

# New York, New Haven & Hartford Railroad.

## WESTERN DISTRICT.

# New York Division.

# TIME TABLE, No. 37.

Superseding New York Division Time Table No. 36 of May 18, 1902.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

In effect 12.01 A. M., Sunday, October 19, 1902.



NEW YORK TO NEW HAVEN.

Table with columns for Miles from New York, STATIONS, and various train services (e.g., 2, 4, 6, 200, 204, 12, 208, 212, 118, 216, 218, 222, 224, 24, 26, 228, 232, 234, 238, 240, 242, 34, 36, 246, 248, 126, 256, 42). Rows list stations from Grand Central Dep. to New Haven with corresponding departure times and service types.

e Stops only to leave passengers holding tickets from points west of Jersey City to stations on the Danbury Branch and Berkshire Division.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.



No. 37.

In effect October 19, 1902.

EASTBOUND.

NEW YORK TO NEW HAVEN.

New York, New Haven & Hartford Railroad. New York Division.

Table with columns for Miles between Stations, STATIONS, and various train numbers (44, 258, 260, 264, 266, 268, 270, 272, 274, 278, 280, 52, 284, 286, 288, 290, 292, 294, 296, 298, 302, 304, 308, 310, 312, 314, 316, 318, 68, 320, 324) and rows for departure times (PM, AM) and train classes (1st Class, etc.).

P Train 308 is passed by Trains 90 and 310. Train 308 will keep out of the way of Train 310. c Stops only on signal to take on passengers for Stamford and stations east of Stamford.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.



NEW HAVEN TO NEW YORK.

Table with columns for Miles from New Haven, STATIONS, and 30 train numbers (69-267). Each train number has sub-columns for service types (Daily, Ex. Sun., etc.) and class types (1st Class Adams and Mail, 1st Class Passenger, etc.). Times are listed in AM or PM. Includes a 'Note References' section at the bottom.



Main train schedule table with columns for stations, train numbers (119-61), departure times, and service types. Includes a 'Miles between Stations' column on the left and a 'STATIONS' column on the right.

A—Train 279 will keep out of the way of Train 27. B—Train 309 will keep out of the way of Train 45. F—Train 297 will keep out of the way of Train 37. K—Train 303 will keep out of the way of Trains 127 and 305.

d—Stops only on signal to take on passengers holding tickets from Danbury Branch and Berkshire Division Stations to points west of Jersey City.



No. 37.

In effect  
October 19, 1902.

EASTBOUND.

HARLEM RIVER TO NEW HAVEN.

New York, New Haven & Hartford Railroad. 6  
New York Division.

Miles from Harlem River	STATIONS.	72	560	80	82	562	90	564	570	572	574	576							1204	1206	1214	1218	1222	270	1230						576	1250	1258	1248	1252		
		Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		2d Class Mans. field Freight	2d Class Danbury Freight	2d Class Fruit Express	2d Class Freight	2d Class Freight	2d Class Express	2d Class No 'ampn Freight	2d Class Hartford Freight	2d Class Danbury Freight	2d Class Freight	2d Class Nauga'k Freight	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	2d Class Pier Freight	2d Class Bridg'p't Freight	2d Class Local Freight	2d Class Pier Freight	2d Class Bridg'p't Freight	2d Class Pier Freight	2d Class Bridg'p't Freight	2d Class Local Freight	2d Class Pier Freight	2d Class Bridg'p't Freight	2d Class Local Freight	2d Class Pier Freight	2d Class Bridg'p't Freight	2d Class Local Freight	2d Class Pier Freight	2d Class Bridg'p't Freight		
		A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M		
0.00	Harlem River		3.30	3.00		7.00	7.30	8.15	9.00	9.30	10.00	11.00																									
1.20	Port Morris		x 3.35	x 3.03		x 7.05	x 7.33	x 8.20	x 9.05	x 9.35	x 10.05	x 11.05																									
2.30	Casanova	3.05	x 3.38	x 3.06		x 7.08	x 7.36	x 8.23	x 9.08	x 9.38	x 10.08	x 11.08																									
5.02	Van Nest	x 3.17	x 3.47	x 3.13		x 7.18	x 7.43	x 8.32	x 9.17	x 9.47	x 10.17	x 11.17																									
7.43	Baychester																																				
8.50	Bartow	x 3.28	x 3.58	x 3.23		x 7.28	x 7.51	x 8.43	x 9.28	x 9.58	x 10.28	x 11.28																									
10.04	Pelham Manor	x 3.32	x 4.02	x 3.27		x 7.33	x 7.55	x 8.47	x 9.32	x 10.02	x 10.32	x 11.32																									
11.80	New Rochelle Junc.	x 3.37	x 4.07	x 3.32		x 7.37	x 8.00	x 8.52	x 9.37	x 10.07	x 10.37	x 11.37																									
12.13	New Rochelle	x 3.38	x 4.08	x 3.33		x 7.38	x 8.01	x 8.53	x 9.38	x 10.08	x 10.38	x 11.38																									
14.15	Larchmont Manor	x 3.43	x 4.13	x 3.37		x 7.43	x 8.04	x 8.58	x 9.43	x 10.14	x 10.44	x 11.43																									
15.85	Mamaroneck			x 3.40		x 7.45	x 8.07																														
17.69	Harrison	x 3.50	x 4.20	x 3.43		x 7.49	x 8.10	x 9.05	x 9.50	x 10.24	x 10.52	x 11.50																									
19.52	Rye			x 3.46		x 7.53	x 8.13																														
21.15	Port Chester	x 3.58	x 4.28	x 3.49		x 7.57	x 8.16	x 9.13	x 9.58	x 10.36	x 11.00	x 11.58																									
23.78	Greenwich	x 4.06	x 4.36	x 3.55		x 8.04	x 8.22	x 9.21	x 10.06	x 10.45	x 11.08	x 12.06																									
25.38	Cos Cob	x 4.10	x 4.42	x 3.58		x 8.07	x 8.25	x 9.25	x 10.10	x 10.50	x 11.12	x 12.12																									
25.77	Riverside	x 4.12	x 4.45	x 3.59		x 8.09	x 8.26	x 9.27	x 10.12	x 10.52	x 11.14	x 12.15																									
26.99	Sound Beach	x 4.16	x 4.50	x 4.02		x 8.13	x 8.29	x 9.31	x 10.16	x 10.56	x 11.18	x 12.20																									
28.99	Stamford	x 4.23	4.55 5.05	x 4.07		x 8.17	8.33	x 9.40	x 10.25	x 11.05	x 11.25	x 12.26																									
30.49	Glenbrook	x 4.28	x 5.10	x 4.11		x 8.20	x 8.36	x 9.45	x 10.30	x 11.10	x 11.30	x 12.30																									
32.29	Noroton	x 4.34	x 5.16	x 4.15		x 8.25	x 8.40	x 9.51	x 10.36	x 11.16	x 11.36	x 12.36																									
33.58	Darien	x 4.37	x 5.20	x 4.18		x 8.28	x 8.43	x 9.55	x 10.40	x 11.20	x 11.40	x 12.40																									
34.89	Rowayton	x 4.41	x 5.24	x 4.21		x 8.31	x 8.46	x 10.00	x 10.45	x 11.24	x 11.44	x 12.45																									
37.30	South Norwalk	x 4.50	5.30	x 4.26		x 8.36	x 8.51	x 10.10	x 10.55	11.30	x 11.50	x 12.52																									
38.16	East Norwalk	x 4.53		x 4.28		x 8.38	x 8.53	x 10.13	x 10.58		x 11.54	x 12.57																									
40.24	Westport	x 5.00		x 4.32		x 8.43	x 8.57	x 10.20	x 11.04		x 12.00	x 1.03																									
43.23	Green's Farms	x 5.07		x 4.38		x 8.50	x 9.03	x 10.27	x 11.11		x 12.08	x 1.12																									
44.95	Southport	x 5.12		x 4.42		x 8.54	x 9.07	x 10.31	x 11.15		x 12.13	x 1.18																									
46.52	Fairfield	x 5.16		x 4.45		x 8.57	x 9.10	x 10.36	x 11.21		x 12.21	x 1.33																									
51.59	Bridgeport	x 5.30		x 4.55	6.00	x 9.10	x 9.20	x 10.55	x 11.35		x 12.40	x 1.55																									
53.18	East B'dg'port Yard	x 5.35		x 5.00	x 6.05	x 9.15	x 9.24	x 11.00	x 11.40		x 12.45	2.00																									
54.81	Stratford	x 5.39		x 5.03	x 6.09	x 9.35	x 9.28	x 11.05	x 11.45		x 12.50																										
56.51	Naugatuck Junc't'n	x 5.44		x 5.07	x 6.14	x 9.40	x 9.32	x 11.10	x 11.50		x 12.57																										
59.33	Milford	x 5.52		x 5.14	x 6.22	x 9.49	x 9.37	x 11.20	x 12.00		x 1.07																										
62.94	Woodmont	x 6.00		x 5.21	x 6.30	x 9.58	x 9.44	x 11.30	x 12.10		x 1.17																										
66.47	West Haven	x 6.08		x 5.27	x 6.38	x 10.06	x 9.51	x 11.40	x 12.20		x 1.27																										
68.90	New Haven	6.15	A M	5.32	6.45	10.15	10.00	11.50	12.30		1.35	A M																									
	Note references						L																														

L—Train 90 passes Train 308 at Stamford.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.



No. 37.

In effect  
October 19, 1902.

WESTBOUND.

# NEW HAVEN TO HARLEM RIVER.

New York, New Haven & Hartford Railroad, 7  
New York Division.

Miles between Stations	STATIONS.	553	555	81	93	91	563	567	571	551	87	573											1201	253	1209	1213	1217	1227	1229	1251	1249	571
		Ex. Mon.	Ex. Mon.	Ex. Mon.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Ex. Sun.	Ex. Sun.			
		2d Class Preferred Freight	2d Class Preferred Freight	2d Class Preferred Freight	2d Class Preferred Freight	2d Class Preferred Freight	2d Class Preferred Freight	2d Class Milk Pier Freight	2d Class Pier Freight	2d Class Pier Freight	2d Class Pier Freight	2d Class Pier Freight	2d Class Pier Freight	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	2d Class Freight	2d Class Local Freight	2d Class Pier 45 Freight				
		A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M				
.00	New Haven	12.20	2.00	2.40	3.25	3.35	8.20					11.40	11.45																			
2.41	West Haven	x 12.27	x 2.07	x 2.47	x 3.32	x 3.42	x 8.28					x 11.44	x 11.52																			
3.55	Woodmont	x 12.35	x 2.15	x 2.55	x 3.40	x 3.50	x 8.38					x 11.52	x 12.02																			
3.61	Milford	x 12.44	x 2.24	x 3.04	x 3.49	x 3.59	x 8.48					x 12.00	x 12.12																			
2.82	Naugatuck Junct'n	x 12.51	x 2.31	x 3.11	x 3.56	x 4.06	x 9.00					x 12.06	x 12.20	7.32	8.49	12.10	2.37	4.04	5.45	7.15	12.30	5.30	10.08									
1.70	Stratford	x 12.56	x 2.36	x 3.16	x 4.01	x 4.11	x 9.05					x 12.09	x 12.25	x 7.35	x 8.52	12.14	x 2.40	4.08	5.49	x 7.18	x 12.35	x 5.35	x 10.13									
1.63	East B'dg'port Yard	x 1.00	x 2.40	x 3.20	x 4.05	x 4.15	x 9.11					10.35	x 12.12	x 12.35											12.40	5.39	10.17					
1.59	Bridgeport	x 1.05	x 2.45	x 3.25	x 4.10	4.20	x 9.16	7.50	x 10.40			x 12.17	x 12.40	7.42	8.58	12.20	2.47	4.15	5.56	7.25												
5.07	Fairfield	x 1.17	x 2.57	x 3.37	x 4.22		x 9.28	x 8.00	x 10.52			x 12.27	x 12.52																			
1.57	Southport	x 1.21	x 3.01	x 3.41	x 4.26		x 9.32	x 8.04	x 10.56			x 12.29	x 12.56																			
1.72	Green's Farms	x 1.25	x 3.05	x 3.45	x 4.30		x 9.36	x 8.08	x 11.00			x 12.33	x 1.00																			
2.99	Westport	x 1.32	x 3.12	x 3.52	x 4.37		x 9.43	x 8.14	x 11.07			x 12.39	x 1.07																			
2.08	East Norwalk	x 1.37	x 3.17	x 3.57	x 4.42		x 9.48	x 8.20	x 11.12			x 12.42	x 1.12																			
.86	South Norwalk	x 1.40	x 3.20	x 4.00	x 4.45		x 9.51	x 8.25	x 11.15	11.45	x 12.46	x 1.15																				
2.41	Rowayton	x 1.45	x 3.25	x 4.05	x 4.50		x 9.56	x 8.30	x 11.20	x 11.50	x 12.50	x 1.20																				
1.31	Darien	x 1.50	x 3.30	x 4.10	x 4.55		x 10.01	x 8.33	x 11.25	x 11.55	x 12.53	x 1.25																				
1.29	Noroton	x 1.53	x 3.33	x 4.13	x 4.58		x 10.04	x 8.36	x 11.28	x 11.58	x 12.56	x 1.28																				
1.80	Glenbrook	x 1.56	x 3.36	x 4.16	x 5.01		x 10.07	x 8.40	x 11.31	x 12.01	x 1.00	x 1.31																				
1.50	Stamford	x 2.02	x 3.42	x 4.22	x 5.07		x 10.13	x 8.45	x 11.37	x 12.07	x 1.04	x 1.37																				
2.00	Sound Beach	x 2.07	x 3.47	x 4.27	x 5.12		x 10.18	x 8.50	x 11.42	x 12.12	x 1.09	x 1.42																				
1.22	Riverside	x 2.10	x 3.50	x 4.30	x 5.15		x 10.21	x 8.56	x 11.45	x 12.15	x 1.11	x 1.45																				
.39	Cos Cob	x 2.12	x 3.52	x 4.32	x 5.17		x 10.24	x 8.58	x 11.47	x 12.17	x 1.12	x 1.47																				
1.60	Greenwich	x 2.16	x 3.56	x 4.36	x 5.21		x 10.29	x 9.04	x 11.51	x 12.21	x 1.15	x 1.51																				
2.63	Port Chester	x 2.22	x 4.02	x 4.42	x 5.27		x 10.36	x 9.11	x 12.00	x 12.27	x 1.20	x 1.57																				
1.63	Rye							x 9.16			x 1.23																					
1.83	Harrison							x 9.21			x 1.27																					
1.81	Mamaroneck	x 2.34	x 4.14	x 4.54	x 5.39		x 10.49	x 9.26	x 12.12	x 12.39	x 1.30	x 2.09																				
1.73	Larchmont Manor							x 9.31			x 1.33																					
2.02	New Rochelle	x 2.43	x 4.23	x 5.03	x 5.48		x 10.58	x 9.40	x 12.21	x 12.48	x 1.37	x 2.18																				
.33	New Rochelle Junc.	x 2.44	x 4.24	x 5.04	x 5.49		x 10.59	x 9.41	x 12.22	x 12.49	x 1.38	x 2.19																				
1.76	Pelham Manor	x 2.49	x 4.29	x 5.09	x 5.54		x 11.10	x 9.45	x 12.27	x 12.54	x 1.42	x 2.24																				
1.54	Bartow	x 2.52	x 4.32	x 5.12	x 5.57		x 11.14	x 9.48	x 12.30	x 12.57	x 1.45	x 2.27																				
1.07	Baychester	x 2.57	x 4.37	x 5.17	x 6.02		x 11.19	x 9.52	x 12.35	x 1.02	x 1.48	x 2.32																				
2.41	Van Nest	x 3.04	x 4.44	x 5.24	x 6.09		x 11.26	x 9.57	x 12.42	x 1.09	x 1.53	x 2.39																				
2.72	Casanova	x 3.12	4.55	5.35	6.20		x 11.34	x 10.05	x 12.50	x 1.17	x 2.00	x 2.47																				
1.10	Port Morris	x 3.15					x 11.37	x 10.08	x 12.53	x 1.20	x 2.02	x 2.50																				
1.20	Harlem River	3.20					11.42	10.12	1.00	1.25	2.05	2.55																				
	Note references	A M	A M	A M	A M	A M	A M	P M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M					

V Train 563 will run on Track 1, New Rochelle Junction to Pelham Manor Junction, to let Train 421 pass.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.



No. 37.

In effect October 19, 1902.

EASTBOUND.

NEW YORK TO NEW HAVEN--Sunday Trains.

New York, New Haven & Hartford Railroad. 8 New York Division.

Table with columns for Miles from New York, STATIONS, and various train classes (Daily, Ex. Mon., Sun. only, etc.) with corresponding times and class types (1st Class, 2nd Class, etc.).

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.

For rules governing the movement of trains see Book of Rules for the government of the Operating Department in effect May 21st 1899 and in connection with the same the following are published for the information of the public.



No. 37.

In effect October 19, 1902.

WESTBOUND.

NEW HAVEN TO NEW YORK—Sunday Trains.

New York, New Haven & Hartford Railroad. 9 New York Division.

Table with columns for Miles between Stations, STATIONS, and various train numbers (69, 203, 3, 5, 359, 361, 363, 365, 367, 369, 371, 27, 373, 375, 297, 37, 383, 385, 45, 387, 313, 319, 389, 53, 61, 1233, 1237). Rows list stations from New Haven to Grand Central Dep. with departure times and service classes.

F—Train 297 will keep out of the way of Train 37.

T—Train 389 will keep out of the way of Train 53.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.



Harlem River to New Rochelle.

Table for Harlem River to New Rochelle, Eastbound. Columns include Stations (129th Street to New Rochelle), Miles from Harlem River, and train numbers (6, 400, 404, 408, 412, 414, 416, 418, 420, 42, 424, 426, 430, 432, 434, 436, 438, 440, 442, 446, 448, 450) with their respective schedules and class types.

New Rochelle to Harlem River.

Table for New Rochelle to Harlem River, Westbound. Columns include Stations (New Rochelle to 129th Street), Miles between Stations, and train numbers (61, 401, 405, 409, 413, 415, 417, 419, 421, 423, 425, 427, 21, 431, 435, 437, 441, 445, 447, 453, 455, 459) with their respective schedules and class types.

C—Train 413 will stop at all stations on Sundays. E—Train 417 will stop at all stations on Sundays.

Employees will be governed by the rules and regulations of the Manhattan Elevated R. R. running between Willis Avenue and 129th Street Station. Copies of these rules will be furnished by the Superintendent Freight Terminals at Harlem River.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.

Westbound trains must approach Harlem River Yard Limits with train under control.



No. 37. In effect October 19, 1902.

NEW CANAAN BRANCH.

New York, New Haven & Hartford Railroad. 11 New York Division.

EASTBOUND.

Stamford to New Canaan.

Miles from Stamford	STATIONS.	500	502	504	506	508	510	512	514	516	518	520	522
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily
		1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
.00	Stamford	6.38	7.38	8.57	10.55	11.50	1.10	2.52	4.00	5.07	6.08	6.55	9.10
1.99	Glenbrook	6.42	7.42	9.01	10.59	11.54	1.14	2.56	4.04	5.11	6.12	6.59	9.14
3.31	Springdale	6.46	7.46	9.05	11.03	11.58	1.18	3.00	4.08	5.15	6.16	7.03	9.18
	Springdale Cemety	x	x	f 9.06	f 11.04	x	f 1.19	f 3.01	f 4.09	x	x	x	x
5.46	Talmadge Hill	6.52	7.52	9.11	11.09	12.04	1.24	3.06	4.14	5.21	6.22	7.09	9.24
7.65	New Canaan	6.58	7.58	9.17	11.15	12.10	1.30	3.12	4.20	5.27	6.28	7.15	9.30
	Arrive	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

WESTBOUND.

New Canaan to Stamford.

Miles between Stations	STATIONS.	501	503	505	507	509	511	513	515	517	519	521	523
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
.00	New Canaan	6.15	7.15	8.10	9.22	11.25	12.25	2.15	3.17	4.35	5.38	6.32	8.25
2.19	Talmadge Hill	6.19	7.19	8.14	9.26	11.30	12.30	2.20	3.21	4.40	5.43	6.36	8.30
	Springdale Cemety	x	x	x	x	x	f 12.35	f 2.25	x	f 4.45	x	x	x
2.15	Springdale	6.25	7.24	8.19	9.31	11.36	12.36	2.26	3.26	4.46	5.49	6.41	8.36
1.32	Glenbrook	6.29	7.28	8.23	9.35	11.40	12.40	2.30	3.30	4.50	5.53	6.45	8.40
1.99	Stamford	6.34	7.33	8.28	9.39	11.45	12.45	2.35	3.34	4.55	5.58	6.49	8.45
	Arrive	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M

SUNDAY TRAINS.

EASTBOUND.

Stamford to New Canaan.

Miles from Stamford	STATIONS.	530	532	534	536	538	540	542	544	546	522
		Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Daily
		1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
.00	Stamford	9.00	10.00	11.00	12.30	2.30	3.40	6.00	7.00	8.00	9.10
1.99	Glenbrook	9.04	10.05	11.05	12.35	2.35	3.45	6.05	7.05	8.04	9.14
3.31	Springdale	9.08	10.09	11.09	12.39	2.39	3.49	6.09	7.09	8.08	9.18
	Springdale Cemety	f 9.09	f 10.10	f 11.10	f 12.40	f 2.40	f 3.50	f 6.10	f 7.10	x	x
5.46	Talmadge Hill	9.14	10.15	11.15	12.45	2.45	3.55	6.15	7.15	8.14	9.24
7.65	New Canaan	9.20	10.22	11.22	12.52	2.52	4.02	6.22	7.22	8.20	9.30
	Arrive	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M

WESTBOUND.

New Canaan to Stamford.

Miles between Stations	STATIONS.	531	533	535	537	539	541	543	545	547	549
		Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only
		1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger
.00	New Canaan	8.30	9.30	10.30	11.30	2.00	3.00	5.20	6.30	7.30	8.25
2.19	Talmadge Hill	8.35	9.35	10.35	11.35	2.05	3.05	5.25	6.35	7.35	8.30
	Springdale Cemety	f 8.40	f 9.40	f 10.40	f 11.40	f 2.10	f 3.10	f 5.30	f 6.40	f 7.40	f 8.35
2.15	Springdale	8.41	9.41	10.41	11.41	2.11	3.11	5.31	6.41	7.41	8.36
1.32	Glenbrook	8.45	9.45	10.45	11.45	2.15	3.15	5.35	6.45	7.45	8.40
1.99	Stamford	8.50	9.50	10.50	11.50	2.20	3.20	5.40	6.50	7.50	8.45
	Arrive	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

f Trains will stop at Cemetery Platform, on signal, to leave or receive passengers.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21st, 1899.

For rules governing the movement of trains see Book of Rules for the government of the Operating Department in effect May 21, 1899.



No. 37.

In effect  
October 19, 1902.

DANBURY BRANCH.

New York, New Haven & Hartford Railroad. 12  
New York Division.

Wilson Point to Brookfield Junction.

Miles from Wilson Point	STATIONS.	NORTHBOUND.																					
		1606	1610	1616	1622	218	1628	248	1630	264	1636	278	1638	1642	1646	1648	1652	1654	1656	1658	1662	1660	572
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Sun. only	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
		1st Class Passenger	1st Class Local Passenger	1st Class Passenger	1st Class Express Passenger	1st Class Lenox Express	1st Class Local Passenger	1st Class Berkshire Special	1st Class Passenger	1st Class Pittsfield Express	1st Class Express Passenger	1st Class Local Passenger	1st Class Local Passenger	1st Class Local Passenger	1st Class Local Passenger	2d Class Local Freight	2d Class Freight	2d Class Freight	2d Class Local Freight	2d Class Freight	2d Class Freight	2d Class Pier Freight	
	Leave	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	A M	A M	A M	P M	A M	P M	P M
0.00	Wilson Point	NRW																					
2.69	South Norwalk	NRW	5.45								4.30												
3.27	Dock	NR	5.53			9.15	9.55	1.20	2.23		4.27	5.10	5.57	7.10	9.20		7.30						11.30
4.20	Norwalk	D	6.25			9.17	9.57	1.22	2.25		4.29	5.12	5.59	7.12	9.22		7.32	1.25	6.51	12.37	6.30	7.48	12.35
4.84	Catherine Street		6.28			9.19	9.59	1.25	2.27		4.31	5.15	6.01	7.15	9.25		7.35	1.45	6.54	12.40	6.33	7.52	12.03
5.38	Fair Grounds		6.31			9.22	10.01	1.28	2.29		4.33	5.18	6.04	7.18	9.29		7.39	1.49	6.59	12.45	6.38	7.57	12.08
5.88	Winnipauk	D	6.33			9.24		1.30					6.05	7.20	9.30		7.40	1.52		12.50			
6.33	Norwalk Mills Siding		6.34			9.25	10.03	1.31	2.30		4.35	5.19	6.06	7.21	9.31		7.41	1.58	7.01	1.00	6.40	8.00	12.10
7.70	South Wilton	D	6.39			9.29	10.05	1.35	2.32		4.37	5.21	6.10	7.25	9.35		7.45	2.04	7.05	1.10	6.44	8.04	12.14
10.09	Wilton	D	6.44			9.34	10.08	1.40	2.35		4.40	5.25	6.15	7.30	9.40		7.50	2.12	7.11	1.20	6.50	8.10	12.20
11.60	Cannon	D	6.48			9.38	10.10	1.44	2.37		4.42	5.28	6.19	7.34	9.44		7.54	2.19	7.16	1.30	6.55	8.15	12.24
14.20	Georgetown	D	6.53			9.43	10.13	1.49	2.41		4.45	5.31	6.24	7.39	9.49		7.59	2.26	7.23	2.15	7.02	8.22	12.31
15.38	Branchville	NW	6.57			9.46	10.16	1.53	2.44		4.47	5.35	6.27	7.43	9.53		8.03	2.44	7.27	2.15	7.02	8.22	12.31
17.84	Sanford	D	7.03			9.54	10.21	1.59	2.49		4.52	5.40	6.33	7.49	9.59		8.11	2.55	7.45	2.15	7.02	8.22	12.31
19.95	Redding	D	7.08			9.59	10.24	2.03	2.52		4.55	5.43	6.37	7.53	10.03		8.15	3.04	8.08	3.10	7.30	8.47	12.47
22.81	Bethel Lower Siding		7.13			10.04	10.29	2.08	2.57		5.00	5.48	6.42	7.58	10.08		8.20	3.27	8.17	3.19	7.38	8.56	12.54
23.31	Bethel	D	7.15			10.05	10.30	2.09	2.58		5.01	5.49	6.43	7.59	10.09		8.21	3.28	8.27	3.21	7.40	8.58	12.55
24.85	East Danbury							2.12							10.12		8.24						
26.28	Danbury (Main St.)	NRW	6.15	7.23	9.05			2.15		3.25			8.05	10.15	5.30	8.27	3.55	8.40		3.40	7.50	9.10	1.05
26.48	Danbury (White St.)	W		7.35	10.15	10.36	10.40		3.03	3.06	5.07	5.57	6.50	7.06			4.20	8.40		4.00	7.55	8.10	1.25
32.03	Brookfield Junction	NRW	6.25	7.45	9.17	10.25	10.50		3.16	3.37	5.20	6.07	7.16			5.42	4.35	8.40	12.05	4.15	8.25	1.40	
	Arrive		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	A M	A M	P M	P M	A M	A M
	Note references		A	B C	A	E	H			A	F I		G L	J		A	K						

RIDGEFIELD BRANCH.

Miles from Branchville	STATIONS.	NORTHBOUND. BRANCHVILLE TO RIDGEFIELD.										
		1670	1672	1674	1676	1678	1680	1688	1682	1684	1686	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	
	Leave	1st Class Mixed	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Mixed	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger		
		A M	A M	A M	A M	P M	P M	P M	P M	P M		
0.00	Branchville	NRW	7.00	8.00	9.00	10.17	12.20	1.53	2.44	5.37	6.45	7.45
1.20	Florida		f 7.05	f 8.05	f 9.05	f 10.21	f 12.25	f 1.57	*	f 5.41	f 6.49	f 7.49
1.93	Cooper		f 7.08	f 8.08	f 9.08	f 10.24	f 12.28	f 2.00	*	f 5.44	f 6.52	f 7.52
3.87	Ridgefield	D	7.15	8.15	9.15	10.29	12.35	2.05	2.55	5.50	6.58	7.57
	Arrive		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
	Note references											

- A—Trains 1639, 1606, 1616, 1630, 1646, 1663 and 1659, run via Link at Danbury.
- B—Train 1610 will take Siding at South Wilton for Train 223.
- C—Train 1610 will take Main Street Station track for Train 1607.
- E—Train 1622 will take siding at Sanford for Train 255.
- F—Engine to take Train 264 from Danbury will have right to occupy main track near crossover at White Street freight house, after 4.45 P. M., keeping clear of other regular trains.
- G—Train 278 will take siding at Redding for Train 305.
- H—Train 218 will not leave South Norwalk after 10.00 A. M. without train orders or clearance card.
- I—Train 264 will not leave South Norwalk after 4.30 P. M. without train orders or clearance card.
- J—Train 1638 will take siding at Wilton for Train 1635.
- K—Train 1648 will take siding at Sanford for Train 387.
- L—Train 1635 will take Main Street Station track at Danbury for Train 278.
- a—Train 1657 is passed by Train 1607 and meets Train 1654.
- b—Train 1654 meets Trains 1657 and 1607.
- d—Train 1657 meets Train 218 and is passed by Train 255.
- e—Train 1661 is passed by Train 291 and meets Train 264.
- g—Train 1658 is passed by Train 248.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21, 1899.



Brookfield Junction to Wilson Point.

Miles between Stations	STATIONS.	SOUTHBOUND.																					
		223	1607	1613	255	1621	291	1631	305	1635	1639	1641	1645	387	1651	1653	1655	1657	1661	1663	1667	1659	551
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Sun. only	Sun. only	Ex. Mon.	Mon. only	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sun.
		1st Class Local Passenger	1st Class Express Passenger	1st Class Passenger	1st Class Pittsfield Express	1st Class Local Passenger	1st Class Berkshire Express	1st Class Passenger	1st Class Lenox Express	1st Class Local Passenger	1st Class Passenger	1st Class Local Passenger	1st Class Local Passenger	1st Class Berkshire Special	2d Class Freight	2d Class Freight	2d Class Freight	2d Class Local Freight	2d Class Freight	2d Class Freight	2d Class Pier Freight	2d Class Freight	2d Class Pier Freight
	Leave	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M	P M	A M	A M	A M	A M	P M	P M	P M	A M	P M
0.00	Brookfield Junction NRW		7.12	8.05	9.27	11.10	3.48	5.25	6.14	6.27	7.27												
5.55	Danbury (White St.) W		<b>7.23</b>	* 8.15	9.38	11.37	<b>4.00</b>	* 5.35	6.25	6.37													* 10.08
.20	Danbury (Main St.) NRW	6.00		8.18		11.45		5.38		6.45	7.39												10.18
1.43	East Danbury					f 11.48						f 8.08	f 6.13										
1.54	Bethel D	6.06	7.30	8.26	9.45	11.52	4.06		6.31	7.01		8.12	6.17	* 8.02	* 3.20	* 5.08	6.20	2.25			7.30		* 10.25
.50	Bethel Lower Siding	* 6.07	* 7.31	* <b>8.27</b>	* 9.46	* 11.53	* 4.07		* 6.32	* 7.02		* 8.13	* 6.18	* 8.03	<b>3.27</b>	* 5.10		6.30	2.40		7.45		* 10.26
2.86	Redding D	6.12	* 7.36	8.32	* 9.51	11.58	* 4.12		* <b>6.37</b>	7.07		8.18	6.23	* 8.08	* 3.34	* 5.17						* 8.10	* 10.33
2.11	Sanford D	6.16	* 7.39	8.36	* <b>9.54</b>	12.02	* 4.15		* 6.40	7.11		8.22	6.27	* <b>8.11</b>	* 3.39	* 5.23					6.40		* 10.38
2.46	Branchville NW	6.21	<b>7.45</b>	8.41	10.00	12.08	4.20		6.45	7.17		8.28	6.33	8.16	* 3.45	* 5.31					a 7.50	3.27	* 10.44
1.18	Georgetown D	6.25	* 7.48	8.45	* 10.02	12.11	* 4.22		* 6.47	7.21		8.31	6.36	* 8.18	* 3.48	* 5.33					7.55	3.50	* 10.47
2.60	Cannon D	6.30	* 7.51	<b>8.50</b>	* 10.05	12.16	* <b>4.25</b>		* 6.50	7.26		8.36	6.41	* 8.21	* 3.53	* 5.41					8.40	b 4.10	* 10.52
1.51	Wilton D	6.34	7.55	8.54	<b>10.08</b>	12.20	4.28		* 6.53	<b>7.30</b>		8.40	6.45	* 8.24	* 3.56	* 5.45					8.42	4.50	* 10.55
2.39	South Wilton D	<b>6.39</b>	* 7.59	8.59	* 10.13	12.25	* 4.32		* 6.57	7.35		8.45	6.50	* 8.28	* 4.01	* 5.52					9.34	4.57	* 11.00
1.37	Norwalk Mills Siding	* 6.42	* 8.01	* 9.02	* <b>10.15</b>	* 12.28	* <b>4.35</b>		* 6.59	* 7.39		* 8.48	* 6.53	* 8.30	* 4.04	* 5.55					d 9.50	5.03	* 11.03
.45	Winnipauk D	6.43		9.03	* 10.16	12.29				7.40		8.50	6.55										
.50	Fair Grounds	* 6.45	* 8.03	* 9.05	* 10.17	* 12.30	* 4.38		* 7.01	* 7.42		* 8.51	* 6.56	* 8.32	* 4.06	* 5.58					* 10.28	5.08	* 11.05
.54	Catherine Street	f 6.47		* 9.07		f 12.31						f 8.53											
.64	Norwalk D	6.49	8.05	9.09	* 10.19	12.35	4.42		* 7.03	7.46		8.55	7.00	* 8.34	* 4.09	* 6.01					10.35	5.25	* 11.07
.93	Dock NR	* <b>6.51</b>	* 8.07	* 9.11	* 10.21	* <b>12.37</b>	* 4.44		* 7.05	* <b>7.48</b>		* 8.57	* 7.02	* 8.36	4.15	6.05					10.45	5.40	9.10
.58	South Norwalk NRW	6.54	8.10	9.15	10.23	12.40	4.46		7.07	7.50		9.00	7.05	8.38							10.50	5.45	9.25
2.69	Wilson Point NRW			10.10						8.10													11.45
	Arrive	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	P M	P M	A M	A M	A M	A M	P M	P M	P M	A M	P M
	Note references	B	C		E				G	JL	A			K						A			A

RIDGEFIELD BRANCH.

Miles between Stations	STATIONS.	SOUTHBOUND. RIDGEFIELD TO BRANCHVILLE.									
		1671	1673	1675	1677	1679	1681	1689	1683	1685	1687
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sun.	Ex. Sun.
	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Passenger	1st Class Mixed	1st Class Passenger	1st Class Mixed	
	Leave	A M	A M	A M	A M	A M	P M	P M	P M	P M	
0.00	Ridgefield D	6.10	7.30	8.27	9.45	11.50	1.30	2.25	4.00	6.15	7.05
1.94	Cooper	f 6.14	f 7.34	f 8.31	f 9.49	f 11.54	f 1.34	*	f 4.06	f 6.19	f 7.09
.73	Florida	f 6.16	f 7.36	f 8.33	f 9.51	f 11.56	f 1.36	*	f 4.09	f 6.21	f 7.11
1.20	Branchville NRW	6.21	7.41	8.38	9.56	12.01	1.41	2.35	4.15	6.26	7.16
	Arrive	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
	Note references										

- A—Trains 1639, 1606, 1616, 1630, 1646, 1663 and 1659 run via Link at Danbury.
  - B—Train 1610 will take siding at South Wilton for Train 223.
  - C—Train 1610 will take Main Street Station track for Train 1607.
  - E—Train 1622 will take siding at Sanford for Train 255.
  - G—Train 278 will take siding at Redding for Train 305.
  - J—Train 1638 will take siding at Wilton for Train 1635.
  - K—Train 1648 will take siding at Sanford for Train 387.
  - L—Train 1635 will take Main Street Station track at Danbury for Train 278.
  - a—Train 1657 is passed by Train 1607 and meets Train 1654.
  - b—Train 1654 meets Trains 1657 and 1607.
  - d—Train 1657 meets Train 218 and is passed by Train 255.
  - e—Train 1661 is passed by Train 291 and meets Train 264.
  - h—Train 1661 meets Train 248.
- Trains Nos. 255 and 305 must not exceed their schedule speed between Bethel and Norwalk.  
—Southbound Ridgefield Branch Trains must approach Branchville under full control.

For rules governing the movement of trains, see Book of Rules for the government of the Operating Department, in effect May 21, 1899.



**TRAIN RULES.**

84. A train of inferior class must in all cases keep out of the way of a train of superior class.

85. A train must not run on single track from any point until the arrival of all trains in the opposite direction of the same class which are due by Time table at or before its schedule time of leaving.

90. At points shown on Time table for meeting of trains running in opposite directions on single track, trains will wait indefinitely for opposing trains of the same class, except when otherwise directed in the Time table, or by train orders.

91. When trains of the same class meet on single track, the south or westbound train must take the siding unless otherwise specially directed; but such train must not pass the switch to back in on a siding until after the arrival of the opposing train, unless otherwise directed by special instructions, or when protected in accordance with General Rule 99.

**SLOW-DOWNS.**

Trains must not exceed a speed at Danbury of EIGHT miles per hour, between White Street Station and Yard Telegraph Office, or when crossing trestle work at Link; TEN miles per hour between Gas Works and Passenger Station at Norwalk, and across Greenwood Avenue at Bethel.

While passenger trains are being backed in or out between Main Street Station and Yard Office at Danbury, as required by time table movement, the Conductor must be on the head end of last car from engine, and know that all precautions are taken to insure safety.

The speed of trains backing into Main Street Station must not exceed FIVE miles per hour over private crossing at south end of depot.

Trains coming into Danbury, via Link, must cross the Link under full control, prepared to stop before reaching the main line at West end of Link, if stop signal is displayed.

**TRAIN REGISTERS.**

Register stations are indicated on face of Time table.

The register at Danbury is located in Yard Office. First class trains (second class and extra trains when necessary to avoid delay) will use Blank A at Yard Office, if given Blank X in exchange.

The register at Dock is for the information of second class and extra trains only; first class trains will throw off Blank A without receiving Blank X. Sunday first class trains will not register at Dock.

**TIME REGISTER.**

Standard Clock, and Register for noting time comparisons, in waiting room, eastbound station, South Norwalk.

**GRADE CROSSINGS.**

**HIGHLAND DIVISION AT DANBURY.**

The crossing of the Danbury Branch and Highland Division, east of Danbury, is protected by semaphore signals.

**FOR SOUTH OR WEST BOUND TRAINS.**

Bracket pole, with two masts each supporting a signal arm, located 250 feet east of crossing, on the right hand side of tracks.

The arm on right hand mast governs Danbury Branch south bound trains.

The arm on left hand mast governs Highland Division west bound trains.

**FOR NORTH OR EAST BOUND TRAINS.**

Bracket pole, with two masts, each supporting a signal arm, located 275 feet west of crossing, on the right hand side of tracks.

The arm on right hand mast governs Danbury Branch north bound trains.

The arm on left hand mast governs Highland Division east bound trains.

All trains must come to a FULL STOP, not less than 200 and not more than 800 feet, from and before passing over the crossing, and must not proceed until the proper signal is displayed.

**TRAIN ORDER SIGNALS.**

Signals at Brookfield Junction, Ridgefield and Wilson Point govern outward trains only.

Signal at Danbury Yard Office governs trains in both directions, and when displayed at danger trains must stop before fouling junction switch at that point.

Signal at Branchville (west side of Station) governs outward trains on Branch only.

Signals at Bethel, Redding, Sanford, Branchville (east side of Station) Georgetown, Cannon, Wilton, South Wilton, Winnipauk, Norwalk and Dock, govern trains in both directions.

**RULES GOVERNING USE OF TRAIN ORDER SIGNALS FOR BLOCKING OF TRAINS.**

1. Immediately after a train passes a station where train order signal is located, the operator will display the signal in position to stop following trains, and keep signal so displayed until the block is reported clear, or be governed by Rule No. 6.

2. Operators will report promptly to the station in the rear, as soon as a train WITH MARKERS PROPERLY DISPLAYED has passed their signal, or arrives and is clear on siding. Signal must be in stop position before block in rear is reported clear. Use office signal in reporting clearance of block, and acknowledging report.

If train passes WITHOUT MARKERS, notify the operator at the next station in the direction in which the train is moving, and the operator at that station will signal the approaching train as provided by Rule 19 (d) of Book of Rules.

3. When a block is reported clear, operators must not withdraw the signal until the train has been gone ten minutes, except, if there is a train waiting to follow, or a train approaching their station to enter the same block, the signal will be withdrawn IN PLAIN VIEW OF THE ENGINEMAN OF SUCH TRAIN, which may then proceed, (or may proceed upon receiving Clearance cards as provided by Rule No. 9), keeping not less than five minutes behind the train ahead.

Unless a train following another within ten minutes is signaled or released as above, at any station, the train must keep ten minutes behind the train ahead.

Time-cases must show correct time of trains, and conductors and enginemen will be governed thereby

4. From sidings between blocks, or from block stations where there is no operator on duty, trains must not follow preceding train within ten minutes, and must run with caution, until the next open block office is reached, and there ascertain from operator if block is clear.

5. A signal must not be changed from the position indicated to engineman, until all cars of the train have passed it far enough to permit the signal to be seen in the same indicating position from the rear end of the train.

6. Caution card (Form T 542 H) will be used when for any reason a clearance of block cannot be obtained by operators; but trains must not follow preceding train within ten minutes, when so released, and before proceeding must also obtain Clearance cards (Form T 440) UNLESS THE SIGNAL IS WITHDRAWN.

7. A train receiving Caution card (Form T 542 H) permitting it to enter a block which has not been reported clear, must, upon reaching the next open block office, deliver the card to operator and ascertain from operator if the block ahead is clear, before proceeding; or if clearance of block cannot there be obtained, the train will be given another caution card to proceed, being governed in like manner, at each open block office, until a point is reached where the block ahead is reported by the operator as clear of all trains.

The cards issued each day must be sent to the Superintendent's Office, by those holding them.

8. Operators must know that ALL trains which have entered a block from their station have passed out of it, before allowing any other train to enter the same block without a caution card.

9. In using the train order signals for blocking of trains, A SIGNAL MUST NEVER BE WITHDRAWN TO ALLOW TRAINS TO PROCEED, WHEN THERE ARE UNDELIVERED TRAIN ORDERS ON HAND, FOR WHICH THE SIGNAL HAS BEEN DISPLAYED AS REQUIRED BY RULE No. 225, OF BOOK OF RULES.

Clearance cards (Form T 440) must invariably be used in such cases to release trains which are not to be held.

**BULLETIN OFFICES.**

Bulletins will be posted at:

Brookfield Junction, Danbury (Yard Office, Conductor's Room and Engine House), Branchville, Dock, South Norwalk (Eastbound Station) and Wilson Point.

**YARD LIMITS.**

BROOKFIELD JUNCTION YARD LIMITS are established on the NORTH at a point on Berkshire Division near Semaphore signal. On the SOUTH at points on the Berkshire Division and Danbury Branch near Semaphore signal, indicated by signboards marked "YARD LIMITS." Trainmen of both Berkshire Division and Danbury Branch will have the right to use the track of either Division within yard limits to do their work, subject to yard limit rules.

DANBURY YARD LIMITS extend from yard limit post near Still River Bridge; and from yard limit post near Highland Division crossing, to all points in Danbury yard, both sides of river.

BETHEL YARD LIMITS are indicated by yard limit posts north and south of station.

WILSON POINT YARD LIMITS extend from yard limit post 1500 feet north of telegraph office, to all points in yard.

Switch engines and extra trains may be run between junction switch with Track 3 of New York Division at South Norwalk, and south switch at Dock (Marshall Street Bridge), without train orders, if fully protected and kept clear of regular trains.

The speed of ANY engine or train between the above named points must not exceed ten (10) miles per hour.

**STATIONS.**

Miles	Miles per hour				
	A 15 Miles per hour Minutes	B 20 Miles per hour Minutes	C 25 Miles per hour Minutes	D 30 Miles per hour Minutes	
Brookfield Junction—Danbury,.....	5.75	23	17	14	12
Danbury—Bethel, .....	2.97	12	9	7	6
Bethel—Redding,.....	3.36	13	10	8	7
Redding—Sanford,.....	2.11	8	6	5	4
Sanford—Branchville, .....	2.46	10	7	6	5
Branchville—Georgetown, .....	1.18	5	4	3	2
Georgetown—Cannon,.....	2.60	10	8	6	5
Cannon—Wilton, .....	1.51	6	5	4	3
Wilton—South Wilton,.....	2.39	10	7	6	5
South Wilton—Winnipauk,.....	1.82	7	5	4	3
Winnipauk—Norwalk,.....	1.68	7	5	4	3
Norwalk—South Norwalk,.....	1.51	6	5	4	3
South Norwalk—Wilson Point,.....	2.69	11	8	7	5
Branchville—Ridgefield,.....	3.87	15	12	9	8



Trains shown in *Italic*,—thus, *1, 2, 3*,—are scheduled to run on tracks *1* and *2*, other scheduled trains on tracks *3* and *4*. In case signals and switches are set for other tracks, engineers will satisfy themselves that the Signalman knows the number of their train before proceeding.

On four-track sections, tracks are designated as follows:

Track *1*, Westbound middle.  
 " *3*, " outside.  
 Track *2*, Eastbound middle.  
 " *4*, " outside.

All Eastbound Local freight trains will use track *4*.

All Westbound Local freight trains track *3*.

Extra trains in both directions will be governed in the use of these tracks by the Train Dispatchers and signals on entering on four-track sections.

Standard Clocks in Superintendent's office, New York, Telegraph office, Harlem River, and Depot Master's office, New Haven.

**YARD LIMITS.**

At Harlem River; west of Limit board east of Casanova.

At Bridgeport; between Limit Board east of second undergrade bridge east of East Bridgeport Yard, and Limit Board at Main Street Junction four tracks west of Bridgeport.

At all other stations switching engines will occupy main track under protection of fixed signals.

Trains running within New Haven Terminal limits will be governed by rules and regulations of the New Haven Terminal.

Employés of this Division must observe the rules and regulations of the Harlem Railroad when on that road, and the rules and regulations of the Grand Central Station and Harlem Line between Forty-second Street and Mott Haven Junction.

Trains into New York designated to stop at Woodlawn will do so only when they have Passengers to leave, and Trains out of New York so designated, will stop only when Flagged.

Passenger Trains scheduled to be passed on four-track sections may go ahead of delayed trains at end of four track if signals are given to them to do so.

When signal to do so is given by station master, a passenger train may slowly pass or be moved to the passenger station at Bridgeport, when a train is occupying opposite track, station master to precede the train and see that all precautions are taken to avoid accident.

All Extra Freight Trains will run Schedule C unless otherwise ordered.

All trains must reduce speed in entering and leaving all four-track sections and in passing over gauntlets and drawbridges.

Trains crossing from one track to another must not exceed a speed of six miles per hour in passing through slip cross-overs.

Trains must use at a uniform rate of speed not less than the number of seconds given below in passing over the following bridges

	Passenger Trains.	Freight Trains.
Pelham Bay Trestle and Bridge.	120	180
Cos Cob .....	30	50
Westport .....	13	21
Bridgeport Trestle and Bridge..	20	30
Housatonic River .....	30	50

Trains taking water at track-tank must use not less than twenty (20) seconds at a uniform rate of speed in passing over the trough.

**SPECIAL INSTRUCTIONS BLOCK SIGNALING.**

Trains will only be permitted to pass a BLOCK SIGNAL when in "Stop" position by use of Clearance Card, Form T 73, or Caution Card, Form T 542.

Fixed Signals, other than Block Signals, connected with Signal Stations, will only be passed when in "Stop" position on authority of the Signalman in charge by green hand signal from Signalman on the ground. In such cases Enginemen must proceed slowly and with caution by the signal and switch to which it refers.

Great care must be taken that the hand signals are so given as to be taken only by the train for which they are intended.

Semaphore Signals, connected with switches, where no Signalmen are employed, may be passed when in "Stop" position after train has been brought to a full stop, and Engineman has assured himself signal is out of order, and the way is clear for him to proceed.

Drawbridge Signals must not be passed until signal has been lowered to position indicating "Proceed."

These Rules supersede General Rule No. 59, where track is protected by interlocking and block signals.

**DRAW-BRIDGE SIGNALS AT COS COB, SOUTH NORWALK, WESTPORT, BRIDGEPORT, AND HOUSATONIC RIVER.**

Engineers must approach the above drawbridges with train under full control. If signals show clear, they may proceed under the following order of the Railroad Commissioners:

"At Cos Cob, Westport, Bridgeport and Housatonic River bridges the speed of trains must be reduced after passing the Distant Signals, so as not to exceed fifteen miles per hour from the Home Signal until the Derailing Switches are passed.

"At South Norwalk the speed of all Eastbound trains shall be reduced, after passing the Distant Signal, so as not to exceed 10 miles an hour from the west side of Washington street until the Derailing Switch is passed, and the speed of all Westbound trains be reduced after passing the Distant Signal so as not to exceed fifteen miles an hour from the Home Signal till the Derailing Switch is passed."

**INSTRUCTIONS IN REGARD TO TRAIN TAKING OUTLYING SIDING.**

Engineman of a train that is to take an outlying siding in any block will so notify the signalman at the block station in the rear by six low, short blasts of the whistle given thus: - - - - -

Signalmen receiving this signal must give 3-3 to the block station in advance, which must be answered by repeating.

A train having taken an outlying siding, and clear of the main line, and all switches set and locked for the safe passage of trains on the main track, the conductor will give the following signal from the signal box:

1-2-3 (6 beats given 1, short pause; 2, short pause; 3).

This signal is answered by the same signal given from the block station.

After the bells have been acknowledged, signalman will ring 3 beats, which is signal for "Plunge." To do this move to the left the small door above the word "Plunger," press button inside and hold down until the signalman answers with 2 bells. If for any reason the proper circuit should not be made and the signalman asks the second time, answer by 3-1 beats on the bell key, and after 3-1 has been repeated to you by the signalman, answer by 2 beats.

When ready to leave siding, the conductor will give the following signal:

3-4 (7 beats, given 3; short pause; 4).

This signal must be repeated from the block station before the switch is unlocked or main track obstructed. If the acknowledgment (3-4) is received, the train may leave the siding, but must be protected by the flagman while so doing. If signal 3-4 is answered by 5 beats of the bell, it will signify that the block is not clear and train must remain on siding until the signal 3-4 is received from the block station.

In case of failure of the bell signals, the train on siding may cautiously follow a preceding train ten (10) minutes after its passage, provided it can clear the schedule time of all trains of superior rights at least ten (10) minutes, and that it is protected as required by the rules, before obstructing the main track and until it has passed the next block station.

Conductors must attend to signaling from sidings in person and will be held responsible for the strict observance of the above rules.

Tracks *1* and *2* between Pelham Manor and New Rochelle Junction are operated as sidings, and trains on these tracks must proceed under control prepared to stop if another train is found in the section.

Schedule trains will run on tracks *3* and *4* and all extra trains on tracks *1* and *2* unless otherwise ordered.

At Pelham Manor Junction switch targets and lights will show Green when set for tracks *3* and *4* and Yellow when set for tracks *1* and *2*.

West-bound trains on track *3* will be governed by the semaphore signal located east of the switch at Pelham Manor Junction and by switch target or light. Trains on track *1* must come to a full stop before passing the signal for track *3* and proceed only on hand signal from switchman and not until the semaphore signal for track *3* is in stop position and switch target or light shows Yellow.

**SPEED SCHEDULE.**

**Time in Minutes to be used between Stations.**

Extra Trains ordered to run by either schedule, must not exceed the specified rate of speed between stations.	Miles.	A	B	C	D
		15 miles per hour	20 miles per hour	25 miles per hour	30 miles per hour
		Minutes.	Minutes.	Minutes.	Minutes.
New Haven and Woodmont .....	5.96	24	18	14	12
Woodmont and Milford .....	3.61	14	11	9	7
Milford and Naugatuck Junction.	2.82	11	8	7	5½
Naugatuck Junction and Stratford	1.70	7	5	4	3½
Stratford and Bridgeport .....	3.22	13	10	8	6½
Bridgeport and Fairfield .....	5.07	20	15	12	10
Fairfield and Westport .....	6.28	25	19	15	13
Westport and South Norwalk .....	2.94	12	9	7	6
South Norwalk and Darien .....	3.72	15	11	9	7½
Darien and Noroton .....	1.29	5	4	3	2½
Noroton and Stamford .....	3.30	13	10	8	6½
Stamford and Cos Cob .....	3.61	14	11	9	7
Cos Cob and Port Chester .....	4.23	17	13	10	8
Port Chester and Harrison .....	3.46	14	10	8	7
Harrison and Mamaroneck .....	1.81	7	5	4	3½
Mamaroneck and New Rochelle Jc.	4.08	16	12	10	8
New Rochelle Jc. and Harlem Riv.	11.80	47	35	28	24



# New York, New Haven and Hartford Railroad Company

## WESTERN DISTRICT

### NEW YORK DIVISION

Supplement No. 1 to Time Table No. 37

Adding Westbound Freight Train No. 83

In effect 12.01 A. M., Thursday, November 20, 1902

STATIONS.	83	WESTBOUND
	Ex. Mon. 2d Class Preferred Freight	
	A M	
New Haven -----	3.00	
West Haven -----	x 3.07	
Woodmont -----	x 3.15	
Milford -----	x 3.24	
Naugatuck Junct'n	x 3.31	
Stratford -----	x 3.36	
East B'dg'port Yard	x 3.40	
Bridgeport -----	x 3.45	
Fairfield -----	x 3.57	
Southport -----	x 4.01	
Green's Farms -----	x 4.05	
Westport -----	x 4.12	
East Norwalk -----	x 4.17	
South Norwalk -----	x 4.20	
Rowayton -----	x 4.25	
Darien -----	x 4.30	
Noroton -----	x 4.33	
Glenbrook -----	x 4.36	
Stamford -----	x 4.42	
Sound Beach -----	x 4.47	
Riverside -----	x 4.50	
Cos Cob -----	x 4.52	
Greenwich -----	x 4.56	
Port Chester -----	x 5.02	
Rye -----		
Harrison -----		
Mamaroneck -----	x 5.14	
Larchmont Manor -----		
New Rochelle -----	x 5.23	
New Rochelle Junc.	x 5.24	
Pelham Manor -----	x 5.29	
Bartow -----	x 5.32	
Baychester -----	x 5.37	
Van Nest -----	x 5.44	
Casanova -----	5.55	
Port Morris -----		
Harlem River -----		
	A M	

Approved :

C. H. PLATT,  
General Superintendent.

O. M. SHEPARD,  
Superintendent.

NEW YORK, November 17, 1902.



# New York, New Haven and Hartford Railroad Co.

WESTERN DISTRICT.

NEW YORK DIVISION.

New York, November 17th, 1902.

## SUPPLEMENT No. 2.

TO

# TIME TABLE No. 37.

In effect Saturday, November 22d, 1902, ONLY.

### Yale-Harvard Foot-Ball Game.

	A	B	C	D	E	F	G	H	
	A M	A M	A M	A M	A M	A M	A M	A M	
New York.....Lv	9 02	9 50	10 02	10 25	10 30	10 35	10 40	10 50	These trains are classed as regular Passenger Trains, and inferior trains must clear them as required by rule
Mott Haven.....	9 16	10 04	10 15	10 38	10 43	10 48	10 53	11 03	
Woodlawn.....	9 23	10 12	10 23	10 46	10 51	10 56	11 01	11 11	
Mt. Vernon.....	9 26	10 15	10 26	10 48	10 53	10 58	11 03	11 13	
New Rochelle....	9 29	10 18	10 29	10 51	10 56	11 01	11 06	11 16	
Port Chester.....	9 40	10 30	10 40	11 02	11 07	11 12	11 17	11 27	
Cos Cob.....	9 45	10 35	10 45	11 08	11 13	11 18	11 23	11 33	
Stamford.....	9 51	10 42	10 51	11 14	11 19	11 24	11 29	11 39	
So. Norwalk.....	10 03	10 54	11 03	11 26	11 31	11 36	11 41	11 51	
Westport.....	10 07	10 58	11 07	11 30	11 35	11 40	11 45	11 55	
Bridgeport.....	10 23	11 15	11 23	11 46	11 51	11 56	12 01	12 11	
Naugatuck Junct.	10 32	11 24	11 32	11 55	12 00	12 05	12 10	12 20	
New Haven.....Ar	10 50 A M	11 42 A M	11 50 A M	12 15 P M	12 20 P M	12 25 P M	12 30 P M	12 38 P M	

No Station stops to be made between New York and New Haven.

Train E will cross from track 2 to track 4, at Stamford, and must pass through cross-over at a speed of not exceeding ten (10) miles per hour.

Train No. 24 will run track 2 between Mt. Vernon and Bridgeport.

Train No. 1218, Naugatuck Division, will keep out of the way of Train H at Bridgeport.

Speed must be slow at all four-track junctions and draw-bridge gauntlets, and in approaching New Haven Terminal.

Returning, the Special Trains may be expected to leave New Haven any time after 5 P. M. same date

Tracks 1 and 2 between New Haven and Block Station No. 14, West Haven, will be used as sidings as follows: Track 1 from 11.00 A. M. until 5.00 P. M.; Track 2 after arrival of Train No. 232 until reported clear by Supt. Bowman. These tracks to be used by trains as directed by Mr. P. E. Bowman, Supt. New Haven Terminal.

C. H. PLATT,  
*Gen'l Superintendent.*

O. M. SHEPARD,  
*Superintendent.*