

Factual Report Attachment 4
TTCI Survey of Poor Drainage Areas

| List Count | 08-01-13 List No. | Item No. From Sub-Division List | Priority From Inspections | Sub-Division | Line | Line | Track | Mile Post | Nearest CAT Pole | Nearest Cross Street | Control Points | Within or Between Interlockings | Tie Type | Length | Degree of Curve | Speed | FRA Class of Track | Operational Territory | Estimated Trains per Day | Number of Main Line Tracks | Impedance Bonds or IJ's | Notes | Index | Old Index |
|------------|-------------------|---------------------------------|---------------------------|--------------|------|--------|-------|-----------|------------------|----------------------|----------------|---------------------------------|----------|--------|-----------------|-------|--------------------|-----------------------|--------------------------|----------------------------|-------------------------|--|--------|-----------|
| 1 | 141 | 1-5 | 1 | 2 | HUD | Hudson | 4 | 4.490 | | Harlem River Rd | CP4 | Within | Concrete | 100' | 6.740 | 35 | 3 | 1 | 201 | 4 | No | 3 Closely Spaced Spots | 12,060 | 84,420 |
| 2 | 92 | 1-1 | 1 | 2 | HUD | Hudson | 1 | 4.480 | | E 132nd St | CP4 | Within | Concrete | 50' | 6.750 | 40 | 3 | 1 | 215 | 4 | No | 130' North of Signals | 10,320 | 103,200 |
| 3 | 140 | 1-4 | 1 | 2 | HUD | Hudson | 4 | 4.485 | | Harlem River Rd | CP4 | Within | Concrete | 50' | 6.740 | 40 | 3 | 1 | 201 | 4 | No | 140' South of Harlem River Road | 9,648 | 96,480 |
| 4 | 142 | 1-6 | 1 | 2 | HUD | Hudson | 4 | 4.495 | | Harlem River Rd | CP4 | Within | Concrete | 60' | 6.740 | 35 | 3 | 1 | 201 | 4 | No | South Approach Harlem River Bridge | 9,648 | 84,420 |
| 5 | 673 | 2-175 | 1 | 2 | HUD | Hudson | 2 | 10.000 | | | CP10-CP11 | Between | Concrete | 60' | 7.000 | 30 | 2 | 2 | 100 | 2 | No | North of Impedance Bond Southbound Signal CP10 | 9,600 | 36,000 |
| 6 | 144 | 2-217 | 1 | 2 | HUD | Hudson | 4 | 4.950 | | E 138th St | CP4-CP5 | Between | Concrete | 210' | 5.200 | 35 | 3 | 1 | 201 | 4 | No | Located Through and on Each Side of E 138th St Bridge | 9,045 | 84,420 |
| 7 | 144 | 2-217 | 1 | 2 | HUD | Hudson | 4 | 4.950 | | E 138th St | CP4-CP5 | Between | Concrete | 110' | 5.200 | 35 | 3 | 1 | 201 | 4 | No | Located Through E 138th St Bridge | 9,045 | 84,420 |
| 8 | 612 | 2-182 | 1 | 2 | HUD | Hudson | 3 | 4.950 | | E 138th St | CP4-CP5 | Between | Concrete | 250' | 5.200 | 35 | 3 | 1 | 169 | 4 | No | Located Through and on Each Side of E 138th St Bridge | 7,605 | 70,980 |
| 9 | 117 | 2-172 | 1 | 2 | HUD | Hudson | 2 | 4.945 | | E 138th St | CP4-CP5 | Between | Concrete | 50' | 5.200 | 35 | 3 | 1 | 193 | 4 | No | Located at South End of E 138th St Bridge | 6,948 | 81,060 |
| 10 | 116 | 1-2 | 1 | 2 | HUD | Hudson | 2 | 4.495 | | Harlem River Rd | CP4 | Within | Concrete | 40' | 6.750 | 35 | 3 | 1 | 193 | 4 | No | South Approach Harlem River Bridge | 6,948 | 54,040 |
| 11 | 143 | 2-216 | 1 | 2 | HUD | Hudson | 4 | 4.900 | | E 138th St | CP4-CP5 | Between | Concrete | 20' | 5.200 | 35 | 3 | 1 | 201 | 4 | No | Located 100' South of E 183rd St Bridge | 5,427 | 56,280 |
| 12 | 615 | 2-219 | 1 | 2 | HUD | Hudson | 4 | 4.970 | | E 138th St | CP4-CP5 | Between | Concrete | 20' | 5.200 | 35 | 3 | 1 | 201 | 4 | No | Located 60' North of E 138th St Bridge | 5,427 | 56,280 |
| 13 | 118 | 2-173 | 1 | 2 | HUD | Hudson | 2 | 4.960 | | E 138th St | CP4-CP5 | Between | Concrete | 20' | 5.200 | 35 | 3 | 1 | 193 | 4 | No | Located at North End of E 138th St Bridge | 5,211 | 54,040 |
| 14 | 41 | 2-76 | 1 | 2 | HAR | Harlem | 2 | 8.909 | | W Fordham Rd | CP106-CP112 | Between | Concrete | 220' | 2.433 | 60 | 3 | 4 | 154 | 4 | No | At Fordham Street Station North From Tunnel | 4,620 | 55,440 |
| 15 | 114 | 4-17 | 1 | 5 | HUD | Hudson | 1 | 54.600 | | | CP53-CP58 | Between | Concrete | 180' | 1.200 | 90 | 5 | 3 | 50 | 2 | No | Extends North From Breakneck Ridge Tunnel | 3,750 | 27,000 |
| 16 | 110 | 4-13 | 1 | 5 | HUD | Hudson | 1 | 53.450 | | | CP53-CP58 | Between | Concrete | 100' | 0.300 | 90 | 5 | 3 | 50 | 2 | No | At South End of Curve Multiple Mud Spots | 3,750 | 13,500 |
| 17 | 17 | 5-17 | 1 | 2 | HAR | Harlem | 1 | 15.500 | | | CP113-CP116 | Between | Concrete | 70' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Through and South of Impedance Bond at North End of Curve | 3,648 | 22,230 |
| 18 | 98 | 4-1 | 1 | 5 | HUD | Hudson | 1 | 49.050 | | | CP46-CP53 | Between | Concrete | 20' | 2.050 | 80 | 4 | 3 | 50 | 2 | No | At South End of Curve | 3,600 | 16,000 |
| 19 | 99 | 4-2 | 1 | 5 | HUD | Hudson | 1 | 49.350 | | | CP46-CP53 | Between | Concrete | 20' | 2.100 | 80 | 4 | 3 | 50 | 2 | No | At South End of Curve | 3,600 | 16,000 |
| 20 | 49 | 5-79 | 1 | 3 | HAR | Harlem | 2 | 19.400 | | | CP119-CP121 | Between | Concrete | 250' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Extends North From Approach Bronx River Bridge Multiple Spots | 3,420 | 11,115 |
| 21 | 24 | 5-55 | 1 | 3 | HAR | Harlem | 1 | 20.650 | | | CP119-CP121 | Between | Concrete | 150' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Scarsdale Station Platform Extends North from Pedestrian Overpass Previously Repaired Spot | 3,420 | 11,115 |
| 22 | 25 | 5-56 | 1 | 3 | HAR | Harlem | 1 | 20.750 | | | CP119-CP121 | Between | Concrete | 100' | Tangent | 65 | 4 | 5 | 57 | 2 | No | North End Scarsdale Station Platform | 3,420 | 11,115 |
| 23 | 55 | 5-87 | 1 | 3 | HAR | Harlem | 2 | 20.750 | | | CP119-CP121 | Between | Concrete | 100' | Tangent | 65 | 4 | 5 | 57 | 2 | No | North End Scarsdale Station Platform | 3,420 | 11,115 |
| 24 | 5 | 2-27 | 1 | 2 | HAR | Harlem | 1 | 8.925 | | E Fordham Rd | CP106-CP112 | Between | Concrete | 400' | 2.433 | 60 | 3 | 4 | 112 | 4 | No | Starts at Overpass and Extends North Through Station Platform | 3,360 | 40,320 |
| 25 | 663 | 2-31 | 1 | 2 | HAR | Harlem | 1 | 9.889 | | E 204th St | CP106-CP112 | Between | Concrete | 210' | 3.000 | 60 | 3 | 4 | 112 | 4 | No | Extends North from Overpass | 3,360 | 60,480 |
| 26 | 96 | 2-160 | 1 | 2 | HUD | Hudson | 1 | 5.630 | | Grand Concourse | CP6 | Within | Concrete | 100' | 6.750 | 45 | 3 | 2 | 28 | 3 | No | From Impedance Bond to Under Bridge | 3,360 | 15,120 |
| 27 | 71 | 2-103 | 1 | 2 | HAR | Harlem | 3 | 10.404 | | Gun Hill Rd | CP106-CP112 | Between | Concrete | 100' | 1.567 | 75 | 4 | 4 | 161 | 4 | No | 3 Closely Spaced Spots Merging Into One Spot | 3,220 | 72,450 |
| 28 | 609 | 4-101 | 1 | 5 | HUD | Hudson | 2 | 70.950 | | Rivercrest Ct | CP61-CP72 | Between | Concrete | 50' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Through Road Crossing | 3,000 | 13,500 |
| 29 | 67 | 2-99 | 1 | 2 | HAR | Harlem | 3 | 9.884 | | E 204th St | CP106-CP112 | Between | Concrete | 30' | 3.000 | 60 | 3 | 4 | 161 | 4 | No | At South End of Overpass | 2,898 | 57,960 |
| 30 | 68 | 2-100 | 1 | 2 | HAR | Harlem | 3 | 9.927 | | E 204th St | CP106-CP112 | Between | Concrete | 20' | 3.000 | 60 | 3 | 4 | 161 | 4 | No | 145' North of Overpass | 2,898 | 57,960 |
| 31 | 669 | 2-78 | 1 | 2 | HAR | Harlem | 2 | 9.891 | | E 204th St | CP106-CP112 | Between | Concrete | 40' | 3.000 | 60 | 3 | 4 | 154 | 4 | No | At South End of Overpass - Extends Under Overpass | 2,772 | 55,440 |
| 32 | 50 | 5-80 | 1 | 3 | HAR | Harlem | 2 | 19.450 | | | CP119-CP121 | Between | Concrete | 60' | Tangent | 65 | 4 | 5 | 57 | 2 | No | | 2,736 | 11,115 |
| 33 | 56 | 5-93 | 1 | 3 | HAR | Harlem | 2 | 21.800 | | | CP121-CP123 | Between | Concrete | 60' | 1.383 | 65 | 4 | 5 | 57 | 2 | No | At Impedance Bond | 2,736 | 22,230 |
| 34 | 52 | 5-84 | 1 | 3 | HAR | Harlem | 2 | 20.600 | | Fennimore Rd | CP119-CP121 | Between | Concrete | 50' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Scarsdale Station Platform Multiple Spots | 2,736 | 11,115 |
| 35 | 90 | 5-101 | 1 | 2 | HAR | Harlem | 4 | 15.500 | | | CP113-CP116 | Between | Concrete | 30' | 3.033 | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond at South End of Curve | 2,736 | 22,230 |
| 36 | 18 | 5-18 | 1 | 2 | HAR | Harlem | 1 | 15.550 | | | CP113-CP116 | Between | Concrete | 20' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 2,736 | 14,820 |
| 37 | 674 | 2-179 | 1 | 2 | HUD | Hudson | 2 | 11.233 | | Palisade Ave | CP11-CP12 | Between | Concrete | 30' | 6.367 | 30 | 2 | 2 | 54 | 3 | No | Mid Curve South of Sputen Duyvil Station | 2,592 | 12,960 |
| 38 | 42 | 2-80 | 1 | 2 | HAR | Harlem | 2 | 10.478 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 70' | Tangent | 75 | 4 | 4 | 154 | 4 | No | Within Williams Bridge Platform 4 at Impedance Bond | 2,464 | 34,650 |
| 39 | 613 | 2-183 | 1 | 2 | HUD | Hudson | 3 | 5.015 | | E 140st St | CP4-CP5 | Between | Concrete | 16' | 5.200 | 40 | 3 | 2 | 68 | 3 | No | Located South of Impedance Bond | 2,448 | 10,880 |

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|----|-----|-------|---|---|-----|-----------|---|--------|-----|---------------------|-------------|---------|---------------|--------|---------|----|---|---|-----|---|----|---|-------|--------|
| 40 | 63 | 2-89 | 1 | 2 | HAR | Harlem | 3 | 5.600 | | E156th St | CP5-CP106 | Between | Concrete | 1,300' | 1.500 | 60 | 3 | 4 | 161 | 4 | No | Multiple Locations Up to First Switch CP106 | 2,415 | 77,280 |
| 41 | 64 | 2-90 | 1 | 2 | HAR | Harlem | 3 | 6.179 | | E 162nd St | CP106 | Within | Concrete | 130' | Tangent | 60 | 3 | 4 | 161 | 4 | No | At Melrose Station Platform | 2,415 | 28,980 |
| 42 | 66 | 2-98 | 1 | 2 | HAR | Harlem | 3 | 9.656 | | Mosholu Pkwy | CP106-CP112 | Between | Concrete | 110' | Tangent | 60 | 3 | 4 | 161 | 4 | No | Extends North of Overpass - 3 Closely Spaced Spots | 2,415 | 28,980 |
| 43 | 31 | 2-60 | 1 | 2 | HAR | Harlem | 2 | 6.686 | | E 168th St | CP106-CP112 | Between | Concrete | 230' | Tangent | 60 | 3 | 4 | 154 | 4 | No | Extends North From Overpass | 2,310 | 27,720 |
| 44 | 30 | 2-59 | 1 | 2 | HAR | Harlem | 2 | 6.633 | | E 168th St | CP106-CP112 | Between | Concrete | 140' | 1.833 | 60 | 3 | 4 | 154 | 4 | No | Extends South From Overpass to Impedance Bond | 2,310 | 55,440 |
| 45 | 26 | 2-55 | 1 | 2 | HAR | Harlem | 2 | 6.352 | | E 165th-Webster Ave | CP106-CP112 | Between | Concrete | 110' | 1.833 | 60 | 3 | 4 | 154 | 4 | No | Extends North From Overpass | 2,310 | 55,440 |
| 46 | 27 | 2-56 | 1 | 2 | HAR | Harlem | 2 | 6.522 | | E 167th St | CP106-CP112 | Between | Concrete | 95' | 1.833 | 60 | 3 | 4 | 154 | 4 | No | Extends South From Overpass-3 Closely Spaced Spots | 2,310 | 55,440 |
| 47 | 36 | 2-65 | 1 | 2 | HAR | Harlem | 2 | 6.980 | | E 170th St | CP106-CP112 | Between | Concrete | 90' | Tangent | 60 | 3 | 4 | 154 | 4 | No | North of 3rd Rail Gap | 2,310 | 27,720 |
| 48 | 48 | 5-75 | 1 | 2 | HAR | Harlem | 2 | 17.150 | | | CP117 | Within | Concrete | 1,000' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Multiple Spots | 2,280 | 14,820 |
| 49 | 47 | 5-74 | 1 | 2 | HAR | Harlem | 2 | 16.750 | | | CP116-CP117 | Between | Concrete | 550' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Extends Through Crestwood Station Platform Multiple Closely Spaced Spots | 2,280 | 11,115 |
| 50 | 15 | 5-7 | 1 | 2 | HAR | Harlem | 1 | 14.550 | | | CP113-CP116 | Between | Concrete | 100' | Tangent | 65 | 4 | 5 | 57 | 3 | No | South From Bronx River Bridge Previously Repaired | 2,280 | 11,115 |
| 51 | 19 | 5-23 | 1 | 2 | HAR | Harlem | 1 | 15.800 | | | CP113-CP116 | Between | Concrete | 100' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond at Overpass | 2,280 | 11,115 |
| 52 | 44 | 5-67 | 1 | 2 | HAR | Harlem | 2 | 14.200 | | | CP113-CP116 | Between | Concrete | 100' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Fleetwood Station Platform | 2,280 | 11,115 |
| 53 | 46 | 5-69 | 1 | 2 | HAR | Harlem | 2 | 14.300 | | Broad St | CP113-CP116 | Between | Concrete | 80' | Tangent | 65 | 4 | 5 | 57 | 3 | No | North of Fleetwood Station Platform 2 through North of Broad St Overpass | 2,280 | 11,115 |
| 54 | 607 | 4-99 | 1 | 5 | HUD | Hudson | 2 | 66.650 | | | CP61-CP72 | Between | Concrete | 40' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 2,250 | 9,000 |
| 55 | 112 | 4-15 | 1 | 5 | HUD | Hudson | 1 | 54.100 | | | CP53-CP58 | Between | Concrete | 20' | 1.250 | 90 | 5 | 3 | 50 | 2 | No | | 2,250 | 18,000 |
| 56 | 102 | 4-5 | 1 | 5 | HUD | Hudson | 1 | 50.000 | | | CP46-CP53 | Between | Concrete | 150' | Tangent | 60 | 3 | 3 | 50 | 2 | No | Inside North End Garrison Tunnel | 2,250 | 9,000 |
| 57 | 9 | 2-33 | 1 | 2 | HAR | Harlem | 1 | 10.063 | | E 205th St | CP106-CP112 | Between | Concrete | 100' | Tangent | 75 | 4 | 4 | 112 | 4 | No | 2 Closely Spaced Spots | 2,240 | 25,200 |
| 58 | 12 | 2-38 | 1 | 2 | HAR | Harlem | 1 | 10.496 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 100' | Tangent | 75 | 4 | 4 | 112 | 4 | No | Williams Bridge Station, Extends South From Overpass | 2,240 | 25,200 |
| 59 | 173 | 6-60 | 1 | 6 | NHL | New Haven | 3 | 26.572 | 254 | | CP223-CP229 | Between | Concrete | 36' | 2.038 | 90 | 5 | 9 | 73 | 4 | No | | 2,190 | 26,280 |
| 60 | 137 | 3-29 | 1 | 5 | HUD | Hudson | 3 | 28.500 | | | CP26-CP33 | Between | Concrete | 60' | 2.050 | 70 | 4 | 2 | 68 | 4 | No | Extends South From Impedance Bond 3 Closely Spaced Spots | 2,176 | 28,560 |
| 61 | 23 | 5-54 | 1 | 3 | HAR | Harlem | 1 | 20.540 | | Fennimore Rd | CP119-CP121 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 2 | No | South of Scarsdale Station Platform at North End of Curve | 2,052 | 7,410 |
| 62 | 54 | 5-86 | 1 | 3 | HAR | Harlem | 2 | 20.610 | | | CP119-CP121 | Between | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Scarsdale Station Platform at Pedestrian Overpass | 2,052 | 7,410 |
| 63 | 6 | 2-28 | 1 | 2 | HAR | Harlem | 1 | 8.992 | | E 194th St | CP106-CP112 | Between | Concrete | 40' | 2.433 | 60 | 3 | 4 | 112 | 4 | No | South of MP9 No of Platform 2 Closely Spaced Spots | 2,016 | 26,880 |
| 64 | 93 | 2-157 | 1 | 2 | HUD | Hudson | 1 | 4.700 | | Harlem River Rd | CP4 | Within | Concrete | 30' | Tangent | 35 | 3 | 1 | 215 | 4 | No | At Impedance Bond North Approach Harlem River Bridge | 1,935 | 15,050 |
| 65 | 73 | 2-105 | 1 | 2 | HAR | Harlem | 3 | 10.481 | | Gun Hill Rd | CP106-CP112 | Between | Concrete | 26' | Tangent | 75 | 4 | 4 | 161 | 4 | No | At Impedance Bond South of Williams Bridge Station | 1,932 | 24,150 |
| 66 | 62 | 2-88 | 1 | 2 | HAR | Harlem | 3 | 5.400 | | E151st St | CP5-CP106 | Between | Concrete | 70' | 1.500 | 60 | 3 | 4 | 161 | 4 | No | | 1,932 | 57,960 |
| 67 | 75 | 2-108 | 1 | 2 | HAR | Harlem | 3 | 10.735 | | E 215th St | CP106-CP112 | Between | Concrete | 70' | Tangent | 60 | 3 | 4 | 161 | 4 | No | Previously Repaired Location | 1,932 | 28,980 |
| 68 | 76 | 2-109 | 1 | 2 | HAR | Harlem | 3 | 10.769 | | E 215th St | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 1,932 | 28,980 |
| 69 | 77 | 2-110 | 1 | 2 | HAR | Harlem | 3 | 10.947 | | E 218th St | CP106-CP112 | Between | Concrete | 54' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 1,932 | 28,980 |
| 70 | 61 | 2-87 | 1 | 2 | HAR | Harlem | 3 | 5.300 | | E150th St | CP5-CP106 | Between | Concrete | 50' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 1,932 | 28,980 |
| 71 | 671 | 2-96 | 1 | 2 | HAR | Harlem | 3 | 9.598 | | Mosholu Pkwy | CP106-CP112 | Between | Concrete | 50' | Tangent | 60 | 3 | 4 | 161 | 4 | No | South of Overpass | 1,932 | 28,980 |
| 72 | 33 | 2-62 | 1 | 2 | HAR | Harlem | 2 | 6.749 | | E 169th St | CP106-CP112 | Between | Concrete | 70' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 120' South of Overpass | 1,848 | 27,720 |
| 73 | 38 | 2-67 | 1 | 2 | HAR | Harlem | 2 | 7.093 | | E 171st St | CP106-CP112 | Between | Concrete | 70' | Tangent | 60 | 3 | 4 | 154 | 4 | No | | 1,848 | 27,720 |
| 74 | 35 | 2-64 | 1 | 2 | HAR | Harlem | 2 | 6.963 | | E 170th St | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 154 | 4 | No | Extends North from Overpass | 1,848 | 27,720 |
| 75 | 43 | 2-82 | 1 | 2 | HAR | Harlem | 2 | 10.643 | | E 213th St | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 154 | 4 | No | At Impedance Bond North of Williams Bridge Station Platform 3 | 1,848 | 27,720 |
| 76 | 668 | 2-77 | 1 | 2 | HAR | Harlem | 2 | 9.884 | | E 204th St | CP106-CP112 | Between | Concrete | 16' | 3.000 | 60 | 3 | 4 | 154 | 4 | No | 45' South of Overpass | 1,848 | 27,720 |
| 77 | 184 | 6-113 | 1 | 6 | NHL | New Haven | 4 | 25.390 | 230 | Williams St | CP223-CP229 | Between | Concrete | 250' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Begins West of Overpass and Extends East to Impedance Bond Previously Repaired | 1,825 | 19,710 |
| 78 | 170 | 6-56 | 1 | 6 | NHL | New Haven | 3 | 25.662 | 236 | King St | CP223-CP229 | Between | Concrete | 90' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East End Port Chester Station Platform Multiple Spots | 1,825 | 19,710 |
| 79 | 16 | 5-8 | 1 | 2 | HAR | Harlem | 1 | 14.650 | | | CP113-CP116 | Between | Concrete | 70' | Tangent | 65 | 4 | 5 | 57 | 3 | No | North of Bronx River Bridge | 1,824 | 11,115 |
| 80 | 20 | 5-30 | 1 | 2 | HAR | Harlem | 1 | 16.550 | | | CP116 | Within | Concrete | 70' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond Adjacent to Frog on CP116 Switch 21A South From Break in 3rd Rail | 1,824 | 11,115 |
| 81 | 45 | 5-68 | 1 | 2 | HAR | Harlem | 2 | 14.250 | | Broad St | CP113-CP116 | Between | Concrete | 70' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Fleetwood Station Platform | 1,824 | 11,115 |
| 82 | 21 | 5-31 | 1 | 2 | HAR | Harlem | 1 | 16.630 | | | CP116 | Within | Concrete-Wood | 50' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond Southbound Signal CP116 Previously Repaired | 1,824 | 11,115 |

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|-----|-----|-------|---|---|-----|-----------|---|--------|-----|-----------------------|-------------|---------|----------|------|---------|----|---|----|-----|---|----|---|-------|--------|
| 83 | 139 | 1-3 | 1 | 2 | HUD | Hudson | 4 | 4.400 | | E 131st St | CP3-CP4 | Between | Concrete | 20' | Tangent | 40 | 3 | 1 | 201 | 4 | No | At Approach to Direct Fixation Track | 1,809 | 16,080 |
| 84 | 101 | 4-4 | 1 | 5 | HUD | Hudson | 1 | 49.920 | | Phillips Landing Rd | CP46-CP53 | Between | Concrete | 25' | Tangent | 80 | 4 | 3 | 50 | 2 | No | South of Overpass 2 Closely Spaced Spots | 1,800 | 8,000 |
| 85 | 105 | 4-8 | 1 | 5 | HUD | Hudson | 1 | 52.545 | | Main St | CP46-CP53 | Between | Concrete | 22' | 1.000 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,800 | 16,000 |
| 86 | 104 | 4-7 | 1 | 5 | HUD | Hudson | 1 | 52.535 | | Main St | CP46-CP53 | Between | Concrete | 20' | 1.000 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,800 | 16,000 |
| 87 | 664 | 2-35 | 1 | 2 | HAR | Harlem | 1 | 10.237 | | E 207th St | CP106-CP112 | Between | Concrete | 70' | Tangent | 75 | 4 | 4 | 112 | 4 | No | At Impedance Bond | 1,792 | 25,200 |
| 88 | 2 | 2-15 | 1 | 2 | HAR | Harlem | 1 | 6.122 | | E 162nd St | CP106 | Within | Concrete | 100' | Tangent | 60 | 3 | 4 | 112 | 4 | No | At Melrose Station | 1,680 | 20,160 |
| 89 | 13 | 2-39 | 1 | 2 | HAR | Harlem | 1 | 10.850 | | E 216th St | CP106-CP112 | Between | Concrete | 80' | Tangent | 60 | 3 | 4 | 112 | 4 | No | | 1,680 | 20,160 |
| 90 | 154 | 7-5 | 1 | 7 | NHL | New Haven | 1 | 63.199 | 910 | | CP261-CP266 | Between | Concrete | 70' | 3.000 | 90 | 5 | 10 | 41 | 4 | No | | 1,640 | 33,210 |
| 91 | 22 | 5-48 | 1 | 3 | HAR | Harlem | 1 | 19.350 | | | CP119-CP121 | Between | Concrete | 20' | Tangent | 60 | 3 | 5 | 57 | 2 | No | At South Approach Bronx River Bridge | 1,539 | 6,840 |
| 92 | 113 | 4-16 | 1 | 5 | HUD | Hudson | 1 | 54.400 | | | CP53-CP58 | Between | Concrete | 16' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At IJ's | 1,500 | 4,500 |
| 93 | 608 | 4-100 | 1 | 5 | HUD | Hudson | 2 | 68.350 | | | CP61-CP72 | Between | Concrete | 14' | 0.533 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,500 | 4,500 |
| 94 | 168 | 6-51 | 1 | 6 | NHL | New Haven | 3 | 24.019 | 206 | Purchase St (Rte 120) | CP223-CP229 | Between | Concrete | 50' | 1.973 | 90 | 5 | 9 | 73 | 4 | No | East Bridge Approach | 1,460 | 39,420 |
| 95 | 79 | 2-112 | 1 | 2 | HAR | Harlem | 3 | 11.063 | | E 220th St | CP106-CP112 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 1,449 | 19,320 |
| 96 | 80 | 2-113 | 1 | 2 | HAR | Harlem | 3 | 11.380 | | E 226th St | CP106-CP112 | Between | Concrete | 30' | 1.567 | 60 | 3 | 4 | 161 | 4 | No | | 1,449 | 38,640 |
| 97 | 81 | 2-114 | 1 | 2 | HAR | Harlem | 3 | 11.410 | | E 227th St | CP106-CP112 | Between | Concrete | 30' | 1.567 | 60 | 3 | 4 | 161 | 4 | No | | 1,449 | 38,640 |
| 98 | 65 | 2-97 | 1 | 2 | HAR | Harlem | 3 | 9.632 | | Mosholu Pkwy | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 161 | 4 | No | At Gap in Overpass Mosholu Pkwy | 1,449 | 19,320 |
| 99 | 78 | 2-111 | 1 | 2 | HAR | Harlem | 3 | 10.991 | | E 219th St | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 161 | 4 | No | 50' South of MP 11 | 1,449 | 19,320 |
| 100 | 83 | 2-116 | 1 | 2 | HAR | Harlem | 3 | 11.451 | | E 228th St | CP106-CP112 | Between | Concrete | 20' | 1.567 | 60 | 3 | 4 | 161 | 4 | No | | 1,449 | 38,640 |
| 101 | 58 | 2-84 | 1 | 2 | HAR | Harlem | 3 | 5.025 | | E 140st St | CP5 | Within | Concrete | 30' | Tangent | 50 | 3 | 4 | 161 | 4 | No | Located Next to Switch on Track 1 | 1,449 | 16,100 |
| 102 | 60 | 2-86 | 1 | 2 | HAR | Harlem | 3 | 5.280 | | E146th St | CP5 | Within | Concrete | 30' | Tangent | 50 | 3 | 4 | 161 | 4 | No | Located North of Impedance Bonds for Southbound Signals CP5 | 1,449 | 16,100 |
| 103 | 665 | 2-70 | 1 | 2 | HAR | Harlem | 2 | 7.443 | | E 173rd St | CP106-CP112 | Between | Concrete | 40' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 78' South of Overpass | 1,386 | 18,480 |
| 104 | 666 | 2-71 | 1 | 2 | HAR | Harlem | 2 | 7.543 | | E 174th St | CP106-CP112 | Between | Concrete | 40' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 235' South of Cross Bronx Expy | 1,386 | 18,480 |
| 105 | 37 | 2-66 | 1 | 2 | HAR | Harlem | 2 | 7.039 | | St Pauls Pl | CP106-CP112 | Between | Concrete | 35' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 95' North of Impedance Bond | 1,386 | 18,480 |
| 106 | 29 | 2-58 | 1 | 2 | HAR | Harlem | 2 | 6.622 | | E 168th St | CP106-CP112 | Between | Concrete | 30' | 1.833 | 60 | 3 | 4 | 154 | 4 | No | Extends North From Overpass | 1,386 | 36,960 |
| 107 | 32 | 2-61 | 1 | 2 | HAR | Harlem | 2 | 6.716 | | E 169th St | CP106-CP112 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 154 | 4 | No | | 1,386 | 18,480 |
| 108 | 40 | 2-75 | 1 | 2 | HAR | Harlem | 2 | 8.757 | | E 189th St | CP106-CP112 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 40' South of Tunnel | 1,386 | 18,480 |
| 109 | 39 | 2-68 | 1 | 2 | HAR | Harlem | 2 | 7.119 | | E 171st St | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 154 | 4 | No | | 1,386 | 18,480 |
| 110 | 91 | 5-106 | 1 | 2 | HAR | Harlem | 4 | 16.750 | | Fisher Ave | CP116-CP117 | Between | Concrete | 25' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Crestwood Station Platform at Pedestrian Overpass at Break in 3rd Rail | 1,368 | 7,410 |
| 111 | 53 | 5-85 | 1 | 3 | HAR | Harlem | 2 | 20.605 | | | CP119-CP121 | Between | Concrete | 16' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Scarsdale Station Platform | 1,368 | 3,705 |
| 112 | 51 | 5-83 | 1 | 3 | HAR | Harlem | 2 | 20.580 | | Fennimore Rd | CP119-CP121 | Between | Concrete | 14' | Tangent | 65 | 4 | 5 | 57 | 2 | No | South of Scarsdale Station Platform at North End of Overpass | 1,368 | 3,705 |
| 113 | 124 | 2-197 | 1 | 5 | HUD | Hudson | 3 | 16.090 | | Point St | CP12-CP19 | Between | Concrete | 350' | 1.200 | 75 | 4 | 2 | 68 | 4 | No | Extends North and South of Pedestrian Overpass | 1,360 | 30,600 |
| 114 | 134 | 2-214 | 1 | 5 | HUD | Hudson | 3 | 18.200 | | | CP12-CP19 | Between | Concrete | 200' | Tangent | 75 | 4 | 2 | 68 | 4 | No | South of Pedestrian Overpass | 1,360 | 15,300 |
| 115 | 614 | 3-1 | 1 | 5 | HUD | Hudson | 3 | 18.400 | | | CP19 | Within | Concrete | 200' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Extends Through CP19 Switch 31 | 1,360 | 15,300 |
| 116 | 119 | 2-184 | 1 | 2 | HUD | Hudson | 3 | 12.960 | | W254th St | CP12-CP19 | Between | Concrete | 175' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Extends Both Directions from W254th St Overpass Up to Riverdale Station Platform | 1,360 | 15,300 |
| 117 | 120 | 2-186 | 1 | 5 | HUD | Hudson | 3 | 13.474 | | | CP12-CP19 | Between | Concrete | 150' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At North End of Retaining Wall | 1,360 | 15,300 |
| 118 | 125 | 2-199 | 1 | 5 | HUD | Hudson | 3 | 16.350 | | | CP12-CP19 | Between | Concrete | 110' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Glenwood Station Platform, Mud Flowing into Track | 1,360 | 15,300 |
| 119 | 121 | 2-187 | 1 | 5 | HUD | Hudson | 3 | 13.620 | | W261st St | CP12-CP19 | Between | Concrete | 100' | 1.250 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond North of Pedestrian Overpass | 1,360 | 30,600 |
| 120 | 136 | 3-24 | 1 | 5 | HUD | Hudson | 3 | 24.600 | | | CP19-CP25 | Between | Concrete | 160' | Tangent | 70 | 4 | 2 | 68 | 4 | No | Extends South From Impedance Bond CP25 Northbound Signal South to Tappan Zee Overpass | 1,360 | 14,280 |
| 121 | 10 | 2-34 | 1 | 2 | HAR | Harlem | 1 | 10.176 | | E 207th St | CP106-CP112 | Between | Concrete | 20' | Tangent | 75 | 4 | 4 | 112 | 4 | No | | 1,344 | 16,800 |
| 122 | 11 | 2-37 | 1 | 2 | HAR | Harlem | 1 | 10.482 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 20' | Tangent | 75 | 4 | 4 | 112 | 4 | No | At Break in 3rd Rail | 1,344 | 16,800 |
| 123 | 3 | 2-17 | 1 | 2 | HAR | Harlem | 1 | 6.629 | | E 168th St | CP106-CP112 | Between | Concrete | 70' | 1.833 | 60 | 3 | 4 | 112 | 4 | No | At Impedance Bond | 1,344 | 40,320 |
| 124 | 4 | 2-26 | 1 | 2 | HAR | Harlem | 1 | 8.496 | | E 183rd St | CP106-CP112 | Between | Concrete | 50' | 1.000 | 60 | 3 | 4 | 112 | 4 | No | | 1,344 | 40,320 |
| 125 | 7 | 2-29 | 1 | 2 | HAR | Harlem | 1 | 9.063 | | E 194th St | CP106-CP112 | Between | Concrete | 14' | 2.433 | 60 | 3 | 4 | 112 | 4 | No | Along Low Rail of Curve | 1,344 | 13,440 |
| 126 | 94 | 2-158 | 1 | 2 | HUD | Hudson | 1 | 4.955 | | E 183rd St | CP4-CP5 | Between | Concrete | 10' | 3.200 | 35 | 3 | 1 | 215 | 4 | No | Located at North End of E 183rd St Bridge | 1,290 | 22,575 |
| 127 | 95 | 2-159 | 1 | 2 | HUD | Hudson | 1 | 4.960 | | E 183rd St | CP4-CP5 | Between | Concrete | 10' | 3.200 | 35 | 3 | 1 | 215 | 4 | No | Located 180' North of E 183rd St Bridge | 1,290 | 22,575 |
| 128 | 70 | 2-102 | 1 | 2 | HAR | Harlem | 3 | 10.044 | | E 205th St | CP106-CP112 | Between | Concrete | 12' | Tangent | 75 | 4 | 4 | 161 | 4 | No | Along East Rail 230' North of MP 10 | 1,288 | 12,075 |
| 129 | 72 | 2-104 | 1 | 2 | HAR | Harlem | 3 | 10.420 | | Gun Hill Rd | CP106-CP112 | Between | Concrete | 12' | 1.567 | 75 | 4 | 4 | 161 | 4 | No | Along Low Rail of Curve | 1,288 | 24,150 |
| 130 | 85 | 2-118 | 1 | 2 | HAR | Harlem | 3 | 11.567 | | E 229th St | CP112 | Within | Concrete | 12' | Tangent | 65 | 4 | 4 | 161 | 4 | No | North of Impedance Bond CP112 NB3 | 1,288 | 10,465 |
| 131 | 177 | 6-68 | 1 | 6 | NHL | New Haven | 4 | 13.108 | 5 | N 14th Ave | CP212-CP215 | Between | Concrete | 30' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | Under Overpass | 1,224 | 16,320 |
| 132 | 103 | 4-6 | 1 | 5 | HUD | Hudson | 1 | 52.450 | | Lunn St | CP46-CP53 | Between | Concrete | 16' | 1.000 | 80 | 4 | 3 | 50 | 2 | No | At South End of Curve North of Cold Spring Station | 1,200 | 8,000 |
| 133 | 108 | 4-11 | 1 | 5 | HUD | Hudson | 1 | 52.980 | | | CP53 | Within | Concrete | 14' | Tangent | 80 | 4 | 3 | 50 | 2 | No | In Closure Area of Switch at Welds | 1,200 | 4,000 |
| 134 | 166 | 6-40 | 1 | 6 | NHL | New Haven | 3 | 22.061 | 171 | Harrison Ave | CP217-CP223 | Between | Concrete | 60' | 1.975 | 70 | 4 | 9 | 73 | 4 | No | 2 Closely Spaced Spots East of Signal Case | 1,168 | 30,660 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|------|-------------------|-------------|---------|----------|------|---------|----|---|----|-----|---|----|--|-------|--------|
| 135 | 180 | 6-94 | 1 | 6 | NHL | New Haven | 4 | 21.463 | 159 | West St | CP217-CP223 | Between | Concrete | 50' | 1.392 | 70 | 4 | 9 | 73 | 4 | No | At West End of Overpass | 1,168 | 30,660 |
| 136 | 172 | 6-59 | 1 | 6 | NHL | New Haven | 3 | 26.363 | 249 | | CP223-CP229 | Between | Concrete | 40' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond | 1,095 | 13,140 |
| 137 | 171 | 6-58 | 1 | 6 | NHL | New Haven | 3 | 25.728 | 237 | Willett Ave | CP223-CP229 | Between | Concrete | 26' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At West End of Curve West of Bridge Approach | 1,095 | 13,140 |
| 138 | 89 | 2-126 | 1 | 2 | HAR | Harlem | 4 | 5.700 | | Concourse Village | CP106 | Within | Concrete | 100' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Extends South of Concourse Village Overpass | 1,095 | 13,140 |
| 139 | 122 | 2-188 | 1 | 5 | HUD | Hudson | 3 | 13.700 | | W261st St | CP12-CP19 | Between | Concrete | 70' | 1.250 | 75 | 4 | 2 | 68 | 4 | No | On North Spiral of Curve | 1,088 | 30,600 |
| 140 | 127 | 2-207 | 1 | 5 | HUD | Hudson | 3 | 17.070 | | | CP12-CP19 | Between | Concrete | 70' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Previously Repaired Spot | 1,088 | 15,300 |
| 141 | 133 | 2-213 | 1 | 5 | HUD | Hudson | 3 | 17.800 | | | CP12-CP19 | Between | Concrete | 70' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | North of Impedance Bond | 1,088 | 15,300 |
| 142 | 138 | 3-36 | 1 | 5 | HUD | Hudson | 3 | 30.500 | | | CP26-CP33 | Between | Concrete | 50' | Tangent | 70 | 4 | 2 | 68 | 4 | No | | 1,088 | 14,280 |
| 143 | 175 | 7-46 | 1 | 7 | NHL | New Haven | 3 | 58.924 | 838 | Main St | CP257-CP261 | Between | Concrete | 320' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 1,025 | 11,070 |
| 144 | 174 | 7-45 | 1 | 7 | NHL | New Haven | 3 | 58.731 | 835 | W Broad St | CP257-CP261 | Between | Concrete | 90' | Tangent | 90 | 5 | 10 | 41 | 4 | No | East of Impedance Bond | 1,025 | 11,070 |
| 145 | 611 | 2-181 | 1 | 2 | HUD | Hudson | 3 | 4.820 | | Maj Deegan Expy | CP4 | Within | Concrete | 14' | Tangent | 35 | 3 | 1 | 169 | 4 | No | Located Near Signal Case South of Lubricator | 1,014 | 5,915 |
| 146 | 1 | 2-14 | 1 | 2 | HAR | Harlem | 1 | 5.707 | | E156th St | CP106 | Within | Concrete | 30' | Tangent | 60 | 3 | 4 | 112 | 4 | No | At South End of Overpass | 1,008 | 13,440 |
| 147 | 661 | 2-18 | 1 | 2 | HAR | Harlem | 1 | 6.696 | | E 168th St | CP106-CP112 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 112 | 4 | No | | 1,008 | 13,440 |
| 148 | 662 | 2-19 | 1 | 2 | HAR | Harlem | 1 | 6.947 | | E 170th St | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 112 | 4 | No | At South End of Bridge, Extends Under Bridge | 1,008 | 13,440 |
| 149 | 658 | 2-1 | 1 | 2 | HAR | Harlem | 1 | 5.127 | | E141 St St | CP5 | Within | Concrete | 30' | Tangent | 50 | 3 | 4 | 112 | 4 | No | Located at Impedance Bond South of Switch on Track 2 | 1,008 | 11,200 |
| 150 | 659 | 2-2 | 1 | 2 | HAR | Harlem | 1 | 5.148 | | E146th St | CP5 | Within | Concrete | 30' | Tangent | 50 | 3 | 4 | 112 | 4 | No | Located South of Long Switch Ties | 1,008 | 11,200 |
| 151 | 660 | 2-3 | 1 | 2 | HAR | Harlem | 1 | 5.232 | | E146th St | CP5 | Within | Concrete | 30' | Tangent | 50 | 3 | 4 | 112 | 4 | No | Located North of Long Switch Ties | 1,008 | 11,200 |
| 152 | 84 | 2-117 | 1 | 2 | HAR | Harlem | 3 | 11.492 | | E 228th St | CP106-CP112 | Between | Concrete | 18' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 966 | 9,660 |
| 153 | 74 | 2-107 | 1 | 2 | HAR | Harlem | 3 | 10.698 | | E 213th St | CP106-CP112 | Between | Concrete | 14' | Tangent | 60 | 3 | 4 | 161 | 4 | No | | 966 | 9,660 |
| 154 | 69 | 2-101 | 1 | 2 | HAR | Harlem | 3 | 9.991 | | E 205th St | CP106-CP112 | Between | Concrete | 10' | 3.000 | 60 | 3 | 4 | 161 | 4 | No | 50' South of MP10 | 966 | 28,980 |
| 155 | 59 | 2-85 | 1 | 2 | HAR | Harlem | 3 | 5.179 | | E144th St | CP5 | Within | Concrete | 16' | Tangent | 50 | 3 | 4 | 161 | 4 | No | Located Adjacent to Frog on Track 1 | 966 | 8,050 |
| 156 | 667 | 2-72 | 1 | 2 | HAR | Harlem | 2 | 7.836 | | E Tremont Ave | CP106-CP112 | Between | Concrete | 18' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 40' North of Overpass | 924 | 9,240 |
| 157 | 28 | 2-57 | 1 | 2 | HAR | Harlem | 2 | 6.607 | | E 168th St | CP106-CP112 | Between | Concrete | 14' | 1.833 | 60 | 3 | 4 | 154 | 4 | No | South of Impedance Bond | 924 | 18,480 |
| 158 | 34 | 2-63 | 1 | 2 | HAR | Harlem | 2 | 6.807 | | E 169th St | CP106-CP112 | Between | Concrete | 14' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 140' North of Overpass | 924 | 9,240 |
| 159 | 150 | 2-226 | 1 | 5 | HUD | Hudson | 4 | 16.746 | | JFK Memorial Dr | CP12-CP19 | Between | Concrete | 50' | 0.750 | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond A16 | 912 | 12,825 |
| 160 | 8 | 2-32 | 1 | 2 | HAR | Harlem | 1 | 10.022 | | E 205th St | CP106-CP112 | Between | Concrete | 12' | Tangent | 75 | 4 | 4 | 112 | 4 | No | 40' South of Track 2 3rd Rail End Ramp | 896 | 8,400 |
| 161 | 165 | 6-39 | 1 | 6 | NHL | New Haven | 3 | 22.038 | 171 | | CP217-CP223 | Between | Concrete | 45' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Multiple Closely Spaced Spots West of Signal Case | 876 | 10,220 |
| 162 | 182 | 6-97 | 1 | 6 | NHL | New Haven | 4 | 21.973 | 170 | Broadway | CP217-CP223 | Between | Concrete | 32' | 1.392 | 70 | 4 | 9 | 73 | 4 | No | At West End of Overpass | 876 | 20,440 |
| 163 | 164 | 6-38 | 1 | 6 | NHL | New Haven | 3 | 21.885 | 148 | N Barry Ave | CP217-CP223 | Between | Concrete | 22' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 876 | 10,220 |
| 164 | 181 | 6-96 | 1 | 6 | NHL | New Haven | 4 | 21.967 | 170 | Broadway | CP217-CP223 | Between | Concrete | 22' | 1.392 | 70 | 4 | 9 | 73 | 4 | No | Along Low Rail of Curve East End of Curve | 876 | 20,440 |
| 165 | 183 | 6-101 | 1 | 6 | NHL | New Haven | 4 | 22.859 | 185 | | CP217-CP223 | Between | Concrete | 20' | Tangent | 70 | 4 | 9 | 73 | 4 | No | 40' East of Track Magnets Weeds Growing in Track | 876 | 10,220 |
| 166 | 160 | 7-36 | 1 | 7 | NHL | New Haven | 2 | 68.567 | 1003 | | CP266-CP271 | Between | Concrete | 50' | Tangent | 90 | 5 | 10 | 41 | 4 | No | 3 Closely Spaced Spots | 820 | 11,070 |
| 167 | 153 | 7-4 | 1 | 7 | NHL | New Haven | 1 | 63.183 | 910 | | CP261-CP266 | Between | Concrete | 14' | 3.000 | 90 | 5 | 10 | 41 | 4 | No | Along Low Rail of Curve | 820 | 11,070 |
| 168 | 126 | 2-206 | 1 | 5 | HUD | Hudson | 3 | 17.047 | | | CP12-CP19 | Between | Concrete | 40' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Break in 3rd Rail | 816 | 10,200 |
| 169 | 132 | 2-212 | 1 | 5 | HUD | Hudson | 3 | 17.700 | | | CP12-CP19 | Between | Concrete | 35' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond | 816 | 10,200 |
| 170 | 128 | 2-208 | 1 | 5 | HUD | Hudson | 3 | 17.200 | | | CP12-CP19 | Between | Concrete | 20' | 1.550 | 75 | 4 | 2 | 68 | 4 | No | South of Foot Bridge | 816 | 20,400 |
| 171 | 129 | 2-209 | 1 | 5 | HUD | Hudson | 3 | 17.300 | | | CP12-CP19 | Between | Concrete | 20' | 1.550 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond | 816 | 20,400 |
| 172 | 131 | 2-211 | 1 | 5 | HUD | Hudson | 3 | 17.650 | | | CP12-CP19 | Between | Concrete | 20' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | Along Low Side of Curve On North Spiral of Curve | 816 | 10,200 |
| 173 | 109 | 4-12 | 1 | 5 | HUD | Hudson | 1 | 53.090 | | | CP53 | Within | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At Southbound Signal CP53 | 750 | 4,500 |
| 174 | 111 | 4-14 | 1 | 5 | HUD | Hudson | 1 | 53.700 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At IJ's | 750 | 4,500 |
| 175 | 115 | 4-18 | 1 | 5 | HUD | Hudson | 1 | 54.700 | | | CP53-CP58 | Between | Concrete | 10' | 1.200 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 750 | 9,000 |
| 176 | 610 | 4-102 | 1 | 5 | HUD | Hudson | 2 | 71.650 | | | CP61-CP72 | Between | Concrete | 5' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At Whistle Board at South End of Curve | 750 | 4,500 |
| 177 | 185 | 6-115 | 1 | 6 | NHL | New Haven | 4 | 25.585 | 234 | West Chester Ave | CP223-CP229 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Port Chester Station Platform | 730 | 6,570 |
| 178 | 148 | 2-222 | 1 | 5 | HUD | Hudson | 4 | 13.620 | | W261st St | CP12-CP19 | Between | Concrete | 40' | 1.250 | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond North of Pedestrian Overpass | 684 | 17,100 |
| 179 | 14 | 2-40 | 1 | 2 | HAR | Harlem | 1 | 10.985 | | E 219th St | CP106-CP112 | Between | Concrete | 15' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 80' South of MP 11 | 672 | 6,720 |
| 180 | 672 | 2-161 | 1 | 2 | HUD | Hudson | 1 | 6.050 | | Maj Deegan Expy | CP6-CP8 | Between | Concrete | 50' | Tangent | 45 | 3 | 2 | 28 | 3 | No | Under Maj Deegan Expy Overpass North of Yankees Station Platform | 672 | 3,780 |
| 181 | 86 | 2-123 | 1 | 2 | HAR | Harlem | 4 | 5.595 | | E 153rd St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | | 657 | 17,520 |
| 182 | 88 | 2-125 | 1 | 2 | HAR | Harlem | 4 | 5.629 | | E 150th St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | | 657 | 17,520 |
| 183 | 186 | 7-51 | 1 | 7 | NHL | New Haven | 4 | 48.839 | 657 | Center St | CP248 | Within | Concrete | 14' | Tangent | 90 | 5 | 10 | 63 | 4 | No | Impedance Bond Westbound Signal CP248 West of MOW Pad and Southport Station Platform | 630 | 5,670 |
| 184 | 159 | 7-35 | 1 | 7 | NHL | New Haven | 2 | 68.453 | 1001 | | CP266-CP271 | Between | Concrete | 36' | Tangent | 90 | 5 | 10 | 41 | 4 | No | 2 Closely Spaced Spots | 615 | 7,380 |
| 185 | 162 | 7-41 | 1 | 7 | NHL | New Haven | 2 | 70.319 | 1032 | | CP266-CP271 | Between | Concrete | 30' | Tangent | 90 | 5 | 10 | 41 | 4 | No | 2 Closely Spaced Spots | 615 | 7,380 |
| 186 | 161 | 7-39 | 1 | 7 | NHL | New Haven | 2 | 70.075 | 1028 | | CP266-CP271 | Between | Concrete | 28' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Impedance Bond | 615 | 7,380 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|-----|--------|------|-----------------------|-------------|---------|----------|------|---------|----|---|----|-----|---|----|--|-------|--------|
| 187 | 176 | 7-49 | 1 | 7 | NHL | New Haven | 3 | 60.613 | 869A | | CP261 | Within | Concrete | 20' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 615 | 7,380 |
| 188 | 100 | 4-3 | 1 | 5 | HUD | Hudson | 1 | 49.900 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | Garrison Station Platform | 600 | 4,000 |
| 189 | 106 | 4-9 | 1 | 5 | HUD | Hudson | 1 | 52.700 | | | CP46-CP53 | Between | Concrete | 10' | 1.000 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 600 | 8,000 |
| 190 | 107 | 4-10 | 1 | 5 | HUD | Hudson | 1 | 52.900 | | | CP53 | Within | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | At Heel of Switch | 600 | 4,000 |
| 191 | 163 | 6-35 | 1 | 6 | NHL | New Haven | 3 | 21.490 | 160 | West St | CP217-CP223 | Between | Concrete | 16' | 1.392 | 70 | 4 | 9 | 73 | 4 | No | Along Low Rail of Curve East of Overpass | 584 | 10,220 |
| 192 | 167 | 6-43 | 1 | 6 | NHL | New Haven | 3 | 22.101 | 171 | Harrison Ave | CP217-CP223 | Between | Concrete | 16' | Tangent | 70 | 4 | 9 | 73 | 4 | No | West of Overpass | 584 | 5,110 |
| 193 | 82 | 2-115 | 1 | 2 | HAR | Harlem | 3 | 11.415 | | E 227th St | CP106-CP112 | Between | Concrete | 10' | 1.567 | 60 | 3 | 4 | 161 | 4 | No | Along Low Rail of Curve | 483 | 19,320 |
| 194 | 57 | 2-83 | 1 | 2 | HAR | Harlem | 3 | 5.020 | | E 140st St | CP5 | Within | Concrete | 10' | Tangent | 50 | 3 | 4 | 161 | 4 | No | Located North of Impedance Bond | 483 | 8,050 |
| 195 | 675 | 2-227 | 1 | 5 | HUD | Hudson | 4 | 17.210 | | | CP19-CP25 | Between | Concrete | 15' | 1.550 | 75 | 4 | 2 | 57 | 4 | No | Under Footbridge Footbridge | 456 | 8,550 |
| 196 | 146 | 2-220 | 1 | 2 | HUD | Hudson | 4 | 11.620 | | | CP12 | Within | Concrete | 10' | Tangent | 75 | 4 | 2 | 57 | 3 | No | Under Pedestrian Overpass | 456 | 4,275 |
| 197 | 97 | 2-170 | 1 | 2 | HUD | Hudson | 1 | 11.500 | | | CP11-CP12 | Between | Concrete | 60' | Tangent | 30 | 2 | 2 | 28 | 3 | No | 60' North of 3rd Rail Break on Adjacent Track | 448 | 2,520 |
| 198 | 157 | 7-33 | 1 | 7 | NHL | New Haven | 2 | 68.387 | 1000 | | CP266-CP271 | Between | Concrete | 16' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 410 | 3,690 |
| 199 | 158 | 7-34 | 1 | 7 | NHL | New Haven | 2 | 68.437 | 1001 | | CP266-CP271 | Between | Concrete | 16' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 410 | 3,690 |
| 200 | 152 | 7-1 | 1 | 7 | NHL | New Haven | 1 | 61.975 | 888 | | CP261-CP266 | Between | Concrete | 14' | 1.250 | 90 | 5 | 10 | 41 | 4 | No | At Impedance Bond | 410 | 7,380 |
| 201 | 178 | 6-69 | 1 | 6 | NHL | New Haven | 4 | 13.142 | 6 | South St | CP212-CP215 | Between | Concrete | 10' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | Along Low Rail at East End of Curve | 408 | 8,160 |
| 202 | 169 | 6-52 | 1 | 6 | NHL | New Haven | 3 | 24.032 | 206 | Purchase St (Rte 120) | CP223-CP229 | Between | Concrete | 8' | 1.973 | 90 | 5 | 9 | 73 | 4 | No | Along Low Rail of Curve | 365 | 13,140 |
| 203 | 606 | 2-24 | 1 | 2 | HAR | Harlem | 1 | 7.750 | | E 176th St | CP106-CP112 | Between | Concrete | 10' | Tangent | 60 | 3 | 4 | 112 | 4 | No | | 336 | 6,720 |
| 204 | 123 | 2-196 | 1 | 5 | HUD | Hudson | 3 | 16.062 | | | CP12-CP19 | Between | Concrete | 10' | 1.200 | 75 | 4 | 2 | 68 | 4 | No | Along Low Rail of Curve South of Pedestrian Overpass | 272 | 10,200 |
| 205 | 130 | 2-210 | 1 | 5 | HUD | Hudson | 3 | 17.450 | | | CP12-CP19 | Between | Concrete | 10' | 1.550 | 75 | 4 | 2 | 68 | 4 | No | On North Spiral of Curve | 272 | 10,200 |
| 206 | 135 | 2-215 | 1 | 5 | HUD | Hudson | 3 | 18.320 | | | CP19 | Within | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond North Bound Signal CP19 | 272 | 5,100 |
| 207 | 149 | 2-223 | 1 | 5 | HUD | Hudson | 4 | 13.650 | | W261st St | CP12-CP19 | Between | Concrete | 10' | 1.250 | 75 | 4 | 2 | 57 | 4 | No | | 228 | 8,550 |
| 208 | 676 | 2-228 | 1 | 5 | HUD | Hudson | 4 | 17.300 | | | CP19-CP25 | Between | Concrete | 10' | 1.550 | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond North of Footbridge | 228 | 8,550 |
| 209 | 87 | 2-124 | 1 | 2 | HAR | Harlem | 4 | 5.627 | | E 153rd St | CP5-CP106 | Between | Concrete | 10' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | | 219 | 8,760 |
| 210 | 155 | 7-30 | 1 | 7 | NHL | New Haven | 2 | 68.271 | 998 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 211 | 156 | 7-31 | 1 | 7 | NHL | New Haven | 2 | 68.289 | 998 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 212 | 151 | 6-1 | 1 | 6 | NHL | New Haven | 1 | 13.080 | 8 | S 14th Ave | CP212-CP215 | Between | Concrete | 6' | Tangent | 60 | 3 | 8 | 68 | 4 | No | Under Overpass | 204 | 4,080 |
| 213 | 179 | 6-70 | 1 | 6 | NHL | New Haven | 4 | 13.235 | 8 | W Lincoln Ave | CP212-CP215 | Between | Concrete | 6' | Tangent | 60 | 3 | 8 | 68 | 4 | No | Under Overpass at Signal Case | 204 | 4,080 |
| 214 | 147 | 2-230 | 1 | 2 | HUD | Hudson | 1-2 | 9.900 | | Teumissin Pl | CP10 | Within | Concrete | 100' | Tangent | 75 | 4 | 2 | 1 | 2 | No | On 1 to 2 Crossover | 60 | 225 |
| 215 | 212 | 5-58 | 2 | 3 | HAR | Harlem | 1 | 22.410 | | Main St | CP121-CP123 | Between | Concrete | 90' | 3.933 | 35 | 3 | 5 | 57 | 2 | No | Through Main Street Bridge at South End White Plains Station Ties not Evenly Spaced | 5,130 | 17,955 |
| 216 | 232 | 5-97 | 2 | 3 | HAR | Harlem | 2 | 22.410 | | Main St | CP121-CP123 | Between | Concrete | 90' | 3.500 | 35 | 3 | 5 | 57 | 2 | No | Through Main Street Bridge Previously Repaired Spot at South End White Plains Station Ties not Evenly Spaced | 5,130 | 17,955 |
| 217 | 256 | 4-30 | 2 | 5 | HUD | Hudson | 1 | 58.050 | | | CP53-CP58 | Between | Concrete | 275' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Multiple Closely Spaced Spots | 3,750 | 13,500 |
| 218 | 219 | 2-79 | 2 | 2 | HAR | Harlem | 2 | 10.232 | | E 207th St | CP106-CP112 | Between | Concrete | 90' | Tangent | 75 | 4 | 4 | 154 | 4 | No | At Impedance Bond | 3,080 | 34,650 |
| 219 | 208 | 5-43 | 2 | 3 | HAR | Harlem | 1 | 19.050 | | Bronx River Pkwy | CP119-CP121 | Between | Concrete | 40' | 2.500 | 60 | 3 | 5 | 57 | 2 | No | North From North End Scarsdale Station Platform | 3,078 | 13,680 |
| 220 | 209 | 5-46 | 2 | 3 | HAR | Harlem | 1 | 19.150 | | Bronx River Pkwy | CP119-CP121 | Between | Concrete | 32' | 2.500 | 60 | 3 | 5 | 57 | 2 | No | Along Low Rail of Curve | 3,078 | 13,680 |
| 221 | 293 | 6-5 | 2 | 6 | NHL | New Haven | 2 | 41.312 | 526 | Washington St | CP241 | Within | Concrete | 32' | 4.067 | 90 | 5 | 10 | 63 | 4 | No | At East Approach to Bridge Adjacent to Brick Museum Building | 2,835 | 34,020 |
| 222 | 231 | 5-92 | 2 | 3 | HAR | Harlem | 2 | 21.720 | | Bronx River Expy | CP121-CP123 | Between | Concrete | 50' | Tangent | 65 | 4 | 5 | 57 | 2 | No | At Bronx River Bridge South of Bronx River Expy Overpass | 2,736 | 11,115 |
| 223 | 223 | 5-71 | 2 | 2 | HAR | Harlem | 2 | 14.700 | | | CP113-CP116 | Between | Concrete | 30' | 2.367 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve South of Impedance Bond | 2,736 | 14,820 |
| 224 | 216 | 2-52 | 2 | 2 | HAR | Harlem | 2 | 5.669 | | Concourse Village | CP106 | Within | Concrete | 90' | Tangent | 60 | 3 | 4 | 154 | 4 | No | Extends South of Concourse Village Overpass at Breaking 3rd Rail | 2,310 | 27,720 |
| 225 | 248 | 4-22 | 2 | 5 | HUD | Hudson | 1 | 55.900 | | | CP53-CP58 | Between | Concrete | 30' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | At South End of Cut | 2,250 | 18,000 |
| 226 | 249 | 4-23 | 2 | 5 | HUD | Hudson | 1 | 56.280 | | | CP53-CP58 | Between | Concrete | 30' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 2,250 | 9,000 |
| 227 | 257 | 4-31 | 2 | 5 | HUD | Hudson | 1 | 58.100 | | | CP53-CP58 | Between | Concrete | 30' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 2,250 | 9,000 |
| 228 | 247 | 4-21 | 2 | 5 | HUD | Hudson | 1 | 55.850 | | | CP53-CP58 | Between | Concrete | 28' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At South End of Curve | 2,250 | 9,000 |
| 229 | 258 | 4-32 | 2 | 5 | HUD | Hudson | 1 | 58.770 | | | CP58 | Within | Concrete | 20' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | At IJ's and Southbound Signals CP58 | 2,250 | 18,000 |
| 230 | 259 | 4-33 | 2 | 5 | HUD | Hudson | 1 | 58.780 | | | CP58-CP61 | Between | Concrete | 20' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | North of Southbound Signals CP58 | 2,250 | 18,000 |
| 231 | 319 | 6-107 | 2 | 6 | NHL | New Haven | 4 | 24.028 | 206 | Purchase St (Rte 120) | CP223-CP229 | Between | Concrete | 40' | 2.973 | 90 | 5 | 9 | 73 | 4 | No | Previously Repaired Between Bridge and Rye Station | 2,190 | 26,280 |
| 232 | 203 | 5-34 | 2 | 2 | HAR | Harlem | 1 | 17.240 | | | CP117 | Within | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Extends North From Impedance Bond | 2,052 | 7,410 |
| 233 | 204 | 5-35 | 2 | 2 | HAR | Harlem | 1 | 17.300 | | | CP117 | Within | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Adjacent to Frog CP116 Switch 51A | 2,052 | 7,410 |
| 234 | 230 | 5-91 | 2 | 3 | HAR | Harlem | 2 | 21.650 | | | CP121-CP123 | Between | Concrete | 40' | 1.317 | 65 | 4 | 5 | 57 | 2 | No | | 2,052 | 14,820 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-----|------------------|-------------|---------|---------------|------|---------|----|---|----|-----|---|----|---|-------|--------|
| 235 | 211 | 5-53 | 2 | 3 | HAR | Harlem | 1 | 19.750 | | | CP119-CP121 | Between | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 2 | No | South of Impedance Bond at North End of Curve | 2,052 | 7,410 |
| 236 | 228 | 5-88 | 2 | 3 | HAR | Harlem | 2 | 21.180 | | | CP121 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 2 | No | North of Point of Switch CP121 Switch 12B | 2,052 | 7,410 |
| 237 | 229 | 5-89 | 2 | 3 | HAR | Harlem | 2 | 21.200 | | | CP121 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 2 | No | At Impedance Bond Southbound Signal CP121 | 2,052 | 7,410 |
| 238 | 206 | 5-41 | 2 | 2 | HAR | Harlem | 1 | 18.250 | | Harney Rd | CP117-CP119 | Between | Concrete | 60' | Tangent | 60 | 3 | 5 | 57 | 2 | No | 2 Closely Spaced Spots | 2,052 | 10,260 |
| 239 | 226 | 5-76 | 2 | 2 | HAR | Harlem | 2 | 18.300 | | Harney Rd | CP117-CP119 | Between | Concrete | 60' | Tangent | 60 | 3 | 5 | 57 | 2 | No | Through Impedance Bond North of Overpass | 2,052 | 10,260 |
| 240 | 208 | 5-43 | 2 | 3 | HAR | Harlem | 1 | 19.050 | | Bronx River Pkwy | CP119-CP121 | Between | Concrete | 15' | 2.500 | 60 | 3 | 5 | 57 | 2 | No | North End Overpass | 2,052 | 6,840 |
| 241 | 300 | 7-22 | 2 | 7 | NHL | New Haven | 2 | 59.859 | 855 | | CP257-CP261 | Between | Concrete | 200' | 2.050 | 90 | 5 | 10 | 41 | 4 | No | Multiple Spots Along Low Rail of Curve | 2,050 | 22,140 |
| 242 | 198 | 5-6 | 2 | 2 | HAR | Harlem | 1 | 14.100 | | | CP113-CP116 | Between | Concrete-Wood | 50' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At North End Platform 2 Fleetwood Station Previously Repaired | 1,824 | 11,115 |
| 243 | 191 | 2-30 | 2 | 2 | HAR | Harlem | 1 | 9.848 | | E 204th St | CP106-CP112 | Between | Concrete | 150' | Tangent | 60 | 3 | 4 | 112 | 4 | No | Extends South from Overpass | 1,680 | 20,160 |
| 244 | 262 | 2-195 | 2 | 5 | HUD | Hudson | 3 | 15.600 | | Babcock Place | CP12-CP19 | Between | Concrete | 30' | 2.367 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond Under Overpass | 1,632 | 20,400 |
| 245 | 227 | 5-78 | 2 | 3 | HAR | Harlem | 2 | 19.200 | | | CP119-CP121 | Between | Concrete | 40' | Tangent | 60 | 3 | 5 | 57 | 2 | No | At Impedance Bond | 1,539 | 6,840 |
| 246 | 205 | 5-38 | 2 | 2 | HAR | Harlem | 1 | 17.800 | | | CP117-CP119 | Between | Concrete | 30' | Tangent | 60 | 3 | 5 | 57 | 2 | No | Through Impedance Bond | 1,539 | 6,840 |
| 247 | 207 | 5-42 | 2 | 2 | HAR | Harlem | 1 | 18.300 | | Harney Rd | CP117-CP119 | Between | Concrete | 25' | Tangent | 60 | 3 | 5 | 57 | 2 | No | Through Impedance Bond North of Overpass | 1,539 | 6,840 |
| 248 | 213 | 5-59 | 2 | 3 | HAR | Harlem | 1 | 23.380 | | Cemetery St | CP121-CP123 | Between | Concrete | 30' | Tangent | 50 | 3 | 5 | 57 | 2 | No | South of Impedance Bond Northbound Signal CP123 at Break in 3rd Rail | 1,539 | 5,700 |
| 249 | 246 | 4-20 | 2 | 5 | HUD | Hudson | 1 | 55.550 | | | CP53-CP58 | Between | Concrete | 18' | 1.000 | 90 | 5 | 3 | 50 | 2 | No | | 1,500 | 9,000 |
| 250 | 254 | 4-28 | 2 | 5 | HUD | Hudson | 1 | 57.770 | | | CP53-CP58 | Between | Concrete | 12' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve at South Approach Fishkill Creek Bridge | 1,500 | 9,000 |
| 251 | 321 | 6-119 | 2 | 6 | NHL | New Haven | 4 | 30.669 | 326 | Heatherstone Dr | CP230-CP232 | Between | Concrete | 50' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Weeds Growing in Track | 1,460 | 19,710 |
| 252 | 233 | 2-93 | 2 | 2 | HAR | Harlem | 3 | 7.504 | | E 173rd St | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 161 | 4 | No | 120' North of Overpass | 1,449 | 19,320 |
| 253 | 217 | 2-69 | 2 | 2 | HAR | Harlem | 2 | 7.201 | | Claremont Pkwy | CP106-CP112 | Between | Concrete | 25' | Tangent | 60 | 3 | 4 | 154 | 4 | No | 29' South of Overpass | 1,386 | 18,480 |
| 254 | 215 | 2-47 | 2 | 2 | HAR | Harlem | 2 | 5.360 | | E149th St | CP5 | Within | Concrete | 20' | 1.500 | 60 | 3 | 4 | 154 | 4 | No | At Impedance Bond Southbound Signal CP5 | 1,386 | 36,960 |
| 255 | 201 | 5-28 | 2 | 2 | HAR | Harlem | 1 | 16.450 | | | CP116 | Within | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond Adjacent to CP116 Switch 12B | 1,368 | 7,410 |
| 256 | 199 | 5-12 | 2 | 2 | HAR | Harlem | 1 | 15.200 | | | CP113-CP116 | Between | Concrete | 30' | 0.617 | 65 | 4 | 5 | 57 | 3 | No | 2 Closely Spaced Spots Adjacent to Spot End Bronxville Platform 4 | 1,368 | 7,410 |
| 257 | 200 | 5-16 | 2 | 2 | HAR | Harlem | 1 | 15.390 | | | CP113-CP116 | Between | Concrete | 30' | 0.933 | 65 | 4 | 5 | 57 | 3 | No | Bronxville Station Platform at South End of Curve | 1,368 | 7,410 |
| 258 | 222 | 5-65 | 2 | 2 | HAR | Harlem | 2 | 14.120 | | | CP113-CP116 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At North End Fleetwood Station | 1,368 | 7,410 |
| 259 | 240 | 5-102 | 2 | 2 | HAR | Harlem | 4 | 15.850 | | | CP113-CP116 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At South End Tuckahoe Station Platform | 1,368 | 7,410 |
| 260 | 241 | 5-103 | 2 | 2 | HAR | Harlem | 4 | 15.950 | | | CP113-CP116 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Tuckahoe Station Platform | 1,368 | 7,410 |
| 261 | 242 | 5-104 | 2 | 2 | HAR | Harlem | 4 | 16.040 | | | CP113-CP116 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Tuckahoe Station Platform South of Pedestrian Overpass | 1,368 | 7,410 |
| 262 | 243 | 5-105 | 2 | 2 | HAR | Harlem | 4 | 16.650 | | | CP116 | Within | Concrete-Wood | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | North of CP116 Switch 24B Previously Repaired | 1,368 | 7,410 |
| 263 | 225 | 5-73 | 2 | 2 | HAR | Harlem | 2 | 16.627 | | | CP116 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 3 | No | South of Impedance Bond Southbound Signal CP116 | 1,368 | 7,410 |
| 264 | 210 | 5-49 | 2 | 3 | HAR | Harlem | 1 | 19.500 | | | CP119-CP121 | Between | Concrete | 14' | Tangent | 65 | 4 | 5 | 57 | 2 | No | | 1,368 | 3,705 |
| 265 | 264 | 2-200 | 2 | 5 | HUD | Hudson | 3 | 16.450 | | | CP12-CP19 | Between | Concrete | 130' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Extends South of 3rd Rail Break North of Glenwood Station Platform | 1,360 | 15,300 |
| 266 | 274 | 3-20 | 2 | 5 | HUD | Hudson | 3 | 23.650 | | | CP19-CP25 | Between | Concrete | 130' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track South of Pedestrian Bridge at South End of Curve | 1,360 | 15,300 |
| 267 | 270 | 3-6 | 2 | 5 | HUD | Hudson | 3 | 19.600 | | | CP19-CP25 | Between | Concrete | 100' | 0.500 | 75 | 4 | 2 | 68 | 4 | No | At North End of Curve | 1,360 | 15,300 |
| 268 | 280 | 3-35 | 2 | 5 | HUD | Hudson | 3 | 30.350 | | | CP26-CP33 | Between | Concrete | 100' | Tangent | 70 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 1,360 | 14,280 |
| 269 | 192 | 2-36 | 2 | 2 | HAR | Harlem | 1 | 10.273 | | E 207th St | CP106-CP112 | Between | Concrete | 30' | 1.567 | 75 | 4 | 4 | 112 | 4 | No | Along Low Rail of Curve | 1,344 | 33,600 |
| 270 | 194 | 2-43 | 2 | 2 | HAR | Harlem | 1 | 11.613 | | E 230th St | CP112 | Within | Concrete | 20' | Tangent | 65 | 4 | 4 | 112 | 4 | No | Adjacent to Switch | 1,344 | 14,560 |
| 271 | 289 | 7-6 | 2 | 7 | NHL | New Haven | 1 | 63.276 | 911 | | CP261-CP266 | Between | Concrete | 22' | 3.000 | 90 | 5 | 10 | 41 | 4 | No | Millford Station Platform Along Low Rail of Curve | 1,230 | 22,140 |
| 272 | 297 | 7-19 | 2 | 7 | NHL | New Haven | 2 | 59.733 | 853 | | CP257-CP261 | Between | Concrete | 20' | 2.050 | 90 | 5 | 10 | 41 | 4 | No | | 1,230 | 14,760 |
| 273 | 312 | 6-57 | 2 | 6 | NHL | New Haven | 3 | 25.699 | 236 | King St | CP223-CP229 | Between | Concrete | 44' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East Bridge Approach | 1,095 | 13,140 |
| 274 | 311 | 6-31 | 2 | 6 | NHL | New Haven | 3 | 20.580 | 144 | Jefferson St | CP217-CP223 | Between | Concrete | 32' | Tangent | 90 | 5 | 9 | 73 | 4 | No | On and Through West Bridge Approach | 1,095 | 13,140 |
| 275 | 273 | 3-19 | 2 | 5 | HUD | Hudson | 3 | 23.500 | | | CP19-CP25 | Between | Concrete | 70' | Tangent | 75 | 4 | 2 | 68 | 4 | No | North of Impedance Bond | 1,088 | 15,300 |
| 276 | 267 | 2-203 | 2 | 5 | HUD | Hudson | 3 | 16.746 | | JFK Memorial Dr | CP12-CP19 | Between | Concrete | 50' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond A16 | 1,088 | 15,300 |
| 277 | 276 | 3-31 | 2 | 5 | HUD | Hudson | 3 | 28.750 | | | CP26-CP33 | Between | Concrete | 50' | Tangent | 70 | 4 | 2 | 68 | 4 | No | | 1,088 | 14,280 |
| 278 | 214 | 5-60 | 2 | 3 | HAR | Harlem | 1 | 23.620 | | | CP123 | Within | Concrete | 16' | Tangent | 50 | 3 | 5 | 57 | 2 | No | Between Impedance Bond Southbound Signal CP123 and Switch N21B | 1,026 | 2,850 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-----|-------------------|-------------|---------|----------|-----|---------|----|---|----|-----|---|----|---|-------|--------|
| 279 | 288 | 7-3 | 2 | 7 | NHL | New Haven | 1 | 62.964 | 905 | Beardsley Ave | CP261-CP266 | Between | Concrete | 85' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 1,025 | 11,070 |
| 280 | 188 | 2-13 | 2 | 2 | HAR | Harlem | 1 | 5.658 | | E156th St | CP5-CP106 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 50' South of Impedance Bond North Bound Signal CP106 | 1,008 | 13,440 |
| 281 | 193 | 2-42 | 2 | 2 | HAR | Harlem | 1 | 11.450 | | E 228th St | CP106-CP112 | Between | Concrete | 30' | 1.567 | 60 | 3 | 4 | 112 | 4 | No | | 1,008 | 26,880 |
| 282 | 187 | 2-12 | 2 | 2 | HAR | Harlem | 1 | 5.641 | | E156th St | CP5-CP106 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 140' South of Impedance Bond North Bound Signal CP106 | 1,008 | 13,440 |
| 283 | 189 | 2-16 | 2 | 2 | HAR | Harlem | 1 | 6.518 | | E 167th St | CP106-CP112 | Between | Concrete | 20' | 1.833 | 60 | 3 | 4 | 112 | 4 | No | 65' South of Overpass | 1,008 | 26,880 |
| 284 | 218 | 2-74 | 2 | 2 | HAR | Harlem | 2 | 8.232 | | E 180th St | CP106-CP112 | Between | Concrete | 14' | Tangent | 60 | 3 | 4 | 154 | 4 | No | North of Overpass | 924 | 9,240 |
| 285 | 284 | 3-38 | 2 | 5 | HUD | Hudson | 4 | 19.700 | | | CP19-CP25 | Between | Concrete | 60' | Tangent | 75 | 4 | 2 | 57 | 4 | No | 3 Closely Spaced Spots At North End of Curve North of Hastings Station | 912 | 12,825 |
| 286 | 238 | 5-99 | 2 | 2 | HAR | Harlem | 4 | 15.200 | | | CP113-CP116 | Between | Concrete | 16' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At South End Bronxville Station Platform | 912 | 3,705 |
| 287 | 239 | 5-100 | 2 | 2 | HAR | Harlem | 4 | 15.300 | | | CP113-CP116 | Between | Concrete | 14' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Bronxville Station Platform | 912 | 3,705 |
| 288 | 235 | 2-120 | 2 | 2 | HAR | Harlem | 4 | 5.427 | | E 151st St | CP5-CP106 | Between | Concrete | 60' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | | 876 | 26,280 |
| 289 | 236 | 2-121 | 2 | 2 | HAR | Harlem | 4 | 5.502 | | E 151st St | CP5-CP106 | Between | Concrete | 60' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | 2 Closely Spaced Spots | 876 | 26,280 |
| 290 | 290 | 7-7 | 2 | 7 | NHL | New Haven | 1 | 63.329 | 912 | | CP261-CP266 | Between | Concrete | 16' | 3.000 | 90 | 5 | 10 | 41 | 4 | No | East of Millford Station Platform | 820 | 11,070 |
| 291 | 299 | 7-21 | 2 | 7 | NHL | New Haven | 2 | 59.762 | 853 | | CP257-CP261 | Between | Concrete | 16' | 2.050 | 90 | 5 | 10 | 41 | 4 | No | | 820 | 7,380 |
| 292 | 298 | 7-20 | 2 | 7 | NHL | New Haven | 2 | 59.749 | 853 | | CP257-CP261 | Between | Concrete | 14' | 2.050 | 90 | 5 | 10 | 41 | 4 | No | | 820 | 7,380 |
| 293 | 266 | 2-202 | 2 | 5 | HUD | Hudson | 3 | 16.633 | | JFK Memorial Dr | CP12-CP19 | Between | Concrete | 40' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | 2 Closely Spaced Spots | 816 | 10,200 |
| 294 | 268 | 2-204 | 2 | 5 | HUD | Hudson | 3 | 16.783 | | JFK Memorial Dr | CP12-CP19 | Between | Concrete | 40' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | | 816 | 10,200 |
| 295 | 281 | 3-37 | 2 | 5 | HUD | Hudson | 3 | 31.000 | | Sing Sing Rd | CP26-CP33 | Between | Concrete | 40' | 1.800 | 75 | 4 | 2 | 68 | 4 | No | At North Approach to Bridge - Pole 933 3 Closely Spaced Spots | 816 | 20,400 |
| 296 | 261 | 2-185 | 2 | 5 | HUD | Hudson | 3 | 13.341 | | | CP12-CP19 | Between | Concrete | 30' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At North End of Curve on Tangent 70' North of 3rd Rail Break on Adjacent Track | 816 | 10,200 |
| 297 | 265 | 2-201 | 2 | 5 | HUD | Hudson | 3 | 16.478 | | | CP12-CP19 | Between | Concrete | 30' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At 3rd Rail Gap North of Impedance Bond | 816 | 10,200 |
| 298 | 269 | 2-205 | 2 | 5 | HUD | Hudson | 3 | 17.019 | | | CP12-CP19 | Between | Concrete | 30' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 816 | 10,200 |
| 299 | 271 | 3-9 | 2 | 5 | HUD | Hudson | 3 | 20.400 | | | CP19-CP25 | Between | Concrete | 30' | 0.933 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond | 816 | 10,200 |
| 300 | 272 | 3-12 | 2 | 5 | HUD | Hudson | 3 | 20.900 | | | CP19-CP25 | Between | Concrete | 20' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Break in 3rd Rail at North End of Curve | 816 | 10,200 |
| 301 | 278 | 3-33 | 2 | 5 | HUD | Hudson | 3 | 28.850 | | | CP26-CP33 | Between | Concrete | 40' | 1.050 | 70 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track at Mud Spot at South End of Curve | 816 | 19,040 |
| 302 | 309 | 6-17 | 2 | 6 | NHL | New Haven | 3 | 15.693 | 52 | 7th St | CP215-CP217 | Between | Concrete | 40' | Tangent | 70 | 4 | 8 | 68 | 4 | No | | 816 | 9,520 |
| 303 | 277 | 3-32 | 2 | 5 | HUD | Hudson | 3 | 28.800 | | | CP26-CP33 | Between | Concrete | 30' | Tangent | 70 | 4 | 2 | 68 | 4 | No | | 816 | 9,520 |
| 304 | 308 | 6-14 | 2 | 6 | NHL | New Haven | 3 | 15.094 | 41 | 5th Ave | CP212-CP215 | Between | Concrete | 26' | Tangent | 70 | 4 | 8 | 68 | 4 | No | West End Pelham Station Platform | 816 | 9,520 |
| 305 | 279 | 3-34 | 2 | 5 | HUD | Hudson | 3 | 29.000 | | | CP26-CP33 | Between | Concrete | 25' | 1.050 | 70 | 4 | 2 | 68 | 4 | No | At Impedance Bond | 816 | 19,040 |
| 306 | 310 | 6-19 | 2 | 6 | NHL | New Haven | 3 | 15.981 | 57 | 2nd St | CP215-CP217 | Between | Concrete | 14' | 2.383 | 60 | 3 | 8 | 68 | 4 | No | | 816 | 8,160 |
| 307 | 245 | 4-19 | 2 | 5 | HUD | Hudson | 1 | 55.150 | | | CP53-CP58 | Between | Concrete | 10' | 1.250 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve at South End of Curve North of Track 2 Breakneck Ridge Platform | 750 | 9,000 |
| 308 | 250 | 4-24 | 2 | 5 | HUD | Hudson | 1 | 56.400 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 750 | 4,500 |
| 309 | 251 | 4-25 | 2 | 5 | HUD | Hudson | 1 | 57.050 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 750 | 4,500 |
| 310 | 252 | 4-26 | 2 | 5 | HUD | Hudson | 1 | 57.400 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | On Tangent Between Reverse Curves | 750 | 4,500 |
| 311 | 253 | 4-27 | 2 | 5 | HUD | Hudson | 1 | 57.650 | | | CP53-CP58 | Between | Concrete | 10' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 750 | 9,000 |
| 312 | 255 | 4-29 | 2 | 5 | HUD | Hudson | 1 | 57.850 | | | CP53-CP58 | Between | Concrete | 10' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 750 | 9,000 |
| 313 | 260 | 4-34 | 2 | 5 | HUD | Hudson | 1 | 58.790 | | | CP58-CP61 | Between | Concrete | 10' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | North of Southbound Signals CP58 Along Low Rail of Curve | 750 | 9,000 |
| 314 | 318 | 6-91 | 2 | 6 | NHL | New Haven | 4 | 20.758 | 147 | Hillside St | CP217-CP223 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 730 | 6,570 |
| 315 | 283 | 2-229 | 2 | 5 | HUD | Hudson | 4 | 18.320 | | | CP19 | Within | Concrete | 20' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond Northbound Signal CP19 | 684 | 8,550 |
| 316 | 286 | 3-48 | 2 | 5 | HUD | Hudson | 4 | 24.600 | | Tappan Zee Bridge | CP19-CP25 | Between | Concrete | 24' | Tangent | 70 | 4 | 2 | 57 | 4 | No | South of Impedance Bond CP25 Northbound Signal South at Tappan Zee Overpass | 684 | 7,980 |
| 317 | 196 | 5-3 | 2 | 2 | HAR | Harlem | 1 | 13.595 | | Howard St | CP113-CP116 | Between | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 4 | No | North of Impedance Bond Southbound Signal CP113 | 684 | 7,410 |
| 318 | 197 | 5-5 | 2 | 2 | HAR | Harlem | 1 | 13.820 | | Berg St | CP113-CP116 | Between | Concrete | 26' | 1.000 | 65 | 4 | 5 | 57 | 4 | No | Along Low Rail of Curve | 684 | 14,820 |
| 319 | 195 | 5-1 | 2 | 2 | HAR | Harlem | 1 | 13.580 | | Howard St | CP113 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 4 | No | At Impedance Bond Southbound Signal CP113 | 684 | 7,410 |
| 320 | 220 | 5-61 | 2 | 2 | HAR | Harlem | 2 | 13.540 | | Howard St | CP113 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 4 | No | Adjacent to CP113 Switch 21B | 684 | 7,410 |
| 321 | 221 | 5-62 | 2 | 2 | HAR | Harlem | 2 | 13.580 | | Howard St | CP113 | Within | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 4 | No | South of Impedance Bond Southbound Signal CP113 | 684 | 7,410 |
| 322 | 294 | 7-15 | 2 | 7 | NHL | New Haven | 2 | 49.983 | 677 | S Pine Cr Rd | CP248-CP255 | Between | Concrete | 14' | Tangent | 90 | 5 | 10 | 63 | 4 | No | Impedance Bond | 630 | 5,670 |
| 323 | 295 | 7-17 | 2 | 7 | NHL | New Haven | 2 | 58.690 | 836 | W Broad St | CP257-CP261 | Between | Concrete | 30' | Tangent | 90 | 5 | 10 | 41 | 4 | No | West Bridge Approach | 615 | 7,380 |
| 324 | 322 | 7-52 | 2 | 7 | NHL | New Haven | 4 | 60.294 | 862 | | CP261 | Within | Concrete | 30' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Near West Housatonic Bridge Approach East from Cantenary Pole 262 | 615 | 7,380 |
| 325 | 287 | 7-2 | 2 | 7 | NHL | New Haven | 1 | 62.828 | 903 | | CP261-CP266 | Between | Concrete | 22' | 1.700 | 90 | 5 | 10 | 41 | 4 | No | Along Low Rail of Curve | 615 | 14,760 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-------|---------------------|-------------|---------|----------|------|---------|----|---|----|-----|---|----|--|-------|--------|
| 326 | 305 | 6-8 | 2 | 6 | NHL | New Haven | 3 | 13.227 | 8 | W Lincoln Ave | CP212-CP215 | Between | Concrete | 20' | Tangent | 60 | 3 | 8 | 68 | 4 | No | At Impedance Bond at West End of Overpass | 612 | 8,160 |
| 327 | 275 | 3-30 | 2 | 5 | HUD | Hudson | 3 | 28.700 | | | CP26-CP33 | Between | Concrete | 10' | 2.050 | 70 | 4 | 2 | 68 | 4 | No | At North End of Curve | 544 | 9,520 |
| 328 | 202 | 5-29 | 2 | 2 | HAR | Harlem | 1 | 16.500 | | | CP116 | Within | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond Adjacent to CP116 Switch 21A | 456 | 3,705 |
| 329 | 224 | 5-72 | 2 | 2 | HAR | Harlem | 2 | 15.100 | | | CP113-CP116 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Impedance Bond | 456 | 3,705 |
| 330 | 244 | 2-171 | 2 | 2 | HUD | Hudson | 1 | 12.057 | | W254th St | CP12 | Within | Concrete | 70' | Tangent | 75 | 4 | 2 | 28 | 4 | No | At Impedance Bond CP12 Northbound Signal | 448 | 6,300 |
| 331 | 234 | 2-119 | 2 | 2 | HAR | Harlem | 4 | 5.360 | | E 149th St | CP5-CP106 | Between | Concrete | 15' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | North of Impedance Bond Southbound Signal CP5 | 438 | 8,760 |
| 332 | 315 | 7-48 | 2 | 7 | NHL | New Haven | 3 | 60.239 | 861 | | CP261 | Within | Concrete | 18' | Tangent | 90 | 5 | 10 | 41 | 4 | No | West of Long Switch Ties CP Switch 13B | 410 | 3,690 |
| 333 | 296 | 7-18 | 2 | 7 | NHL | New Haven | 2 | 58.700 | 836 | W Broad St | CP257-CP261 | Between | Concrete | 16' | Tangent | 90 | 5 | 10 | 41 | 4 | No | East Bridge Approach | 410 | 3,690 |
| 334 | 313 | 7-43 | 2 | 7 | NHL | New Haven | 3 | 56.631 | 799 | | CP256-CP257 | Between | Concrete | 12' | Tangent | 90 | 5 | 10 | 41 | 4 | No | West of Impedance Bond CP257 Eastbound Signal | 410 | 3,690 |
| 335 | 316 | 6-73 | 2 | 6 | NHL | New Haven | 4 | 18.544 | 105 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 10' | 0.367 | 90 | 5 | 9 | 73 | 4 | No | At East End of Curve | 365 | 6,570 |
| 336 | 317 | 6-74 | 2 | 6 | NHL | New Haven | 4 | 18.549 | 106 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 10' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East of Impedance Bond At East End of Curve | 365 | 6,570 |
| 337 | 320 | 6-118 | 2 | 6 | NHL | New Haven | 4 | 29.360 | 303 | Indian Field Rd | CP229-CP230 | Between | Concrete | 6' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Weeds Growing in Track | 365 | 6,570 |
| 338 | 190 | 2-23 | 2 | 2 | HAR | Harlem | 1 | 7.673 | | E 175th St | CP106-CP112 | Between | Concrete | 10' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 60' North of Overpass | 336 | 6,720 |
| 339 | 292 | 6-2 | 2 | 6 | NHL | New Haven | 2 | 17.255 | 82 | Joyce Rd | CP217-CP223 | Between | Concrete | 8' | Tangent | 75 | 4 | 9 | 73 | 4 | No | East of Impedance Bond and Westbound Signal CP217 Next to Beginning of Wood Ties | 292 | 5,475 |
| 340 | 263 | 2-198 | 2 | 5 | HUD | Hudson | 3 | 16.330 | | | CP12-CP19 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Glenwood Station Platform | 272 | 5,100 |
| 341 | 306 | 6-12 | 2 | 6 | NHL | New Haven | 3 | 15.046 | 41 | 5th Ave | CP212-CP215 | Between | Concrete | 8' | Tangent | 70 | 4 | 8 | 68 | 4 | No | West of 5th Ave Bridge | 272 | 4,760 |
| 342 | 307 | 6-13 | 2 | 6 | NHL | New Haven | 3 | 15.071 | 41 | 5th Ave | CP212-CP215 | Between | Concrete | 8' | Tangent | 70 | 4 | 8 | 68 | 4 | No | East 5th Ave Bridge Approach | 272 | 4,760 |
| 343 | 285 | 3-47 | 2 | 5 | HUD | Hudson | 4 | 24.230 | | | CP19-CP25 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 57 | 4 | No | Pole 668 | 228 | 4,275 |
| 344 | 282 | 2-224 | 2 | 5 | HUD | Hudson | 4 | 13.900 | | | CP12-CP19 | Between | Concrete | 6' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Point of Switch | 228 | 4,275 |
| 345 | 237 | 2-122 | 2 | 2 | HAR | Harlem | 4 | 5.544 | | E 153rd St | CP5-CP106 | Between | Concrete | 10' | 1.500 | 60 | 3 | 4 | 73 | 4 | No | Next to Frog on Adjacent Track | 219 | 8,760 |
| 346 | 291 | 7-10 | 2 | 7 | NHL | New Haven | 1 | 68.835 | 990 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 347 | 302 | 7-38 | 2 | 7 | NHL | New Haven | 2 | 69.431 | 1017 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Near West End West Haven Station Platform | 205 | 3,690 |
| 348 | 314 | 7-47 | 2 | 7 | NHL | New Haven | 3 | 60.157 | 860 | | CP261 | Within | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Multiple Spots Cantenary Pole 838 to 839 | 205 | 3,690 |
| 349 | 301 | 7-37 | 2 | 7 | NHL | New Haven | 2 | 69.240 | 1014 | | CP266-CP271 | Between | Concrete | 8' | 1.000 | 90 | 5 | 10 | 41 | 4 | No | | 205 | 7,380 |
| 350 | 303 | 7-40 | 2 | 7 | NHL | New Haven | 2 | 70.098 | 1028 | | CP266-CP271 | Between | Concrete | 8' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 351 | 304 | 7-42 | 2 | 7 | NHL | New Haven | 2 | 70.788 | 1040A | | CP266-CP271 | Between | Concrete | 8' | 1.250 | 90 | 5 | 10 | 41 | 4 | No | At West End of Curve | 205 | 7,380 |
| 352 | 402 | 4-35 | 3 | 5 | HUD | Hudson | 1 | 58.900 | | Beekman St | CP58-CP61 | Between | Concrete | 325' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Extends from North End of Curve Under Overpass to South of Beacon Station Platform | 3,750 | 13,500 |
| 353 | 447 | 4-79 | 3 | 5 | HUD | Hudson | 2 | 53.400 | | | CP53-CP58 | Between | Concrete | 150' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At South End of Curve Multiple Mud Spots | 3,750 | 13,500 |
| 354 | 408 | 4-41 | 3 | 5 | HUD | Hudson | 1 | 61.580 | | | CP61 | Within | Concrete | 125' | 1.117 | 90 | 5 | 3 | 50 | 2 | No | Through and North of Southbound Signal CP61 | 3,750 | 27,000 |
| 355 | 380 | 5-77 | 3 | 3 | HAR | Harlem | 2 | 19.170 | | Bronx River Pkwy | CP119-CP121 | Between | Concrete | 32' | 2.500 | 60 | 3 | 5 | 57 | 2 | No | Along Low Rail of Curve | 3,078 | 13,680 |
| 356 | 387 | 5-98 | 3 | 3 | HAR | Harlem | 2 | 23.000 | | Cemetery St | CP121-CP123 | Between | Concrete | 20' | 3.933 | 50 | 3 | 5 | 57 | 2 | No | South from Impedance Bond | 3,078 | 17,100 |
| 357 | 415 | 4-48 | 3 | 5 | HUD | Hudson | 1 | 70.950 | | Rivercrest Ct | CP61-CP72 | Between | Concrete | 50' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Through Road Crossing | 3,000 | 13,500 |
| 358 | 450 | 4-82 | 3 | 5 | HUD | Hudson | 2 | 54.450 | | | CP53-CP58 | Between | Concrete | 50' | 1.433 | 90 | 5 | 3 | 50 | 2 | No | Appx 300' South of South Portal Breakneck Ridge Tunnel at South End of Curve | 3,000 | 27,000 |
| 359 | 455 | 4-87 | 3 | 5 | HUD | Hudson | 2 | 56.100 | | | CP53-CP58 | Between | Concrete | 50' | 1.250 | 90 | 5 | 3 | 50 | 2 | No | On North Spiral of Curve | 3,000 | 27,000 |
| 360 | 456 | 4-88 | 3 | 5 | HUD | Hudson | 2 | 56.150 | | | CP53-CP58 | Between | Concrete | 50' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At North End of Curve | 3,000 | 13,500 |
| 361 | 466 | 4-98 | 3 | 5 | HUD | Hudson | 2 | 62.550 | | | CP61-CP72 | Between | Concrete | 50' | Tangent | 85 | 5 | 3 | 50 | 2 | No | | 3,000 | 12,750 |
| 362 | 419 | 4-51 | 3 | 5 | HUD | Hudson | 2 | 46.700 | | Schwingberg Rd | CP46-CP53 | Between | Concrete | 530' | 1.550 | 80 | 4 | 3 | 50 | 2 | No | Multiple Spots from South End of Curve to Overpass | 3,000 | 24,000 |
| 363 | 435 | 4-67 | 3 | 5 | HUD | Hudson | 2 | 49.940 | | Phillips Landing Rd | CP46-CP53 | Between | Concrete | 100' | 1.883 | 80 | 4 | 3 | 50 | 2 | No | South of Overpass 2 Closely Spaced Spots | 3,000 | 24,000 |
| 364 | 357 | 5-36 | 3 | 2 | HAR | Harlem | 1 | 17.340 | | | CP117 | Within | Concrete | 50' | Tangent | 65 | 4 | 5 | 57 | 2 | No | North of Switch CP116 51A | 2,736 | 11,115 |
| 365 | 358 | 5-37 | 3 | 2 | HAR | Harlem | 1 | 17.370 | | | CP117 | Within | Concrete | 50' | Tangent | 65 | 4 | 5 | 57 | 2 | No | Through Impedance Bond Southbound Signal CP117 | 2,736 | 11,115 |
| 366 | 383 | 5-90 | 3 | 3 | HAR | Harlem | 2 | 21.300 | | | CP121-CP123 | Between | Concrete | 50' | Tangent | 65 | 4 | 5 | 57 | 2 | No | North of CP121 Covered in Ballast | 2,736 | 11,115 |
| 367 | 353 | 5-26 | 3 | 2 | HAR | Harlem | 1 | 16.100 | | | CP113-CP116 | Between | Concrete | 20' | 2.083 | 65 | 4 | 5 | 57 | 3 | No | At South End of Curve | 2,736 | 14,820 |
| 368 | 354 | 5-27 | 3 | 2 | HAR | Harlem | 1 | 16.150 | | | CP113-CP116 | Between | Concrete | 20' | 2.083 | 65 | 4 | 5 | 57 | 3 | No | | 2,736 | 14,820 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-----|---------------------|-------------|---------|---------------|------|---------|----|---|----|-----|---|----|--|-------|--------|
| 369 | 469 | 2-191 | 3 | 5 | HUD | Hudson | 3 | 14.525 | | Downing St | CP12-CP19 | Between | Concrete | 80' | 2.050 | 75 | 4 | 2 | 68 | 4 | No | At 3rd Rail Gap on Adjacent Track 1 on Low Side of Curve North of Ludlow St Overpass | 2,720 | 30,600 |
| 370 | 425 | 4-57 | 3 | 5 | HUD | Hudson | 2 | 48.050 | | | CP46-CP53 | Between | Concrete | 50' | 0.367 | 80 | 4 | 3 | 50 | 2 | No | 2 Closely Spaced Spots at South End of Curve | 2,400 | 12,000 |
| 371 | 373 | 2-54 | 3 | 2 | HAR | Harlem | 2 | 6.199 | | E 164th St-Clay Ave | CP106-CP112 | Between | Concrete | 75' | Tangent | 60 | 3 | 4 | 154 | 4 | No | North of Impedance Bond CP106 2S | 2,310 | 27,720 |
| 372 | 409 | 4-42 | 3 | 5 | HUD | Hudson | 1 | 62.250 | | | CP61-CP72 | Between | Concrete | 40' | 1.550 | 90 | 5 | 3 | 50 | 2 | No | | 2,250 | 18,000 |
| 373 | 412 | 4-45 | 3 | 5 | HUD | Hudson | 1 | 64.750 | | | CP61-CP72 | Between | Concrete | 30' | 1.367 | 90 | 5 | 3 | 50 | 2 | No | At North End of Curve South of Wappinger Creek Bridge | 2,250 | 18,000 |
| 374 | 448 | 4-80 | 3 | 5 | HUD | Hudson | 2 | 53.700 | | | CP53-CP58 | Between | Concrete | 30' | Tangent | 90 | 5 | 3 | 50 | 2 | No | 2 Closely Spaced Spots at IJ's | 2,250 | 9,000 |
| 375 | 452 | 4-84 | 3 | 5 | HUD | Hudson | 2 | 54.580 | | | CP53-CP58 | Between | Concrete | 30' | 1.433 | 90 | 5 | 3 | 50 | 2 | No | Breakneck Ridge Tunnel North Portal | 2,250 | 18,000 |
| 376 | 413 | 4-46 | 3 | 5 | HUD | Hudson | 1 | 67.540 | | | CP61-CP72 | Between | Concrete | 20' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Under Conveyor Overpass | 2,250 | 9,000 |
| 377 | 410 | 4-43 | 3 | 5 | HUD | Hudson | 1 | 63.800 | | | CP61-CP72 | Between | Concrete | 30' | Tangent | 85 | 5 | 3 | 50 | 2 | No | | 2,250 | 8,500 |
| 378 | 366 | 5-52 | 3 | 3 | HAR | Harlem | 1 | 19.700 | | | CP119-CP121 | Between | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 2 | No | At South End of Curve South of Break in 3rd Rail | 2,052 | 7,410 |
| 379 | 384 | 5-94 | 3 | 3 | HAR | Harlem | 2 | 22.150 | | | CP121-CP123 | Between | Concrete | 14' | 3.500 | 35 | 3 | 5 | 57 | 2 | No | At South End of Curve | 2,052 | 5,985 |
| 380 | 386 | 5-96 | 3 | 3 | HAR | Harlem | 2 | 22.320 | | | CP121-CP123 | Between | Concrete | 12' | 3.500 | 35 | 3 | 5 | 57 | 2 | No | Along Low Rail of Curve at Pedestrian Underpass | 2,052 | 5,985 |
| 381 | 527 | 6-10 | 3 | 6 | NHL | New Haven | 3 | 13.600 | | Park Ave | CP212-CP215 | Between | Concrete | 400' | 2.183 | 60 | 3 | 8 | 68 | 4 | No | Extends West of Park St Overpass Multiple Closely Spaced Spots | 2,040 | 24,480 |
| 382 | 388 | 2-92 | 3 | 2 | HAR | Harlem | 3 | 7.491 | | E 167th St | CP106-CP112 | Between | Concrete | 55' | Tangent | 60 | 3 | 4 | 161 | 4 | No | Two Closely Spaced Mud Spots 60' South of Overpass | 1,932 | 28,980 |
| 383 | 375 | 2-81 | 3 | 2 | HAR | Harlem | 2 | 10.512 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 50' | Tangent | 60 | 3 | 4 | 154 | 4 | No | At South End of Overpass at North End of Williams Bridge Platform 4 | 1,848 | 27,720 |
| 384 | 556 | 6-50 | 3 | 6 | NHL | New Haven | 3 | 23.704 | 200 | Locust Ave | CP223-CP229 | Between | Concrete | 300' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Multiple Spots Extends West from Bridge Approach Between Catenary Pole 199 to 200 | 1,825 | 19,710 |
| 385 | 534 | 6-22 | 3 | 6 | NHL | New Haven | 3 | 18.580 | 106 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 100' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Starts under Chatsworth Ave. Overpass and Extends West | 1,825 | 19,710 |
| 386 | 588 | 6-93 | 3 | 6 | NHL | New Haven | 4 | 21.128 | 153 | English Pl | CP217-CP223 | Between | Concrete | 90' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Ballast Pad | 1,825 | 19,710 |
| 387 | 533 | 6-21 | 3 | 6 | NHL | New Haven | 3 | 17.862 | 98 | Harrison Dr | CP217-CP223 | Between | Concrete | 80' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond 2 Closely Spaced Spots | 1,825 | 19,710 |
| 388 | 352 | 5-25 | 3 | 2 | HAR | Harlem | 1 | 15.950 | | | CP113-CP116 | Between | Concrete-Wood | 70' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At Station Platform Previously Repaired | 1,824 | 11,115 |
| 389 | 347 | 5-19 | 3 | 2 | HAR | Harlem | 1 | 15.600 | | | CP113-CP116 | Between | Concrete | 16' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 1,824 | 7,410 |
| 390 | 348 | 5-20 | 3 | 2 | HAR | Harlem | 1 | 15.700 | | | CP113-CP116 | Between | Concrete | 16' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 1,824 | 7,410 |
| 391 | 427 | 4-59 | 3 | 5 | HUD | Hudson | 2 | 48.550 | | | CP46-CP53 | Between | Concrete | 30' | 1.917 | 80 | 4 | 3 | 50 | 2 | No | 2 Closely Spaced Spots | 1,800 | 16,000 |
| 392 | 431 | 4-63 | 3 | 5 | HUD | Hudson | 2 | 48.900 | | | CP46-CP53 | Between | Concrete | 30' | Tangent | 80 | 4 | 3 | 50 | 2 | No | 2 Closely Spaced Spots | 1,800 | 8,000 |
| 393 | 439 | 4-71 | 3 | 5 | HUD | Hudson | 2 | 50.910 | | | CP46-CP53 | Between | Concrete | 26' | Tangent | 80 | 4 | 3 | 50 | 2 | No | At North Approach Indian Creek Bridge | 1,800 | 8,000 |
| 394 | 411 | 4-44 | 3 | 5 | HUD | Hudson | 1 | 64.700 | | | CP61-CP72 | Between | Concrete | 20' | 1.367 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,800 | 16,000 |
| 395 | 423 | 4-55 | 3 | 5 | HUD | Hudson | 2 | 47.830 | | | CP46-CP53 | Between | Concrete | 20' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 1,800 | 8,000 |
| 396 | 426 | 4-58 | 3 | 5 | HUD | Hudson | 2 | 48.350 | | | CP46-CP53 | Between | Concrete | 20' | Tangent | 80 | 4 | 3 | 50 | 2 | No | By Signal Bungalow | 1,800 | 8,000 |
| 397 | 464 | 4-96 | 3 | 5 | HUD | Hudson | 2 | 60.090 | | | CP58-CP61 | Between | Concrete | 20' | 1.867 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,800 | 16,000 |
| 398 | 417 | 4-49 | 3 | 5 | HUD | Hudson | 2 | 46.090 | | Manitou Station Rd | CP46 | Within | Concrete | 60' | Tangent | 60 | 3 | 3 | 50 | 2 | No | Mud Spot Through Road Crossing | 1,800 | 9,000 |
| 399 | 551 | 6-45 | 3 | 6 | NHL | New Haven | 3 | 22.320 | 175 | Macy Rd | CP217-CP223 | Between | Concrete | 34' | 2.038 | 70 | 4 | 9 | 73 | 4 | No | At Impedance Bond East of Harrison Station Platform | 1,752 | 20,440 |
| 400 | 467 | 2-189 | 3 | 5 | HUD | Hudson | 3 | 14.129 | | | CP12-CP19 | Between | Concrete | 40' | 2.367 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond South of Ludlow Station | 1,632 | 20,400 |
| 401 | 468 | 2-190 | 3 | 5 | HUD | Hudson | 3 | 14.475 | | Knowles St | CP12-CP19 | Between | Concrete | 20' | 2.050 | 75 | 4 | 2 | 68 | 4 | No | At 3rd Rail Break at North of Ludlow Station Platform | 1,632 | 20,400 |
| 402 | 470 | 2-192 | 3 | 5 | HUD | Hudson | 3 | 14.601 | | | CP12-CP19 | Between | Concrete | 20' | 2.050 | 75 | 4 | 2 | 68 | 4 | No | | 1,632 | 20,400 |
| 403 | 471 | 2-193 | 3 | 5 | HUD | Hudson | 3 | 14.630 | | | CP12-CP19 | Between | Concrete | 20' | 2.050 | 75 | 4 | 2 | 68 | 4 | No | South of 3rd Rail Break on North Spiral of Curve South of Impedance Bond | 1,632 | 20,400 |
| 404 | 567 | 6-66 | 3 | 2 | NHL | New Haven | 4 | 12.650 | C | E241st St | CP212 | Within | Concrete | 50' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | Multiple Spots East of CP212 Switch 24B Begins at Wood Ties at 3rd Rail end | 1,632 | 24,480 |
| 405 | 568 | 6-67 | 3 | 6 | NHL | New Haven | 4 | 12.660 | B | E241st St | CP212 | Within | Concrete | 50' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | At Impedance Bond Westbound Signal CP212 | 1,632 | 24,480 |
| 406 | 514 | 6-4 | 3 | 6 | NHL | New Haven | 2 | 41.043 | 521 | | CP241 | Within | Concrete | 100' | Tangent | 90 | 5 | 10 | 63 | 4 | No | South Norwalk Station Platform | 1,575 | 17,010 |
| 407 | 360 | 5-40 | 3 | 2 | HAR | Harlem | 1 | 17.900 | | | CP117-CP119 | Between | Concrete | 40' | Tangent | 60 | 3 | 5 | 57 | 2 | No | North of Impedance Bond | 1,539 | 6,840 |
| 408 | 359 | 5-39 | 3 | 2 | HAR | Harlem | 1 | 17.830 | | | CP117-CP119 | Between | Concrete | 30' | Tangent | 60 | 3 | 5 | 57 | 2 | No | North of Impedance Bond | 1,539 | 6,840 |
| 409 | 363 | 5-47 | 3 | 3 | HAR | Harlem | 1 | 19.200 | | | CP119-CP121 | Between | Concrete-Wood | 20' | Tangent | 60 | 3 | 5 | 57 | 2 | No | At Impedance Bond Previously Repaired | 1,539 | 6,840 |
| 410 | 449 | 4-81 | 3 | 5 | HUD | Hudson | 2 | 53.900 | | | CP53-CP58 | Between | Concrete | 15' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At South End of Curve | 1,500 | 4,500 |
| 411 | 458 | 4-90 | 3 | 5 | HUD | Hudson | 2 | 57.550 | | | CP53-CP58 | Between | Concrete | 15' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At South Approach Fishkill Creek Bridge | 1,500 | 4,500 |
| 412 | 460 | 4-92 | 3 | 5 | HUD | Hudson | 2 | 57.850 | | | CP53-CP58 | Between | Concrete | 15' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,500 | 9,000 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-----|-----------------------|-------------|---------|---------------|------|---------|----|---|---|-----|---|----|--|-------|--------|
| 413 | 561 | 6-62 | 3 | 6 | NHL | New Haven | 3 | 27.511 | 269 | | CP223-CP229 | Between | Concrete | 70' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At West End of Curve3 in Cut | 1,460 | 19,710 |
| 414 | 580 | 6-84 | 3 | 6 | NHL | New Haven | 4 | 19.177 | 117 | | CP217-CP223 | Between | Concrete-Wood | 60' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond Previously Repaired 2 Closely Spaced Spots | 1,460 | 19,710 |
| 415 | 596 | 6-105 | 3 | 6 | NHL | New Haven | 4 | 23.755 | 201 | | CP223-CP229 | Between | Concrete | 60' | Tangent | 90 | 5 | 9 | 73 | 4 | No | 2 Closely Spaced Spots | 1,460 | 19,710 |
| 416 | 558 | 6-54 | 3 | 6 | NHL | New Haven | 3 | 25.448 | 231 | Williams St | CP223-CP229 | Between | Concrete | 50' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East of Overpass | 1,460 | 19,710 |
| 417 | 598 | 6-108 | 3 | 6 | NHL | New Haven | 4 | 24.240 | 210 | Boston Post Rd (Rt 1) | CP223-CP229 | Between | Concrete | 14' | 2.933 | 90 | 5 | 9 | 73 | 4 | No | Rye Station Platform Along Low Rail of Curve East of Boston Post Rd Overpass | 1,460 | 13,140 |
| 418 | 599 | 6-109 | 3 | 6 | NHL | New Haven | 4 | 24.415 | 213 | I95 | CP223-CP229 | Between | Concrete | 14' | 2.933 | 90 | 5 | 9 | 73 | 4 | No | West of I95 Overpass | 1,460 | 13,140 |
| 419 | 388 | 2-92 | 3 | 2 | HAR | Harlem | 3 | 7.491 | | E 173rd St | CP106-CP112 | Between | Concrete | 40' | Tangent | 60 | 3 | 4 | 161 | 4 | No | 50' North of Overpass - At Impedance Bond - Previously Repaired Location | 1,449 | 19,320 |
| 420 | 390 | 2-95 | 3 | 2 | HAR | Harlem | 3 | 9.500 | | E 201st St | CP106-CP112 | Between | Concrete | 40' | Tangent | 60 | 3 | 4 | 161 | 4 | No | At Botanical Gardens Station Platform 2 Closely Spaced Spots North of Pedestrian Overpass | 1,449 | 19,320 |
| 421 | 391 | 2-106 | 3 | 2 | HAR | Harlem | 3 | 10.668 | | E 213th St | CP106-CP112 | Between | Concrete | 28' | Tangent | 60 | 3 | 4 | 161 | 4 | No | 130' North of Impedance Bond | 1,449 | 19,320 |
| 422 | 369 | 2-49 | 3 | 2 | HAR | Harlem | 2 | 5.504 | | E 153rd St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 154 | 4 | No | Intermittent Spots CP5-CP106 | 1,386 | 36,960 |
| 423 | 372 | 2-53 | 3 | 2 | HAR | Harlem | 2 | 5.750 | | Concourse Village | CP106 | Within | Concrete | 30' | Tangent | 60 | 3 | 4 | 154 | 4 | No | At Break Between Concourse Village Overpass and Melrose Tunnel | 1,386 | 18,480 |
| 424 | 368 | 2-48 | 3 | 2 | HAR | Harlem | 2 | 5.383 | | E 153rd St | CP5-CP106 | Between | Concrete | 20' | 1.500 | 60 | 3 | 4 | 154 | 4 | No | Intermittent Spots CP5-CP106 | 1,386 | 36,960 |
| 425 | 370 | 2-50 | 3 | 2 | HAR | Harlem | 2 | 5.520 | | E 153rd St | CP5-CP106 | Between | Concrete | 20' | 1.500 | 60 | 3 | 4 | 154 | 4 | No | Intermittent Spots CP5-CP106 | 1,386 | 36,960 |
| 426 | 371 | 2-51 | 3 | 2 | HAR | Harlem | 2 | 5.600 | | E 156th St | CP106 | Within | Concrete | 20' | 1.500 | 60 | 3 | 4 | 154 | 4 | No | At Impedance Bond Northbound Signal CP106 | 1,386 | 36,960 |
| 427 | 374 | 2-73 | 3 | 2 | HAR | Harlem | 2 | 7.922 | | E 178th St | CP106-CP112 | Between | Concrete | 20' | Tangent | 60 | 3 | 4 | 154 | 4 | No | At Impedance Bond-Pedestrian Overpass-Previously Repaired | 1,386 | 18,480 |
| 428 | 341 | 5-9 | 3 | 2 | HAR | Harlem | 1 | 14.850 | | Midland Ave | CP113-CP116 | Between | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 3 | No | South of Overpass | 1,368 | 7,410 |
| 429 | 392 | 5-107 | 3 | 2 | HAR | Harlem | 4 | 17.100 | | | CP116-CP117 | Between | Concrete | 30' | 1.600 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 1,368 | 14,820 |
| 430 | 392 | 5-107 | 3 | 2 | HAR | Harlem | 4 | 17.100 | | | CP116-CP117 | Between | Concrete | 30' | Tangent | 65 | 4 | 5 | 57 | 3 | No | | 1,368 | 7,410 |
| 431 | 473 | 3-2 | 3 | 5 | HUD | Hudson | 3 | 18.720 | | | CP19 | Within | Concrete | 150' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 1,360 | 15,300 |
| 432 | 480 | 3-11 | 3 | 5 | HUD | Hudson | 3 | 20.750 | | | CP19-CP25 | Between | Concrete | 120' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track at Dobbs Ferry Station Platform | 1,360 | 15,300 |
| 433 | 487 | 3-25 | 3 | 5 | HUD | Hudson | 3 | 26.700 | | Harwood Ave | CP26-CP33 | Between | Concrete | 100' | Tangent | 70 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track at Old Overpass Headwall | 1,360 | 14,280 |
| 434 | 436 | 4-68 | 3 | 5 | HUD | Hudson | 2 | 50.250 | | | CP46-CP53 | Between | Concrete | 20' | Tangent | 60 | 3 | 3 | 50 | 2 | No | At North Portal Garrison Tunnel | 1,350 | 6,000 |
| 435 | 336 | 2-44 | 3 | 2 | HAR | Harlem | 1 | 11.937 | | Bronx River Pkwy | CP112 | Within | Concrete | 30' | Tangent | 65 | 4 | 4 | 112 | 4 | No | South of Overpass and Switch | 1,344 | 14,560 |
| 436 | 331 | 2-20 | 3 | 2 | HAR | Harlem | 1 | 7.189 | | Claremont Prky | CP106-CP112 | Between | Concrete | 70' | Tangent | 60 | 3 | 4 | 112 | 4 | No | South of Overpass | 1,344 | 20,160 |
| 437 | 524 | 6-6 | 3 | 6 | NHL | New Haven | 3 | 12.660 | B | E241st St | CP212 | Within | Concrete | 20' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | At Impedance Bond Westbound Signal CP212 | 1,224 | 16,320 |
| 438 | 441 | 4-73 | 3 | 5 | HUD | Hudson | 2 | 51.900 | | | CP46-CP53 | Between | Concrete | 18' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 1,200 | 4,000 |
| 439 | 429 | 4-61 | 3 | 5 | HUD | Hudson | 2 | 48.700 | | | CP46-CP53 | Between | Concrete | 16' | Tangent | 80 | 4 | 3 | 50 | 2 | No | At North End of Curve | 1,200 | 4,000 |
| 440 | 405 | 4-38 | 3 | 5 | HUD | Hudson | 1 | 60.070 | | | CP58-CP61 | Between | Concrete | 15' | 1.867 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 1,200 | 8,000 |
| 441 | 434 | 4-66 | 3 | 5 | HUD | Hudson | 2 | 49.750 | | | CP46-CP53 | Between | Concrete | 12' | Tangent | 80 | 4 | 3 | 50 | 2 | No | South End Ballast MOW Pad South of Garrison Station | 1,200 | 4,000 |
| 442 | 433 | 4-65 | 3 | 5 | HUD | Hudson | 2 | 49.350 | | | CP46-CP53 | Between | Concrete | 10' | 2.100 | 80 | 4 | 3 | 50 | 2 | No | At South End of Curve | 1,200 | 8,000 |
| 443 | 496 | 3-44 | 3 | 5 | HUD | Hudson | 4 | 23.650 | | | CP19-CP25 | Between | Concrete-Wood | 600' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Pole 643 - 647 Extends South From Old Signal Bridge Multiple Intermittent Spots Previously Repaired | 1,140 | 12,825 |
| 444 | 563 | 6-64 | 3 | 6 | NHL | New Haven | 3 | 30.637 | 325 | | CP230-CP232 | Between | Concrete | 45' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 1,095 | 13,140 |
| 445 | 559 | 6-55 | 3 | 6 | NHL | New Haven | 3 | 25.562 | 234 | Westchester Ave | CP223-CP229 | Between | Concrete | 40' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West End Port Chester Station Platform North of Overpass | 1,095 | 13,140 |
| 446 | 562 | 6-63 | 3 | 6 | NHL | New Haven | 3 | 30.309 | 319 | | CP230-CP233 | Between | Concrete | 40' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East End Riverside Station Platform | 1,095 | 13,140 |
| 447 | 593 | 6-102 | 3 | 6 | NHL | New Haven | 4 | 23.705 | 200 | Locust Ave | CP223-CP229 | Between | Concrete | 40' | Tangent | 90 | 5 | 9 | 73 | 4 | No | 3 Closely Spaced Spots at Catenary Pole West Bridge Approach | 1,095 | 13,140 |
| 448 | 552 | 6-46 | 3 | 6 | NHL | New Haven | 3 | 23.160 | 190 | North St | CP223 | Within | Concrete | 38' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond Eastbound Signal CP223 | 1,095 | 13,140 |
| 449 | 575 | 6-79 | 3 | 6 | NHL | New Haven | 4 | 18.803 | 110 | Depot Wy East | CP217-CP223 | Between | Concrete | 32' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Signal Case | 1,095 | 13,140 |
| 450 | 537 | 6-25 | 3 | 6 | NHL | New Haven | 3 | 18.700 | 108 | | CP217-CP223 | Between | Concrete | 30' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 1,095 | 13,140 |
| 451 | 587 | 6-92 | 3 | 6 | NHL | New Haven | 4 | 20.886 | 149 | N Barry Ave | CP217-CP223 | Between | Concrete | 30' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Under Overpass | 1,095 | 13,140 |
| 452 | 555 | 6-49 | 3 | 6 | NHL | New Haven | 3 | 23.530 | 197 | Central Ave | CP223 | Within | Concrete | 26' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond Westbound Signal CP223 | 1,095 | 13,140 |
| 453 | 605 | 6-117 | 3 | 6 | NHL | New Haven | 4 | 28.778 | 292 | | CP229 | Within | Concrete | 26' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Impedance Bond Eastbound Signal CP229 | 1,095 | 13,140 |
| 454 | 581 | 6-85 | 3 | 6 | NHL | New Haven | 4 | 20.208 | 136 | Maple Ave | CP217-CP223 | Between | Concrete | 24' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond | 1,095 | 13,140 |
| 455 | 583 | 6-87 | 3 | 6 | NHL | New Haven | 4 | 20.480 | 141 | | CP217-CP223 | Between | Concrete | 24' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mamaroneck Station Platform 2 Closely Spaced Spots | 1,095 | 13,140 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|-----|--------------------|-------------|---------|----------|-----|---------|----|---|----|-----|---|----|--|-------|--------|
| 456 | 553 | 6-47 | 3 | 6 | NHL | New Haven | 3 | 23.312 | 193 | North St | CP223 | Within | Concrete | 20' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West of Impedance Bond Next to Electrical Substation | 1,095 | 13,140 |
| 457 | 554 | 6-48 | 3 | 6 | NHL | New Haven | 3 | 23.342 | 193 | North St | CP223 | Within | Concrete | 20' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Impedance Bond At and Under West End of Rubber MOW Pad | 1,095 | 13,140 |
| 458 | 579 | 6-83 | 3 | 6 | NHL | New Haven | 4 | 19.104 | 116 | Weaver St (Rt 125) | CP217-CP223 | Between | Concrete | 20' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 1,095 | 13,140 |
| 459 | 600 | 6-110 | 3 | 6 | NHL | New Haven | 4 | 25.208 | 227 | | CP223-CP229 | Between | Concrete | 20' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West of Impedance Bond | 1,095 | 13,140 |
| 460 | 362 | 5-45 | 3 | 3 | HAR | Harlem | 1 | 19.100 | | Bronx River Pkwy | CP119-CP121 | Between | Concrete | 10' | 2.500 | 60 | 3 | 5 | 57 | 2 | No | Along Low Rail of Curve | 1,026 | 6,840 |
| 461 | 385 | 5-95 | 3 | 3 | HAR | Harlem | 2 | 22.250 | | | CP121-CP123 | Between | Concrete | 4' | 3.500 | 35 | 3 | 5 | 57 | 2 | No | Along Low Rail of Curve | 1,026 | 5,985 |
| 462 | 329 | 2-10 | 3 | 2 | HAR | Harlem | 1 | 5.503 | | E 151st St | CP5-CP106 | Between | Concrete | 40' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 463 | 330 | 2-11 | 3 | 2 | HAR | Harlem | 1 | 5.541 | | E 152nd St | CP5-CP106 | Between | Concrete | 40' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | 2 Closely Spaced Spots | 1,008 | 26,880 |
| 464 | 334 | 2-25 | 3 | 2 | HAR | Harlem | 1 | 8.213 | | E 181st St | CP106-CP112 | Between | Concrete | 40' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 2 Closely Spaced Spots | 1,008 | 13,440 |
| 465 | 324 | 2-5 | 3 | 2 | HAR | Harlem | 1 | 5.398 | | E 150th St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 466 | 325 | 2-6 | 3 | 2 | HAR | Harlem | 1 | 5.416 | | E 150th St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 467 | 328 | 2-9 | 3 | 2 | HAR | Harlem | 1 | 5.484 | | E 151st St | CP5-CP106 | Between | Concrete | 30' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 468 | 323 | 2-4 | 3 | 2 | HAR | Harlem | 1 | 5.360 | | E 149th St | CP5 | Within | Concrete | 20' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | At Impedance Bond Northbound Signal CP5 | 1,008 | 26,880 |
| 469 | 326 | 2-7 | 3 | 2 | HAR | Harlem | 1 | 5.436 | | E 150th St | CP5-CP106 | Between | Concrete | 20' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 470 | 327 | 2-8 | 3 | 2 | HAR | Harlem | 1 | 5.461 | | E 151st St | CP5-CP106 | Between | Concrete | 20' | 1.500 | 60 | 3 | 4 | 112 | 4 | No | Intermittent Spots CP5-CP106 | 1,008 | 26,880 |
| 471 | 513 | 6-3 | 3 | 6 | NHL | New Haven | 2 | 40.745 | 515 | MLK Dr | CP240 | Within | Concrete | 26' | Tangent | 90 | 5 | 10 | 63 | 4 | No | Impedance Bond | 945 | 11,340 |
| 472 | 377 | 5-64 | 3 | 2 | HAR | Harlem | 2 | 13.800 | | Berg St | CP113-CP116 | Between | Concrete | 60' | 1.000 | 65 | 4 | 5 | 57 | 4 | No | | 912 | 22,230 |
| 473 | 345 | 5-14 | 3 | 2 | HAR | Harlem | 1 | 15.350 | | | CP113-CP116 | Between | Concrete | 18' | Tangent | 65 | 4 | 5 | 57 | 3 | No | Bronxville Station Platform at South End of Curve | 912 | 3,705 |
| 474 | 344 | 5-13 | 3 | 2 | HAR | Harlem | 1 | 15.300 | | | CP113-CP116 | Between | Concrete | 16' | 0.617 | 65 | 4 | 5 | 57 | 3 | No | Bronxville Station Platform | 912 | 3,705 |
| 475 | 346 | 5-15 | 3 | 2 | HAR | Harlem | 1 | 15.380 | | | CP113-CP116 | Between | Concrete | 16' | 0.933 | 65 | 4 | 5 | 57 | 3 | No | Bronxville Station Platform at South End of Curve | 912 | 3,705 |
| 476 | 355 | 5-32 | 3 | 2 | HAR | Harlem | 1 | 16.800 | | | CP116-CP117 | Between | Concrete | 16' | 1.600 | 65 | 4 | 5 | 57 | 3 | No | Crestwood Station Platform at Break in 3rd Rail | 912 | 7,410 |
| 477 | 351 | 5-24 | 3 | 2 | HAR | Harlem | 1 | 15.900 | | | CP113-CP116 | Between | Concrete | 14' | Tangent | 65 | 4 | 5 | 57 | 3 | No | South of Station Platform | 912 | 3,705 |
| 478 | 349 | 5-21 | 3 | 2 | HAR | Harlem | 1 | 15.750 | | | CP113-CP116 | Between | Concrete | 10' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 912 | 7,410 |
| 479 | 350 | 5-22 | 3 | 2 | HAR | Harlem | 1 | 15.770 | | | CP113-CP116 | Between | Concrete | 6' | 2.933 | 65 | 4 | 5 | 57 | 3 | No | Along Low Rail of Curve | 912 | 7,410 |
| 480 | 437 | 4-69 | 3 | 5 | HUD | Hudson | 2 | 50.300 | | | CP46-CP53 | Between | Concrete | 14' | Tangent | 60 | 3 | 3 | 50 | 2 | No | At South End of Curve | 900 | 3,000 |
| 481 | 438 | 4-70 | 3 | 5 | HUD | Hudson | 2 | 50.890 | | | CP46-CP53 | Between | Concrete | 14' | Tangent | 60 | 3 | 3 | 50 | 2 | No | At South Approach Indian Creek Bridge | 900 | 3,000 |
| 482 | 545 | 6-34 | 3 | 6 | NHL | New Haven | 3 | 21.466 | 140 | Mamaroneck Ave | CP217-CP223 | Between | Concrete | 46' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Near West End Mamaroneck Station Platform Two Closely Spaced Spots | 876 | 10,220 |
| 483 | 548 | 6-41 | 3 | 6 | NHL | New Haven | 3 | 22.087 | 134 | Fenimore Ave | CP217-CP223 | Between | Concrete | 30' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 876 | 10,220 |
| 484 | 544 | 6-33 | 3 | 6 | NHL | New Haven | 3 | 21.422 | 139 | Mamaroneck Ave | CP217-CP223 | Between | Concrete | 26' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 876 | 10,220 |
| 485 | 589 | 6-95 | 3 | 6 | NHL | New Haven | 4 | 21.852 | 167 | Broadway | CP217-CP223 | Between | Concrete | 22' | 1.975 | 70 | 4 | 9 | 73 | 4 | No | Under Overpass | 876 | 20,440 |
| 486 | 590 | 6-98 | 3 | 6 | NHL | New Haven | 4 | 22.133 | 172 | Harrison Ave | CP217-CP223 | Between | Concrete | 20' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Harrison Station Platform | 876 | 10,220 |
| 487 | 591 | 6-99 | 3 | 6 | NHL | New Haven | 4 | 22.162 | 172 | | CP217-CP223 | Between | Concrete | 20' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Harrison Station Platform Under Pedestrian Overpass | 876 | 10,220 |
| 488 | 592 | 6-100 | 3 | 6 | NHL | New Haven | 4 | 22.188 | 173 | | CP217-CP223 | Between | Concrete | 20' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Harrison Station Platform | 876 | 10,220 |
| 489 | 532 | 6-20 | 3 | 6 | NHL | New Haven | 3 | 16.670 | 73 | | CP217 | Within | Concrete | 50' | Tangent | 50 | 3 | 9 | 73 | 4 | No | At Impedance Bond Eastbound Signal CP217 | 876 | 10,950 |
| 490 | 476 | 3-5 | 3 | 5 | HUD | Hudson | 3 | 19.450 | | | CP19-CP25 | Between | Concrete | 40' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track Hastings Station Platform | 816 | 10,200 |
| 491 | 485 | 3-22 | 3 | 5 | HUD | Hudson | 3 | 24.185 | | | CP19-CP25 | Between | Concrete | 30' | Tangent | 75 | 4 | 2 | 68 | 4 | No | | 816 | 10,200 |
| 492 | 474 | 3-3 | 3 | 5 | HUD | Hudson | 3 | 18.800 | | Southside Ave | CP19-CP25 | Between | Concrete | 20' | Tangent | 75 | 4 | 2 | 68 | 4 | No | | 816 | 10,200 |
| 493 | 477 | 3-7 | 3 | 5 | HUD | Hudson | 3 | 20.000 | | | CP19-CP25 | Between | Concrete | 20' | 0.933 | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 816 | 10,200 |
| 494 | 478 | 3-8 | 3 | 5 | HUD | Hudson | 3 | 20.100 | | | CP19-CP25 | Between | Concrete | 20' | 0.933 | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 816 | 10,200 |
| 495 | 482 | 3-16 | 3 | 5 | HUD | Hudson | 3 | 21.950 | | | CP19-CP25 | Between | Concrete | 20' | 1.183 | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 816 | 20,400 |
| 496 | 483 | 3-18 | 3 | 5 | HUD | Hudson | 3 | 23.300 | | | CP19-CP25 | Between | Concrete | 20' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond at North End of Curve | 816 | 10,200 |
| 497 | 490 | 3-28 | 3 | 5 | HUD | Hudson | 3 | 28.300 | | | CP26-CP33 | Between | Concrete | 25' | Tangent | 70 | 4 | 2 | 68 | 4 | No | South of Old Signal Bridge | 816 | 9,520 |
| 498 | 528 | 6-11 | 3 | 6 | NHL | New Haven | 3 | 14.670 | 34 | Bradford Rd | CP212-CP215 | Between | Concrete | 60' | Tangent | 60 | 3 | 8 | 68 | 4 | No | At Impedance Bond Adjacent to Trailer | 816 | 12,240 |
| 499 | 531 | 6-18 | 3 | 6 | NHL | New Haven | 3 | 15.920 | 56 | 3rd St | CP215-CP217 | Between | Concrete | 16' | 2.383 | 60 | 3 | 8 | 68 | 4 | No | | 816 | 8,160 |
| 500 | 414 | 4-47 | 3 | 5 | HUD | Hudson | 1 | 67.700 | | | CP61-CP72 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At South End of Curve | 750 | 4,500 |
| 501 | 444 | 4-76 | 3 | 5 | HUD | Hudson | 2 | 53.090 | | | CP53 | Within | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | At Southbound Signal CP53 | 750 | 4,500 |
| 502 | 445 | 4-77 | 3 | 5 | HUD | Hudson | 2 | 53.300 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | North from Overpass | 750 | 4,500 |
| 503 | 446 | 4-78 | 3 | 5 | HUD | Hudson | 2 | 53.350 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 750 | 4,500 |
| 504 | 451 | 4-83 | 3 | 5 | HUD | Hudson | 2 | 54.550 | | | CP53-CP58 | Between | Concrete | 10' | 1.433 | 90 | 5 | 3 | 50 | 2 | No | In Breakneck Ridge Tunnel Near North Portal | 750 | 9,000 |
| 505 | 453 | 4-85 | 3 | 5 | HUD | Hudson | 2 | 54.650 | | | CP53-CP58 | Between | Concrete | 10' | 1.433 | 90 | 5 | 3 | 50 | 2 | No | North of Breakneck Ridge Tunnel | 750 | 9,000 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|------|-----------------------|-------------|---------|---------------|-----|---------|----|---|----|-----|---|----|---|-----|--------|
| 506 | 454 | 4-86 | 3 | 5 | HUD | Hudson | 2 | 55.900 | | | CP53-CP58 | Between | Concrete | 10' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | At South End of Cut | 750 | 9,000 |
| 507 | 457 | 4-89 | 3 | 5 | HUD | Hudson | 2 | 56.900 | | | CP53-CP58 | Between | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | | 750 | 4,500 |
| 508 | 459 | 4-91 | 3 | 5 | HUD | Hudson | 2 | 57.650 | | | CP53-CP58 | Between | Concrete | 10' | 1.183 | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 750 | 9,000 |
| 509 | 463 | 4-95 | 3 | 5 | HUD | Hudson | 2 | 58.550 | | | CP58 | Within | Concrete | 10' | Tangent | 90 | 5 | 3 | 50 | 2 | No | South of Long Switch Ties for Beacon Line Switch 42 | 750 | 4,500 |
| 510 | 402 | 4-35 | 3 | 5 | HUD | Hudson | 1 | 58.900 | | | CP58-CP61 | Between | Concrete | 6' | Tangent | 90 | 5 | 3 | 50 | 2 | No | Along Low Rail of Curve | 750 | 4,500 |
| 511 | 461 | 4-93 | 3 | 5 | HUD | Hudson | 2 | 58.450 | | | CP53-CP58 | Between | Concrete | 6' | Tangent | 90 | 5 | 3 | 50 | 2 | No | South of Northbound Signal CP58 | 750 | 4,500 |
| 512 | 462 | 4-94 | 3 | 5 | HUD | Hudson | 2 | 58.460 | | | CP53-CP58 | Between | Concrete | 6' | Tangent | 90 | 5 | 3 | 50 | 2 | No | South of Northbound Signal CP58 | 750 | 4,500 |
| 513 | 560 | 6-61 | 3 | 6 | NHL | New Haven | 3 | 27.191 | 263 | | CP223-CP229 | Between | Concrete | 18' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mud Flowing Into Track | 730 | 6,570 |
| 514 | 582 | 6-86 | 3 | 6 | NHL | New Haven | 4 | 20.418 | 140 | | CP217-CP223 | Between | Concrete | 18' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mamaroneck Station Platform | 730 | 6,570 |
| 515 | 541 | 6-29 | 3 | 6 | NHL | New Haven | 3 | 18.778 | 110 | Depot Wy East | CP217-CP223 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | 3 Closely Spaced Spots East of Larchmont Station Platform | 730 | 6,570 |
| 516 | 557 | 6-53 | 3 | 6 | NHL | New Haven | 3 | 24.292 | 211 | | CP223-CP229 | Between | Concrete | 16' | 1.933 | 90 | 5 | 9 | 73 | 4 | No | At Old MOW Pad Location West of Impedance Bond East of Rye Station Platform | 730 | 13,140 |
| 517 | 564 | 6-65 | 3 | 6 | NHL | New Haven | 3 | 32.224 | 353 | | CP230-CP232 | Between | Concrete | 16' | 1.433 | 90 | 5 | 9 | 73 | 4 | No | Along Low Rail of Curve | 730 | 13,140 |
| 518 | 576 | 6-80 | 3 | 6 | NHL | New Haven | 4 | 18.981 | 114 | | CP217-CP223 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West of "End Measured Mile" Sign | 730 | 6,570 |
| 519 | 583 | 6-87 | 3 | 6 | NHL | New Haven | 4 | 20.480 | 141 | | CP217-CP223 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mamaroneck Station Platform | 730 | 6,570 |
| 520 | 595 | 6-104 | 3 | 6 | NHL | New Haven | 4 | 23.725 | 200 | Locust Ave | CP223-CP229 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East of Bridge Approach | 730 | 6,570 |
| 521 | 603 | 6-114 | 3 | 6 | NHL | New Haven | 4 | 25.573 | 234 | West Chester Ave | CP223-CP229 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Port Chester Station Platform East of Bridge | 730 | 6,570 |
| 522 | 604 | 6-116 | 3 | 6 | NHL | New Haven | 4 | 27.416 | 267 | Stone Ave | CP223-CP229 | Between | Concrete | 16' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 730 | 6,570 |
| 523 | 535 | 6-23 | 3 | 6 | NHL | New Haven | 3 | 18.650 | 107 | | CP217-CP223 | Between | Concrete | 14' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 730 | 6,570 |
| 524 | 538 | 6-26 | 3 | 6 | NHL | New Haven | 3 | 18.720 | 108 | | CP217-CP223 | Between | Concrete | 14' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 730 | 6,570 |
| 525 | 539 | 6-27 | 3 | 6 | NHL | New Haven | 3 | 18.740 | 109 | | CP217-CP223 | Between | Concrete | 14' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform At Pedestrian Overpass | 730 | 6,570 |
| 526 | 540 | 6-28 | 3 | 6 | NHL | New Haven | 3 | 18.750 | 109 | | CP217-CP223 | Between | Concrete | 14' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform At Pedestrian Overpass | 730 | 6,570 |
| 527 | 542 | 6-30 | 3 | 6 | NHL | New Haven | 3 | 19.131 | 116 | Weaver St (Rt 125) | CP217-CP223 | Between | Concrete | 14' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West End of Overpass | 730 | 6,570 |
| 528 | 536 | 6-24 | 3 | 6 | NHL | New Haven | 3 | 18.680 | 108 | | CP217-CP223 | Between | Concrete | 12' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 730 | 6,570 |
| 529 | 570 | 6-72 | 3 | 6 | NHL | New Haven | 4 | 18.145 | 98 | Harrison Dr | CP217-CP223 | Between | Concrete-Wood | 12' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East of Impedance Bond Previously Repaired | 730 | 6,570 |
| 530 | 573 | 6-77 | 3 | 6 | NHL | New Haven | 4 | 18.670 | 107 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 12' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 730 | 6,570 |
| 531 | 602 | 6-112 | 3 | 6 | NHL | New Haven | 4 | 25.252 | 228 | Boston Post Rd (Rt 1) | CP223-CP229 | Between | Concrete | 12' | Tangent | 90 | 5 | 9 | 73 | 4 | No | West of Bridge | 730 | 6,570 |
| 532 | 494 | 3-42 | 3 | 5 | HUD | Hudson | 4 | 22.100 | | | CP19-CP25 | Between | Concrete | 30' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Culvert Between Poles 579 and 580 at North End of Curve 2 Closely Spaced Spots | 684 | 8,550 |
| 533 | 507 | 3-57 | 3 | 5 | HUD | Hudson | 4 | 31.050 | | Sing Sing Rd | CP26-CP33 | Between | Concrete | 30' | 1.800 | 75 | 4 | 2 | 57 | 4 | No | North of Sing Sing Rd Bridge | 684 | 17,100 |
| 534 | 497 | 3-45 | 3 | 5 | HUD | Hudson | 4 | 23.900 | | | CP19-CP25 | Between | Concrete | 25' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Pole 654 At North End of Curve | 684 | 8,550 |
| 535 | 498 | 3-46 | 3 | 5 | HUD | Hudson | 4 | 24.050 | | | CP19-CP25 | Between | Concrete | 20' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond Pole 661 | 684 | 8,550 |
| 536 | 337 | 2-45 | 3 | 2 | HAR | Harlem | 1 | 13.150 | | Mt Vernon Ave | CP112-CP113 | Between | Concrete | 40' | Tangent | 65 | 4 | 5 | 57 | 4 | No | At North End Mt Vernon West Station | 684 | 7,410 |
| 537 | 340 | 5-4 | 3 | 2 | HAR | Harlem | 1 | 13.700 | | Putnam St | CP113-CP116 | Between | Concrete | 30' | 1.000 | 65 | 4 | 5 | 57 | 4 | No | At South End of Curve | 684 | 14,820 |
| 538 | 339 | 5-2 | 3 | 2 | HAR | Harlem | 1 | 13.585 | | Howard St | CP113-CP116 | Between | Concrete | 20' | Tangent | 65 | 4 | 5 | 57 | 4 | No | North of Impedance Bond Southbound Signal CP113 | 684 | 7,410 |
| 539 | 364 | 5-50 | 3 | 3 | HAR | Harlem | 1 | 19.550 | | | CP119-CP121 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 2 | No | | 684 | 3,705 |
| 540 | 365 | 5-51 | 3 | 3 | HAR | Harlem | 1 | 19.600 | | | CP119-CP121 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 2 | No | | 684 | 3,705 |
| 541 | 381 | 5-81 | 3 | 3 | HAR | Harlem | 2 | 19.850 | | | CP119-CP121 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 2 | No | At North End of Curve Previously Repaired Location | 684 | 3,705 |
| 542 | 382 | 5-82 | 3 | 3 | HAR | Harlem | 2 | 19.900 | | | CP119-CP121 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 2 | No | | 684 | 3,705 |
| 543 | 332 | 2-21 | 3 | 2 | HAR | Harlem | 1 | 7.563 | | Cross Bronx Expy | CP106-CP112 | Between | Concrete | 16' | Tangent | 60 | 3 | 4 | 112 | 4 | No | | 672 | 6,720 |
| 544 | 335 | 2-41 | 3 | 2 | HAR | Harlem | 1 | 11.100 | | E 221st St | CP106-CP112 | Between | Concrete | 15' | Tangent | 60 | 3 | 4 | 112 | 4 | No | At Impedance Bond | 672 | 6,720 |
| 545 | 333 | 2-22 | 3 | 2 | HAR | Harlem | 1 | 7.576 | | Cross Bronx Expy | CP106-CP112 | Between | Concrete | 14' | Tangent | 60 | 3 | 4 | 112 | 4 | No | 70' South of Overpass | 672 | 6,720 |
| 546 | 517 | 7-24 | 3 | 7 | NHL | New Haven | 2 | 60.796 | 867A | | CP261 | Within | Concrete | 20' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Adjacent to CP261 Switch 31A | 615 | 7,380 |
| 547 | 406 | 4-39 | 3 | 5 | HUD | Hudson | 1 | 60.700 | | | CP58-CP61 | Between | Concrete | 10' | 1.867 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve at South End of Curve | 600 | 8,000 |
| 548 | 407 | 4-40 | 3 | 5 | HUD | Hudson | 1 | 60.930 | | | CP58-CP61 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 600 | 4,000 |
| 549 | 418 | 4-50 | 3 | 5 | HUD | Hudson | 2 | 46.100 | | Manitou Station Rd | CP46 | Within | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | At Southbound Signal CP53 | 600 | 4,000 |
| 550 | 420 | 4-52 | 3 | 5 | HUD | Hudson | 2 | 47.300 | | | CP46-CP53 | Between | Concrete | 10' | 1.550 | 80 | 4 | 3 | 50 | 2 | No | At Signal Cabinet | 600 | 8,000 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|---|---|-----|-----------|---|--------|------|-----------------------|-------------|---------|----------|-----|---------|----|---|----|-----|---|----|---|-----|-------|
| 551 | 421 | 4-53 | 3 | 5 | HUD | Hudson | 2 | 47.800 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 600 | 4,000 |
| 552 | 422 | 4-54 | 3 | 5 | HUD | Hudson | 2 | 47.810 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 600 | 4,000 |
| 553 | 424 | 4-56 | 3 | 5 | HUD | Hudson | 2 | 47.950 | | | CP46-CP53 | Between | Concrete | 10' | 0.683 | 80 | 4 | 3 | 50 | 2 | No | At North End of Curve | 600 | 4,000 |
| 554 | 428 | 4-60 | 3 | 5 | HUD | Hudson | 2 | 48.600 | | | CP46-CP53 | Between | Concrete | 10' | 1.917 | 80 | 4 | 3 | 50 | 2 | No | | 600 | 8,000 |
| 555 | 430 | 4-62 | 3 | 5 | HUD | Hudson | 2 | 48.800 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 600 | 4,000 |
| 556 | 432 | 4-64 | 3 | 5 | HUD | Hudson | 2 | 48.980 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | At South End of Curve | 600 | 4,000 |
| 557 | 440 | 4-72 | 3 | 5 | HUD | Hudson | 2 | 51.600 | | | CP46-CP53 | Between | Concrete | 10' | 1.750 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve | 600 | 8,000 |
| 558 | 442 | 4-74 | 3 | 5 | HUD | Hudson | 2 | 51.950 | | | CP46-CP53 | Between | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | | 600 | 4,000 |
| 559 | 443 | 4-75 | 3 | 5 | HUD | Hudson | 2 | 52.950 | | | CP53 | Within | Concrete | 10' | Tangent | 80 | 4 | 3 | 50 | 2 | No | A IJ's Between Switches | 600 | 4,000 |
| 560 | 465 | 4-97 | 3 | 5 | HUD | Hudson | 2 | 60.710 | | | CP58-CP61 | Between | Concrete | 10' | 1.867 | 80 | 4 | 3 | 50 | 2 | No | Along Low Rail of Curve at South End of Curve | 600 | 8,000 |
| 561 | 404 | 4-37 | 3 | 5 | HUD | Hudson | 1 | 59.950 | | Newburg Beacon Bridge | CP58-CP61 | Between | Concrete | 6' | Tangent | 80 | 4 | 3 | 50 | 2 | No | Under North Overpass Newburg Beacon Bridge at South End of Curve | 600 | 4,000 |
| 562 | 543 | 6-32 | 3 | 6 | NHL | New Haven | 3 | 21.405 | 139 | Mamaroneck Ave | CP217-CP223 | Between | Concrete | 12' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 584 | 5,110 |
| 563 | 479 | 3-10 | 3 | 5 | HUD | Hudson | 3 | 20.650 | | | CP19-CP25 | Between | Concrete | 15' | 0.750 | 75 | 4 | 2 | 68 | 4 | No | 2 Short Closely Spaced Spots | 544 | 5,100 |
| 564 | 530 | 6-16 | 3 | 6 | NHL | New Haven | 3 | 15.559 | 49X | | CP215 | Within | Concrete | 16' | Tangent | 70 | 4 | 8 | 68 | 4 | No | Extends West From Long Ties at CP215 Switch 13B | 544 | 4,760 |
| 565 | 489 | 3-27 | 3 | 5 | HUD | Hudson | 3 | 28.090 | | | CP26-CP33 | Between | Concrete | 15' | 0.933 | 70 | 4 | 2 | 68 | 4 | No | | 544 | 4,760 |
| 566 | 529 | 6-15 | 3 | 6 | NHL | New Haven | 3 | 15.262 | 44A | | CP215 | Within | Concrete | 14' | Tangent | 70 | 4 | 8 | 68 | 4 | No | At Impedance Bond Eastbound Signal CP215 East of MOW Pad East of Pelham Station | 544 | 4,760 |
| 567 | 367 | 5-57 | 3 | 3 | HAR | Harlem | 1 | 22.100 | | | CP121-CP123 | Between | Concrete | 8' | Tangent | 35 | 3 | 5 | 57 | 2 | No | Along West Rail | 513 | 1,995 |
| 568 | 395 | 2-163 | 3 | 2 | HUD | Hudson | 1 | 9.900 | | Teumissin Pl | CP10 | Within | Concrete | 20' | Tangent | 30 | 2 | 2 | 28 | 2 | No | North of Frog at End of Long Switch Ties | 504 | 1,680 |
| 569 | 389 | 2-94 | 3 | 2 | HAR | Harlem | 3 | 8.102 | | E 179th St | CP106-CP112 | Between | Concrete | 10' | Tangent | 60 | 3 | 4 | 161 | 4 | No | 140' South of Impedance Bond | 483 | 9,660 |
| 570 | 495 | 3-43 | 3 | 5 | HUD | Hudson | 4 | 23.150 | | | CP19-CP25 | Between | Concrete | 15' | 1.050 | 75 | 4 | 2 | 57 | 4 | No | North of Foot Bridge Between Poles 627 and 628 | 456 | 8,550 |
| 571 | 504 | 3-54 | 3 | 5 | HUD | Hudson | 4 | 30.200 | | Sing Sing Foot Bridge | CP26-CP33 | Between | Concrete | 16' | Tangent | 70 | 4 | 2 | 57 | 4 | No | Under Pedestrian Overpass | 456 | 3,990 |
| 572 | 505 | 3-55 | 3 | 5 | HUD | Hudson | 4 | 30.300 | | | CP26-CP33 | Between | Concrete | 14' | Tangent | 70 | 4 | 2 | 57 | 4 | No | | 456 | 3,990 |
| 573 | 500 | 3-50 | 3 | 5 | HUD | Hudson | 4 | 28.070 | | | CP26-CP33 | Between | Concrete | 10' | 2.050 | 70 | 4 | 2 | 57 | 4 | No | Along Low Rail of Curve at Signal Case | 456 | 7,980 |
| 574 | 503 | 3-53 | 3 | 5 | HUD | Hudson | 4 | 29.850 | | | CP26-CP33 | Between | Concrete | 10' | 2.117 | 70 | 4 | 2 | 57 | 4 | No | Along Low Rail of Curve Pole 888 | 456 | 7,980 |
| 575 | 338 | 2-46 | 3 | 2 | HAR | Harlem | 1 | 13.190 | | Mt Vernon Ave | CP112-CP113 | Between | Concrete | 15' | Tangent | 65 | 4 | 5 | 57 | 4 | No | At South Approach Mt Vernon Ave Bridge | 456 | 3,705 |
| 576 | 342 | 5-10 | 3 | 2 | HAR | Harlem | 1 | 15.000 | | | CP113-CP116 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | | 456 | 3,705 |
| 577 | 343 | 5-11 | 3 | 2 | HAR | Harlem | 1 | 15.050 | | | CP113-CP116 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | | 456 | 3,705 |
| 578 | 356 | 5-33 | 3 | 2 | HAR | Harlem | 1 | 16.900 | | | CP116-CP117 | Between | Concrete | 10' | 1.600 | 65 | 4 | 5 | 57 | 3 | No | North of Crestwood Station | 456 | 7,410 |
| 579 | 378 | 5-66 | 3 | 2 | HAR | Harlem | 2 | 14.150 | | | CP113-CP116 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | At North End Fleetwood Station | 456 | 3,705 |
| 580 | 379 | 5-70 | 3 | 2 | HAR | Harlem | 2 | 14.650 | | | CP113-CP116 | Between | Concrete | 10' | Tangent | 65 | 4 | 5 | 57 | 3 | No | North of Bronx River Bridge | 456 | 3,705 |
| 581 | 416 | 2-180 | 3 | 2 | HUD | Hudson | 2 | 11.620 | | | CP12 | Within | Concrete | 10' | Tangent | 75 | 4 | 2 | 54 | 3 | No | Under Pedestrian Overpass | 432 | 4,050 |
| 582 | 520 | 7-27 | 3 | 7 | NHL | New Haven | 2 | 66.022 | 958X | Woodmont Rd. | CP261-CP266 | Between | Concrete | 16' | Tangent | 90 | 5 | 10 | 41 | 4 | No | East of Overpass | 410 | 3,690 |
| 583 | 523 | 7-32 | 3 | 7 | NHL | New Haven | 2 | 68.345 | 999 | | CP266-CP271 | Between | Concrete | 16' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 410 | 3,690 |
| 584 | 515 | 7-16 | 3 | 7 | NHL | New Haven | 2 | 56.752 | 801 | Seaview Ave | CP257 | Within | Concrete | 14' | Tangent | 90 | 5 | 10 | 41 | 4 | No | East Bridge Approach Adjacent to CP257 Switch 12A | 410 | 3,690 |
| 585 | 516 | 7-23 | 3 | 7 | NHL | New Haven | 2 | 60.786 | 867 | | CP261 | Within | Concrete | 14' | Tangent | 90 | 5 | 10 | 41 | 4 | No | At Impedance Bond Adjacent to CP261 Switch 31A | 410 | 3,690 |
| 586 | 519 | 7-26 | 3 | 7 | NHL | New Haven | 2 | 65.180 | 944 | | CP261-CP266 | Between | Concrete | 12' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 410 | 3,690 |
| 587 | 525 | 6-7 | 3 | 6 | NHL | New Haven | 3 | 13.041 | 4X | Grove St | CP212-CP215 | Between | Concrete | 10' | 2.800 | 60 | 3 | 8 | 68 | 4 | No | | 408 | 8,160 |
| 588 | 526 | 6-9 | 3 | 6 | NHL | New Haven | 3 | 13.564 | 14 | N 5th Ave | CP212-CP215 | Between | Concrete | 10' | 2.183 | 60 | 3 | 8 | 68 | 4 | No | At West End of Overpass | 408 | 8,160 |
| 589 | 577 | 6-81 | 3 | 6 | NHL | New Haven | 4 | 19.019 | 114 | | CP217-CP223 | Between | Concrete | 10' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 365 | 6,570 |
| 590 | 578 | 6-82 | 3 | 6 | NHL | New Haven | 4 | 19.028 | 114 | | CP217-CP223 | Between | Concrete | 10' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At Canterbury Pole and Signal Cabinet | 365 | 6,570 |
| 591 | 571 | 6-75 | 3 | 6 | NHL | New Haven | 4 | 18.640 | 107 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | At West End Larchmont Station Platform | 365 | 6,570 |
| 592 | 572 | 6-76 | 3 | 6 | NHL | New Haven | 4 | 18.650 | 107 | Chatsworth Ave | CP217-CP223 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | Larchmont Station Platform | 365 | 6,570 |
| 593 | 574 | 6-78 | 3 | 6 | NHL | New Haven | 4 | 18.784 | 110 | Depot Wy East | CP217-CP223 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 365 | 6,570 |
| 594 | 594 | 6-103 | 3 | 6 | NHL | New Haven | 4 | 23.718 | 200 | Locust Ave | CP223-CP229 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | East Bridge Approach | 365 | 6,570 |
| 595 | 596 | 6-105 | 3 | 6 | NHL | New Haven | 4 | 23.755 | 201 | Locust Ave | CP223-CP229 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 365 | 6,570 |
| 596 | 601 | 6-111 | 3 | 6 | NHL | New Haven | 4 | 25.239 | 228 | Boston Post Rd (Rt 1) | CP223-CP229 | Between | Concrete | 8' | Tangent | 90 | 5 | 9 | 73 | 4 | No | | 365 | 6,570 |
| 597 | 585 | 6-89 | 3 | 6 | NHL | New Haven | 4 | 20.492 | 141 | | CP217-CP223 | Between | Concrete | | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mamaroneck Station Platform | 365 | 6,570 |
| 598 | 586 | 6-90 | 3 | 6 | NHL | New Haven | 4 | 20.502 | 141 | | CP217-CP223 | Between | Concrete | | Tangent | 90 | 5 | 9 | 73 | 4 | No | Mamaroneck Station Platform | 365 | 6,570 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|----------|---|-----|-----------|---|--------|------|-------------------|-------------|---------|----------|------|---------|----|---|----|-----|---|----|---|--------|--------|
| 599 | 546 | 6-36 | 3 | 6 | NHL | New Haven | 3 | 21.526 | 141 | | CP217-CP223 | Between | Concrete | 10' | Tangent | 70 | 4 | 9 | 73 | 4 | No | Mamaroneck Station Platform | 292 | 5,110 |
| 600 | 547 | 6-37 | 3 | 6 | NHL | New Haven | 3 | 21.723 | 145 | | CP217-CP223 | Between | Concrete | 10' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 292 | 5,110 |
| 601 | 549 | 6-42 | 3 | 6 | NHL | New Haven | 3 | 22.097 | 134 | Fenimore Ave | CP217-CP223 | Between | Concrete | 10' | Tangent | 70 | 4 | 9 | 73 | 4 | No | At West Bridge Approach | 292 | 5,110 |
| 602 | 550 | 6-44 | 3 | 6 | NHL | New Haven | 3 | 22.176 | 153 | Florence St | CP217-CP223 | Between | Concrete | 10' | Tangent | 70 | 4 | 9 | 73 | 4 | No | | 292 | 5,110 |
| 603 | 472 | 2-194 | 3 | 5 | HUD | Hudson | 3 | 14.650 | | | CP12-CP19 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | On Tangent at North End of Curve | 272 | 5,100 |
| 604 | 475 | 3-4 | 3 | 5 | HUD | Hudson | 3 | 19.400 | | | CP19-CP25 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Near South End Hastings Station Platform | 272 | 5,100 |
| 605 | 481 | 3-15 | 3 | 5 | HUD | Hudson | 3 | 21.900 | | | CP19-CP25 | Between | Concrete | 10' | 1.183 | 75 | 4 | 2 | 68 | 4 | No | At Impedance Bond | 272 | 10,200 |
| 606 | 484 | 3-21 | 3 | 5 | HUD | Hudson | 3 | 23.950 | | | CP19-CP25 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | | 272 | 5,100 |
| 607 | 486 | 3-23 | 3 | 5 | HUD | Hudson | 3 | 24.276 | | | CP19-CP25 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 68 | 4 | No | | 272 | 5,100 |
| 608 | 488 | 3-26 | 3 | 5 | HUD | Hudson | 3 | 27.150 | | | CP26-CP33 | Between | Concrete | 10' | Tangent | 70 | 4 | 2 | 68 | 4 | No | At North End of Curve | 272 | 4,760 |
| 609 | 491 | 2-221 | 3 | 2 | HUD | Hudson | 4 | 13.108 | | | CP12-CP19 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At North End Riverdale Station Platform at Cable Crossing | 228 | 4,275 |
| 610 | 492 | 2-225 | 3 | 5 | HUD | Hudson | 4 | 14.600 | | | CP12-CP19 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond at North End of Curve | 228 | 4,275 |
| 611 | 493 | 3-41 | 3 | 5 | HUD | Hudson | 4 | 21.390 | | | CP19-CP25 | Between | Concrete | 10' | Tangent | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond Pole 553 | 228 | 4,275 |
| 612 | 509 | 3-59 | 3 | 5 | HUD | Hudson | 4 | 31.220 | | Westerly Rd | CP26-CP33 | Between | Concrete | 10' | 1.800 | 75 | 4 | 2 | 57 | 4 | No | At Impedance Bond | 228 | 8,550 |
| 613 | 508 | 3-58 | 3 | 5 | HUD | Hudson | 4 | 31.060 | | Sing Sing Rd | CP26-CP33 | Between | Concrete | 8' | 1.800 | 75 | 4 | 2 | 57 | 4 | No | North of Sing Sing Rd Bridge | 228 | 8,550 |
| 614 | 499 | 3-49 | 3 | 5 | HUD | Hudson | 4 | 26.900 | | | CP26-CP33 | Between | Concrete | 10' | Tangent | 70 | 4 | 2 | 57 | 4 | No | 70' North of Impedance Bond | 228 | 3,990 |
| 615 | 501 | 3-51 | 3 | 5 | HUD | Hudson | 4 | 29.200 | | | CP26-CP33 | Between | Concrete | 10' | Tangent | 70 | 4 | 2 | 57 | 4 | No | At Break in 3rd Rail | 228 | 3,990 |
| 616 | 502 | 3-52 | 3 | 5 | HUD | Hudson | 4 | 29.210 | | | CP26-CP33 | Between | Concrete | 10' | Tangent | 70 | 4 | 2 | 57 | 4 | No | North of Break in 3rd Rail | 228 | 3,990 |
| 617 | 506 | 3-56 | 3 | 5 | HUD | Hudson | 4 | 30.600 | | | CP26-CP33 | Between | Concrete | 10' | Tangent | 70 | 4 | 2 | 57 | 4 | No | At Impedance Bond | 228 | 3,990 |
| 618 | 376 | 5-63 | 3 | 2 | HAR | Harlem | 2 | 13.700 | | Putnam St | CP113-CP116 | Between | Concrete | 10' | 1.000 | 65 | 4 | 5 | 57 | 4 | No | At South End of Curve | 228 | 7,410 |
| 619 | 511 | 7-9 | 3 | 7 | NHL | New Haven | 1 | 66.532 | 967 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 620 | 512 | 7-11 | 3 | 7 | NHL | New Haven | 1 | 69.777 | 1007 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | At Old Impedance Bond Location | 205 | 3,690 |
| 621 | 521 | 7-28 | 3 | 7 | NHL | New Haven | 2 | 66.060 | 959 | | CP261-CP266 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 622 | 522 | 7-29 | 3 | 7 | NHL | New Haven | 2 | 66.725 | 971A | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | | 205 | 3,690 |
| 623 | 518 | 7-25 | 3 | 7 | NHL | New Haven | 2 | 61.209 | 874 | Opal St | CP261-CP266 | Between | Concrete | 8' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Along North Rail | 205 | 3,690 |
| 624 | 565 | 7-44 | 3 | 7 | NHL | New Haven | 3 | 58.198 | 826 | | CP257-CP261 | Between | Concrete | 8' | 1.750 | 90 | 5 | 10 | 41 | 4 | No | Along Low Rail of Curve | 205 | 7,380 |
| 625 | 566 | 7-50 | 3 | 7 | NHL | New Haven | 3 | 60.912 | 864 | | CP261 | Within | Concrete | 8' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Between Impedance Bond and Rubber MOW Pad Near Tower | 205 | 3,690 |
| 626 | 510 | 7-8 | 3 | 7 | NHL | New Haven | 1 | 64.222 | 927 | | CP261-CP266 | Between | Concrete | 6' | Tangent | 90 | 5 | 10 | 41 | 4 | No | West End of Curve | 205 | 3,690 |
| 627 | 569 | 6-71 | 3 | 6 | NHL | New Haven | 4 | 13.410 | 10 | W 10th Ave | CP212-CP215 | Between | Concrete | 6' | Tangent | 60 | 3 | 8 | 68 | 4 | No | West of Impedance Bond Previously Repaired | 204 | 4,080 |
| 628 | 394 | 2-162 | 3 | 2 | HUD | Hudson | 1 | 6.270 | | 61st St | CP6-CP8 | Between | Concrete | 10' | 0.550 | 45 | 3 | 2 | 28 | 3 | No | Along Low Rail on Curve | 168 | 1,260 |
| 629 | 395 | 2-163 | 3 | 2 | HUD | Hudson | 1 | 9.900 | | Teumissin Pl | CP10 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | In Closure Area of Switch | 168 | 840 |
| 630 | 397 | 2-165 | 3 | 2 | HUD | Hudson | 1 | 11.004 | | Henry Hudson Pkwy | CP11 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | At North End of Long Switch Ties | 168 | 840 |
| 631 | 398 | 2-166 | 3 | 2 | HUD | Hudson | 1 | 11.030 | | Henry Hudson Pkwy | CP11 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | At North End Sputen Duyvil Station Platform | 168 | 840 |
| 632 | 399 | 2-167 | 3 | 2 | HUD | Hudson | 1 | 11.057 | | Henry Hudson Pkwy | CP11 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | At Sputen Duyvil Station Platform Adjacent to Switch | 168 | 840 |
| 633 | 400 | 2-168 | 3 | 2 | HUD | Hudson | 1 | 11.066 | | Henry Hudson Pkwy | CP11 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | At Sputen Duyvil Station Platform Adjacent to Switch | 168 | 840 |
| 634 | 401 | 2-169 | 3 | 2 | HUD | Hudson | 1 | 11.076 | | Henry Hudson Pkwy | CP11 | Within | Concrete | 10' | Tangent | 30 | 2 | 2 | 28 | 2 | No | At Sputen Duyvil Station Platform South of Impedance Bond Southbound Signal CP11 Adjacent to Frog | 168 | 840 |
| 635 | 649 | 2-178 | Repaired | 2 | HUD | Hudson | 2 | 10.250 | | Johnson Ave | CP10-CP11 | Between | Concrete | 100' | 7.000 | 30 | 2 | 2 | 100 | 2 | No | On Curve North of Rock Cut | 12,000 | 36,000 |
| 636 | 647 | 2-176 | Repaired | 2 | HUD | Hudson | 2 | 10.200 | | Johnson Ave | CP10-CP11 | Between | Concrete | 70' | 7.000 | 30 | 2 | 2 | 100 | 2 | No | On Curve at South End of Rock Cut Multiple Spots | 9,600 | 36,000 |
| 637 | 648 | 2-177 | Repaired | 2 | HUD | Hudson | 2 | 10.220 | | Johnson Ave | CP10-CP11 | Between | Concrete | 40' | 7.000 | 30 | 2 | 2 | 100 | 2 | No | Mid Curve at Rock Cut | 7,200 | 24,000 |
| 638 | 633 | 2-144 | Repaired | 2 | HAR | Harlem | 4 | 8.920 | | E Fordham Rd | CP106-CP112 | Between | Concrete | 370' | 2.433 | 60 | 3 | 4 | 73 | 4 | No | Extends North 370' From E. Fordham Rd to North End of Station Platform | 2,190 | 26,280 |
| 639 | 639 | 2-150 | Repaired | 2 | HAR | Harlem | 4 | 10.435 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 130' | Tangent | 75 | 4 | 4 | 73 | 4 | No | South from South End Williams Bridge Station Platform | 1,460 | 16,425 |
| 640 | 650 | 3-13 | Repaired | 5 | HUD | Hudson | 3 | 21.050 | | | CP19-CP25 | Between | Concrete | 80' | Tangent | 75 | 4 | 2 | 68 | 4 | No | Mud Flowing Into Track | 1,360 | 15,300 |
| 641 | 635 | 2-146 | Repaired | 2 | HAR | Harlem | 4 | 9.875 | | E 203rd St | CP106-CP112 | Between | Concrete | 40' | 3.000 | 60 | 3 | 4 | 73 | 4 | No | | 1,314 | 26,280 |
| 642 | 634 | 2-145 | Repaired | 2 | HAR | Harlem | 4 | 9.118 | | E 195th St | CP106-CP112 | Between | Concrete | 20' | 2.433 | 60 | 3 | 4 | 73 | 4 | No | | 1,314 | 17,520 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----|-------|----------|---|-----|-----------|---|--------|------|--------------------|-------------|----------|---------------|-------|---------|----|---|----|----|----|--|--|-------|--------|
| 643 | 646 | 2-174 | Repaired | 2 | HUD | Hudson | 2 | 9.950 | | CP10 | Within | Concrete | 10' | 7.000 | 30 | 2 | 2 | 54 | 2 | No | South of Impedance Bond Southbound Signal CP10 | 1,296 | 6,480 | |
| 644 | 644 | 2-155 | Repaired | 2 | HAR | Harlem | 4 | 11.100 | | E 221st St | CP106-CP112 | Between | Concrete | 110' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Located at Impedance Bond - 4 Closely Spaced Spots | 1,095 | 13,140 |
| 645 | 624 | 2-135 | Repaired | 2 | HAR | Harlem | 4 | 7.030 | | Crotona Park South | CP106-CP112 | Between | Concrete | 100' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Between Crotona Park South and Impedance Bond | 1,095 | 13,140 |
| 646 | 625 | 2-136 | Repaired | 2 | HAR | Harlem | 4 | 7.057 | | Crotona Park South | CP106-CP112 | Between | Concrete | 100' | Tangent | 60 | 3 | 4 | 73 | 4 | No | North of Impedance Bond | 1,095 | 13,140 |
| 647 | 619 | 2-130 | Repaired | 2 | HAR | Harlem | 4 | 6.691 | | E 168th St | CP106-CP112 | Between | Concrete | 80' | Tangent | 60 | 3 | 4 | 73 | 4 | No | | 1,095 | 13,140 |
| 648 | 623 | 2-134 | Repaired | 2 | HAR | Harlem | 4 | 6.981 | | E 170th St | CP106-CP112 | Between | Concrete | 80' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Between E 170th St to 3rd Rail Gap | 1,095 | 13,140 |
| 649 | 632 | 2-143 | Repaired | 2 | HAR | Harlem | 4 | 8.498 | | E 183rd St | CP106-CP112 | Between | Concrete | 80' | 1.000 | 60 | 3 | 4 | 73 | 4 | No | | 1,095 | 26,280 |
| 650 | 641 | 2-152 | Repaired | 2 | HAR | Harlem | 4 | 10.532 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 80' | Tangent | 60 | 3 | 4 | 73 | 4 | No | South End E Gun Hill Rd Overpass/Williams Bridge Station | 1,095 | 13,140 |
| 651 | 652 | 3-17 | Repaired | 5 | HUD | Hudson | 3 | 22.000 | | | CP19-CP25 | Between | Concrete | 70' | Tangent | 75 | 4 | 2 | 68 | 4 | No | North of Impedance Bond | 1,088 | 15,300 |
| 652 | 645 | 2-156 | Repaired | 2 | HAR | Harlem | 4 | 12.240 | | Crosshill Road | CP117 | Within | Concrete | 70' | Tangent | 65 | 4 | 5 | 57 | 4 | No | Through Impedance Bond Northbound Signal CP117 South to 3rd Rail Break | 912 | 11,115 |
| 653 | 638 | 2-149 | Repaired | 2 | HAR | Harlem | 4 | 10.143 | | E 206th St | CP106-CP112 | Between | Concrete | 25' | Tangent | 75 | 4 | 4 | 73 | 4 | No | | 876 | 10,950 |
| 654 | 622 | 2-133 | Repaired | 2 | HAR | Harlem | 4 | 6.847 | | E 169th St | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Two Closely Spaced Spots | 876 | 13,140 |
| 655 | 626 | 2-137 | Repaired | 2 | HAR | Harlem | 4 | 7.073 | | Crotona Park South | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 73 | 4 | No | | 876 | 13,140 |
| 656 | 628 | 2-139 | Repaired | 2 | HAR | Harlem | 4 | 7.270 | | Claremont Parkway | CP106-CP112 | Between | Concrete | 60' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Extends North From Frog | 876 | 13,140 |
| 657 | 629 | 2-140 | Repaired | 2 | HAR | Harlem | 4 | 7.466 | | E 173rd St (West) | CP106-CP112 | Between | Concrete | 55' | Tangent | 60 | 3 | 4 | 73 | 4 | No | At South End E 173rd St Overpass | 876 | 13,140 |
| 658 | 651 | 3-14 | Repaired | 5 | HUD | Hudson | 3 | 21.800 | | | CP19-CP25 | Between | Concrete | 40' | Tangent | 75 | 4 | 2 | 68 | 4 | No | At Break in 3rd Rail at North End of Curve | 816 | 10,200 |
| 659 | 653 | 3-39 | Repaired | 5 | HUD | Hudson | 4 | 20.600 | | High St | CP19-CP25 | Between | Concrete | 35' | 0.750 | 75 | 4 | 2 | 57 | 4 | No | Under High St Overpass | 684 | 8,550 |
| 660 | 654 | 3-40 | Repaired | 5 | HUD | Hudson | 4 | 21.360 | | | CP19-CP25 | Between | Concrete-Wood | 25' | Tangent | 75 | 4 | 2 | 57 | 4 | No | Near Pole 551 | 684 | 8,550 |
| 661 | 618 | 2-129 | Repaired | 2 | HAR | Harlem | 4 | 6.556 | | E 167th St | CP106-CP112 | Between | Concrete | 45' | 1.833 | 60 | 3 | 4 | 73 | 4 | No | At North End E 167th St Overpass | 657 | 17,520 |
| 662 | 616 | 2-127 | Repaired | 2 | HAR | Harlem | 4 | 6.179 | | E 163rd St | CP106-CP112 | Between | Concrete | 42' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Through Impedance Bond | 657 | 8,760 |
| 663 | 630 | 2-141 | Repaired | 2 | HAR | Harlem | 4 | 7.491 | | E 173rd St (West) | CP106-CP112 | Between | Concrete | 35' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Through and North of Impedance Bond | 657 | 8,760 |
| 664 | 620 | 2-131 | Repaired | 2 | HAR | Harlem | 4 | 6.735 | | E 169th St | CP106-CP112 | Between | Concrete | 32' | Tangent | 60 | 3 | 4 | 73 | 4 | No | | 657 | 8,760 |
| 665 | 642 | 2-153 | Repaired | 2 | HAR | Harlem | 4 | 10.553 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 30' | Tangent | 60 | 3 | 4 | 73 | 4 | No | North End E Gun Hill Rd Overpass | 657 | 8,760 |
| 666 | 640 | 2-151 | Repaired | 2 | HAR | Harlem | 4 | 10.507 | | E Gun Hill Rd | CP106-CP112 | Between | Concrete | 25' | Tangent | 60 | 3 | 4 | 73 | 4 | No | Williams Bridge Station at Break in 3rd Rail - 30' North of Impedance Bond | 657 | 8,760 |
| 667 | 631 | 2-142 | Repaired | 2 | HAR | Harlem | 4 | 8.169 | | E 180th St | CP106-CP112 | Between | Concrete | 24' | Tangent | 60 | 3 | 4 | 73 | 4 | No | South of Overpass | 657 | 8,760 |
| 668 | 656 | 7-13 | Repaired | 7 | NHL | New Haven | 1 | 70.474 | 1035 | | CP266-CP271 | Between | Concrete | 20' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Adjacent to Rubber MOW Pad on Tracks 1 & 2 | 615 | 7,380 |
| 669 | 636 | 2-147 | Repaired | 2 | HAR | Harlem | 4 | 10.006 | | E 205th St | CP106-CP112 | Between | Concrete | 18' | Tangent | 75 | 4 | 4 | 73 | 4 | No | | 584 | 5,475 |
| 670 | 617 | 2-128 | Repaired | 2 | HAR | Harlem | 4 | 6.216 | | E 164th St | CP106-CP112 | Between | Concrete | 16' | Tangent | 60 | 3 | 4 | 73 | 4 | No | | 438 | 4,380 |
| 671 | 627 | 2-138 | Repaired | 2 | HAR | Harlem | 4 | 7.156 | | E 171st St | CP106-CP112 | Between | Concrete | 16' | Tangent | 60 | 3 | 4 | 73 | 4 | No | | 438 | 4,380 |
| 672 | 621 | 2-132 | Repaired | 2 | HAR | Harlem | 4 | 6.782 | | E 169th St | CP106-CP112 | Between | Concrete | 15' | Tangent | 60 | 3 | 4 | 73 | 4 | No | At South End E 169th St Overpass | 438 | 4,380 |
| 673 | 643 | 2-154 | Repaired | 2 | HAR | Harlem | 4 | 11.021 | | E 219th St | CP106-CP112 | Between | Concrete | 14' | Tangent | 60 | 3 | 4 | 73 | 4 | No | 40' North of 3rd Rail Break on Track 2 | 438 | 4,380 |
| 674 | 655 | 7-12 | Repaired | 7 | NHL | New Haven | 1 | 70.056 | 1028 | | CP266-CP271 | Between | Concrete | 18' | Tangent | 90 | 5 | 10 | 41 | 4 | No | West of IJ's | 410 | 3,690 |
| 675 | 637 | 2-148 | Repaired | 2 | HAR | Harlem | 4 | 10.017 | | E 205th St | CP106-CP112 | Between | Concrete | 10' | Tangent | 75 | 4 | 4 | 73 | 4 | No | 50' South of 3rd Rail Gap | 292 | 5,475 |
| 676 | 657 | 7-14 | Repaired | 7 | NHL | New Haven | 1 | 70.483 | 1035 | | CP266-CP271 | Between | Concrete | 10' | Tangent | 90 | 5 | 10 | 41 | 4 | No | Adjacent to Rubber MOW Pad on Tracks 1 & 2 | 205 | 3,690 |