

**THE DELAWARE AND  
HUDSON COMPANY**

**Susquehanna Division**

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**TIME TABLE No. 9**

**Effective SUNDAY, OCT. 1, 1911,**

**at 12.01 A. M.**

**Superseding Time Table No. 8, dated June 18, 1911**

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**For the Government of Employes Only**

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**C. S. SIMS,**  
**Second Vice-President and General Manager,**  
**Albany, N. Y.**

**C. E. McKIM,**  
**General Superintendent Transportation,**  
**Albany, N. Y.**

**J. H. ROSENSTOCK,**  
**Superintendent, Oneonta, N. Y.**

STATIONS	Distance from Albany	Distance between stations	Car capacity of passing sidings	SOUTH BOUND									
				1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
				320	300	302	318	314	304	322	332	324	306
				Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.
			R							U			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
ALBANY.....D-N				6.52		\$ 7.30	7.45 323	\$ 8.30	\$ 10.00	\$ 12.05	\$ 1.05	\$ 2.15	\$ 3.30
MADISON AVENUE.....	0.41	0.41							\$ 12.06	\$ 1.07	\$ 2.17	3.31	
FOURTH AVENUE.....	0.86	0.45		6.57		7.36 323	7.50	8.35	10.05	12.10 305	1.12	2.22	3.36
KENWOOD JC.....D-N	1.87	0.71		6.58		7.38 323	8.23 325	8.37	10.07	12.12 305	1.14	2.25	3.38
ELSMERE.....	4.83	3.26				\$ 7.44		F 8.42		\$ 12.18	\$ 1.20	\$ 2.30	\$ 3.42
DELMAR.....D	5.56	0.73	170	7.05		\$ 7.46	8.42 314	\$ 8.45 318	\$ 10.14	\$ 12.21	\$ 1.23	\$ 2.33	\$ 3.45
SLINGERLANDS.....D	7.03	1.47	38	7.07		\$ 7.49	9.02 314 303	\$ 8.48 318	\$ 10.18	\$ 12.24	\$ 1.26	\$ 2.36	\$ 3.48
FONT GROVE.....	8.54	1.51							F 12.27	F 1.29	F 2.39		
VOORHEESVILLE....D-N	10.89	2.35	47	7.16 323		\$ 8.00 325	9.15	\$ 8.56	\$ 10.27	\$ 12.33	\$ 1.35	\$ 2.45	\$ 3.57
MEADOWDALE.....D	13.93	3.04	93	7.22		F 8.05	9.25 335	\$ 9.01	10.32	F 12.39	\$ 1.40	F 2.51	\$ 4.02
ALTAMONT.....D	17.20	3.27	51	7.30		\$ 8.11	9.35	\$ 9.07	\$ 10.38	\$ 12.45	\$ 1.50 313	\$ 2.57	\$ 4.12 317
KNOX.....	20.62	3.42	81			8.18	9.48	9.13	10.44				4.19
DUANE.....	24.19	3.57				F 8.24	10.00	F 9.19	10.50				\$ 4.25
D. J. TOWER.....D-N	26.30	2.11				8.28 303	10.05	9.21	10.52				4.27
DELANSON.....D	26.83	0.53	115			\$ 8.31	10.10	\$ 9.25	\$ 10.56				\$ 4.31
ESPERANCE.....	30.96	4.13				\$ 8.39	10.25	F 9.33	11.02				\$ 4.39
SCHOHARIE JC.....	35.34	4.38				\$ 8.47	10.35	9.39	\$ 11.10				\$ 4.47
CENTRAL BRIDGE...D-N	36.24	0.90	56			\$ 8.50	10.47	\$ 9.42	\$ 11.13				\$ 4.50
HOWE'S CAVE.....	39.25	3.01				\$ 8.57	11.02	F 9.48	H 11.21				\$ 4.58
BARNERVILLE.....	42.22	2.97											\$ 5.04
COBLESKILL.....D-N	44.76	2.54				\$ 9.08	11.20 304	\$ 9.58	\$ 11.30 318				\$ 5.11
CHERRY VALLEY JC.....	46.27	1.51	175			9.10	11.59	10.00	11.32				5.13
RICHMONDVILLE....D-N	49.99	3.72				\$ 9.19	12.20	\$ 10.09	\$ 11.42				\$ 5.25
W. RICHMONDVILLE.....	52.79	2.80											F 5.30
EAST WORCESTER...D-N	56.93	4.14	123			\$ 9.33	12.47	\$ 10.22	\$ 11.58				\$ 5.39
WORCESTER.....D	61.57	4.64				\$ 9.41	1.02	\$ 10.30	\$ 12.06				\$ 5.47
SCHENEVUS.....D-N	66.57	5.00	83			\$ 9.50	1.17	\$ 10.38	\$ 12.14				\$ 5.56
MARYLAND.....	70.03	3.46				\$ 9.57	1.30	F 10.44	H 12.19				\$ 6.04
COOPERSTOWN JC.....	75.54	5.51				10.04	1.40	10.52	12.25				F 6.15
COLLIERS.....D	76.37	0.83				\$ 10.10	1.45	\$ 10.55	\$ 12.30				\$ 6.18
ONEONTA.....D-N	81.71	5.34				\$ 10.20	2.00	\$ 11.05	\$ 12.41				\$ 6.30 370
ONEONTA.....						\$ 8.20	\$ 10.30	2.25	\$ 11.15	\$ 12.51			\$ 6.45
OTEGO.....	89.68	7.97				\$ 8.33	\$ 10.44	2.40	\$ 11.27	\$ 1.03			\$ 6.58
WELL'S BRIDGE.....D	94.07	4.39				\$ 8.39	\$ 10.52	2.51	F 11.35	H 1.10			\$ 7.05
UNADILLA.....	98.85	4.78				\$ 8.48	\$ 11.02	3.05	\$ 11.43	\$ 1.17			\$ 7.13
SIDNEY.....	103.33	4.48	99			\$ 9.00	\$ 11.12	3.19	\$ 11.51	\$ 1.26			\$ 7.20 308
BAINBRIDGE.....	108.49	5.16	86			\$ 9.15	\$ 11.23	3.35	\$ 12.01	\$ 1.36			\$ 7.49
AFTON.....	114.36	5.87				\$ 9.25	\$ 11.34	\$ 4.00	\$ 12.11	\$ 1.45			\$ 7.58
NINEVEH.....D-N	118.81	4.45				\$ 9.35	\$ 11.46	\$ 4.10	\$ 12.20	\$ 1.57			\$ 8.09
HARPURSVILLE....D-N	120.30	1.49				\$ 9.39	\$ 11.51	\$ 4.19	\$ 12.24 493	\$ 2.00			\$ 8.12
BELDEN.....	123.50	3.20	58			F 9.48	11.57	4.27	12.30	2.06			8.18
EAST END.....D-N	125.87	2.37	69			9.55	12.02 493	4.31	12.34	2.10			8.22
TUNNEL.....D-N	127.05	1.18	45			\$ 10.02	\$ 12.06	\$ 4.35	F 12.38	2.13			8.25
DYES.....	129.80	2.75	91			10.07	12.11	4.41	12.42	2.17			8.30
SANITARIA SPR'GS...D-N	132.54	2.74	63			\$ 10.15 317	\$ 12.17	\$ 4.50	F 12.48	2.22			\$ 8.35
PORT CRANE.....D-N	135.57	3.03	77			\$ 10.25	\$ 12.24	\$ 4.58	F 12.54	2.29 309			\$ 8.43
SWIFT'S.....	138.21	2.64	68			10.30	12.28	5.04	12.58	2.34			8.47
LIBERTY STREET...D-N	142.09	3.88				10.36	12.35	5.10	1.04	2.38			8.55
BINGHAMTON.....D-N	142.59	.50				\$ 10.40	\$ 12.40	\$ 5.15	\$ 1.10	\$ 2.40			\$ 9.00
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				320	300	302	318	314	304	322	332	324	306

SOUTH BOUND

STATIONS

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	2d Class	
308	316	326	328	330	334	312	478	486	452	492	498	494		
Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily		
U	U	U												
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.		
\$ 4.30	\$ 4.30	\$ 5.10	\$ 6.10	\$ 8.45	\$ 9.25	\$ 11.45								ALBANY.....
														MADISON AVENUE.....
4.35 411	4.35	5.16	6.17	8.51	9.31	11.50								FOURTH AVENUE.....
4.36	4.36	5.18	6.19	8.53	9.33	11.51						7.50		KENWOOD JC.....
		\$ 5.24	\$ 6.26	\$ 8.58	\$ 9.38	\$ 11.56								ELSMERE.....
4 42 317	4.42 317	\$ 5.26 329	\$ 6.28	\$ 9.00	\$ 9.41	\$ 11.59						8.05		DELMAR.....
4.43	4.43	\$ 5.30 329	\$ 6.33 309	\$ 9.03	\$ 9.44	\$ 12.02						8.10		SLINGERLANDS.....
		\$ 5.33	\$ 6.35	\$ 9.05	\$ 9.46									FONT GROVE.....
4.51	4.51	\$ 5.40	\$ 6.41	\$ 9.11	\$ 9.53	\$ 12.10						8.21		VOORHEESVILLE.....
4.55	4.55	\$ 5.46	\$ 6.47	\$ 9.17	\$ 10.00	\$ 12.15						8.30		MEADOWDALE.....
5.00 329	\$ 5.00	\$ 5.55	\$ 6.55	\$ 9.25	\$ 10.05	\$ 12.21						8.40		ALTAMONT.....
5.08	5.08					12.28						8.55		KNOX.....
						12.33						9.10		DUANE.....
5.16	5.16					12.37	1.46	1.56	2.40	7.30	9.15	11.00		D. J. TOWER.....
5.18	5.18					\$ 12.39	1.50	2.00	2.50	7.40	9.25	11.10		DELANSON.....
						J 12.45	2.00	2.10	3.05	8.05	9.40	11.21		ESPERANCE.....
\$ 5.32	5.32					12.52								SCHOHARIE JC.....
5.33	5.33					J 12.55	2.11	2.21	3.20	8.20	9.56	11.37		CENTRAL BRIDGE.....
5.39	5.40					J 1.01	2.22	2.32	3.35	8.35	10.08	11.49		HOWE'S CAVE.....
\$ 5.53	\$ 5.53					\$ 1.10 450	2.38	2.48	3.58	8.58	10.28	12.15		BARNERVILLE.....
5.54	5.54					1.12								COBLESKILL.....
6.01	6.01					J 1.19	2.55	3.05	4.18	9.18	10.45	12.35		CHERRY VALLEY JC.....
														RICHMONDVILLE.....
														W. RICHMONDVILLE.....
6.15	6.15					J 1.32 494	3.22	3.32	4.43	9.45	11.08	1.10 312		EAST WORCESTER.....
6.21	\$ 6.21					J 1.39	3.29	3.39	4.55	9.58	11.21	1.48		WORCESTER.....
6.28	6.28					F 1.47	3.36	3.46	5.08	10.12	11.34	2.00		SCHENEVUS.....
6.32	6.32					J 1.52	3.42	3.52	5.20	10.24	11.45	2.10		MARYLAND.....
6.40	6.40					1.59								COOPERSTOWN JC.....
\$ 6.46	6.46					2.01	3.51	4.01	5.35	10.42	12.03	2.25		COLLIERS.....
\$ 6.55	6.55					\$ 2.15	4.05 450	4.15 450	6.00	11.00	12.20	2.45		ONEONTA.....
\$ 7.00	7.00					\$ 2.25	4.20 450	4.30 450	7.00	11.55	1.15	3.00		ONEONTA.....
G 7.13	7.13					J 2.38	4.35	4.45	7.25	12.10	1.35	3.18		OTEGO.....
G 7.19	\$ 7.20					J 2.45	4.43	4.53	7.37	12.18	1.46	3.28		WELL'S BRIDGE.....
G 7.26	7.28					J 2.52	4.51	5.01	7.42	12.27	1.57	3.40		UNADILLA.....
\$ 7.35 306	7.38					\$ 2.59	5.00	5.10	8.00	12.47	2.10	3.52		SIDNEY.....
7.42	7.48					J 3.08	5.12	5.22	8.18	1.00	2.25	4.06		BAINBRIDGE.....
7.49	7.58					J 3.17	5.24	5.34	8.34	1.12	2.40	4.20		AFTON.....
\$ 7.59	8.09					\$ 3.25	5.40	5.50	9.00	1.30	2.55	4.50		NINEVEH.....
8.01	8.12					F 3.30	5.45	5.55		1.35	3.00	4.57 303		HARPURSVILLE.....
8.08	8.18					3.36	5.57	6.07		1.45	3.16 491	5.07		BELDEN.....
8.12	8.22					3.40 498	6.08	6.18		1.55	3.35 312	5.12		EAST END.....
8.15	8.25					J 3.44	6.15	6.25		2.04	3.53	5.20		TUNNEL.....
8.19	8.30					3.49	6.20	6.30		2.14	4.01	5.32		DYE'S.....
8.25	8.35					J 3.56	6.26	6.36		2.37 491	4.11	5.44		SANITARIA SPR'GS.....
8.30	8.43					J 4.03	6.31	6.41		3.00	4.30 303	5.54		PORT CRANE.....
8.35	8.47					4.08	6.37	6.47		3.10	4.40	6.00		SWIFT'S.....
8.42	8.53					4.20 303	6.55	7.05		3.35	4.55	6.15		LIBERTY STREET.....
\$ 8.45	9.00					\$ 4.30								BINGHAMTON.....
P. M.	P. 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.	
308	316	326	328	330	334	312	478	486	452	492	498	494		



STATIONS	Distance from Binghamton	Distance between Stations	Car capacity of passing sidings	NORTH BOUND										
				1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	
				321	323	325	303	335	305	327	317	307	313	
				Daily Ex. Sun	Daily Ex. Sun	Daily Ex. Sun	Daily Ex. Sun	Sunday Only	Daily Ex. Sun	Daily Ex. Sun	Daily	Daily Ex. Sun	Sunday Only	
						R	R					U		
						A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.
BINGHAMTON.....D-N									\$ 4.15			\$ 9.45	\$ 10.00	\$ 10.00
LIBERTY STREET.....D-N	.50	0.50							4.20 312		7.46	9.47	10.01	10.01
SWIFT'S.....	4.38	3.88	68						4.25		7.51	9.52	10.06	10.06
PORT CRANE.....D-N	7.02	2.64	77						F 4.30 498		F 7.55	\$ 10.01	10.10	10.10
SANITARIA SPR'GS...D-N	10.05	3.03	63						F 4.36		\$ 8.01	\$ 10.10 <sup>307</sup>	10.15 <sup>300</sup>	10.15 317
DYE'S.....	12.79	2.74	91						4.41		8.06	10.16 <sup>300</sup>	10.19	10.19
TUNNEL.....D-N	15.54	2.75	45						F 4.46		\$ 8.12	\$ 10.20	10.25	10.25
EAST END.....D-N	16.72	1.18	69						4.49		8.15	\$ 10.36	10.25	10.25
BELDEN.....	19.09	2.37	58						4.52		8.18	F 10.39	10.27	10.27
HARPURSVILLE.....D-N	22.29	3.20							F 4 57 494		\$ 8.24	\$ 10.52	10.36	10.36
NINEVEH.....D-N	23.78	1.49	45						\$ 5.00		\$ 8.27	\$ 11.00	\$ 10.40	\$ 10.40
AFTON.....	28.23	4.45							F 5.10		\$ 8.35	\$ 11.40	\$ 10.47	\$ 10.47
BAINBRIDGE.....	34.10	5.87	80						\$ 5.20		\$ 8.45	11.55	\$ 10.57	\$ 10.57
SIDNEY.....	39.26	5.16	91						\$ 5.31		\$ 9.00	12.05	\$ 11.08	\$ 11.08
UNADILLA.....	43.74	4.48							\$ 5.41		\$ 9.10	12.20	\$ 11.17	\$ 11.17
WELL'S BRIDGE.....D	48.52	4.78	101						F 5.51		\$ 9.18	12.35	\$ 11.24	\$ 11.24
OTEGO.....	52.91	4.39							\$ 5.59		\$ 9.25	12.45	\$ 11.31	\$ 11.31
ONEONTA.....D-N	60.88	7.97							\$ 6.15		\$ 9.40	1.00	\$ 11.45	\$ 11.45
ONEONTA.....									\$ 6.20		\$ 9.45	1.30	\$ 11.50	\$ 11.50
COLLIERS.....D	66.22	5.34							\$ 6.30		\$ 9.55	1.40	\$ 11.59	\$ 12.00
COOPERSTOWN JC.....	67.05	0.83							6.32		9.56	1.41	12.00	12.02
MARYLAND.....	72.56	5.51							\$ 6.42		\$ 10.05	1.51	12.06	F 12.11
SCHENEVUS.....D-N	76.02	3.46	83						\$ 6.50		\$ 10.12	1.59	12.12	\$ 12.18
WORCESTER.....D	81.02	5.00	96						\$ 7.00 491		\$ 10.20	2.09	12.18	\$ 12.26
EAST WORCESTER...D-N	85.66	4.64	123						\$ 7.09		\$ 10.28	2.19	12.24	F 12.34
W. RICHMONDVILLE.....	89.80	4.14							F 7.14					
RICHMONDVILLE.....D-N	92.80	2.80							\$ 7.20		\$ 10.40	2.42	12.33	\$ 12.44
CHERRY VALLEY JC.....	96.32	3.72							7.26		10.45	2.49	12.38	12.50
COBLESKILL.....D-N	97.83	1.51	49						\$ 7.37 569		\$ 10.50	2.53	\$ 12.44	\$ 12.56
BARNERVILLE.....	100.37	2.54							\$ 7.42					
HOWE'S CAVE.....	103.34	2.97							\$ 7.49		\$ 10.58	3.03	12.52	F 1.04
CENTRAL BRIDGE.....D-N	106.35	3.01	49						\$ 7.56		\$ 11.04	3.13	12.57	\$ 1.11
SCHOHARIE JC.....	107.25	0.90							\$ 8.00		\$ 11.10	3.15	12.58	1.13
ESPERANCE.....	111.63	4.38							\$ 8.10		\$ 11.20	3.25	1.05	F 1.21
DELANSON.....D	115.76	4.13	56						\$ 8.25		\$ 11.30	3.35	1.12	\$ 1.31
D. J. TOWER.....D-N	116.29	0.53							\$ 8.28 302		11.31	3.50	1.13	1.33
DUANE.....	118.40	2.11							\$ 8.31		11.33	3.53	1.15	1.37
KNOX.....	121.97	3.57	81						8.36		11.37	3.58	1.20	1.42
ALTAMONT.....D	125.39	3.42	51	\$ 6.10	\$ 7.05	\$ 7.45	\$ 8.43	\$ 9.20	\$ 11.42	\$ 1.00	4.12 306	1.26	\$ 1.50	332
MEADOWDALE.....D	128.66	3.27	46	F 6.15	\$ 7.10	\$ 7.50	8.48	\$ 9.25 318	M 11.46	\$ 1.05	4.20	1.30	1.55	
VOORHEESVILLE.....D-N	131.70	3.04	47	\$ 6.21	\$ 7.16 320	\$ 8.00 302	\$ 8.55	\$ 9.31	\$ 11.52	\$ 1.11	4.28	1.37	\$ 2.02	
FONT GROVE.....	134.05	2.35		F 6.25	\$ 7.22	\$ 8.09		F 9.35		F 1.16				
SLINGERLANDS.....D	135.56	1.51	38	\$ 6.28	\$ 7.24	\$ 8.11	\$ 9.02 318	\$ 9.38	\$ 12.00	\$ 1.19	4.37	1.43	\$ 2.10	
DELMAR.....D	137.03	1.47	48	\$ 6.31	\$ 7.27	\$ 8.14	\$ 9.05 318	\$ 9.41	\$ 12.03	\$ 1.22	4.42 <sup>308</sup> 316	1.45	\$ 2.13	
ELSMERE.....	137.76	0.73		\$ 6.33	\$ 7.29	\$ 8.16		\$ 9.43		\$ 1.24				F 2.15
KENWOOD JC.....D-N	141.02	3.26		6.38	7.36 302	8.23 318	9.11	9.48	12.10 322	1.30	5.00 329	1.50	2.22	
FOURTH AVENUE.....	141.73	0.71		6.40	7.38 302	8.25	9.13	9.50	12.13 322	1.32	5.37 <sup>412</sup> 329	1.51	2.25 410	
MADISON AVENUE.....	142.18	0.45		\$ 6.42	\$ 7.42	\$ 8.27		\$ 9.52		\$ 1.35				
ALBANY.....D-N	142.59	0.41		\$ 6.45	\$ 7.45 318	\$ 8.30	\$ 9.20	\$ 9.55	12.20 408	\$ 1.40	5.50	\$ 2.00	\$ 2.30	
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				321	323	325	303	335	305	327	317	307	313	

NORTH BOUND

STATIONS	Distance from Binghamton	Distance between Stations	Car capacity of passing sidings	NORTH BOUND											
				1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class		
				319	329	309	333	331	311	569	491	493	553		
				Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily		
					U										
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.		
BINGHAMTON.....D-N						\$ 2.15			\$ 6.05						
LIBERTY STREET.....D-N	.50	0.50				2.16			6.06		2.00	10.45			
SWIFTS.....D-N	4.38	3.88	68			2.21			6.11		2.13	10.56			
PORT CRANE.....D-N	7.02	2.64	77			2.29 304			\$ 6.16		2.26	11.06			
SANITARIA SPR'GS...D-N	10.05	3.03	63			\$ 2.34			\$ 6.24		2.37 492	11.20			
DYES.....D-N	12.79	2.74	91			2.39			6.30		2.47	11.32			
TUNNEL.....D-N	15.54	2.75	45			2.44			\$ 6.37		3.00	11.50			
EAST END.....D-N	16.72	1.18	69			2.47			6.40		3.05	1202 302			
BELDEN.....D-N	19.09	2.37	58			2.50			F 6.43		3.16 498	12.12			
HARPURSVILLE.....D-N	22.29	3.20				\$ 2.56			\$ 6.48		3.24	12.20 314			
NINEVEH.....D-N	23.78	1.49	45			\$ 3.00			\$ 7.03	2.45	3.30	12.26	12.45		
AFTON.....D-N	28.23	4.45				\$ 3.08			\$ 7.13	2.55	3.39	12.38	12.59		
BAINBRIDGE.....D-N	34.10	5.87	80			\$ 3.18			\$ 7.26	3.10	3.54	12.50	1.17		
SIDNEY.....D-N	39.26	5.16	91			\$ 3.28			\$ 7.40	3.30	4.10	1.04	1.30		
UNADILLA.....D-N	43.74	4.48				\$ 3.36			\$ 7.47	3.40	4.20	1.17	1.42		
WELL'S BRIDGE.....D-N	48.52	4.78	101			\$ 3.44			\$ 7.55	3.52	4.32	1.30	1.55		
OTEGO.....D-N	52.91	4.39				\$ 3.52			\$ 8.01	4.02	4.42	1.42	2.05		
ONEONTA.....D-N	60.88	7.97				\$ 4.10			\$ 8.15	4.25	5.00	2.05	2.35		
ONEONTA.....D-N						12.05			\$ 4.15		5.40	2.35	3.05		
COLLIERS.....D-N	66.22	5.34				12.16			\$ 4.23		5.15	5.55	2.47	3.15	
COOPERSTOWN JC.....D-N	67.05	0.83				12.17			4.24		8.36				
MARYLAND.....D-N	72.56	5.51				12.30			\$ 4.32		5.30	6.10	3.01	3.30	
SCHENEVUS.....D-N	76.02	3.46	83			12.45			\$ 4.40		5.45	6.25	3.12	3.39	
WORCESTER.....D-N	81.02	5.00	96			1.05			\$ 4.48		6.00	6.45 7.65 303	3.25	3.52	
EAST WORCESTER.....D-N	85.66	4.64	123			1.25			\$ 4.57		6.20	7.26	3.43	4.04	
W. RICHMONDVILLE.....D-N	89.80	4.14													
RICHMONDVILLE.....D-N	92.60	2.80				1.49			\$ 5.09		6.45	7.45	4.05	4.22	
CHERRY VALLEY JC.....D-N	96.32	3.72				1.55			5.14		9.25				
COBLESKILL.....D-N	97.83	1.51	49			2.40			\$ 5.20		7.95 7.42 303	8.05	4.25	4.42	
BARNERVILLE.....D-N	100.37	2.54													
HOWES CAVE.....D-N	103.34	2.97				2.50			\$ 5.30		8.02	8.25	4.38	4.54	
CENTRAL BRIDGE.....D-N	106.35	3.01	49			3.03			\$ 5.36		8.20	8.40	4.50	5.04	
SCHOHARIE JC.....D-N	107.25	0.90				3.05			\$ 5.39		9.44	8.23	8.42	4.51	5.05
ESPERANCE.....D-N	111.63	4.38				3.15			\$ 5.47		9.51	8.40	9.10	5.05	5.20
DELANSON.....D-N	115.76	4.13	56			3 25			\$ 5.58 553		9.00	9.30	5.25	5.40 309	
D. J. TOWER.....D-N	116.29	0.53							6.00 553		10.02	9.30	10.00	5.45	6.26 389
DUANE.....D-N	118.40	2.11							6.04		10.04				
KNOX.....D-N	121.97	3.57	81						6.09		10.09				
ALTAMONT.....D-N	125.39	3.42	51			\$ 5.05 308			\$ 6.15	\$ 6.30	\$ 7.15	\$ 10.15			
MEADOWDALE.....D-N	128.66	3.27	46			\$ 5.10	6.20		\$ 6.35	\$ 7.20	10.20				
VOORHEESVILLE.....D-N	131.70	3.04	47			\$ 5.16	6.26		\$ 6.41	\$ 7.26	\$ 10.26				
FONT GROVE.....D-N	134.05	2.35				F 5.21			F 6.46	F 7.31					
SLINGERLANDS.....D-N	135.56	1.51	38			\$ 5.25 326	6.33 328		\$ 6.49	\$ 7.34	\$ 10.33				
DELMAR.....D-N	137.03	1.47	48			\$ 5.28 326	6.35		\$ 6.52	\$ 7.37	\$ 10.36				
ELSMERE.....D-N	137.76	0.73				\$ 5.30			\$ 6.54	\$ 7.39					
KENWOOD JC.....D-N	141.02	3.26				5.34 317	6.41	6.59	7.44	10.40					
FOURTH AVENUE.....D-N	141.73	0.71				5.35 317 412	6.43	7.01	7.46	10.43					
MADISON AVENUE.....D-N	142.18	0.45				\$ 5.38			\$ 7.48						
ALBANY.....D-N	142.59	0.41				\$ 5.45	\$ 6.50	\$ 7.10	\$ 7.50	\$ 10.50					
						P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
						319	329	309	333	331	311	569	491	493	553



NORTH BOUND

STATIONS	Distance from Delanson	Distance between Stations	Car capacity of passing sidings											
				1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class	
				381	383	385	23	387	389	495	497	569	491	
				Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	
DELANSON.....D				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	
D. J. TOWER.....D-N	0.53	0.53		\$ 6.15	\$ 8.35	\$ 11.40			\$ 6.15	2.25	6.05	3.81	9.00	9.30
DUANESBURGH.....	3.75	3.22	63	\$ 6.21	\$ 8.47	\$ 11.47			\$ 6.23	2.55	6.35	6.35	9.40	10.15
KELLEY'S.....D-N	7.27	3.52		\$ 6.28	\$ 8.59	\$ 11.53			\$ 6.31	3.03	6.50	6.50	9.55	10.30
SO. SCHENECTADY.....	11.20	3.93	79	\$ 6.35	\$ 9.12	\$ 12.01			\$ 6.39	3.21	7.05	7.05	10.18	10.43
KREUSIE AVENUE.....				\$ 6.38										
SCHENECTADY.....	14.62	3.42		\$ 6.45	\$ 9.25	\$ 12.10	\$ 12.45	\$ 4.15	\$ 6.50					10.53
CENTER STREET.....				6.50	9.27		12.46	4.16	6.52	3.28	7.20	7.20	10.30	11.15
MOHAWK.....D-N	16.12	1.50		6.54	10.10		12.48	4.19	7.00	3.35	7.40	7.40	11.00	
ALPLAUS.....	18.29	2.17		F 6.58	F 10.12		F 12.52	F 4.21						
GLENVILLE.....D-N	19.28	0.99		7.01	10.15		12.54	4.25		3.45	7.50	7.50	11.10	11.25
CRESCENT.....D-N	22.14	2.86		7.05	10.25			4.30		3.55	8.05	8.05	11.20	11.35
ELNORA.....	24.44	2.30												
USHERS.....	27.39	2.95												
COONS.....	28.96	1.57												
WEST END.....D-N	30.86	1.90								4.40	8.45	8.45	12.15	12.25
MECHANICVILLE.....D-N	31.93	1.07		\$ 7.30	\$ 11.25			\$ 4.50						
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
				381	383	385	23	387	389	495	497	569	491	

SOUTH BOUND

STATIONS	Distance from Mechanicville	Distance between Stations	Car capacity of passing sidings										
				1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	2d Class	2d Class	2d Class
				380	384	386	26	388	390	478	486	452	492
				Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily
MECHANICVILLE.....D-N				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.
WEST END.....D-N	1.07	1.07		\$ 9.25	\$ 1.10				\$ 5.30				
COONS.....	2.96	1.90								12.18	12.25	12.30	5.40
USHERS.....	4.54	1.57											
ELNORA.....	7.49	2.95											
CRESCENT.....D-N	9.79	2.30			9.46	2.02			5.52	12.41	12.51	12.55	6.05
GLENVILLE.....D-N	12.65	2.86			9.51	2.10	3.41		5.57	12.46	12.56	1.05	6.15
ALPLAUS.....	13.64	0.99		F 9.54	F 2.12	F 3.43			F 5.59				
MOHAWK.....D-N	15.81	2.17	47	7.00	9.57	2.25	3.46		6.02	12.51	1.03	1.25	6.25
CENTER STREET.....				7.01	9.58	2.30	3.47		6.04	12.56	1.05	1.27	6.27
SCHENECTADY.....	17.31	1.50		\$ 7.05	\$ 10.10	\$ 2.40	\$ 3.48	\$ 3.50	\$ 6.10				
KREUSIE AVENUE.....									\$ 6.12				
SO. SCHENECTADY.....	20.85	3.54		\$ 7.15	\$ 10.18			\$ 3.58	\$ 6.22				
KELLEY'S.....D-N	24.94	4.09		\$ 7.25	\$ 10.26			\$ 4.06	\$ 6.33	1.26	1.36	2.00	6.50
DUANESBURGH.....	23.28	3.34		\$ 7.35	\$ 10.34			\$ 4.14	\$ 6.43	1.35	1.45	2.18	7.08
D. J. TOWER.....D-N	31.46	3.18	75	7.45	10.40			4.20	6.52	1.46	1.56	2.40	7.30
DELANSON.....D	31.99	0.53		\$ 7.55	\$ 10.45			\$ 4.25	\$ 7.00	1.50	2.00	2.50	7.40
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.
				380	384	386	26	388	390	478	486	452	492





STATIONS	Distance from Oneonta	Distance between Stations	NORTH BOUND								Telegraph Signals
			1st Class	1st Class	1st Class	1st Class	1st Class	1st Class			
			361	363	365	367	369	371			
			Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only			
			X								
ONEONTA .....D-N			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			NA
COLLIERS .....D	5.34	5.34	\$ 7.00	\$ 10.20	\$ 11.56	\$ 4.20	\$ 6.30	\$ 7.00			CO
COOPERSTOWN JC.....D	6.17	0.83	F 7.15	\$ 10.23	\$ 12.07	\$ 4.31	\$ 6.51	\$ 7.11			
PORTLANDVILLE .....D	9.33	3.16	\$ 7.35	\$ 10.36	\$ 12.17	\$ 4.41	\$ 7.01	\$ 7.21			PD
MILFORD.....D	13.88	4.55	\$ 8.05	\$10.50	\$12.28	\$ 4.53	\$ 7.13	\$ 7.33			MF
CLINTON CROSSING.....D			F 8.10	F 10.55	F 12.36	F 5.02	F 7.18	F 7.41			
HARTWICK SEM'Y.....D	17.76	3.88	F 8.14	F 10.57	F 12.39	F 5.05	F 7.21	F 7.44			
COUNTY FARM.....D			F 8.18	F 10.59	F 12.42	F 5.07	F 7.22	F 7.47			
PHOENIX MILLS.....D	19.60	1.84	\$ 8.35	\$ 11.03	\$ 12.46	\$ 5.13	\$ 7.24	\$ 7.50			PM
COOPERSTOWN .....D	21.95	2.35	\$ 8.55	\$ 11.10	\$ 12.55	\$ 5.20	\$ 7.30	\$ 8.00			MU
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
			361	363	365	367	369	371			

STATIONS	Distance from Cooperstown	Distance between stations	SOUTH BOUND								Telegraph Signals
			1st Class	1st Class	1st Class	1st Class	1st Class				
			362	364	366	368	370				
			Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily				
			X								
COOPERSTOWN .....D			A. M.	A. M.	A. M.	P. M.	P. M.			MU	
PHOENIX MILLS.....D	2.35	2.35	\$ 9.10	\$ 9.40	\$ 10.15	\$ 3.40	\$ 5.45			PM	
COUNTY FARM.....D			\$ 9.15	\$ 9.46	F 10.23	\$ 3.45	\$ 5.50				
HARTWICK SEM'Y.....D	4.19	1.84	F 9.16	F 9.50		F 3.46	F 5.51				
CLINTON CROSSING.....D			F 9.19	F 9.52		F 3.49	F 5.53				
MILFORD.....D	8.07	3.88	F 9.21	F 9.53		F 3.51	F 5.55				
PORTLANDVILLE .....D	12.62	4.55	\$ 9.28	\$ 10.05	\$10.50	\$ 3.58	\$ 6.00			MF	
COOPERSTOWN JC.....D	15.78	3.16	\$ 9.38	\$ 10.18	\$11.00	\$ 4.08	\$ 6.11			PD	
COOPERSTOWN JC.....D	15.78	3.16	\$ 9.46	\$ 10.28	11.35	\$ 4.16	\$ 6.21				
COLLIERS .....D	16.61	0.83	\$ 9.50	\$ 10.30	\$ 11.40	\$ 4.20	\$ 6.24			CO	
ONEONTA .....D-N	21.95	5.34		\$ 10.40	\$ 12.00	\$ 4.30	\$ 6.35	\$ 6.30		NA	
			A. M.	A. M.	NOON	P. M.	P. M.				
			362	364	366	368	370				



# ALBANY

		SOUTH BOUND												
STATIONS	Distance from Albany	Distance between Stations	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			400	402	320	404	302	318	314	406	304	322	408	332
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Sunday Only	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only
							R							
ALBANY.....			A. M. 12.30	A. M. 4.25	A. M. 6.52	A. M. 6.55	A. M. 7.30	A. M. 7.45 323	A. M. 8.30	A. M. 9.40	A. M. 10.00	P. M. 12.05	P. M. 12.25 305	P. M. 1.05
MADISON AVE.....	0.41	0.41										\$ 12.06		\$ 1.07
FOURTH AVE.....	0.86	0.45	12.37	4.30	6.57	7.00	7.36 323	7.50	8.35	9.46	10.05	12.10 305	12.30	1.12
KENWOOD JC.....	1.57	0.71	12.40	4.35	6.58	7.03	7.38 323	8.23 325	8.37	9.50	10.07	12.12 305	12.35 409	1.14
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			400	402	320	404	302	318	314	406	304	322	408	332
		NORTH BOUND												
STATIONS	Distance from Kenwood Jc.	Distance between Stations	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class
			401	321	323	405	325	407	303	335	305	409	327	307
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.
							R		R					
KENWOOD JC.....			A. M. 3.40	A. M. 6.38	A. M. 7.36 302	A. M. 7.55	A. M. 8.23 318	A. M. 8.40	A. M. 9.11	A. M. 9.48	P. M. 12.10 322	P. M. 12.35 408	P. M. 1.30	P. M. 1.50
FOURTH AVE.....	0.71	0.71	3.42	6.40	7.38 302	7.57	8.25	8.42	9.13	9.50	12.12 322	12.37	1.32	1.51
MADISON AVE.....	1.16	0.45	\$ 6.42	\$ 7.42		\$ 8.27				\$ 9.52		\$ 1.35		
ALBANY.....	1.57	0.41	3.50	6.45	7.45 318	8.05	8.30	8.50	9.20	9.55	12.20 408	12.45	1.40	2.00
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
			401	321	323	405	325	407	303	335	305	409	327	307

# YARD

## SOUTH BOUND

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class				STATIONS
324	410	306	308	316	326	412	328	330	414	334	312				
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily Ex. Sun.				
		U	U	U	U										
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
2.15	2.20	3.30	4.30	4.30	5.10	5.25	6.10	8.45	9.10	9.25	11.45				ALBANY.....
\$ 2.17		3.31			\$ 5.11		\$ 6.12	\$ 8.46		\$ 9.26					MADISON AVE....
2.22	2.25 313	3.36	4.35 411	4.35	5.16	5.30 <sup>329</sup> 317	6.17	8.51	9.15 415	9.31	11.50				FOURTH AVE.....
2.25	2.30	3.38	4.36	4.36	5.18	5.35	6.19	8.53	9.20	9.33	11.51				KENWOOD JC.....
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
324	410	306	308	316	326	412	328	330	414	334	312				

## NORTH BOUND

1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class				STATIONS
313	411	317	329	309	333	413	331	415	417	311				
Sunday Only	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily				
			U	U										
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
2.22	4.30	5.00 329	5.34 317	6.41	6.59	7.05	7.44	9.10	10.30	10.40				
2.25 410	4.35 308	5.37 329	5.35 <sup>412</sup> 317	6.43	7.01	7.08	7.46	9.15 414	10.33	10.43				
			\$ 5.38				\$ 7.48							
2.30	4.40	5.50	5.45	6.50	7.10	7.15	7.50	9.20	10.40	10.50				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
313	411	317	329	309	333	413	331	415	417	311				

## SPECIAL RULES

1

Northbound trains are superior to southbound trains of the same class, unless otherwise specified.

2

D—Day train order office.

D-N—Day and night train order office.

N—Night train order office.

G—Stop to discharge passengers from Albany.

H—Stop to discharge passengers from Albany and Schenectady.

J—Stop to discharge passengers.

M—Stop to receive passengers for Albany.

R—No. 302 has right over Nos. 325 and 303.

U—Nos. 306, 308, 326 and 316 have right over Nos. 317 and 329

X—No. 362 has right over No. 361.

W—No. 340 has right over No. 343.

3

Second-class and Extra trains on either single or double track must not leave an initial station without train orders or clearance cards authorized by the Superintendent. When wires are interrupted, telegraphers may issue clearance cards for those trains for which he does not hold train orders.

4

Extra trains may run ahead of and between sections of second-class trains until overtaken.

5

Engines on freight trains must always be detached before taking water.

6

Trains which collect U. S. Mail pouches from mail cranes will, when running on any other than their regular track, stop to exchange mail.

7

When scheduled trains are annulled telegraphers at Registering Stations will receive and must inscribe on the register an order signed by the Superintendent that the train is annulled. Such orders must be repeated, "complete" received and inscribed thereon as in case of any other train order and such notice will be sufficient authority for trains to leave such stations regardless of the annulled train, provided the train annulled is overdue.

8

When a telegrapher receives the signal "19" followed by the direction, and he does not hold a "31" order for trains in the direction named, he will display the train order signal at the middle position (an angle of about 45 degrees, indicated by a yellow light at night) and then reply "19 displayed" (or "19 D") adding the direction. The Engineman of a train approaching a station where such signal is displayed will sound the signal prescribed in Rule No. 14 (j), as an indication to the Conductor that "19" orders are to be delivered. While the "19" order signal is displayed all trains must reduce speed sufficiently to permit telegrapher to deliver "19" orders or a clearance card. In case trainmen fail to receive the order or a clearance card, or receive one not addressed to them or if written in an illegible hand so that it cannot be read, the train must be immediately stopped and not proceed until the proper order or clearance has been delivered.

NOTE.—Stations not equipped with Train Order Signals will continue the use of red flag and red light.

## SPECIAL RULES

9

First-class trains must not leave the following stations without a clearance card authorized by the Superintendent. When wires are interrupted the telegrapher may issue clearance card, provided he has no train orders for such trains.

Albany.  
Binghamton.

21

All second-class and extra trains following trains 317, 319 and 318 within twenty minutes of their time at milk stations, will approach such stations with caution, expecting to find one of these trains occupying the main track.

22

Second-class trains between West End and Crescent must have clearance cards addressed to trains according to their number on the existing time table but will assume the time of trains showing corresponding time but different numbers on the joint time table.

First-class trains between West End and Crescent will assume the time of trains showing corresponding time but different numbers on the joint time table.

23

Trains of the Cooperstown, Cherry Valley and Schenectady Branches, and West Shore trains, have equal rights with trains of the same class on main line.

24

During the hours when night signals are not in use, all trains will display a red light (deck or platform) on the rear, when passing through the Tunnel.

# PERMANENT INSTRUCTIONS

- 1 Standard Clocks**  
**Albany** Station Master's Office, Maiden Lane.  
 Yardmaster's Office, Kenwood.  
**Oneonta** Dispatcher's Office.  
 Passenger Station.  
 Engine Dispatcher's Office.  
 Yardmaster's Office.  
**Binghamton** Yardmaster's Office, Liberty Street.
- 2 Bulletin Boards**  
**Albany** Station Master's Office, Maiden Lane.  
 Round House, Church Street.  
 Yardmaster's Office, Kenwood.  
**Altamont** Ticket Office.  
**Delanson** Registry Office, Station.  
 D. J. Tower.  
**Mohawk** Yardmaster's Office.  
 Registry Office, Round House.  
**Mechanicville** W. Y. Tower.  
**Cherry Valley** Ticket Office.  
**Cooperstown** Ticket Office.  
**Oneonta** Ticket Office.  
 M. X. Tower.  
 Engine Dispatcher's Office.  
 Yardmaster's Office.  
 Glens Bridge.  
**Sidney** Ticket Office.  
**Nineveh** Registry Office, Station.  
**Binghamton** Yardmaster's Office.  
 Round House.  
 Ticket Office.
- 3 Register Stations**  
**Albany** Maiden Lane.  
 Kenwood Tower.  
**Delanson** Registry Office, Station.  
 D. J. Tower.  
**Mohawk** Yardmaster's Office.  
**West End** W. Y. Tower.  
**Oneonta** Passenger Station.  
 M. X. Tower (out—Northbound).  
 Yardmaster's Office (all inbound).  
 Glens Bridge (out—Southbound).  
**Nineveh** Registry Office, Station.  
**Harpursville** Passenger Station.  
**Binghamton** Passenger Station.  
 Yardmaster's Office.  
 South bound Altamont locals will register at Altamont.  
 Trains of the Cherry Valley Branch will register at Cherry Valley and Cobleskill.  
 Trains of the Cooperstown Branch will register at Cooperstown and Colliers.  
 First-class trains not scheduled to stop at points where register books are stationed will throw off slip; this does not apply to trains displaying signals or for which signals are displayed.
- 4 Yard Limits**  
**Albany.**  
**Delanson.**  
**Mohawk** (State St., to B. & M. Overhead near Glenville).  
**Mechanicville.**  
**Cobleskill.**  
**Cooperstown.**  
**Oneonta.**  
**Sidney.**  
**Nineveh.**  
**Binghamton.**
- 5 Company Surgeons**  
 Dr. F. A. Palmer, 134 Second Street, Mechanicville, south of Ballston to and including Mechanicville, and West of Ballston to and including Elnora.  
 Dr. W. E. Silcocks, 102 George Street, Green Island, N. Y. South of Mechanicville to Menands exclusive, including city of Troy.  
 Dr. G. P. Harran, 401 Union Street, Schenectady, N. Y. Mohawk to Delanson exclusive.  
 Dr. A. W. Elting, 119 Washington Avenue, Albany, N. Y. Menands to Delmar both inclusive.  
 Dr. Frederick Crouse, Main Street, Altamont, N. Y. West of Delmar and east of Richmondville including Cherry Valley Branch.  
 Dr. A. W. Cutler, 28 Watkins Avenue, Oneonta, N. Y. Richmondville to Otego both inclusive, and Cooperstown Branch.  
 Dr. C. S. Butler, Harpursville, N. Y. West of Otego and east of Tunnel, and Nineveh to Jefferson Junction exclusive.

Dr. W. A. Moore, 220 Washington Street, Binghamton, N. Y. Tunnel to Binghamton both inclusive.

**6 Speed Restrictions**  
 On descending grades scheduled fast freights will not exceed a speed of 25 miles per hour and extra freights will not exceed a speed of 20 miles per hour.  
 E-5 engines will not exceed a speed of 20 miles per hour.  
 Trains must not exceed a speed of 15 miles per hour when passing over the interlocking switches and crossovers at KN. D. and G.V. Towers. Where reduced speed is required the entire train must pass over the restricted territory at the reduced speed.

**7 Extra Stops**  
 Nos. 341, 342, 344 and 345 will stop on signal at Janesville, Hansons, Leesville and Prospect.  
 Nos. 368 and 369 will stop on signal at Emmons.  
 Nos. 363, 367, 368 and 370 will stop on signal at Cliffside.  
 Nos. 324, 325 and 326 will stop on signal at Hiltons Crossing.

**8 Explosives**  
 Cars placarded "EXPLOSIVES" must not be placed in a passenger train; nor in a mixed train when this can be avoided. Placards must be removed from "peddle" or "way cars" by conductors as soon as explosives are unloaded.  
 Conductors must not take a car known to require the "EXPLOSIVES" placard from a station or siding unless it is in proper condition and properly placarded.  
 Conductors must notify enginemen and trainmen of presence and location of such cars in train before leaving station at which they are received.

Conductors must frequently inspect such cars to see that carding is intact. If cards are detached, he must inform the yardmaster on arrival at next division terminal yard.  
 Unless otherwise arranged for, when a car placarded "EXPLOSIVES" is to be transferred, unloaded or stored at any junction, station or yard, the conductor must notify such station by wire of probable time of arrival and number of cars. This will not apply to division terminal yards or other junctions.

At stops trainmen must examine a car placarded "EXPLOSIVES" and adjacent cars for hot boxes or other defects. If the placarded car is set off the conductor must notify the superintendent from the first telegraph office.

In trains cars placarded "EXPLOSIVES" may be together and must be near the center of train, at least 15 cars from engine and 10 cars from caboose, length of train permitting. They must have air and hand brakes in service, and be placed between cars with air brakes in service. They must be between box cars in good condition, not loaded with oil or other inflammable articles, charcoal, cotton, lumber, iron, pipe, or any article liable to break through the end of car. Steel underframe cars may be placed between steel hopper cars.

In handling a car placarded "EXPLOSIVES" in yards or on sidings, it must be coupled to engine protected by car between. Such a car must not be cut off in motion and cars must not be allowed to strike it. It must be so placed in yards or on sidings that it will be subject to as little handling as possible and removed from all danger of fire.

If a car placarded "EXPLOSIVES" is opened for any purpose, inspection must be made of explosive packages, to see that they are properly stayed and in good condition and that no box of High Explosive is on its end or side. Upon discovery of leaking dynamite or loose powder defective packages must be removed to a safe place.

A report of all serious violations discovered must be made to Division Superintendent for forwarding to the Chief Inspector of the Bureau of Explosives.

Shipments of high explosives and powders should not be unloaded at a non-agency station unless the consignee is there to receive them or unless satisfactory storage facilities are provided at that point for their protection.

Shipments of high explosives or powder must not be accepted by conductors at non-agency stations, unless by previous arrangements the conductor is authorized to accept such shipments.

Cards lost from cars in transit must be replaced.

### Wreck Crews

In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group "High explosives" may burn in small amounts quietly, and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should, if possible, be removed to a place of safety, and as much of the broken



## PERMANENT INSTRUCTIONS

packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow, or by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage in pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites, wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case "Fulminate" has been scattered by a wreck, the ground involved after the wreck has been cleared should have the top surface removed and, after saturating the area with oil, replace by fresh earth. If this is not done, when the ground and fulminate get dry, small explosions may constantly occur whenever the mixed material is trodden on or struck.

### 9 INTERLOCKING SWITCHES AND SIGNALS

INTERLOCKING SWITCHES AND SIGNALS are located at the following points, and these signals are independent of, and in no way affect, the operation and observance of automatic block signals.

Trains occupying the tracks at these points must be protected according to the rules, as these signals are for the purpose of indicating the various routes, and must not be depended upon for protection.

Hand signals must not be given by train or yard crews to pass a fixed signal at an interlocking plant when at stop position.

Trains must not back up, or run against the current of traffic over the portion of track controlled by these signals without first getting the proper indication of the dwarf signals governing such movements.

### BINGHAMTON TOWER (D. L. & W. CROSSING)

**SOUTH BOUND MOVEMENTS.**—Main line, top blade of signal located 370 ft. north of D. L. & W. crossing. Bottom blade for movement from main track to diverging tracks.

**NORTH BOUND MOVEMENTS.**—Main line, top blade of signal located 340 ft. south of D. L. & W. crossing. Bottom blade for movements from main track to No. 1 siding.

**WHISTLE SIGNALS.**—South bound, main line, to depot, 1 long blast. North bound, main line, to Albany, 1 long blast.

### TUNNEL

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

South bound signals 126.1 and 126.1-A. When in stop position, must not be passed until trainman has flagged through Tunnel and reports block clear.

North bound signals 126.4 and 126.4-A. When in stop position, must not be passed until trainman has flagged through Tunnel and reports block clear.

South bound trains holding main track to meet north bound trains will not pass sign reading block 126.4. North bound trains holding main track to meet south bound trains will not pass sign reading block 126.1.

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

A red ball by day or red light by night shown from top of mast at the Tunnel will indicate that the Tunnel doors are closed.

### SIDNEY TOWER (O. & W. CROSSING)

**SOUTH BOUND MOVEMENTS.**—Main line, top blade of signal located 350 ft. north O. & W. crossing. Bottom blade for movements south to north bound main or to sidings south of O. & W. crossing. Signal located 100 feet south of tower. Top blade, main line movement. Lower blade for movement to south bound passing track.

**NORTH BOUND MOVEMENTS.**—Main line, top blade signal located 285 ft. south of O. & W. crossing. Bottom blade for movements from north to south bound main or to side tracks north of O. & W. crossing.

**WHISTLE SIGNALS.**—South bound, main line, to Binghamton, 1 long blast. South bound, main line, to north bound or side tracks, 3 short blasts. Main line to south bound passing track, 4 short blasts—to be given 300 feet north of tower. North bound, main line, to Albany, 1 long blast. North bound, main line, to south bound or side tracks, 4 short blasts.

### ONEONTA (FONDA AVENUE TOWER)

**SOUTH BOUND MOVEMENTS.**—South bound, main line, Albany to Binghamton, Signal located 590 feet north of tower.

**NORTH BOUND MOVEMENTS.**—North bound, main line, Binghamton to Albany, Signal located 190 feet north of tower.

**WHISTLE SIGNALS.**—South bound, main line, to Binghamton, 1 long blast. South bound, main line, to south bound yard, 4 short blasts. North bound, main line, to Albany, 1 long blast.

### ONEONTA (M. X. TOWER)

**SOUTH BOUND MOVEMENTS.**—South bound, main line, Albany to Binghamton, Signal located 550 feet north of tower.

**NORTH BOUND MOVEMENTS.**—North bound, main line, Binghamton to Albany, Signal located 520 feet south of tower.

**WHISTLE SIGNALS.**—South bound, main line, to Binghamton, 1 long blast. Main line to Well Tracks and Engine Sidings, 4 short blasts. North bound, main line, to Albany, 1 long blast. North bound, advance yard to north bound main, 4 short blasts.

### COOPERSTOWN JUNCTION (TOWER)

**SOUTH BOUND MOVEMENTS.**—From Albany to Binghamton, signal located 585 feet north of tower.

From Cooperstown to Binghamton, signal located on Cooperstown Branch 320 feet north of tower.

**NORTH BOUND MOVEMENTS.**—From Binghamton to Albany, signal located 255 feet south of tower, top blade.

From Binghamton to Cooperstown, lower blade.

**WHISTLE SIGNALS.**—South bound, main line, one long blast. South bound, from Cooperstown, two long blasts. North bound, main line, one long blast. North bound to Cooperstown, one long and one short blast.

### CHERRY VALLEY JUNCTION

**NORTH BOUND MOVEMENTS.**—From Cherry Valley Branch to Albany, Signal No. 48-2-A, located south of Junction on Cherry Valley Branch. Binghamton to Albany, Signal No. 46-2.

**SOUTH BOUND MOVEMENTS.**—From Albany to Binghamton, Bracket Signal No. 46-1, top blade. From Albany to Cherry Valley Branch, lower blade.

North bound, second class and extra trains must not exceed a speed of 10 miles per hour passing Cherry Valley Junction.

### D. J. TOWER

**SOUTH BOUND MOVEMENTS.**—Bracket signal located 400 feet north of tower, From Albany to Binghamton, top blade. (Whistle signal, 1 long blast.)

From Albany to north bound main and north bound passing track, middle blade.

From Schenectady to Binghamton,—signal located 200 feet north of tower, top blade. (Whistle signal, 1 long blast.)

From Schenectady to south bound passing track, middle blade. (Whistle signal, 2 long blasts.)

**NORTH BOUND MOVEMENTS.**—Bracket Signal located 380 feet south of tower, From Binghamton to Albany, top blade. (Whistle signal, 1 long blast.)

From Binghamton to Schenectady, middle blade. (Whistle signal, 2 long blasts.)

### VOORHEESVILLE

Trains will stop not less than 300 feet from the crossing of the West Shore R. R. and not proceed until signal indication is clear.

### KENWOOD JUNCTION (K. N. TOWER)

**SOUTH BOUND MOVEMENTS.**—South bound, main line, D & H trains Albany to Binghamton, signal located 139 feet north of tower, top blade. West Shore, south bound, lower blade.

**NORTH BOUND MOVEMENTS.**—Binghamton to Albany, left handed bracket signal located 517 feet south of tower, top blade. From Binghamton to Island and Caboose tracks, middle blade. From Binghamton to Spellman tracks and south bound main, lower blade.

From Ravena to Albany, bracket signal located 800 feet south of tower, top blade. From Ravena to Island, Caboose and Spellman tracks, lower blade.

**WHISTLE SIGNALS.**—South bound trains from Albany to Binghamton, main line, 1 long blast. South bound trains from Albany to West Shore R. R., 2 long blasts. North bound, main line, D. & H., to Albany, 1 long blast. North bound, from West Shore R. R. to Albany, 2 long blasts.

## PERMANENT INSTRUCTIONS

### ALBANY

Ball signal at Hamilton Street will be observed as follows:

When Red signal is displayed the track is clear for south bound trains from Maiden Lane to Madison Avenue.

When Green signal is displayed the track is clear for north bound trains from Madison Avenue to Maiden Lane.

### SOUTH SCHENECTADY (N. E. TOWER)

**NORTH BOUND MOVEMENTS.**—Main line, home signal located 500 ft. south of West Shore crossing.

Main track to passing track, bottom blade, signal located 50 ft. north of West Shore crossing.

**SOUTH BOUND MOVEMENTS.**—Signal located 630 ft. north of West Shore crossing.

**WHISTLE SIGNALS.**—South bound, main line, 1 long blast. North bound trains, main line, 1 long blast. North bound trains to north bound passing track, 4 short blasts.

### SCHENECTADY (X. TOWER)

**SOUTH BOUND MOVEMENTS.**—From Mechanicville to Binghamton, signal located 350 feet north of tower, top blade.

From Mechanicville to T. & S. main and siding No. 1 (N. Y. C.) lower blade.

**NORTH BOUND MOVEMENTS.**—From Binghamton to Mechanicville, single blade signal located 264 feet south of tower.

From T. & S. main (N. Y. C.) to Mechanicville, signal located 330 feet south of tower, bottom blade.

### MOHAWK BRIDGE

Signals located south of bridge:

Semaphore A.—Blade horizontal; all north bound trains, both Divisions, stop.

Semaphore B.—Upper blade horizontal, red light, north bound trains stop.

Upper blade inclined, green light, north bound trains proceed.

Lower blade horizontal, red light, south bound trains stop.

Lower blade inclined, green light, south bound trains proceed.

All north bound trains will stop before fouling single track leading to bridge and will not proceed until proper indications are displayed.

Signals located north of bridge:

Semaphore D.—Blade horizontal, all south bound trains stop.

Semaphore C.—Lower blade horizontal, red light, south bound trains stop.

Lower blade inclined, green light, south bound trains proceed.

Upper blade horizontal, red light, north bound trains stop.

Upper blade inclined, green light, north bound trains proceed.

All south bound trains will approach the bridge under control and not proceed until proper indications are displayed.

Trains bound to double track will sound two long blasts of the whistle when approaching the bridge.

Trains bound to Mohawk freight yard, will sound one long blast when approaching the bridge.

North bound trains desiring to use old R. & S. main from Romeyn Street to Mohawk must protect themselves through the cut and yard.

### GLENVILLE (G.V. TOWER)

**SOUTH BOUND MOVEMENTS.**—From Mechanicville to Schenectady, signal located 341 feet north of tower.

From Saratoga to Schenectady, signal located on Ballston Branch, 341 feet north of tower.

**NORTH BOUND MOVEMENTS.**—From Schenectady to Mechanicville, signal located 320 feet south of tower, top blade.

From Schenectady to Saratoga, lower blade.

**WHISTLE SIGNALS.**—South bound trains from Mechanicville, 1 long blast. North bound trains to Mechanicville, 1 long blast.

### CRESCENT TOWER (B. & M. R. R.)

**SOUTH BOUND MOVEMENTS.**—By three semaphore signals on a post located to the right of D. & H. Company's track about 3,400 feet north of home signal; the upper signal being an automatic block signal, the block extending to the home signal, the middle signal being the distant signal for the D. & H. Co. and the lower signal being the distant signal for the B. & M. R. R. By two semaphore signals on a post located to the right of D. & H. Co. tracks about 160 feet north of tower opposite northerly end of crossover between main lines; the top arm governing south bound movements to the D. & H. Co., the lower arm governing south bound movements to the B. & M. R. R.

**NORTH BOUND MOVEMENTS.**—By two semaphore signals on a post located to the right of D. & H. Company's main line about 2,400 feet south of home signal, the upper signal being an automatic block signal, the block extending to the home signal, the lower signal being the distant signal. By a semaphore signal on the left hand pole of a bracket post located to the right of B. & M. north bound main about 350 feet south of tower governing through north bound movements.

**JOINT.**—By two semaphore signals on a post located to the right of north bound main line just north of northerly end of crossover between main lines; the top arm governing through north bound movements, the lower arm governing north bound movements from the north bound main line to the side track.

### MECHANICVILLE (W. Y. TOWER)

**TO SARATOGA DIVISION SOUTH BOUND MAIN.**—Signal located 618 feet west of tower, top blade. To B. & M. Yard, middle blade. To D. & H. Yard, lower blade.

**FROM NORTH BOUND SARATOGA DIVISION MAIN TO WEST BOUND JOINT.**—Signal located 322 feet east of tower, middle blade.

**WHISTLE SIGNALS.**—From the west to Saratoga Division, south bound main, 1 long blast. From the west to B. & M. yard, 4 short blasts. From south or east to north, 1 long blast. From south or east to west, 4 short blasts.

### MECHANICVILLE (X. O. TOWER)

**SOUTH BOUND TO ALBANY.**—Signal located 300 feet north of tower, top blade.

**EAST BOUND TO B. & M.**—Lower blade.

**FROM B. & M. YARD TO B. & M. EAST BOUND.**—Signal located 200 feet west of tower, top blade.

From B. & M. Yard to Saratoga Division, south bound main and side track, lower blade.

**FROM ALBANY TO WEST END.**—Signal located 200 feet south of tower, top blade. From Albany to D. & H. Yard, lower blade.