdivision

YO Cabin to GR Cabin.
WN Cabin to DE Cabin.
CB Cabin to DJ Cabin.
GV Cabin to QS Cabin.

The two main tracks between YO and SA Cabins, FH and BL Cabins, VI and GR Cabins, WN and DE Cabins, and JX and DJ Cabins are numbered from west to east and will be used as follows:

- No. 1—Northward and Southward trains.
No. 2—Northward and Southward trains.

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

- No. 1—Northward and Southward trains.
No. 2—Northward trains.

Saratoga Subdivision

ML Cabin to TS Cabin.
JA Cabin to KG Cabin.
GV Cabin to JS Cabin.

The two main tracks between ML and TS Cabins, BK and CN Cabins, DB and BM Cabins, SU and CX Cabins, MA and HM Cabins, and BR and FO Cabins are numbered from west to east and will be used as follows:

- No. 1—Northward and Southward trains.
No. 2—Northward and Southward trains.

The three main tracks between YS and XN Cabins are numbered from west to east and will be used as follows:

- No. 3—Northward and southward trains.
No. 1—Northward and southward trains.
No. 2—Northward and southward trains.

Champlain Subdivision

CV Cabin to NR Cabin.

The two main tracks are numbered from west to east and will be used as follows:

- No. 1—Northward and Southward trains.
No. 2—Northward and Southward trains.

14.

OUTLYING CROSSOVERS

Pennsylvania Subdivision

Wilkes-Barre to SW Cabin

Parsons (Trailing point)	355 feet south of Parsons
Miners Mills (Trailing point)	3543 feet north of Parsons
Yatesville (Facing point)	400 feet north of Yatesville
Langcliffe (Trailing point)	6739 feet south of Moosic
Green Ridge (Trailing point)	800 feet south of Mile Post A-191
Providence (Trailing point)	2700 feet north of Mile Post A-191
Marvine (Trailing point)	4485 feet south of Dickson City
Marvine (Facing point)	4285 feet south of Dickson City
Marvine (Facing point)	
No. 4 to No. 2 Track	3085 feet south of Dickson City
Valley Jct. (Trailing point)	1745 feet north of Dickson City
Grassy Island (Trailing point)	2312 feet north of Olyphant
Grassy Island (Facing point)	2791 feet north of Olyphant
Jessup-Peckville (Facing point)	300 feet north of Jessup-Peckville
Jessup-Peckville (Trailing point)	773 feet north of Jessup-Peckville
Gravity Slope (Facing point)	
No. 4 to No. 2 Track	2807 feet south of Archbald
Archbald (Trailing point)	270 feet north of Archbald
Jermyn Transfer (Trailing point)	1515 feet south of Jermyn
Powderly (Trailing point)	2947 feet north of Mayfield
Forest City	2000 feet south of Forest City.

Susquehanna Subdivision

Binghamton to KN Tower

Nineveh	500 feet south of station
Bainbridge (Trailing point)	800 feet south of station
Bainbridge (Facing point)	725 feet north of station
Sidney (Trailing point)	1780 feet south of Mile Post A-104
Sidney (Facing point)	400 feet south of station
Sidney (Trailing point)	1500 feet north of station

Unadilla (Trailing point)	1850 feet south of station
Unadilla (Facing point)	625 feet north of station
Wells Bridge (Trailing point)	287 feet south of Mile Post A-94
Otego (Facing point)	175 feet north of station
Cooperstown Jct. (Facing point)	South leg of wye
Cooperstown Jct. (Trailing point)	At Mile Post A-75
Maryland (Trailing point)	475 feet north of Mile Post A-70
Schenevus	222 feet north of station
Richmondville (Trailing point)	896 feet south of Mile Post A-50
Cobleskill (Facing point)	423 feet south of station
Cobleskill (Trailing point)	309 feet north of station
Howes Cave (Facing point)	1121 feet south of station
Howes Cave (Trailing point)	1483 feet north of station
Newbys (Trailing point)	700 feet south of Central Bridge station

DJ Cabin to WY Cabin

Martins (Facing point)	2250 feet north of Mile Post S-7
Hammond (Trailing point)	1940 feet south of Mile Post S-4
Connors (Trailing point)	320 feet south of Mile Post S-1
Elhora (Trailing point)	550 feet south of Mile Post M-8
Ushers (Trailing point)	150 feet north of Mile Post M-5

Saratoga Subdivision

KN Tower to Whitehall

Cohoes (Trailing point)	1080 feet south of station
Cohoes (Trailing point)	310 feet north of station
West Waterford (Trailing point)	140 feet south of station

Champlain Subdivision

Whitehall to Rouses Point

South Junction (Trailing point)	90 feet south of Mile Post A-163
Bluff Point (Trailing point)	665 feet south of Mile Post A-164
Plattsburg (Trailing point)	260 feet north of Mile Post A-166

15.

MOVEMENT OF TRAINS OR ENGINES

General

When diesel-electric locomotives are operated in multiple, the head trainman shall ride in the control unit unless otherwise instructed.

When the direction of movement of diesel-electric locomotives operated in multiple is reversed and conditions are such that the movement would be unsafe without the engineman being in the leading unit, he shall transfer to and operate from the leading unit in the direction of movement.

Operation of Electric Switch Locks

Permission must be obtained from employe in charge of territory where electric switch locks are provided on hand operated switches to make a train or engine movement from yard track or side track to main track, or from one main track to another main track. When permission is obtained, switch locks may be operated in accordance with instructions.

To move a train or engine from side track to main track, train or engine must stop back of clearance point and remain there until after all locks are released.

To move a train or engine from one main track to another main track or from main track to side track, train or engine must stop clear of switch point with part of train or engine on release section and remain there until after all locks are released. The release section extends a minimum of 117 feet immediately ahead of the switch point.

To release locks. Open lock door. When indicator shows "UNLOCKED", operate lever in lock box to full left position. On locks equipped with a tag above the lever reading "MOVE LEVER HERE AND WAIT FOR UNLOCK", lever must be moved SLOWLY to this position before indicator will show "UNLOCKED". Switch or derail may then be operated. If operation of locks is not understood, instructions may be obtained from employe in charge.

SPECIAL INSTRUCTIONS

When desiring to run around equipment at sidetracks equipped with electric lock switches at each end, equipment must be moved into the sidetrack and switch closed. Runaround movement may then be made on the main track.

After train or engine movement is completed and switches and derails returned to their normal position, restore lever to full right position, close and lock door on lock box and notify employe in charge of territory.

At some locations timing devices are provided to permit train movements when restricting conditions are in effect. At all other locations switch locks cannot be operated if a conflicting train movement is in progress.

All switch locks are equipped with a mechanical emergency release lever to be used only when instructed by employe in charge of territory. (To use the emergency release, break seal, move sealing strap forward and hold the emergency lever down until the operating handle is turned a few degrees.) When emergency release lever is used, all signals governing movements over switch are set in the "STOP" position and will not be restored to normal operation until signal maintainer is called to restore emergency release lever to normal operating position.

Pennsylvania Subdivision

Main Tracks

General

Extra trains will operate without Clearance Form "A".

Stored cars must be left at least 300 feet from any public highway crossing.

Trains or engines will approach crossovers at Miners Mills and Yatesville expecting to find helper engines crossing over.

Eric trains must obtain permission from the Train Dispatcher before entering main track at Langeliffe Crossovers or Winton Jct.

LV Jct. Wilkes-Barre to SX Hudson

Interlocking switches and signals at MO Cabin are controlled from SX Hudson.

Northward movements beyond MO Cabin by trains or engines will be verbally directed by the operator at SX Hudson. Trains or engines must first obtain permission before making such movements.

Southward movements by trains or engines entering the single main track or yard tracks at MO Cabin will be controlled by the operator at SX Hudson who will obtain authorization from the Yardmaster before permitting such movements.

Trains or engines receiving proper interlocking signal indication at MO Cabin and finding switches lined for the desired movement may proceed in accordance with the rules.

Permission must be obtained from the Block Operator at South Wilkes-Barre L.V.R.R. before movements are made from tracks of the D&H to LV main tracks and crews will be governed by his instructions. Telephone is located in Cabin at LV Jct.

C.N.J. RR. crossing at Miners Mills is located 2500 feet north of Mile Post A-209. Trains or engines finding signals displaying an aspect indicating "STOP" must receive permission from employe on duty at Miners Mills before making any movements over the crossing. Protection against conflicting movements must be provided.

Hudson

Train order signal at SX, Hudson has an additional light displaying aspects for northward movements from single track.

Northward interlocking signals at SX, Hudson displaying an aspect indicating other than "STOP", will also indicate that all overdue superior trains in the same direction have departed from that station, unless train orders or other instructions to the contrary are received. (Rule D-83 modified accordingly.)

The Train Order Signal located 475 feet north of SX, Hudson and west of switching lead, displays aspects for northward movements from yard tracks. A yard indicator is mounted on this train order signal mast. This indicator is normally dark and displays a lunar light only when the interlocking switches are in position for a train movement from the switching lead to the northward main track and interlocking signal governing this movement displays an aspect indicating other than "STOP". This indicator is not an interlocking signal.

Switching lead extending north of Hudson ends at a point 35 feet south of southward home signal.

Southward interlocking signal at SX, Hudson will display in addition to other aspects, aspects conforming to Rule 283, Fig. 65

and Rule 286, Fig. 89, which will govern movements to the W.B.C.R.R.

MJ Cabin to Dickson City

Interlocking switches and signals at MJ Cabin and DC Cabin are controlled from Hudson yard office.

Electric switch locks are in service on all hand operated switches and derails between MJ Cabin and DC Cabin. (See Rules 680 to 680b, inclusive.)

Southward interlocking signals at MJ Cabin displaying an aspect indicating other than "STOP" will authorize trains to run ahead of first class trains to SX, Hudson unless otherwise directed. (Rule 86 modified accordingly.)

Southward trains, finding signal 190.2 displaying an aspect indicating "STOP and PROCEED" or "APPROACH", must report to Train Dispatcher for instructions.

Marvine Crossover to Grassy Island Crossover and

Jessup-Peckville Crossover to Gravity Slope Crossover

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

No. 1—Southward trains.

No. 2 } Northward trains.

No. 4 }

All movements on No. 4 track must be made at restricted speed.

Between the hours of 8:00 A.M. and 11:59 P.M., daily except Sunday, No. 4 track between Marvine crossover and Grassy Island crossover is reserved for storage purposes and use of Mine Run Crews unless otherwise provided.

DF Cabin to WC Cabin

Interlocking switches and signals at DF Cabin are controlled from SX, Hudson under the jurisdiction of Train Dispatcher at Carbondale.

Interlocking switches and signals at WC Cabin are controlled from Train Dispatcher's Office, Oneonta.

Northward Thoroughfare Track through the center of Carbondale Yard between DF Cabin and WC Cabin will be used as follows:

Northward movements by trains or engines entering this track at DF Cabin will be controlled by the Operator at SX Hudson, who must first obtain authorization from the Yardmaster at Carbondale before permitting such movements. Trains or engines receiving proper interlocking signal indication at DF Cabin may use Northward Thoroughfare Track DF Cabin to WC Cabin, unless otherwise directed.

Southward movements may only be made on this track when authorized by the Yardmaster. Normal position of all switches on the Northward Thoroughfare Track will be for movements on this track.

Southward movements by trains or engines entering Carbondale Yard via Northward Thoroughfare Track at WC Cabin will be controlled by the Train Dispatcher at Oneonta, who will first obtain authorization from the Yardmaster before permitting such movements. Trains or engines receiving a signal aspect indicating "RESTRICTING" at the southward interlocking signal at WC Cabin, and finding switches lined for this track will proceed at restricted speed.

Unless otherwise provided instructions for yarding train in Yard A will be received from the Yard Master. Telephone is located at north end of Yard A at Welding Works Crossing.

Movements on Northward Freight Running Track extending from connection with Northward Thoroughfare Track at DF Cabin to Carbondale Yard Office will be made in either direction under the authorization of the Yardmaster.

WC Cabin to SW Cabin

Interlocking switches and signals are controlled from Train Dispatcher's Office, Oneonta.

Interlocking switches at FT, UD, HC, BN, PO, KA, CF, and JN Cabins are equipped for dual control. (See Rules 691 to 691d, inclusive.)

Electric switch locks are located on switches at the main track crossover 2000 feet south of Forest City Station, switch and derail at south end of Forest City side track, switch at north end of Forest City side track, switch and derail 340 feet south of UD Cabin, switch at Sink Hole spur track, switch at south end of Ararat side track, switch and derail at north end of Ararat side

SPECIAL INSTRUCTIONS

track, switches and derails at Starrucca and Thompson house tracks, switches at north and south legs of Cascade Wye, switches and derail at RA side track, Windsor Station Switch, and on all hand operated switches and derails between SW Cabin and Mile Post A-121. (See Rules 680 to 680b, inclusive.)

Side tracks not equipped with electric switch locks must not be used by a train or engine to clear the main track.

Northward freight trains on track No. 2 finding signal 156.1 displaying other than an aspect indicating "APPROACH MEDIUM" and on track No. 1 finding signal 156.1A displaying other than an aspect indicating "PROCEED" must stop south of Main St. crossing located 4300 feet north of Mile Post A-156 and report for instructions.

Movements to or from Erie R. R. at JN Cabin will be governed by signal indications. (See Rules 261 to 265, inclusive.)

Helper engines, after being detached from southward trains at Sink Hole spur and from northward trains at Ararat, will report to Train Dispatcher for instructions. Trains with cars not suitable to push against, will attach helper ahead of such cars.

Other Plymouth Branch

Movements are under the jurisdiction of the Yardmaster at Hudson.

All movements over Wood St., Hanover St., and South Main St. crossings must be protected by a member of the crew.

The normal position of the switch at the south end of the north leg of Plymouth Wye will be for movement from Hudson to Plymouth.

No movement shall be made across DL&W tracks at Plymouth Jct. without first being authorized by the Yardmaster. Crews must obtain this permission before proceeding.

No movement shall be made from Junction No. 3 and No. 5 at Loree Breaker to Plymouth Jct. until permission has been obtained.

All trains operating in the vicinity of Loree Breaker will maintain a lookout for narrow gauge trains approaching or crossing Plymouth No. 3 and No. 5 Branches and will be prepared to stop when conditions require it. No. 5 Branch ends at a point 520 feet beyond the southerly entrance to Loree Breaker light yard.

Plymouth Junction

Train and engine crews desiring to cross over from east to west will stop at control box; those desiring to cross over from west to east will stop on west side of Highway Route 11.

Signal control boxes and telephones are located on east side of D. L. & W. main tracks at home signal, and on west side of D. L. & W. main tracks on east side of Highway Route 11.

Trains or engines using this crossing must operate signals in the following manner:

(1) Observe if approach indicator is lighted. If lighted, insert switch key at bottom of cabinet and turn to the right. Signal indicator lamp lighted will indicate that signals are at "STOP" and wait for D&H signal to clear.

(2) If approach indicator is not lighted, call DL&W Train Dispatcher for permission to cross. If permission is granted, proceed as above and wait two (2) minutes 30 seconds for D&H signal to clear.

(3) After 2 minutes and 30 seconds, if signal does not clear, contact Train Dispatcher. Full flag protection must be provided in both directions on conflicting tracks before train moves over crossing. Give hand signal for train to proceed. Engineman will accept hand signal and proceed with signal and interlocking rules governing.

Hand thrown derails are located on tracks 1 and 2 in Plymouth Yard and are not interconnected with DL&W signals. Derails must be left in derailing position except that crews may leave derail on No. 2 track in non-derailing position when no cars are left standing thereon.

Track No. 2 Plymouth Yard is designated as the D&H running track.

Track No. 3 Plymouth Yard is designated as interchange track to DL&W Railroad.

Track No. 4 is designated as Interchange track from DL&W Railroad.

Tracks 1, 5 and 6 Plymouth Yard are designated as switching and storage tracks.

Conyngham Branch

Electrically locked circuit controllers for the operation of D&H RR. over L. V. R. R. main tracks are located at the derails each side of crossing.

The two derails are connected with and located at the signals governing movements over L. V. crossing.

Telephone is located in concrete booth west of L. V. main tracks. Normal position of telephone switch located in upper right hand corner is cut out.

D&H train or engine crews which are to use crossing must first call L. V. Train Dispatcher on telephone and obtain permission to use crossing, then operate the signals in the following manner:

(1) Push L. V. indicator. West indicator light indicates no train approaching on L. V. westward track. The east indicator light indicates no trains approaching on L. V. eastward track.

(2) A. If both west indicator and east indicator indicate no trains are approaching: Push signal 6 button for northbound movement, or push signal 7 button for southbound movement. Push 9 push button or 10 push button in derail lock and while holding in depressed position throw lock lever to reverse position. Throw derail to reverse position.

Return lock lever to normal position.

Follow same procedure to unlock and operate opposite derail. When derails are both reversed and locked, proper signal will clear.

B. If either west indicator or east indicator light indicates a train approaching:

Wait until passage of train and operate as above—or: communicate with L. V. Dispatcher and after receiving authority to cross over, operate as above.

(Note) After pushing signal 6 push button or 7 push button a timing period will elapse before the derails can be unlocked.

(3) After movement is completed:

Push 9 push button or 10 push button in derail lock and while holding in depressed position throw lock lever to reverse position.

Throw derail to normal position.

Return lock lever to normal position.

Follow same procedure to unlock and operate opposite derail.

(4) If D&H signal is cleared and it is desired to cancel: Push cancel button.

Operate as above.

(Note) After pushing cancel button a timing interval will elapse before the derail can be unlocked.

Racket Brook Branch

The Racket Brook Branch begins at Lookout Jct. and ends at a point 30 feet north of Wayne Street, Carbondale.

Movements over this Branch will be directed by Train Dispatcher.

Hand operated derails are located on breaker tracks 350 feet north of Racket Brook Breaker.

An "END OF CIRCUIT" sign is located 100 feet south of Pike Street Crossing. Northward trains or engines must stop at this point and member of crew must obtain permission from Train Dispatcher before proceeding.

Outlying Sidetracks

The following sidetracks will be used for storage purposes and for use of Mine Run crews unless otherwise provided:

Yatesville West Side—West of Southward main track between a point 600 feet north of Mile Post A-205 and a point 2200 feet south of Mile Post A-204.

Marvine West Side—West of Southward main track between a point 1150 feet north of Mile Post A-190 and a point 300 feet north of Mile Post A-189.

Olyphant East Side—East of track No. 4 between a point 1800 feet north of Dickson City and a point 1050 feet south of Olyphant.

Grassy Island West Side—West of Southward main track between a point 3100 feet north of Mile Post A-187 and a point 2400 feet south of Mile Post A-185.

Archbald-Jermyn East Side—East side of Northward main track between a point 1650 feet north of Mile Post A-184 and a point 500 feet south of Mile Post A-181.

Jermyn East Side—East side of Northward main track between a point 500 feet south of Mile Post A-181 and a point 1850 feet north of Mile Post A-180.

Mayfield-Jermyn West Side—West of Southward main track between a point 900 feet south of Mile Post A-181 and a point 325 feet south of Mile Post A-178.

SPECIAL INSTRUCTIONS

Susquehanna Subdivision**Main Tracks****General**

First class trains must not leave Albany without a Clearance Form A authorized by the Superintendent. In case of failure of means of communication, the operator may issue Clearance Form A provided he has no holding orders for such trains.

Extra trains from Binghamton enroute Mechanicville via Mohawk will operate without clearance Form A.

Extra trains will operate GR Cabin to Oneonta without clearance Form A.

Extra trains from Oneonta enroute Colonie via WY Cabin will be cleared Oneonta to Colonie.

Extra trains from Oneonta enroute Whitehall via GV Cabin will be cleared Oneonta to Whitehall.

Extra trains from Oneonta enroute Pennsylvania Subdivision will be cleared Oneonta to GR Cabin.

Extra trains from Mechanicville enroute Oneonta or Binghamton via Mohawk will operate without clearance Form A.

Interlocking signals displaying an aspect indicating other than "STOP" at the locations named below, will authorize trains to run ahead of first class trains to the points named unless otherwise directed. (Rule 86 modified accordingly.)

Northward Trains

GR Cabin to FA Tower.

CM Cabin to WN Cabin.

DE Cabin to CB Cabin.

DJ Cabin to KN Tower.

Southward Trains

CB Cabin to DE Cabin.

WN Cabin to FA Tower.

Binghamton

Trains or engines, moving in either direction, over Erie R. R. at Chenango Street, will proceed only when switches are properly lined for the route to be taken and the track is seen or known to be clear. All movements in this territory must be made at restricted speed.

Northward passing siding extends from Bevier Street to YO Cabin. All northward extra trains, except passenger extras will, unless otherwise provided, operate over this track from Bevier Street to YO Cabin. Southward movements over this track from YO Cabin to Bevier Street will be controlled by Train Dispatcher at Oneonta, who will obtain authorization from Yardmaster before permitting such movements. Trains receiving a signal aspect indicating "RESTRICTING" at the southward interlocking signal at YO Cabin and finding switches lined for this track may proceed at restricted speed.

Tunnel

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

Trains finding northward home signals 126.1 or 126.1-A, or southward home signal 125.2, at the tunnel, displaying an aspect indicating "STOP", must stop and communicate with the Train Dispatcher for instructions. Trains receiving permission to pass one of these signals must proceed at restricted speed to the next signal and must flag through the tunnel if so instructed by the Dispatcher. In case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

Telephones are located on signals 126.1 and 125.2 for use of flagmen in reporting back to their trains.

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

YO Cabin to GR Cabin

Interlocking switches and signals are controlled from Train Dispatcher's Office, Oneonta.

Interlocking switches at SA, FH and BL Cabins are equipped for dual control. (See Rules 691 to 691d, inclusive.)

Electric switch locks are located on all hand operated switches and derrails between YO Cabin and GR Cabin. (See Rules 680 to 680b, inclusive.)

When interlocking signal at SW Cabin governing southward movements from Track No. 1, displays aspects in accordance with Rule 283, Fig. 65 or Rule 286, Fig. 89, the indication will govern the route to the Pennsylvania Subdivision.

Glens Bridge, Oneonta to FA Tower

Northward trains receiving an aspect indicating "STOP and PROCEED" at Signal 85.1, report by telephone to FA Tower for instructions.

Conductors on southward freight trains made up or filled out at Glens Bridge, will notify FA Tower by telephone when train is ready to leave and, unless otherwise instructed, will be responsible for restoring main track switch to normal position after having been used. The normal position of this switch is for through movements on the southward main track.

Two track numbers displayed on west side of FA Tower will indicate on which tracks southward trains are to be yarded. Top number will designate track upon which train will be yarded with bottom number indicating track to which the set-over is to be made.

FA Tower to CM Cabin

The three main tracks are numbered from west to east and will be used as follows, unless otherwise provided:

No. 1—Southward trains.

No. 2—Northward trains.

No. 4 (beginning 400 feet north of FA Tower, Oneonta, extending to CM Cabin)—Northward trains.

Northward first class trains will use No. 2 track between FA Tower and CM Cabin.

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

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

Northward home signals 81.1 and 81.1A governing movements from No. 2 and No. 4 tracks respectively at CM Cabin are controlled from Train Dispatcher's office at Oneonta. Trains finding these signals displaying an aspect indicating "STOP" must obtain permission from Train Dispatcher before passing stop signal. (Rule 509 modified accordingly.)

Spring switch is in service at north end of No. 4 track. (See Rules 690 to 690c, inclusive.)

Train moving against the current of traffic on northward main track approaching CM Cabin and finding dwarf signal displaying an aspect indicating "STOP", will examine switch for an obstruction between switch points and the stock rail, and if after reversing and again closing the switch by hand it will not close properly, switch points must be secured and the facts reported and permission to proceed obtained from the Train Dispatcher. Trains may then proceed over the switch at restricted speed. (Rule 690a modified accordingly.)

WN Cabin to DE Cabin

Interlocking switches and signals are controlled from Train Dispatcher's office at Oneonta.

Interlocking switches at WN Cabin are equipped for dual control. (See Rules 691 to 691d inclusive.)

The switches and the derail at Summit sidetrack are equipped with electric locks. (See Rules 680 to 680b, inclusive.)

All first-class trains will use No. 1 track between WN and DE Cabins.

Cobleskill

Trains or engines using Cobleskill northward passing siding between the hours of 7:15 A.M. and 5:15 P.M. daily except Saturday and Sunday must first obtain permission from Agent, Cobleskill.

Howes Cave

Northward trains finding Signal 39.1 displaying an aspect indicating "STOP and PROCEED" or "APPROACH", will, after complying with the indications, stop south of facing point crossover south of Howes Cave station and report to Train Dispatcher for instructions.

Central Bridge

Northward freight trains finding Signal 37.1, displaying an aspect indicating "STOP and PROCEED", will report to Train Dispatcher for instructions.

Northward freight trains finding Signal 37.1 displaying an aspect indicating "APPROACH", will stop south of Newbys' crossover and report to Train Dispatcher for instructions.

CB Cabin to DJ Cabin

Interlocking switches and signals are controlled from Train Dispatcher's office at Oneonta.

When interlocking signal at DJ Cabin governing northward movements on Track No. 1, displays aspects in accordance with Rule 283, Fig. 65 or Rule 286, Fig. 89, the indication will govern the route to Albany.

SPECIAL INSTRUCTIONS

Rutland and Washington Branches

Movements from Rutland Branch at Whitehall must be stopped and permission obtained from the Yardmaster before proceeding from Wye.

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

When Northward or Southward signals at Clarendon and Pittsford R. R. crossing, Center Rutland display an aspect indicating "STOP", trains of the Clarendon and Pittsford R. R. have the right to cross. Trains must approach this crossing prepared to stop and finding signal displaying an aspect indicating "STOP", must stop clear of crossing. Trains stopped by signal at crossing may proceed after proper protection is provided.

All movements over station highway crossing located just south of Eagle Bridge Station must be protected by a member of the crew. Southward trains must stop before passing over this crossing.

All movements over Main Street highway crossing, just south of Poultry station, must be protected by a member of the crew.

Conductors of Trains Nos. 460, 461, 462, 463, 464, 470, 471, 472 and 473 must personally report to Train Dispatcher before permitting their trains to leave Castleton. In case of failure of communication, trains will proceed on their own schedule and report from next available point of communication.

D&H on-line telephones are located at Castleton, Granville, Greenwich Junction and Eagle Bridge, in addition to present Train Dispatcher's telephones. Train Dispatcher may be reached by dialing 7501 on the on-line telephone. Chief Train Dispatcher's number is 7461.

In the case of failure of D&H telephone communication systems and where instructions require it, effort must be made to contact the Train Dispatcher via commercial telephone company lines.

Rutland

Restricted Territory.—Delaware and Hudson Railroad and Rutland Railroad Junction crossover switch located at a point 1,310 feet south of West Street, Rutland, and Delaware and Hudson Railroad main track will terminate at south switch of Junction crossover. The position of north switch at Junction crossover is normal when lined for the main line Sub-Division of the Rutland Railroad, and position of south switch at Junction crossover is normal when lined for lead to People's Coal Company track.

Trains moving in either direction over the territory between Delaware and Hudson Railroad and Rutland Railroad Junction switch located 1,310 feet south of West Street, Rutland, to the north; and fouling point of switch leading to north gate of Howe Scale Works on the Main Line Sub-Division, and the south switch to crossover leading from main track to freight house tracks on the Bellows Falls Sub-Division, to the south; do so without benefit of either right or schedule, and will proceed only when switches are right and track is seen or known to be clear, and must, under all circumstances, move at restricted speed.

In compliance with Rule S-83, Rules for the Government of the Operating Department, Delaware and Hudson Railroad, train movement to and from the Rutland Railroad at Junction switch, will be governed, as follows:

No Delaware and Hudson Railroad train or engine will pass beyond the fouling point on the Delaware and Hudson Railroad main track for movement to junction switch and through restricted territory to Rutland yard; and no Delaware and Hudson Railroad train or engine will leave Rutland Railroad yard for movement through restricted territory to the Junction switch until authority has been obtained from the Yardmaster's office.

In order to avoid delays to Delaware and Hudson Railroad trains entering Rutland Yard, trainmen will, by use of telephone in booth on pole located near the Junction switch for this purpose, contact Yardmaster's office promptly upon arrival.

River Street.—All switches used in connection with movement of trains or engines at junction of Main Line and Bellows Falls Sub-Divisions will be handled by members of train and yard crews in the manner provided for by Rule 104, Book of Rules.

Bellows Falls Sub-Division Northward Trains must stop before passing south switch of Crossover leading from Main Track to Freight House Tracks, and Main Line Sub-Division Northward Trains must stop before passing beyond fouling point of switch leading to North Gate of Howe Scale Works, and will proceed only when route beyond is properly lined and track is clear.

All train and engine movements over Junction Switch of Main Line and Bellows Falls Sub-Divisions just south of River Street, will be governed by Rule 98, Book of Rules.

Whenever Bellows Falls Sub-Division trains or engines and Main Line Sub-Division trains or engines are ready to move over this Junction Switch simultaneously, Bellows Falls Sub-Division trains or engines take precedence.

The position of Junction Switch of Main Line and Bellows Falls Sub-Divisions, just south of River Street, is normal when lined and latched for Main Line Sub-Division.

Unless otherwise instructed, Northward Trains, Main Line Sub-Division, will use the "North Passenger" Yard Track, and Northward Trains, Bellows Falls Sub-Division, will use Depot Track No. 3 via crossover leading from Main Track to Freight House Tracks on Bellows Falls Sub-Division, thence to New Crossover leading from Freight House Tracks to Depot Track Lead.

The position of all switches between fouling point of switch leading to North Gate of Howe Scale Works on the Main Line Sub-Division and the south switch of Crossover leading from Main Track to Freight House Tracks on the Bellows Falls Sub-Division, to the South; and the North Switch of Depot Track No. 3, to the North, are normal when lined and latched for movement of northward trains arriving via the respective routes indicated above.

Flashing light signals are located at West Street (including Forest Street) crossing at Rutland.

As there is no manual control device, engines or cars are not to be left standing on the approach circuits which are located about 400 feet south of West Street and about 275 feet north of West Street, causing the continuous operation of these signals.

Switching movements in either direction must stop not more than 20 feet, nor less than 15 feet away from West Street so as to permit activating the signals, then proceed when it is known the flashing lights are functioning.

Other

WX Cabin to Troy

The two main tracks from the easterly end of Wye at WX Cabin to the beginning of single track, located 1020 feet east of George Street, Green Island, are designated as follows:

The southerly track is known as the INBOUND main track and the current of traffic is northward.

The northerly track is known as the OUTBOUND main track and the current of traffic is southward.

All movements between WX Cabin and River Street, Troy, are under the control of the cTc operator at Albany. Trains or engines must not foul either main track nor make a movement from a yard track to a main track or from one main track to the other main track without first receiving permission from the operator in control. The Troy Union Railroad towermen at Fifth Avenue, Troy, must not permit trains or engines to enter this territory via River Street, Troy, without first obtaining permission from the cTc operator at Albany. The cTc operator at Albany must notify the towermen at Fifth Avenue, Troy, before permitting trains or engines to make inbound movements in this territory.

The territory between the signal located 500 feet west of George Street, Green Island, and the westerly end of the facing point crossover, located 100 feet east of George Street, Green Island, is not block signalled. The signals located in this territory do not convey any information regarding block occupancy. They do convey information concerning the position of the hand operated switch at the New York Central connection and the hand operated switches at the connections to Green Island yard tracks.

When the aspects of these signals indicate "STOP", trains or engines must not proceed without permission. Permission to proceed will be given only after member of crew has advised that the proper route is set up. After movements have been completed and all hand operated switches have been restored to normal position, the operator in control must be so notified at once. The normal position for the hand operated switches in this territory is for through movements on the main tracks. Trains and engines must not exceed restricted speed in this territory.

When Troy Union Railroad signal located at River Street, Troy, displays an aspect indicating Stop, all INBOUND movements must be stopped at the interlocking signal at the west end of single track to avoid blocking the drawbridge.

In all other respects, rules governing train and engine movements will apply.

Between the hours of 12 Noon and 1:00 P.M. and 5:00 P.M. and 7:00 A.M., daily, no rail movements will be permitted in either direction between Hoosick Street, Troy or Madison Street, Troy and Green Island, unless otherwise provided by proper authority.

SPECIAL INSTRUCTIONS

Telephones connected with the cTc operator are located as follows:

Switch at south leg wye, west end, Green Island
 Crossing Watchmen's Shanty, Green Island.
 Pole at switch leading to freight house, Green Island
 Cabin at Center Island
 Bridge Tender's Cabin, Center Island
 Outbound Home Signal just west of River Street, Troy
 Fifth Avenue Tower, Troy

Hudson River Drawbridge, Troy

If the signals governing movements over the Hudson River drawbridge, Troy, fail to actuate for a train or an engine while drawtender is on duty, a Caution Form B must be furnished by drawtender after he has inspected the drawbridge and it is known that the track is in condition to proceed. When Caution Form B is required, the conductor or engineman must obtain same immediately and not require the drawtender to leave the draw.

Between the hours of 5:00 P.M. and 5:00 A.M., trains or engines finding the signals governing movements over the drawbridge in stop position, must not proceed until permission has been obtained from the towerman at Fifth Avenue, Troy; and obtaining such permission, must not proceed until a member of the train or engine crew has flagged through the drawbridge and it is known the track is in condition to proceed.

Telephones connected with Fifth Avenue Tower, Troy, are installed on the cabin, located on Center Island and at the outbound home signal located just west of River Street, Troy.

Ballston

All movements over highway grade crossing on Ballston Industrial lead must be protected by a member of the crew.

Fort Edward District

All movements over the following highway crossings between Moreau Jct. and South Glens Falls must be protected by a member of the crew:

Reynold's Corners crossing, 0.32 miles north of Moreau Jct.
 Reservoir crossing, 1.4 miles north of Moreau Jct.
 South Glens Falls crossing, 2.3 miles north of Moreau Jct.
 Sandy Hill-Saratoga Highway crossing, 2.9 miles north of Moreau Jct.

Harrison Avenue crossing, 3.69 miles north of Moreau Jct.

Between the hours of 7:00 A.M. and 9:00 A.M., 11:00 A.M. and 1:00 P.M., 3:00 P.M. and 4:30 P.M., on days when schools are in session, no rail movements shall be made over the following crossings in Glens Falls except in case of emergency, in which event movements must be protected by a member of crew:

Platt St.	Orchard St.	Cooper St.
Prospect St.	Lawrence St.	

Champlain Subdivision

Main Tracks

General

First class trains must not leave Whitehall or Rouses Point without a Clearance Form A authorized by the Superintendent. In case of failure of means of communication the operator may issue Clearance Form A providing he has no holding orders for such trains.

SC Cabin

Interlocking switch and signals are controlled from Whitehall Station.

Willboro to Rockland

Trains finding northward home signals 141.3 and 141.3A located at the north end of Willboro siding or southward home signals 148.2 and 148.2A located at the south end of Rockland siding displaying an aspect indicating "STOP" must obtain permission from Train Dispatcher before passing stop signal. (Rule 509 modified accordingly.)

SJ Cabin and BU Cabin

Interlocking switches and signals are controlled from Train Dispatcher's Office, Whitehall.

Interlocking switches at SJ Cabin and BU Cabin are equipped for dual control. (See Rules 691 to 691d, inclusive.)

CV Cabin to NR Cabin

Interlocking switches and signals are controlled from Rouses Point Diamond.

Interlocking switches at CV and NR Cabins are equipped for dual control. (See Rules 691 to 691d, inclusive.)

Ticonderoga Branch

All movements over the Champlain Avenue grade crossing north of freight station and over West Montcalm Street grade crossing at Ticonderoga must be protected by a member of the crew.

Ausable Branch

Northward trains from the Ausable Branch, before passing switch at Salmon River Junction, will call Train Dispatcher for instructions unless otherwise advised.

Normal position of the switch at Salmon River Junction will be for the Chateaugay Branch.

Chateaugay Branch

Operator at Dannemora will display train order signal in stop position after departure of all trains in either direction for a period of 10 minutes.

Northward trains from the Chateaugay Branch, before passing switch at Salmon River Junction, will call Train Dispatcher for instructions unless otherwise advised.

Normal position of the switches at Salmon River Junction and at Otis Junction will be for the Chateaugay Branch.

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

General

Form B-636

To the extent that Form B-636, "Instructions Governing the Maintenance and Operation of Air Brakes and Train-Air Signal" are in conflict with the "Power Brake Law of 1958," the latter will govern.

Brake Pipe Pressure

The standard brake pipe pressure on freight trains in other than heavy grade territory and on trains hauling both freight and passenger equipment will be 80 pounds. Form B-636 "Instructions Governing the Maintenance and Operation of Air Brakes and Train Signal" is modified accordingly.

Pressure Retaining Valves

When the use of retaining valves is required to control the speed of freight trains on descending grades, the engineman will advise the conductor and trainman as to the number required. The train must be stopped by air brakes and a set and release air brake test made before retaining valves are turned up. Where retaining valves are used on only a portion of a train, they must be turned up starting from the head end.

Detaching Helper Engines When Train Is in Motion

Some cabooses are equipped with a side vent cut out cock arrangement for use in detaching a helper engine from the rear of the caboose while the train is moving. The following instructions govern the use of this device:

The conductor and rear trainmen will place themselves in a position to signal the engineman of the helper engine when they are ready to detach the helper engine by pulling the pin and putting lift chain in keeper. Turn lever to "Off" position which will apply the brakes of the helper engine in emergency, and leave the lever in "Off" position until the train makes first stop after the helper engine has been detached, then restore to normal position. Flagman of the helper engine will ride in the cab of the unit next to caboose. After the helper engine has been stopped, the flagman will close the cut out cock.

Pennsylvania and Susquehanna Subdivisions

On descending grades, enginemen who have been authorized to use feed valve braking may do so without the use of retaining valves.

All through freight trains originating at Wilkes-Barre and filling out at Hudson, will test the brakes at Wilkes-Barre with 70 pounds brake pipe pressure and operate with that pressure at Hudson. After the train has been assembled at Hudson, the brake pipe pressure will be increased to 80 pounds.

Hudson yard engines and pusher locomotives, when required to handle the rear end of these trains, will do so with no more brake pipe pressure than that which is sufficient to release the train brakes after the lead locomotive has been detached.

Ararat—Northward freight trains must make a running air brake test before passing over the summit of Ararat grade. Northward freight trains with a helper engine ahead of the caboose to be detached at Ararat will stop after the rear of the train has cleared the switch at the entrance to Ararat sidetrack. Southward trains with a helper engine ahead of the caboose to