

D. L. Boyle

**ERIE LACKAWANNA
RAILROAD COMPANY**

**NEW YORK DIVISION
SCRANTON DIVISION**

NEW JERSEY & NEW YORK RAILROAD
(Horace Banta, Trustee)

TIME TABLE NO. 3

EFFECTIVE 2:01 A.M.

SUNDAY, OCTOBER 31, 1965

EASTERN STANDARD TIME

3

FOR EMPLOYEES ONLY

NEW YORK DIVISION

R. L. DOWNING
Superintendent

J. P. SIPPLE
Asst. Supt.

J. R. CANFIELD
Asst. Supt.

SCRANTON DIVISION

K. W. DINGLE
Superintendent

COMPANY SURGEONS

So Far as New York State is Concerned This Notice Applies to
Employees in Interstate Commerce Only

W. E. MISHLER, Chief Surgeon, Cleveland, Ohio

J. O. MacLEAN, Ass't. Chief Surgeon, Scranton, Pa.

Name	Address	Telephone
Hugh L. Murphy	1 Hanson Place, Brooklyn Res. 64 Prospect Park West, Brooklyn	NEvins 8-7494 SOuth 8-2122
Rudolf Aelbi, Oculist	30 East 40th St., New York	MUrray Hill 5-9400
Bronson S. Ray	131 E. 69th St., New York	Regent 7-6877
J. F. Moriarty	Room 7, Hoboken Station	Oldfield 3-6400
John J. Brozdowski	561½ Jersey Ave., Jersey City	Oldfield 3-0776
E. J. Daly	921 Bergen Ave., Jersey City	Oldfield 3-4078
Bernard Sarn, Oculist	921 Bergen Ave., Jersey City	Oldfield 3-3171
John C. Talty	935 Washington St., Hoboken	Oldfield 9-3028
J. L. Evans	7117 Park Ave., No. Bergen	UNion 8-0881
Arthur D. Devlin, Orthopedic Consultant	368 Mt. Prospect Ave., Newark	HUMboldt 2-8213
Herbert B. J. Gong	1103 Ringwood Ave., Haskell	TRhune 5-1356
John C. Warburton	333 Park Ave., Paterson	ARMory 4-1644
E. J. Allen	269 Carroll Street, Paterson, N. J.	SHerwood 2-1423
Thomas Sanfacon, Oculist	340 Park Ave., Paterson	SHERwood 2-4616
S. T. Ferrari, Oculist	798 Madison Ave., Paterson	ARMory 4-4762
A. D. Reinkraut	7 Mineral Spring Ave., Passaic	PREscott 7-3540
Wayne W. Hall	240 Prospect St., Ridgewood	GILbert 5-2699
James S. Brescia	29 Franklin Turnpike, Waldwick	OLiver 2-5186
R. F. Sengstacken	Hemlon Rd., Suffern	ELMwood 7-0594
Frank J. Errico, Oculist	95 Washington Ave., Suffern	ELMwood 7-0073
Paul B. Van Dyke	108 Washington Ave., Suffern	ELMwood 7-0785
Paul S. Ingrassia	36 College Ave., Nanuet, N. Y.	NANuet 3-2456
H. F. Morrison	Doctor's Bldg., Meyer's Hill, Tuxedo Park	ELMwood 1-4133
Nathaniel T. Keys	16 No. Church St., Goshen, N. Y.	AXminister 4-5211
R. L. Lippincott	12 No. Church St., Goshen, N. Y.	GILbert 4-7165
R. S. Quackenbush	159 No. Church St., Goshen, N. Y.	AXminister 4-5565
Roswell L. Schmitt	34 Grove St., Middletown, N. Y.	DIamond 3-6502
C. Hudson Thompson	27-31 Ridge St., Middletown, N. Y.	DIamond 3-5395
Lester Mermell, Oculist	119 Highland Ave., Middletown, N. Y.	DIamond 3-8449
W. Earl Morris	182 Grand St., Newburgh, N. Y.	JO 1-0560
Daniel Rakov	102 Wiley St., Maybrook, N. Y.	HAzel 7-2040
G. E. Kenny	Masonic Bldg., Port Jervis, N. Y.	856-3712
Clare C. Kenny	206 Pennsylvania Ave., Matamoras	491-4011
Nicola Clinic	96 Gates Ave., Montclair, N. J.	PIlgrim 6-2200
Franklyn B. Theis, Oculist	209 So. Broadway, Nyack	ELMwood 8-0089
George K. Looser	207 So. Broadway, Nyack	ELMwood 8-0999
Edward Dana	163 Prospect Ave., Hackensack	DIamond 2-6266
J. C. Dingman	164 Central Ave., Spring Valley	ELMwood 6-0019
Gorman J. McVeigh	160 East 74th St., New York	TRafalgar 9-0482
Henry C. Johnson	110 William St., New York	BARclay 7-2880
C. E. Woltmann	805 Garden St., Hoboken	Oldfield 9-6532
Cecil F. Sabini	247 Fourth St., Hoboken	Oldfield 9-8177
Marshall Bergen, (Orthopedic)	12 Clifton Pl., Jersey City	HE 3-0462
L. A. Amdur, (Eye Specialist)	15 Exchange Place, Jersey City	HE 4-1068
Guy H. Laudig	361 Speedwell Ave., Morris Plains	JE 8-3183
Laurence M. Collins, (Psychiatrist)	Canfield Road, Convent, N. J.	JE 9-0052
A. L. Baker, Jr.	389 W. Blackwell St., Dover, N. J.	FO 6-0333
George F. Simms	541 Page Ave., Lyndhurst, N. J.	WE 9-4296
Angelo Gianni	37 Main St., Netcong, N. J.	Home 347-0683
Peter J. Cetta	260 Washington Ave., Nutley, N. J.	667-4100
Russell B. Stone	56 Summit Ave., Phillipsburg, N. J.	GLencourt 4-3301

THE ERIE LACKAWANNA RAILROAD COMPANY

NEW JERSEY & NEW YORK RAILROAD

NEW YORK DIVISION SCRANTON DIVISION

Division Headquarters

October 31st, 1965

GENERAL ORDER NO. 301

Effective 2:01 A.M.

Sunday, October 31st, 1965

Timetable No. 3 is issued herewith and is the authority for the movement of regular trains of the New York and Scranton Divisions and of the New Jersey & New York Railroad.

Each employee upon securing this Timetable must carefully examine each page to see that the Timetable is complete, and note changes.

The requirements of rules of the Operating Department 405, 406 and 407 will be met insofar as signature of S. O. and G. O. books is required by the employee signing the "Register Form," where provided, with the time and his name in lieu of signing the book. Other rules requiring signature of these books are modified accordingly. In all other respects the rules remain unchanged.

R. L. Downing
Superintendent
Hoboken, New Jersey

K. W. Dingle
Superintendent
Scranton, Pennsylvania

Approved:

T. E. McGinnis
General Superintendent
Hoboken, New Jersey

J. M. Moonshower
General Superintendent
Cleveland, Ohio

GENERAL INSTRUCTIONS

Rules of the Operating Department effective October 25th, 1964 will govern except as otherwise noted.

"Stickers" for insertion in the Book of Rules have been issued covering the revision of the following Rules:

Rule 873 — (Revised October 25, 1964)

Rule M — (Revised December 6, 1964)

1. TIMETABLES

101. Trains operating over another railroad will be subject to the rules, special instructions and timetable of that railroad.
102. Trains of other railroads operating on standard or detour agreements are authorized to move if they comply with this timetable and with the rules and instructions of the Erie Lackawanna Railroad.

103. TRAIN STOPS FOR EMPLOYEES

Hackensack Bdge.	Weekdays: 1152, X153, 1102, 1111.
County Road	Weekdays: 1150, 1152, 1600, 1154, 1602, 1102, 1104, 1120, 1162, 1168, 58, 1176, 1178, 53, X-153, X-155, 1157, 1159, 1163, 1111, 1113, 1165, 1601, 1115, 1131, 1155, 1177, 1179, 1181, 1183, 1151; Saturdays: 1150, 1154, 1108, 1752, 1166, 58, 1178, 53, 1751, 1155, 1157, 75, 1165, 1701, 1757, 1151, 1759; Sundays and Holidays: 1750, 72, 74, 71, 1755, 79, 73
West End	110, 158, 524, 628, 638, 640, 642, 107, 211, 301, 617, 627, 1006, 660, 662, 630, 709
Morristown Psgr. Yd.	644

2. SIGNS ADDITIONAL TO RULE 6

- A. Stop on Saturdays, Sundays and/or Holidays only.
- B. Flag stop on Saturdays, Sundays and/or Holidays only.
- C. Stop during period June 15th to September 15th inclusive.
- D. Stop Friday only.
- E. Stop on Sundays and/or Holidays only.
- SS. Conditional Stop — See Notes.

3. HOLIDAYS

New Year's Day
Washington's Birthday
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

4. HOURS OF SERVICE LAW

401. When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of the conductor and engineer to notify the Superintendent promptly, giving at least two hours advance notice.
402. Officers and agents are personally responsible for violations of the Hours of Service Law.

5. LOCATION OF STANDARD CLOCKS, TRAIN REGISTERS,
SPECIAL ORDER AND GENERAL ORDER BOOKS
AND BULLETIN BOARDS

501. NEW YORK DIVISION

	Standard Clocks	Train Registers	S O & G O Books and Bulletin Bds
Hoboken—Train Reg'str Rm	X	X*	X
Conductors Room	X		X
Chief Disprs Office	X		X
Freight Yard Office	X		X
YMCA	X		X
Passenger Yard Office			X
Engine Disprs Office	X	X*	X
Jersey City—Eng. Dispr Office	X	X*	X
Croxtan—Engine Disprs Office	X	X	X
Yard "A"		X	X
Yard "J"			X
"KW" Office			X
Pen Horn Yd			X
No. Hump Yd			X
Montclair—M'Clair Bch Stn	X		X
South Orange Tower	X		X
So. Orange Engine House			X
Morristown Engine House	X		X
Dover—Tower	X		X
Engine House	X		X
Summit Tower	X	X	X
Gladstone Station		X	X
Gladstone Engine House		X	X
Great Notch—Caldwell Bch		X	X
Essex Fells		X	X
Silver Lake Yard Office		X	X
Mountain View—G Lake Bch		X	X
Midvale		X	X
Ridgefield		X	X
Sparkill			X
Nyack		X	X
Port Morris Jct		X	X
Washington	X	X	X
Phillipsburg—Freight House		X	X
"PU" Tower—CNJ	X	X	X
Nanuet		X	X
Spring Valley	X	X	X
Newark—4th Avenue Yard			X
Paterson Yardmaster Office	X		X
Waldwick "WC" Tower			X
Suffern "SF" Tower	X		X
Mahwah Yard			X
Newburgh			X
Middletown	X		X
Campbell Hall		X	X
Montgomery		X	X
Port Jervis—Psgr Station	X		X
Callers Office	X		X
PX Yard Office	X		X
Dundee			X
28th St., NYC			X
149th St., NYC			X

* Indicates for NJ and NY and Newark Bch trains.

502. SCRANTON DIVISION

Location of Special and General Order Standard Clocks
Watch Train Registers Books and Bulletin Boards

	Standard Clocks	Train Registers	S O & G O Books and Bulletin Bds
Bangor—Dispatchers Office	X		
Engine House	X	X	X
Martins Creek Jct.—Staff Cabin			
Martins Creek Branch Trains only		X	
Portland — Yard Office. (Washington Line Trains)		X	
Stroudsburg Tower	X	X	
Scranton, Yard Office, all freight trains	X	X	X
Scranton, Passenger Station, all passenger trains	X	X	X
Scranton, Dispatchers Office	X		
Scranton, Enginehouse	X		X
Kingston, Freight House	X	X	X
Hanover Yard		X	
Binghamton Station, all passenger trains	X	X	X
East Binghamton Enginehouse	X		X
East Binghamton Yard	X	X	X
Norwich			X
Syracuse Yard Office, all trains	X	X	X
Syracuse Enginehouse	X		X
Richfield Junction (Rich. Sprgs. Br. Only)		X	
Utica Yard Office	X	X	X
Utica Enginehouse	X		X

6. SUPERIORITY OF TRAINS — CLEARING OF TRAINS

601. (a) On single track eastward or southward trains are superior to westward or northward trains of the same class except as otherwise indicated.
601. (b) Sussex Branch — Westward trains are superior to eastward trains of the same class.
602. Trains will be cleared at initial station by train order, timetable, signal indication or by the train dispatcher. Rules S-83 and D-83 will govern, except that interdivisional passenger trains must be given Clearance Form "A" before departing Hoboken.
603. Eastward extra trains must receive permission from the train dispatcher before making movement beyond Granton.
604. Eastward first class through line passenger trains may operate in advance of scheduled time Millburn to Hoboken on proper signal indication as provided by Rule 92.

7. TRACK ASSIGNMENTS — MOVEMENT OF TRAINS

701. Single track territory is indicated on the schedule pages.
702. All other territory is double track except for the multiple track territory shown below. Rule D-151 will govern except in TCS Territory and within Interlocking limits.
703. Under normal operating conditions in non TCS territory, odd numbered tracks are for westward movements and even numbered tracks are for eastward movements.
704. Tracks are numbered from north to south. Double tracks are designated as 1 and 2.
705. In territory where there is more than one route, passenger trains may accept signal indications for any route that will permit making schedule stops and that will take them to timetable destinations.

706. MULTIPLE TRACK TERRITORY

NEW YORK DIVISION

Point From	Point To	Track Numbers
Hoboken Terminal	Grove Street	3 1 2 4 6
Grove Street	West End	3 1 2 4
West End	Harrison	3 1 2
Newark	Millburn	3 1 2
West End	Bergen Junction	3 1 2 4
Lyndhurst Draw	Paterson Junction	3 1 2
H X Tower	Rutherford Junction	3 4 1 2
Ridgewood Jct. "WJ"	S F Tower	1 3 4 2

SCRANTON DIVISION

Stroudsburg	Analomink	3 1 2 4
Mount Pocono	Pocono Summit	3 1 2
Bridge 60	Cayuga	1 2 4
Dalton	Clarks Summit	1 2 4

711. TRACKAGE RIGHTS

Division	Point From	Point To	Via R R
SCRANTON	Hudson Junction	Jefferson Junction	D&H

8. METHODS OF OPERATION

801. NEW YORK DIVISION

Governing Rules	Territory — Tracks — Locations Governed
501 ABS	All Main Tracks Hoboken and Grove Street
261 550	Jersey City to West End. West End to East End
	H X Draw GL Jct to east end DB Draw
	Bergen Tunnels
TCS	
201 501	H X Tower to Port Jervis
T O ABS	Graham Line
	Bergen Jct to Ridgewood Jct "WJ" via Paterson
	"DB" Junction to Denville
	Hackensack Draw to Delaware River MP 73.17
	Roseville Avenue to Montclair
	Summit to Gladstone — APB
	Port Morris to Washington — APB
	Croxtton to Nyack — APB
	NJ and NY Junction to Spring Valley — APB
	Sussex Branch Jct to Netcong
D-251	All double and multiple track except as otherwise indicated
261 550	West End to Harrison
TCS	Harrison to Newark
	Newark to Millburn
	GA to Montville
	Montville to Denville
	Denville to Dover
	Port Morris Jct to MP 48.2
	MP 48.2 to Delaware River MP 73.17
	Greendell MP 56.2 to MP 57.6
	West of Lyndhurst Draw to Paterson Jct
	Paterson Jct to "XW"
	H X Tower to NJ and NY Jct
	Newburgh Jct "NJ" to East Greycourt
	Newburgh Jct "NJ" to East M Q
	Howells Jct to Otisville
	Otisville Tunnel
	West "OV" to "BC" Port Jervis
201 301	DB Jct to Paterson Jct — Newark Bch
T O MBS	Great Notch to Essex Fells
	Mountain View to Midvale
201	New Haven Jct to Montgomery
T O	Netcong to Branchville
	Washington to Phillipsburg
	Washington to State Line MP 80.57
601 INT	Interlocking Limits
	Secaucus Draw
	Secaucus Draw to Harrison cut off lead via track 2
	Lyndhurst Draw

801. NEW YORK DIVISION

Governing Rules	Territory — Tracks — Locations Governed
601 221 INT T O	Points where Interlocking Signals are used as Train Order signals. Interlocking Rules in effect.
	Hoboken Terminal* Grove Street Jersey City* Grove Street* "OS" Jersey City* West End* Croxton* "GL" Junction* Bergen Junction* Newark H X Tower Roseville Avenue NJ and NY Jct Montclair Rutherford Jct "BJ" South Orange Ridgewood Jct "WJ" Millburn Waldwick "WC" Summit S F Tower Denville Jct Newburgh Jct "NJ" Port Morris M Q Tower DB Jct West Arlington "WR" Newark Drawbridge Forest Hill "OJ"
	* Indicates Interlocking ONLY.
221 301 T O MBS	MBS Signals used as T O signals. Block indications do NOT supersede Rule 93.
	Caldwell Essex Fells Mountain View Great Notch

8010. NEW YORK TERMINAL

Territory between the Hudson and Hackensack Rivers — Procedure to be followed in the event of Interlocking or Traffic Control System failures.

8011. Tower Directors or Operators of Interlockings will issue instructions to trains. Only ONE person at each Interlocking will issue instructions. The use of pilots, Form B when practicable or verbal instructions is authorized. The Director or Operator must first assure himself that switches, frogs, turnouts and derails are properly lined and secured for the proposed movement. He must then have a proper understanding with the crew member in charge of the train involved. Identification by train number and crew member's name must be made.
8012. The instructions issued must include the route of movement and the points between which the train is authorized to move.
8013. NO movements will be started until the Director or Operator knows that all opposing or conflicting movements have been stopped.
8014. Enginemen will assure themselves that switches are properly lined before proceeding over them. This does NOT relieve other crew members of their responsibility in this respect.
8015. Indications of intermediate automatic block signals must be obeyed.

802. SCRANTON DIVISION

Governing Rules	Territory — Tracks — Locations Governed
201 501	Division Post MP 73.17 to Division Post MP 180.02
T O ABS	Portland to Slateford Junction S & U Brighton Avenue to West Adams Street
D-251	All double and multiple track except as otherwise indicated
261 550 TCS	Division Post MP 73.17 to Bells Bridge MP 78.8 Elmhurst to East Scranton MP 132.2 1 Only Bridge 60 Scranton to Cayuga 4 Only Port Dickinson to Chenango Forks
201 T O	B & P Portland to Nazareth. See Item 8021 Hanover Yard to Northumberland S & U—Chenango Forks to Oswego See item 1931 Chenango Forks to Utica Wyoming Branch—No. 14 Jct to Gravity

8021. RULES GOVERNING USE OF ELECTRIC STAFF SYSTEM

(a) Staff stations are located at Martins Creek Junction and Bangor Shops. Each instrument is furnished with staffs for moving trains under absolute block. Track between Martins Creek Junction and west yard limit board at Bangor constitutes the Staff Block.

When a Staff has been withdrawn from an instrument, another Staff cannot be withdrawn, until the Staff previously removed has been placed in an instrument.

(b) All Train Movement Authority conferred by Timetable or Book of Rules between above named points is void, except that Train Orders in effect must be fulfilled.

(c) A staff in the engineman's possession is authority for movement of a train in either direction, unless otherwise restricted by train order.

Before entering staff block, conductors will, unless otherwise instructed, call dispatcher. If dispatcher cannot be reached train will proceed when in possession of staff.

(d) (1) No train will move in either direction, within staff block unless engineman has staff in his possession, or train orders annulling staff system, and authorizing movement.

(2) Train Dispatcher will not issue train order annulling staff system until the electric lever in Train Dispatcher's office has been placed in locked position.

(e) For movement, staff will be withdrawn by conductor and handed to engineman to carry to end of staff block, where it will be inserted in instrument by conductor. If after staff has been inserted, rear portion of train is still in staff block, it must be protected as provided by Rule 99.

(f) If a train parts, or it is necessary to double, while in the staff block, the staff must be retained by engineman until entire train is clear of block.

(g) Under no circumstances may a staff be transferred from one train to another.

(h) In case of failure of the staff apparatus, trains will be moved by train orders.

9. SPECIALLY OPERATED SWITCHES AND PROTECTIVE
EQUIPMENT DEVICES

901. NEW YORK DIVISION

901 (a) Remote Control Switches and Signals

Controlled by Train Dispatcher—Hoboken

Secaucus Draw—Both ends of single track
Lead from west yard to main
Lead to east yard from main

Paterson Jct—All switches and signals

Paterson "XW"—End of double track

Great Notch Lincoln Park Siding

Mountain View Montville

East Greycourt—End of double track

Central Valley—Signals

East "MQ"—End of double track

Howells Jct

Otisville—both ends tunnel

Port Jervis—"BC"

Controlled by Operator Grove Street Jersey City

Jersey City Terminal

OS Interlocking east end Bergen Tunnel

"BR" Croxton west end archways and tunnel

Controlled by Operator at "HX" Tower

Bergen Junction NJ and NY Junction

Controlled by Operator "WR" West Arlington

Forest Hill

Controlled by Operator at Newark

Kearny Jct Harrison

Controlled by Operator at Summit

Millburn

Controlled by Operator at Port Morris

End double track MP 48.2

Greendell—Both ends double track, and Crossovers

Controlled by Operator at "MQ" Tower

Crossover at O&W Bridge

Lead to Maybrook Loop track

Controlled by Operator at Port Jervis

Sparrowbush—Lead from Track 2 to yard

Lead to Yard No. 1

901 (b) Spring Switches

Located at:

Coalberg Jct—NYS&W Connection to Track 1

Central Valley—West end siding*

Sparrowbush—Connection from west yard to Track 1*

Granton Palisades Park

Closter—Both ends double track

Sparkill—East end double track

Port Morris—Derail west end of yard on lead
to Sussex Branch main

Sussex Branch Jct—Crossover

Andover Jct—L&HRR connection. Set for Sussex Branch

* Indicates protected by Controlled Signals

901. NEW YORK DIVISION

901 (c) Electrically Locked Switches Remote Controlled

Located at:

Jersey City—Switch entering Seaboard Term.

Secaucus—Connection to American Can Co. from
Track 1 east of County Road

East NJ&NY Jct—Crossover Tr 3 to Tr 4

Rutherford—Storage track 1 and derail
West End Yard

Paterson Jct—Denman and Davis

Paterson City Spur—MGM Industrial, Pacific St.

East FX Crossover

G Lake Main—Lead to Public Service Co. east of Pen Horn Creek
Crossover MP 3.25 west of Pen Horn Creek

Mountain View—Crossover between Greenwood Lake
and Boonton Br.

West End—Substation switch to Tr 3
PRR Interchange from Tr 4

Koppers—Lead from Track 3 west of Hack Drawbridge

Kingsland—Crossover west of station
Crossover to Harrison Bch

Delawanna—Lead from Tr 3 to Delawanna Iron and Metal Co

Towaco—Station side track
Thermal American Fused Quartz switch

Montville—Penick Co side track

West Boonton—Norda Chem Co side track
Crossover between Tr 1 and 2

Denville—Derail at Anderson & Clayton Co

Dover—Lumber track east end from Tail track

901 (d) Electrically Locked Switches

Automatically Controlled

Located at:

Newburgh Jct—West leg of Wye

Harriman—Nepera Chemical Co.

Monroe—Station switch

Carpentars Switch

Crossover to siding

West end of siding

Central Valley—Gold Bond Stamp Co.

Highland Mills—Station switch

Woodbury—Cooney Bros.

Cripple track MP 58.60. Both ends

Otisville—Cripple track west of station

Little Falls—Both ends passing siding, Chrysler Swh

Koppers—Derail to Fry Roofing Co located 500 ft east of
Sanfords Crossing

Orange—Crossover between Mains 1 and 3

Crossover between Mains 1 and 2

Crossover between Main 2 and Spottiswoode

Crossover between Main 2 and lead to Frt Yd

Morristown—Crossover between Tracks 1 and 2

Crossover between Lard lead and Tr 2

Switch and derail from Tr 1 to Express Track

901 (d) NEW YORK DIVISION

Secaucus—Crossover between Tracks 1 and 2
 Crossover between Track 1 and Front lead
 Crossover from new connection to Track 2
 Chester Jct—Crossover between Tr 1 and 2
 Junction switch Tr 2 to Chester Bch
 Switch and derail to New Yard
 Washington—Junction switch between Washington Line
 and Phillipsburg Bch
 Greendell—Station Track
 Blairstown—Station Track

901 (e) Mechanical Clockwork Time Release

Located at:

Chatham—Crossover
 Madison—Crossover
 Morris Plains—Crossover
 Lincoln Park—Passing siding to Station switch

901 (f) Locations Marked "Rusty Rail"

Rules 616, 617 and 666 will govern. At all switches marked by "Rusty Rail" sign, before any diverging movement is made, a member of the crew involved must request permission from the operator or dispatcher involved, indicating to them the exact movements to be made. Such requests can be made via telephone or radio and it is not necessary that a stop be made before passing such points if the crew has requested and received permission and the proper signal indication is given.

Locations marked "Rusty Rail" are as follows:

Jersey City, N. J., Terminal Interlocking — Switch 59
 Jersey City, N. J., Grove St. Interlocking — Switch 81
 Jersey City, N. J., "OS" Interlocking — Switches 13, 15, 19
 West Secaucus, N. J., Upper Hackensack Drawbridge Interlocking —
 Switch 5
 Lyndhurst, N. J., Lyndhurst Drawbridge Interlocking — Switch 15
 Paterson, N. J., Paterson Jct. Interlocking — Switches 37, 45, 47
 Rutherford, N. J., "BJ" Interlocking — Switch 9
 Ridgewood, N. J., "WJ" Interlocking — Switch 21
 Waldwick, N. J., "WC" Interlocking — Switch 30
 Harrison, N. J., Harrison Interlocking — Switch 75
 Summit, N. J., Harrison Interlocking — Switch 9
 South Orange, N. J., South Orange Interlocking — Switch 18

901 (g) Dragging Equipment Detectors

Detector Location	EASTWARD	
	"E" Light	Sets Sig. STOP
Tr 2 MP 80.43	78-2-2	OV Tnl Home Sig
MP 60.52	58-2-E	55-2-E
	55-2-E	
WESTWARD		
MP 50.30	52-1-E	54-1-E
	54-1-E	
Tr 1 west Howells Jct	71-1-1	OV Tnl Home Sig

901 (h) Slide Detector Fence

Roseville Tunnel — Fence is located north of track west of Tunnel. Material coming in contact with fence will cause Automatic Signals 503 and 520 to display "Stop and Proceed" indication. Enginemen stopped by these signals will proceed expecting to find track obstructed. Conditions observed must be reported immediately to the train dispatcher. Protection must be provided if necessary.

902. SCRANTON DIVISION

902 (a) Remote Controlled Switches and Signals

Controlled by Train Dispatcher—Scranton
 Mount Pocono—Entrance to Track 3
 Tobyhanna—Trailing point crossover
 Elmhurst—Trailing point crossover
 Dalton—Entrance to Track 4
 Port Dickinson—End of double track
 Chenango Forks—Siding
 Divider switch

Controlled by Stroudsburg Tower
 Slateford Jct MP 75.1—Entrance to Old Road
 Bells Bridge MP 78.8
 Stroudsburg MP 81.50—Entrance to Track 3
 Gravel Place MP 84.50—Entrance to Track 4

Controlled by Bridge 60 Scranton
 East Scranton MP 132.0—Crossovers
 Leads to Yards 1 and 2
 Scranton Passenger Station
 Cayuga—Crossovers Track 2 to Track 4
 Track 2 to Track 1
 Connection to Keyser Valley Branch

Controlled by Lehigh Valley Tower—Coxton
 Pittston Junction—End of double track

902 (b) Spring Switches

Located at:

Analomink—Trk 3 to Tr 1*
 Pocono Summit—Trk 3 to Trk 1*
 Clarks Summit—East end Trk 4*

* Indicates that these switches are protected by controlled signals.

Scranton Yard
 East end Frgt eng pit to yard engine dispatch track
 Psgr ash pit to inbound engine house lead
 Psgr ash pit to run around track
 West end outbound engine lead to hog pit

West Pittston—West end Susquehanna River Bdge
 Hanover Yard: West end double track
 Cortland Jct.-Homer: Both ends double track
 Jamesville-Brighton Ave.: Both ends double track
 West Adams Street, Syracuse:
 South end Crossover between switching lead and main track

902 (c) Electrically Locked Switches — Remote Controlled

Scranton—Bridge 60
 Boiler Plant Switch
 Repair Track—Derail Track 1
 —Switch #8
 Finches Foundry Switch
 Industrial Side Track
 Sanker and Williams Switch

Port Dickinson—Coal Switch
 Hillcrest—Clay Eqpt Products
 Link Inc
 Air Force Med. Depot

Chenango Bridge—Gravel Bed
 East switch
 Chenango Forks—South end west switch

902. SCRANTON DIVISION

902 (d) Electrically Locked Switches Automatically Controlled

Tinkertown—Paper Mill Company
West Henryville—Main track crossover
Pittston Jct—Lehigh Valley Intge Track
Syracuse—Salt Land Spur from O&S Branch Main Track

902 (e) Mechanical Clockwork Time Release

Cortland Jct—Cincinnati Branch Sw
Brewer Titchener Sw

902 (f) Locations Marked "Rusty Rail"

Rules 616, 617 and 666 will govern. At all switches marked by "Rusty Rail" sign, before any diverging movement is made, a member of the crew involved must request permission from the operator or dispatcher involved, indicating to them the exact movements to be made. Such requests can be made via telephone or radio and it is not necessary that a stop be made before passing such points if the crew has requested and received permission and the proper signal indication is given.

Locations marked "Rusty Rail" are as follows:

Stroudsburg, Pa., Stroudsburg Interlocking — Switch 19
Mt. Pocono, Pa., Mt. Pocono Interlocking — Switch 5
Scranton, Pa., Bridge 60 Interlocking — Switches 9, 33, 35, 43
Cayuga, Pa., Cayuga Interlocking — Switch 14

902 (g) Dragging Equipment Detectors

Eastward—West Henryville MP 92.25 Tr 2
Foster MP 153.16 Tr 2

Westward—La Plume MP 147.25 Tr 1
Conklin MP 184.45 Tr 1

When "D" light is displayed train must be stopped and inspected for defect. Train dispatcher must be notified. Light in detector indicator must be extinguished. Cut out switch is located in "Z" box adjacent to signal.

902 (h) Slide Detector Fence

Nicholson Tunnel — Fence is located over west portal of tunnel in cut 300 feet along north side of Track #1 and 180 feet along south side of Track #2 from West portal of tunnel. Material coming in contact with fence will cause eastward home signal, 1800 feet west of west portal and westward home signal, 1850 feet east of east portal to display "stop" indication. After permission is obtained from Train Dispatcher to proceed, engine and train crews must watch carefully for obstruction on or near their own or adjacent tracks. Conditions observed must be reported to Train Dispatcher at first means of communication. Protection must be provided if necessary.

10. TRAIN ORDER OFFICES AND INTERLOCKING TOWERS NOT OPEN 24 HOURS DAILY

1001. NEW YORK DIVISION

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
"BJ" Ruthd. Jct	6:30 AM to 10:30 PM	Closed
"WC" Waldwick	6:00 AM to 10:00 PM	Closed
Caldwell	9:25 AM to 6:25 PM	Closed
Essex Fells	7:00 AM to 4:00 PM	Closed
Newark Draw (Newark Brch)	6:00 AM to 10:00 PM	6:00 AM to 2:00 PM Exc. Sun. & Holidays
Rosvle. Ave. Int.	Continuously	Closed 11:30 PM Sat. to 11:30 PM Sunday
Montclair Int.	6:00 AM to 10:00 PM	Closed
So. Orange Int.	6:00 AM to 10:00 PM	Closed
Summit Int.	6:45 AM to 10:45 PM	6:45 AM to 10:45 PM
Murray Hill	6:55 AM to 10:55 AM 11:55 AM to 3:55 PM	Closed
Millington	7:00 AM to 11:15 AM 11:45 AM to 3:30 PM	Closed
Basking Ridge	7:12 AM to 10:40 AM 11:10 AM to 3:42 PM	Closed
Bernardsville	6:00 AM to 10:35 AM 11:05 AM to 2:30 PM	Closed
Far Hills	7:00 AM to 10:20 AM 11:20 AM to 4:00 PM	Closed
Gladstone	7:00 AM to 10:30 AM 11:30 AM to 4:00 PM	Closed
Morristown	6:00 AM to 2:00 PM	9:00 AM to 5:00 PM Exc. Sun. & Holidays
Netcong	6:45 AM to 10:35 AM 11:35 AM to 3:45 PM	Closed Sunday Same as weekdays Sat. & Hol.
Newton	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Hackettstown	6:30 AM to 10:30 AM 11:30 AM to 3:30 PM	Closed
Washington	8:30 AM to 1:00 PM 1:30 PM to 5:00 PM	Closed

Train order offices on Northern Branch and on New Jersey and New York RR are open from 7:00 AM to 3:00 PM Monday through Friday. Closed Saturday, Sunday and Holidays.

1002. SCRANTON DIVISION

Hours of Train Order and Interlocking Towers — not open twenty-four hours daily:

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
B & P Branch:		
Portland	9:00 AM to 12:00 Noon 1:00 PM to 6:00 PM	Closed
Bangor	7:00 AM to 10:30 AM 11:30 AM to 4:00 PM	Closed
Pen Argyl	10:00 AM to 2:00 PM 3:00 PM to 7:00 PM	Closed
Nazareth	12:00 Noon to 4:15 PM 5.15 PM to 9:00 PM	Closed

Main Line:

Cresco	8:15 AM to 12:45 PM 1:45 PM to 5:15 PM	Same as Mon. to Fri.
Tobyhanna	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Moscow	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Nicholson	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
New Milford	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Hallstead	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Lake Ariel	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed

S & U Branch:

Cortland	7:00 AM to 11:00 AM 12:00 Noon to 4:00 PM	Closed
Jamesville	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Syracuse	12:01 AM to 4:01 AM 4:21 AM to 8:01 AM 1:15 PM to 5:15 PM 5:35 PM to 9:15 PM	Closed
Baldwinsville	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Fulton	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Oxford	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Norwich	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	Closed
Sherburne	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Utica	11:30 AM to 3:00 PM 4:00 PM to 8:30 PM	Closed

1002. SCRANTON DIVISION

STATION	MONDAY TO FRIDAY	SATURDAYS, SUNDAYS AND HOLIDAYS
Bloomsburg Branch:		
Old Forge	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
West Pittston	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Bloomsburg	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed
Danville	8:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed

11. CROSSOVER MOVEMENTS AND MOVEMENTS MADE TO OCCUPY THE MAIN TRACK

Rule D-152 will apply and on single track permission must be obtained to occupy the Main Track except in territory specified in Item 1101.

1101. NEW YORK DIVISION

Newburgh
Port Jervis
Newark—4th Avenue Yard
NJ and NY RR—NJ&NY Jct to Fairmount Avenue
Northern Branch—Croton to Palisades Park

12. YARD LIMITS INDICATED BY SIGNS

1201. NEW YORK DIVISION

All tracks east of Hackensack River.

Main Line	Newark Branch Newark to D.B. Jct.
Carlton Hill Branch	Athenia to Paterson Jct.
Passaic to Paterson	Montgomery Branch— Montgomery- From Goshen to "MQ" Tower. Maybrook Loop Track. (Trains and Engines occupying Maybrook Loop Track must be protected in accordance with Rule 99.)
Paterson	
Goshen	
Middletown	
Port Jervis	
Piermont Branch— Suffern to Spring Valley Nanuet Jct. to Piermont Dock Newburgh Branch	Crawford Branch
	N.J. & N.Y.R.R. Spring Valley to Thiells NJ&NY Jct. to Fairmount Ave.

NORTHERN BRANCH

Nyack
Sparkill
Croton to end of Double Track, Palisades Park.

1201. NEW YORK DIVISION

Yard Limits

Greenwood Lake Branch — West Arlington, 50 feet west of Passaic River drawbridge, to ¼ miles west of Forest Hill Station.

Little Falls

Mt. View to West End Wayne Siding

Midvale

Orange Branch

MP east of Caldwell, west of Essex Fells.

Totowa Industrial Spur

Harrison to Kingsland—Harrison Bch Extn.

Gladstone

Port Morris to Netcong

Washington

Branchville

Phillipsburg

Passaic Branch

Yard Running Tracks

Paterson Jct to South Paterson

Dover—Dover Stub—Towerman at Dover directs movements

Suffern—Ford Lead—Yardmaster at Mahwah Directs movements

Rules governing movements over Harrison Bch

1. Movement in either direction over Harrison Branch can be made only on authority of towerman at West End Tower. Towerman must not authorize the movement of more than one train or engine at a time on Harrison Branch.
2. Crews authorized to operate over Harrison Branch must report to Towerman at West End Tower when clear of Harrison Branch.
3. Towerman at West End Tower will report to Train Dispatcher all movements and make written record of time movement authorized and time track is cleared.
4. Movement in either direction over Harrison Branch Extension can be made only on authority of Train Dispatcher and only one train or engine will be allowed on Harrison Branch Extension at one time.

1202. SCRANTON DIVISION

Indicated by Signs

Wyoming Branch

Avoca and Langcliffe Branch

Between No. 14 Junction and No. 7 Junction

Scranton Branch

Jessup Branch

Riverside Mine Branch

Lake Ariel Branch

B & P Branch

Portland (to Hill Yard)

East Bangor

Bangor

Martins Creek Branch

Pen Argyl Junction, incl. Pen Argyl

Pen Argyl Branch

Nazareth to Bath Junction

Martins Creek

1202. SCRANTON DIVISION

Scranton Terminal—

West of Harrison Ave. to Clearview St. on main line, and to yard limit board west of Taylor Old Yard on Bloomsburg Branch.

Scranton Terminal includes:

Keyser Valley Branch

Pyne Branch

Storrs Branch

Diamond Branch

Green Ridge Branch

South Side Branch

Main Line—

Stroudsburg—Analomink (Track 3)

West Gravel Place (Track 4)

The Old Line Branch from a point opposite derail on Old Line Branch to Foster and Nicholson.

Bloomsburg Branch—

Old Forge—West of Wyoming Storage

Kingston

Plymouth Junction to 3000 feet West of West Nanticoke

Hanover & Newport Branch

Berwick

Bloomsburg—Rupert

Danville—M. P. 207

Northumberland

Syracuse Branch—

Cortland

Homer

Jamesville

Syracuse

Baldwinsville

Fulton

Oswego

Utica Branch—

Norwich

Richfield Junction to Richfield Springs

Utica

13. RULE 93-A YARD POINTS WHERE TRAIN ORDERS MAY BE USED FOR MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

1301. NEW YORK DIVISION

Paterson

Goshen

Middletown

Secaucus

14 SIDINGS

1401. NEW YORK DIVISION

	CAR CAPACITY
Ramapo	80
N. J. to Central Valley	331
MQ East Siding	122
Monroe	33
Belleville	20
Walnut St.	30
Franklin Avenue	18
Athenia	9
Carlstadt	190
South Hackensack	19
Westwood	10
Hillsdale	20
Park Ridge	10
Pearl River	30
Spring Valley	18
Englewood	75
Montclair Center	37
Little Falls	26
Lincoln Park	120
Wayne	20
Pompton Plains	25
Pompton Jct.	12
Caldwell	10
Murray Hill	17
Berkeley Heights	7
Stirling	20
Millington	18
Lyons	20
Bernardsville	11
Far Hills	10
Hackettstown	53
Washington	12
Netcong	22
Newton	9
Main Track No. 1, Greendell	150

1402. SCRANTON DIVISION

S&U BRANCH:	CAR CAPACITY
Chenango Forks	120
Whitney Point	103
Apulia	109
Oxford	45
Paris	46
Richfield Junction	22
Canal Branch — Utica	62
BLOOMSBURG BRANCH:	
Bloomsburg	33
Rupert	29
B&P BRANCH:	
East Bangor	42
Flicksville	34
Ruchs	28
Pen Argyl Long Siding	43
Miller's	60
Portland Hill Yard	34
WYOMING BRANCH:	
Nay Aug	35
Saco	24

15. CLEARANCE RESTRICTIONS

1501. A. NEW YORK DIVISION

Special Restrictions

Maximum allowable height of equipment or lading in electrified zone is restricted as follows:

Hoboken Train Shed	15 ft. 4 in.
Tracks 1 and 3, Bergen Tunnel, 7 ft. 8 in. width of car or lading	15 ft. 3 in.
Tracks 2 and 4, Bergen Tunnel, 6 ft. 8 in. width of car or lading	17 ft. 1 in.
West End to Denville, Morristown Line	15 ft. 5 in.
Denville to Dover, Track No. 1	17 ft. 1 in.
Denville to Dover, Track No. 2	17 ft. 6 in.
Gladstone Branch	15 ft. 7 in.
Montclair Branch, except Grove St. Bridge, Montclair	15 ft. 5 in.
Grove Street Bridge, Montclair	15 ft. 4 in.

Trains and engines handling loaded piggyback flat cars are restricted from operating on following tracks:

Main Track No. 1 and No. 3 — Bergen Tunnel.
Tracks No. 9, No. 12, and No. 14 — Hoboken Train Shed.

Locomotives indicated below are restricted from operating in the territory indicated due to extreme height.

ALCO — 2401-2415	15 ft. 11 in.
ALCO — 2451-2462	15 ft. 11 in.
GE — 2501-2527	15 ft. 4 in.
EMD — 2551-2586	15 ft. 10 in.

These engines are restricted from operating in following territories and locations:

Morristown Line — Between Denville Jct. and Bergen Jct.
Bergen Jct., Hoboken via Old Bergen Tunnel (Track 1 and 3).
Old Road, Washington to Slateford Jct. (Oxford and Manunka Chunk Tunnels).
Montclair Branch
Gladstone Branch
Hoboken Train Shed — All tracks except No.'s 16 and 17.
Bergen Tunnel — (Erie District)

1502. A. SCRANTON DIVISION

- In the movement of trains or cars on tracks where there is limited side clearance on account of telegraph or signal poles, platforms, docks, bridges or other structures of any kind; employees must not go between cars and such obstructions or use side ladders or steps or lean outward from engines or cars toward the obstruction.
- The increased width of freight cars in service has reduced clearance room available between cars or tracks in yards. All employees must use the greatest care in riding side steps, ladders, getting on or off cars or walking between cars to avoid personal injury.
- On account of the width of Diesel engines; trainmen and engine-men must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and where two engines are passing each other.
- Covered hopper cars are not to be operated in trains with hatch covers in the open position.
- A brick enclosed island containing steel pole equipped with "Fire-stone" sign near the track leading to Oswego Stevedoring Whse., Oswego, N. Y. will not clear a man riding the side of engine or car.

16. STATION LISTS

1601. NEW YORK DIVISION

For the Use of Agents, Conductors and Others, for Reporting
Movements of Trains, Locomotives and Cars

MAIN LINE

Miles from	Station No.
Hoboken, N. J.	78
Jersey City, N. J.	87
West End	91
Bergen Junction	92
Secaucus	700
Junction, Harrison Cut-Off	300
Kingsland	310
Lyndhurst	315
Delawanna	320
Passaic	322
Clifton	327
Paterson Junction	295
South Paterson	915
Paterson	917
River Street (Paterson)	920
Hawthorne	925
Glen Rock	930
Ridgewood Junction	935
Ridgewood	940
Ho-Ho-Kus	945
Waldwick	950
Allendale	955
Ramsey	960
Mahwah	965
Suffern, N. Y.	1010
Hillburn	1015
Ramapo	1018
Sterlington	1020
Sloatsburg	1025
Tuxedo	1030
Southfields	1035
Arden	1040
Newburgh Junction	1065
Harriman	1070
Monroe	1072
Rockland Elec. Light Switch	1075
Greycourt	1120
Chester	1125
Goshen	1158
New Hampton	1159
Main St. Middletown	1180
Middletown	1182
Middletown Summit	1184
Howells Jct.—Fish's Switch	1185
Howells	1190
Otisville	1192
East Graham	1195
Port Jervis	

NEWARK BRANCH

Miles from	Station No.
Hoboken, N. J.	78
Jersey City, N. J.	87
Croton	97
D. B. Junction	99
Seaboard	245
Harrison	250
Grant Ave. (Kearny)	255
Newark	265
Riverside	266
Woodside	268
Belleville (Cleveland St.)	270
Belleville	275
Nutley (Walnut St.)	280
Nutley	283
Nutley (Franklin Ave.)	286
Allwood	290
Athenia	294

WEEHAWKEN BRANCH

Miles from	Station No.
Jersey City	87
Weehawken	82

1601. NEW YORK DIVISION

BERGEN COUNTY LINE

Miles from	Station No.
Hoboken	78
Croton	97
Secaucus	700
N. J., N. Y. Junction	705
Rutherford	860
Rutherford Junction	865
Garfield	870
Dundee Junction	872
Plauderville	874
Passaic Junction	880
Broadway-Fair Lawn	890
Radburn-Fair Lawn	892
Glen Rock	894
Ridgewood Junction	930

CARLTON HILL BRANCH

Miles from	Station No.
Rutherford Junction	865
Carlton Hill	895

PASSAIC BRANCH

Miles from	Station No.
Passaic	900
Clifton	905
Lakeview	910
XW	

DUNDEE SPUR

Miles from	Station No.
Dundee Junction	872
Dundee	875

PIERMONT BRANCH

Miles from	Station No.
Suffern	965
Tallmans	970
Monsey	975
Spring Valley	980
Smith's Switch	982
Nanuet	985
Rockland State Hospital	988
Blauvelt	990
Orangeburg	995
Convent Switch	997
Sparkill	675
Piermont (Dock), N. Y.	1005

NEWBURGH BRANCH

Miles from	Station No.
Greycourt, N. Y.	1075
Craigville	1079
Blooming Grove	1080
Washingtonville	1085
Salisbury Mills	1090
Valls Gate	1095
New Windsor	1105
West Newburgh	1110
Newburgh	1115

MONTGOMERY BRANCH

Miles from	Station No.
Goshen, N. Y.	1125
Campbell Hall	1132
Campbell Hall Jct.	1133
Montgomery	1140

1601. NEW YORK DIVISION

CRAWFORD BRANCH

Miles from	Station No.
Main Street (Middletown)	1159
4 Crawford Junction	1160
5 Circleville	1162
8 Bullville	1165
10 Thompson Ridge	1170
12 Van Keuren's	1175
13 Pine Bush	1178

N. Y. O. & W. BRANCH

Miles from	Station No.
Crawford Jct.	1160
1 Fair Oaks	1161

N. Y. N. H. & H TRACKAGE

Miles from	Station No.
MQ Tower	1060
5 Maybrook Freight Yard	1135

GRAHAM LINE

Miles from	Station No.
Newburgh Junction	1040
1 Arden House	1045
1 Harriman's Switch	1047
3 Central Valley	1050
4 Highland Mills	1055
6 Woodbury	1056
15 Clarks Siding	1057
21 MQ Tower	1060
26 Red Onion Switch	1062
31 Howells Jct. (Fish's Switch)	1184
36 Otisville	1190

NORTHERN BRANCH

Miles from	Station No.
Hoboken, N. J.	78
from Jersey City, N. J.	87
2 Croxton	97
4 Lunday's Lane	602
5 North Bergen	605
6 New Durham	607
7 Granton	610
8 Babbitt	615
8 Fairview	620
9 Ridgefield	625
10 Morsemere	630
11 Palisades Park	635
12 Leonia	640
13 Englewood (Sheffield Ave.)	642
14 Englewood	645
15 Englewood (Hudson Ave.)	647
16 Tenafly	650
17 Cresskill	655
18 Demarest	660
19 Closter	665
22 Northvale	669
23 Tappan, N. Y.	671
24 Sparkill	675
25 Piermont	677
28 Nyack	685

1601. NEW YORK DIVISION

GREENWOOD LAKE BRANCH

Miles from	Station No.
Hoboken, N. J.	78
from Jersey City, N. J.	87
2 Croxton	97
4 D. B. Junction	99
7 Arlington	105
7 West Arlington	107
8 North Newark	110
8 Forest Hill	115
9 Belwood Park	140
10 Bloomfield (Rowe St.)	145
12 Montclair	155
13 Watchung Ave. (Montclair)	157
14 Upper Montclair	160
15 Montclair Heights	165
16 Great Notch	170
19 Little Falls	195
19 Singac	200
21 Mountain View	205
22 Wayne	210
24 Pequannock	215
25 Pompton Plains	220
27 Riverdale-Pompton	225
28 Pompton Junction	230
30 Haskell	235
31 Wanaque-Midvale	240

ORANGE BRANCH

Miles from	Station No.
Forest Hill	115
1 Silver Lake	118
1 Bloomfield	120
3 Orange	130
4 West Orange	135

CALDWELL BRANCH

Miles from	Station No.
Great Notch	170
2 Overbrook	177
3 Verona	180
5 Caldwell	185
6 Essex Fells	190

NEW JERSEY & NEW YORK RAILROAD

Miles from Jersey City, N. J.	Station No.
Jersey City, N. J.	0
2 Croxton	2
8 N. J. & N. Y. Junction	8
9 Carlstadt	4009
10 Wood Ridge	4010
11 Hasbrouck Heights	4011
12 Hasbrouck Heights (Williams Ave.)	4012
12 South Hackensack	9826
12 Hackensack (Essex Street)	9827
13 Hackensack (Central Avenue)	4013
14 Hackensack (Anderson Street)	4014
14 Hackensack (Fairmount Avenue)	9828
15 North Hackensack	4015
16 River Edge	4016
17 New Milford	4017
18 Oradell	4018
19 Emerson	4019
20 Westwood	4020
21 Hillsdale	4021
22 Hillsdale Manor	4022
23 Woodcliff Lake	4023
24 Park Ridge	4024
25 Montvale	4025
26 Pearl River, N. Y.	4026
28 Nanuet	4028
28 Nanuet Junction	4028
29 Smith's Switch	4029
30 Spring Valley	4030
33 New Hempstead	4033
34 Summit Park	4034
35 Pomona	4035
36 Mount Ivy	4036
37 Letchworth Village	4037
38 Thiells	4038

1601. NEW YORK DIVISION

BOONTON LINE

Miles from	Station No.
Mountain View	332
2 Lincoln Park	336
4 Towaco	340
7 Montville	345
8 Boonton	350
10 Mountain Lakes	355
13 Denville	485

TOTOWA INDUSTRIAL SPUR

Miles from	Station No.
Mountain View	332
3 Little Falls	331

WEST PATERSON SPUR

Miles from	Station No.
Paterson Junction	327
1 West Paterson	328

MORRISTOWN LINE

Miles from	Station No.
Hoboken, N. J.	78
2 West End	91
3 Seaboard	363
5 Kearny Jct.	365
7 Harrison	366
8 Newark	367
9 Roseville Ave.	368
10 East Orange	369
11 Brick Church	370
11 Orange	371
12 Highland Ave.	372
13 Mountain Station	373
14 South Orange	400
15 Maplewood	404
17 Millburn	408
18 Short Hills	412
20 Summit	416
24 Chatham	455
26 Madison	460
28 Convent	465
30 Morristown	470
32 Morris Plains	475
36 Mount Tabor	480
36 Denville	485
40 Dover	490
42 Wharton	495
43 Chester Jct.	500
43 Lake Jct. (C.N.J.)	501
47 Lake Hopatcong	518
48 Pt. Morris Jct.	519
49 Pt. Morris	520
59 Greendell	1201
66 Blairstown	1203

HARRISON BRANCH

Miles from	Station No.
Jct. Boonton Line	300
1 Borrow Pit	303
2 North Arlington	305
3 Dupont Siding	306
5 Harrison	366

MONTCLAIR BRANCH

Miles from	Station No.
Roseville Ave.	368
1 Ampere	375
2 Watsessing	378
3 Bloomfield	380
3 Glen Ridge	385
4 Montclair	390

1601. NEW YORK DIVISION

GLADSTONE BRANCH

Miles from	Station No.
Summit	416
1 West Summit Siding	419
2 New Providence	420
3 Murray Hill	423
6 Berkeley Heights	426
7 Gillette	427
8 Stirling	430
10 Millington	433
12 Lyons	436
14 Basking Ridge	437
15 Bernardsville	439
17 Mine Brook	440
19 Far Hills	442
21 Peapack	446
22 Gladstone	450

CHESTER BRANCH

Miles from	Station No.
Chester Jct.	500
2 Kenvil	505
3 Succasunna	510
4 Randolph	515

SUSSEX BRANCH

Miles from	Station No.
Sussex Branch Jct.	524
5 Cranberry Lake	530
7 Andover	540
8 Andover Jct.	542
12 Newton	545
16 Lafayette	550
18 Straders	552
20 Augusta	555
21 Branchville	560

PHILLIPSBURG BRANCH

Miles from	Station No.
Pt. Morris	520
1 Sussex Branch Jct.	524
1 Netcong	525
4 Waterloo	526
10 Hackettstown	565
16 Port Murray	570
20 Washington	575
25 Broadway	580
26 New Village	585
29 Stewartville	590
34 Phillipsburg	595

OLD ROAD

Miles from	Station No.
Washington	575
5 Oxford Furnace	
13 Delaware	

16. STATION LISTS

1602. SCRANTON DIVISION

Station	Number
Slateford Jct., Pa.	1270
Stroudsburg	1275
Gravel Place	1277
Analomink	1280
Cresco	1285
Paradise	1292
Pocono Summit	1295
Tobyhanna	1300
Moscow	1310
Scranton	1317
Hampton Yard	1318
Cayuga	1650
Clarks Summit	1660
Dalton	1665
La Plume	1669
Factoryville	1672
Nicholson	1675
Jct. Nicholson Branch	1677
Poster	1678
Kingsley	1680
New Milford	1685
Hallstead	1690

BANGOR AND PORTLAND BRANCH

Station	Number
Portland	1217
Stier	1220
Bangor	1224
Martins Creek Jct.	1227
Delabole	1235
Pen Argyl	1240
Wind Gap Jct.	1242
Belfast Jct.	1245
Hercules	1250
Nazareth	1255
Bath	1260
Martins Creek, Pa.	1230
Martins Creek, N. J.	1233

UTICA BRANCH

Station	Number
Chenango Forks	1903
Greene	2005
Brisben	2009
Oxford	2015
Norwich	2020
Galena	2024
Sherburne	2028
Earlville	2032
Hubbardsville	2036
North Brookfield	2040
Waterville	2044
Paris	2047
Richfield Jct.	2050
Clayville	2074
Chadwicks	2082
Washington Mills	2085
New Hartford	2090
West Utica	2092
Utica	2095

BLOOMSBURG BRANCH

Station	Number
Taylor	1343
Old Forge	1346
Duryea	1490
Pittston	1492
West Pittston	1495
Wyoming	1501
Forty Fort	1505
Luzerne	1510
Kingston	1515
Plymouth Jct.	1520
Plymouth	1525

1602. SCRANTON DIVISION

BLOOMSBURG BRANCH

Station	Number
West Nanticoke	1537
Shickshinny	1545
Berwick	1554
West Berwick	1558
Briar Creek	1562
Lime Ridge	1566
Espy	1570
Bloomsburg	1574
Rupert	1578
Catawissa	1582
State Hospital	1584
Danville	1586
Northumberland	1595

SYRACUSE BRANCH

Station	Number
East Binghamton, N. Y.	1697
Binghamton	2100
Chenango Bridge	1900
Chenango Forks	1903
Whitney Point	1906
Lisle	1910
Killawog	1914
Marathon	1917
Blodgett Mills	1920
Cortland Jct.	1922
Cortland	1925
Homer	1935
Little York	1938
Preble	1942
Tully	1946
Apulia	1950
Onativia	1953
Jamesville	1956
Rock Cut Switch	1960
Syracuse	1965
Solvay	1970
Syracuse Fair Grounds	1972
Stiles	1975
Baldwinsville	1980
Fulton	1985
Minetto	1990
Oswego	2000

RICHFIELD SPRINGS BRANCH

Station	Number
Bridgewater	2055
West Winfield	2059
Cedarville	2063
South Columbia	2067
Richfield Springs	2070

WYOMING BRANCH

Station	Number
Avoca	1354
Springbrook	1378
Hillside Jct.	1380
West Junction	1402
Haines Junction	1425
Rock Junction	1430
Nay Aug	1438
Wimmers	1468
Saco	1472
Maplewood	1475
Gravel Branch	1476
West Lake Junction	1477
Gravity	1482
Lake Ariel	1478
Pittston Breaker	1355
No. 6 Breaker Branch	1358
No. 7 Jct., Sebastapol	1360
Pittston Branch Junction	1362
Plains Junction	1375

1602. SCRANTON DIVISION**WYOMING BRANCH**

Station	Number
Suscon	1385
Inkerman Coal Mfg. Co.	1372
Langcliffe	1365
Pittston	1367
Pittston Milling Co.	1407
Dunmore	1409
Cohens Siding	1411
Gilsonite Co.	1413
P. P. & L. Co.	1415
Hower & Stender Siding	1417
Johnson Jct.	1419
P. P. & L. Co. — Larch St.	1420
Scranton	

LACKAWANNA AND WYOMING VALLEY

Station	Number
Scranton	1605
Connell Jct.	1607
Virginia	1619
Hilldale	1621
Plains	1623
Wilkes-Barre	

JESSUP BRANCH

Station	Number
Rock Jct.	1430
No. 1 Breaker	1434
Underwood	1435
Jessup	1440
Pompey Breaker	1442
Mayflower Showcase Co. Switch	1443
Riverside Jct.	1450
Moosic Mountain Coal Co.	1451
Grove Hill Siding	1452
Olyphant	1461
Dickson City	1464
Wadell Coal Co.	1454
Mid-Valley Bldg. Supply Co.	1455
Chrysler Plant	1456
Northwest Coal Co.	1457

17. A. FLAG CROSSINGS

All movements must STOP and proceed only under flag protection at the following crossings:

1701. A. NEW YORK DIVISION

Jersey City:

Grove Street Crossing at Warehouse

Kingsland:

Valley Brook Avenue

New Jersey Avenue

Orient Way

Kingsland Shop Crossing

Track serving Frasse Company at Orient Way and
Lewandowski Street

Track Serving Economics Company at Schuyler Avenue

Little Falls:

Lackawanna Avenue on "Water Track"

Kings Road on "Water Track"

River View Drive on "Water Track"

Washington:

Railroad Avenue

ORANGE BRANCH

All crossings west of Bloomfield Avenue

NEWBURGH BRANCH

Newburgh:

Washington Street

Vails Gate Jct.:

Temple Hill

Salisbury Mills:

Blooming Grove Tpke.

Washingtonville:

Monroe Road, Chester Road

Craigville:

MP 2.44—Hardscrabble Road

OLD MAIN LINE

Otisville:

MP 72.88

CRAWFORD BRANCH

All crossings E. Main Street to Crawford Jct.

Circleville:

MP 5.40

NEW JERSEY AND NEW YORK R. R.

All crossings west of Main Street, Spring Valley

PIERMONT BRANCH

All crossings except; Monsey Heights Road, Monsey

Main Street, Spring Valley

Main Street, Sparkill

Kings Highway

NORTHERN BRANCH

North Bergen:

Sidings 8th Street and Dell Avenue

1702. A. SCRANTON DIVISION

Scranton:

Cedar Avenue (Laurel Line Connection);
South Washington Avenue

Clarks Summit:

Depot Street

GREEN RIDGE & DIAMOND BRANCHES

All crossings except Lackawanna Avenue

KINGSTON-PETTIBONE BRANCH

Mercer, Schuyler, Wyoming and Rutter Avenues

STORRS BRANCH

Dickson City:

Main Street and Boulevard Avenue

SYRACUSE BRANCH

Oswego:

Water Street

WYOMING BRANCH

Pittston:

Plank Street

Avoca:

York Avenue

Duryea:

York Avenue
Route 40103

Winton Boro:

Church Street

Jessup:

Hill Street

Riverside:

Main Street

Blakely Boro:

Keystone Avenue
and Main Street

Olyphant:

Lackawanna Street

Lake Ariel:

Shaffers

No. 6 Branch:

Inkerman Highway

Blakely:

Ontario Street
and Eynon Road

Eynon:

Betty, Oak and
North Miller Streets

Winton:

Hill Street

Dunmore:

Third Street

PEN ARGYL BRANCH

Plainfield Twsp.:

"E" Street Crossing
State St. Crossing 702

BANGOR AND PORTLAND BRANCH

Flicksville:

Twsp. Road 710—MP 91.23

UTICA BRANCH

Norwich:

Mitchell St.

17. B CROSSINGS PROTECTED BY WATCHMEN

1711. B NEW YORK DIVISION

City or Borough Location	Name of Crossing	Hours During Which Protected	Days Per Week
Jersey City	St. Paul's Ave.	24 hours	Daily
Secaucus	County Rd. (frt. trks.)	24 hours	Daily
Rutherford*	Park Ave.	7:00 AM to 3:00 PM 3:00 PM to 7:00 PM	Exc. Sat. & Sun.
* Note: Electric gates which are automatically controlled by Groundman for switching movements only.			
East Ruthfd.	Central Ave.	7:00 AM to 11:00 AM 11:00 AM to 7:00 PM	Exc. Sat. & Sun.
Kearny	Schuyler Ave.	6:30 AM to 11:00 AM 3:00 PM to 8:30 PM	Exc. Sat. & Sun.
Harrison	Davis Ave.	6:30 AM to 11:00 AM 3:00 PM to 8:30 PM	Exc. Sat. & Sun.
Kearny	Grant Ave.	6:30 AM to 11:00 AM 3:00 PM to 8:30 PM	Exc. Sat. & Sun.
Newark	Passaic St. Third Ave. Fourth Ave.	6:05 AM to 2:05 PM 2:05 PM to 10:05 PM	Exc. Sat. & Sun.
(gates at Passaic St. and Third Ave. are electrically operated from Fourth Avenue Tower)			
Newark	Grafton Ave.	7:15 AM to 9:00 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
(When schools are in session the manual protection is increased ½ hour: 11:45 A.M. to 6:30 P.M.)			
Belleville	Schuyler St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	William St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	Belleville Ave.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	Rutger St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	Academy St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	Holmes St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Belleville	Joralemon St.	7:00 AM to 8:45 AM 12:15 PM to 6:30 PM	Exc. Sat. & Sun.
Nutley	Washington Ave.	7:00 AM to 8:45 AM 11:45 AM to 6:30 PM	Exc. Sat. & Sun.
Silver Lake	Franklin St.	6:00 AM to 6:00 PM	Exc. Sat. & Sun.
Silver Lake	Belmont Ave.	6:00 AM to 6:00 PM	Exc. Sat. & Sun.
Bloomfield	Grove St.	2:00 PM to 10:00 PM	Exc. Sat. & Sun.
Bloomfield	Bloomfield Ave.	2:00 PM to 10:00 PM	Exc. Sat. & Sun.
Dover	Morris St. (Joint) Orchard St.	6:00 AM to 2:00 PM 2:00 PM to 10:00 PM	Exc. Sun.
Electric Gates — Superimposed joint manual control			
N. Bergen	Paterson Pl. Rd.	24 hours	Daily

1712. B NEW JERSEY AND NEW YORK RAILROAD

City or Borough Location	Name of Crossing	Hours During Which Protected	Days Per Week
Hackensack	Essex St.	6:15 AM to 9:15 AM 2:15 PM to 7:15 PM	Exc. Sat. & Sun.
Hackensack	Central Ave.	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Clay & Berry Sts. (gates jointly operated)	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Passaic St.	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Anderson St.	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Maple Ave. & Clinton Pl. (gates jointly operated)	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Main St. & Poplar Ave. (gates jointly operated)	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Main St. (Groundman)	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Hackensack	Temple Ave.	6:15 AM to 9:15 AM 2:00 PM to 7:00 PM	Exc. Sat. & Sun.
Westwood	Washington Ave.	6:00 AM to 9:00 AM 2:15 PM to 7:15 PM	Exc. Sat. & Sun.
Pearl River, N. Y.	Central Ave.	5:45 AM to 8:45 AM 2:30 PM to 7:30 PM	Exc. Sat. & Sun.

Note: No protection on holidays with the exception where crossings are protected daily.

1713. B SCRANTON DIVISION

CITY OR TOWN LOCATION	NAME OF CROSSING	HOURS DURING WHICH PROTECTED
Stroudsburg	Broad St.	8:45 A.M. to 4:45 P.M.
	Cortland St.	8:45 A.M. to 4:45 P.M.
Kingston	Main St.	7:45 A.M. to 3:45 P.M.
Plymouth	Flat Road	7:30 A.M. to 4:30 P.M.
Cortland	Central Ave.	10:00 A.M. to 6:00 P.M.
	Clinton Ave.	10:00 A.M. to 6:00 P.M.
Homer	James St.	8:30 A.M. to 4:30 P.M.
Norwich	E. Main St.	2:00 A.M. to 10:00 A.M.
		2:00 P.M. to 10:00 P.M.
		Monday to Friday 8:00 A.M. to 5:00 P.M. Saturday
Utica	Whitesboro St.	5:00 A.M. to 9:00 P.M.
		Monday to Friday 2:00 A.M. to 6:00 P.M.
		Sunday

Stroudsburg and Plymouth are protected only on days when schools are in session.

Kingston and Cortland protected Monday through Friday.

Homer protected daily except Sunday and Holidays.

18. AUTOMATIC CROSSING PROTECTION

ALL DIVISIONS

General Instructions pertaining to the Operation of Automatic Flashers and Electric Crossing Gates

Due to arrangement of circuits for fast and slow speeds, trains or engines approaching these crossings will not accelerate speed when within one (1) mile of such crossings.

Trains or engines which have been stopped, delayed or switching within one mile of crossings protected by automatic gates, will approach such crossings prepared to stop and not proceed until gates have lowered. To insure lowering of gates, stop should be made as close to edge of crossing as possible. Crews should not at any time enter upon a crossing protected by automatic gates until they have lowered except in case of failure of crossing devices and then only under flag protection.

Signs reading "Circuit" or "End of Circuit" are located at various points where switching is performed. Trains which perform switching in these territories will avoid passing or placing cars beyond the location of these signs.

Train crews or other employees operating hand thrown switches connected with main track in the vicinity of these crossings will avoid reversing switch until after train which passed has reached the first crossing within one (1) mile of the location of such switch.

SPECIAL INSTRUCTIONS PERTAINING TO THE OPERATION OF AUTOMATIC ELECTRIC CROSSING GATES AT CERTAIN CROSSINGS ARE ON FOLLOWING PAGES.

1800. NEW YORK DIVISION

Crossings Not Circuted for Movement Against Current of Traffic

Rule D-238 Governs

LOCATION	CROSSING	MP
Goshen—Sanfords	58.5
	St. James Place	58.4
New Hampton—Station	62.6
Fairview—Fairview Ave.	8.2
Convent	27.7
Mt. Tabor	35.7
Denville	35.9

1800. A. SCRANTON DIVISION

Reduction in Speed at Highway Grade Crossings

All trains must approach at reduced speed on the below listed branches, grade crossings which are protected by crossing signals and be prepared to stop if flashing lights or bells are not working properly:

Bloomsburgh Branch
Wyoming Branch
Syracuse and Utica Branches

NAME AND LOCATION OF CROSSING	LENGTH OF CIRCUIT		CUT - OUTS		
	EASTBOUND: FEET	WESTBOUND: FEET	TIMING		
			EB	WB	
MAIN LINE —					
Jersey City, Pavonia Ave.	MP .03	140	140		
Secaucus, County Road	MP 3.84	3100	2800	X	
Rutherford, Park Ave.	MP 8.48	3100	3600	X	X
Carlton Hill, Jackson Ave.	MP 9.74	600	1650	X	X
Passaic, Monroe St.	MP 11.55	Through Xing Only on Side Track			X
Passaic, Harrison St.	MP 11.86	750	200	X	X
Passaic, Summer St.	MP 11.96	1200	300	X	X
Lakeview, Crooks Ave.	MP 13.68	1100	1600	X	X
Paterson, Gould Ave.	MP 14.20	1500	140	X	X
Paterson, Fifth Ave.	MP 17.23	2900	2650	X	X
Glen Rock, Rock Road	MP 19.50	3050	2450	X	X
Allendale, Chestnut St.	MP 24.05	4100	3025	X	X
Ramsey, Main St.	MP 26.64	4250	4350	X	X
Ramsey, Central Ave.	MP 26.92	4700	4800	X	X
Hillburn, Fourth Ave.	MP 31.50	2950	2900	X	X
Goshen, Green St.	MP 58.42	3100	3175	X	X
Goshen, Greenwich St.	MP 58.67	3200	3100	X	X
Goshen, Main St.	MP 58.67	2850	3375	X	X
Middletown, Washington St.	MP 65.26	2250	2500	X	X
Middletown, Houston Ave.	MP 65.70	2150	1750	X	X
Middletown, East Main St.	MP 65.79	1800	1900	X	X
Middletown, Montgomery St.	MP 65.79	2100	1800	X	X
Middletown, Cottage St.	MP 65.83	1900	2025	X	X
Middletown, North St.	MP 65.99	1650	1800	X	X
Middletown, West Main St.	MP 66.16	1800	2000	X	X
Middletown, Harding St.	MP 66.38	2400	2100	X	X
Middletown, Knox Crossing	MP 66.71	3400	2400	X	X
NEWARK BRANCH —					
Riverside, Chester Ave.	MP 9.23	2400	2150	X	X
BERGEN COUNTY LINE —					
East Rutherford, Paterson Plank Rd.	MP 9.40	2800	2000	X	X
Garfield, Hobart Place	MP 11.30	3200	3650	X	X
Garfield, Somerset St.	MP 11.49	3350	3600	X	X
Garfield, Monroe St.	MP 11.72	4350	3900	X	X
Garfield, Van Winkle Ave.	MP 11.88	4100	3800	X	X
Garfield, Outwater Lane	MP 12.66	3600	3600	X	X
Garfield, Midland Ave.	MP 12.86	3600	3800	X	X
PIERMONT BRANCH —					
Spring Valley, Main St.	MP 11.34			X	X
NORTHERN BRANCH —					
N. Bergen, Secaucus Rd.	MP 3.73	3650	3600		
Englewood, Palisade Ave.	MP 13.90	2000	2400	X	X
South Nyack, Clinton Ave.	MP 27.80	625	850	X	X
South Nyack, Brookside Ave.	MP 27.90	200	1250	X	X
GREENWOOD LAKE —					
Arlington, Forest St.	MP 6.86	3100	3000	X	X
Arlington, Elm St.	MP 6.91	2850	3100	X	X
Arlington, Devon St.	MP 6.96	2575	3200	X	X
North Newark, Summer Ave.	MP 8.23	3100	2100	X	X
North Newark, Mt. Prospect Ave.	MP 8.36	3200	2800	X	X
Bloomfield, Willett St.	MP 9.75	3000	3200	X	X
Bloomfield, Orchard St.	MP 10.00	3000	3250	X	X
Bloomfield, Walnut St.	MP 10.25	3450	3175	X	X
Glen Ridge, Benson St.	MP 10.93	3500	2400	X	X
Montclair, Pine St.	MP 11.74	2100	3000	X	X
Montclair, Claremont Ave.	MP 11.80	2350	3200	X	X
Montclair, Grove St.	MP 11.90	2700	3400	X	X
Montclair, Walnut St.	MP 12.04	2900	2900	X	X
Upper Montclair, Bellevue Ave.	MP 13.72	2750	2600	X	X
Upper Montclair, Lorraine Ave.	MP 13.81	2600	2300	X	X
Upper Montclair, Jerome Place	MP 13.97	3350	2500	X	X
Upper Montclair, Mt. Hebron Rd.	MP 14.30	2900	2500	X	X
Upper Montclair, Laurel Place	MP 14.68	3100	3150	X	X
Singac, Main St.	MP 19.24	3500	2750	X	X
Mountainview, Boonton Rd.	MP 21.63	1600	1450	X	X
Pequanock, Newark Pompton Tpk.	MP 24.02	2700	2800	X	X
CALDWELL BRANCH —					
Caldwell, Roseland Ave.*	MP 21.66	950	950		
N.J. & N.Y. R.R. —					
East Rutherford, Union Ave.	MP 8.31	3255	3050	X	X
Carlstadt, Paterson Plank Rd.	MP 8.87	2825	3000	X	X
Hasbrouck Hts., Malcolm Ave.	MP 10.71	3200	3200	X	X
Pearl River, Jefferson St.	MP 25.49	3300	2825	X	X
Pearl River, W. Washington Ave.	MP 25.78	2900	2950	X	X

*Manually operated cut-outs

1802. SCRANTON DIVISION

AUTOMATIC ELECTRIC CROSSING GATES

LOCATION	CROSSING	M.P.	LENGTH		CIRCUIT		CUT OUTS		
			Eastbound	Westbound	Switch	Manual	Timing		
Delaware Water Gap	Tinkertown	77.88	4400	3100					X
Stroudsburg	Broad St.	81.90	2970	2169		Z			
	Courtland St.	82.30	3184	1320					X
Gravel Place	Gravel Place Road	83.20	3593	3184		Z			X
Tobyhanna	Church St.	107.61	3598	3389		Z			X
Gouldsboro		112.88	3100	3520		Z			
BLOOMSBURG BRANCH									
Scranton	Scranton St.	134.12	438	438					X
Duryea	Stephensoh St.	141.20	2640	2244			Z		
	Everharts	142.25	1700	1980			Z		
W. Pittston	Exeter	143.55	660	770			Z		
	Luzerne	143.66	660	660			Z		
	Montgomery	143.80	990	660			Z		

Wyoming	8th St.	146.10	880	926			Z		
Luzerne	W. Bennett	149.61	438	438			Z		
	Union	149.85	438	438			Z		
Kingston	Main	150.94	482	468			Z		X
Plymouth	Hanover	153.81	880	840			Z		
Danville	Mill St.	201.96							

SYRACUSE BRANCH

Cortland	Pt. Watson	234.44	1084	996			X		
	Central Ave.	234.63	996	1143			X		
	Elm St.	234.76	1026	1026			X		
	Clinton Ave.	234.83	1142	967			X		
	Grant St.	234.95	967	1036			X		
Homer	Cayuga	237.14	3300	2640			Z		X
	James	237.30	2707	2970			Z		X
	Clinton & Warren	237.60	2442	3102			Z		X
Jamesville	Seneca	264.24	2567	1330			Z		X

1802. SCRANTON DIVISION AUTOMATIC ELECTRIC CROSSING GATES

LOCATION	CROSSING	M.P.	LENGTH		CIRCUIT	CUT OUTS		
			Eastbound	Westbound		Switch	Manual	Timing
UTICA BRANCH								
Norwich	Hale St.	232.26	1026	1172		X		
	Division St.	232.35	1465	967		X		
	Brown	232.50	938	967		X		
	Front	232.63	1026	996		X		
	E. Main	232.82	1026	1026		X		
	Mechanic	232.94	1172	1026		X		
	Rexford	233.21	876	438		Z		
Sherburne	West State	244.00	1650	2112		Z		
Clayville	Upper Main St.	276.23	2840	2100		Z		
	Lower Main St.	276.60	2420	2200		Z		
Chadwicks	Elm St.	278.97	2640	2970		Z		
New Hartford	Genesee	282.70	513	513		Z		
Utica	Oriskany St.	285.70	410	410		Z		
BANGOR & PORTLAND BRANCH								
Nazareth	Main St.	106.76	360	360		Z		
Bangor								

"Z" Indicates Information in Box at Location

1803. SCRANTON DIVISION

Movement Against Current of Traffic Over Crossings Protected by Automatic Signals

Trains operating against the current of traffic will approach the following crossings prepared to stop, and not proceed over same until it is known that automatic flashers are working as intended, except under flag protection. These crossings are not circuited to provide reverse operations:

MAIN LINE

East Stroudsburg—Benson Street MP 82.15 Flashers
Pocono Summit—Route #940 MP 102.60 Flashers

BLOOMSBURG BRANCH

Old Forge—Moosic Road MP 139.20 Flashers
Duryea—Marcy Street MP 141.00 Flashers
West Pittston—Tunkhannock Rte. #92 MP 144.08 Flashers
Exeter—Penn Avenue MP 144.60 Flashers
Exeter—Lincoln Avenue MP 144.69 Flashers
Exeter—Grant Avenue MP 144.80 Flashers
Exeter—Schooley Avenue MP 145.00 Flashers
Wyoming—Sixth Avenue MP 145.91 Flashers
Wyoming—Swetland Lane MP 146.90 Flashers
Forty Fort—Dennison Avenue MP 147.65 Flashers
Forty Fort—Owen Avenue MP 147.95 Flashers
Forty Fort—Shoemaker Avenue MP 148.60 Flashers
Forty Fort—Slocum Avenue MP 149.20 Flashers

1804. Traffic Lights

Scranton:
Lackawanna Avenue
Nicholson:
State Highway (2 Boxes)
Utica:
Court Street, Columbia Street,
Whitesboro Street, Oswego Street
Syracuse:
Crucible Steel Co. private crossing
MP 274.50
New Hartford Spur:
MP 284.59 French Road Crossing
Dunmore:
Drinker Street
Lights at Nicholson, Oswego Street and MP 284.59 are manually controlled and must be operated by crew.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1901. Registering Trains

Trains not scheduled to stop at stations at which train registers are located may register by throwing off train register slip. It will be the duty of the employee in charge of the register station at points where trains are authorized to throw off train register slips, to enter the information on the train register and preserve the slip.

1902. Locomotive Operation

The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead. When light movements are made with multiple unit diesel locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made. In multiple unit operation of diesel locomotives the locomotive number will be displayed on the lead unit only.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1902. Locomotive Operation

Diesel engines and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail. Locomotives in helper services or otherwise must not couple on while train is in motion.

Enginemen, when noting defects on locomotive effecting availability for dispatchment at the next terminal, will notify train dispatcher by the first available means of communication.

When diesel locomotive is to be left unattended for layover on service track or similar designated location, with or without engine running, the generator field switch must be open, throttle in idle position, transition lever in OFF position and the reverser lever removed from controller.

The independent brakes must be fully applied, the automatic brake valve handle in lap position, hand brakes applied and chain or block placed at wheels.

On Fairbanks-Morse type locomotives (in addition to above), the engine run switch should be placed in OFF position and the isolator switch in ISOLATE position.

When crew changes for continuous shifts or through movements are made, enginemen will not leave locomotive until relieving engineman is on locomotive.

Where engines are left where there are no Motive Power Department employees on duty while the locomotive is not in use, the reverser lever, in addition to being removed from the locomotive, must be locked in the engineer's quarters or in box provided on locomotive.

Enginemen must check accuracy of speedometers as soon after starting as practicable. If found to be inaccurate indications of speedometer must be disregarded. A report of the inaccuracy found must be made at the completion of the trip by each engineman.

1903. Handling of Explosives

Passenger Trains:

Cars containing explosives will not be placed next to occupied coaches when possible to avoid it.

Conductors and enginemen will see that they are furnished form 4899 to cover shipments. Such cars will be properly placarded.

Freight Trains:

Cars placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both engine or occupied caboose.

When transported in a freight train made up in blocks or classifications, a car placarded explosive shall be placed near the middle of the block or classification in which moving, but not nearer than sixth car from engine or occupied caboose.

Cars placarded "Explosives" may be placed in local freight trains not nearer than the second car from the engine or caboose.

1904. Taking on Cars

Crews taking cars where car inspectors are not available, must know that air brakes apply on each car picked up before starting.

Before a train is started from a point where train is originally made up, or when cars are picked up at an intermediate point, train crews must know that all hand brakes are released and retainers are in released position unless otherwise provided.

1905. Wreck or Work Trains

Only members of crews manning work or wreck trains are permitted to give signals governing movement of such trains or portion of trains. Locomotive engineers of these trains must not accept signals given by other than members of train crew except "Stop" signals given in emergency.

19. SPECIAL INSTRUCTIONS — ALL DIVISIONS

1906. Instructions Covering Hand Operation of Remote Control Switch

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with the Dispatcher by telephone.
2. After receiving permission, remove crank from holder located either in telephone booth or on outside of instrument housing.
3. Raise cover, which is painted white, on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank cover should then be locked and crank restored to holder.
6. Switch should not be hand operated except in an emergency and maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found in the telephone booth and should be returned to the booth after being used.

1907. Unattended Interlockings

During the hours that the interlocking are closed, or at remote control interlocking, the following instructions will govern:

1. When the interlocking signals display "Stop" for a train or engine during the hours the towers are closed, a member of the crew will immediately call Train Dispatcher and request permission to make the desired move.
2. After permission is received from Train Dispatcher, the movement through the interlocking may be made without signal indication when preceded by a flagman, after a member of the crew has ascertained that signals governing other railroads are in "Stop Position," and that switches are properly lined for the movement.
3. Permission received from Train Dispatcher for the move will be acted upon in lieu of Clearance Forms A and B except entering traffic control territory.

1908. Audible and Visual Signals

Klaxon Horn, bell or white light is located on instrument housing near power operated switches or signals. Trains or engines standing or working in vicinity of these devices must contact dispatcher or operator if device is functioning or light is displayed.

1909. Instructions for operating over power switches, TCS or INT, when proper signal indication cannot be displayed

1. Communicate with train dispatcher or operator.
2. Proper understanding must be had as to movement to be made.
3. Only one complete movement should be made in so far as the understanding is concerned.
4. Crew must be certain that all switches, details or frogs are properly lined for the movement. ALL crew members involved are personally responsible for compliance with this requirement.
5. Movement may then be made as directed by the dispatcher or operator.

1911. NEW YORK DIVISION

SPECIAL INSTRUCTIONS

Trains entering passing siding in single track territory to permit opposing trains to pass, will move with caution over first crossing protected by automatic gates, flagman or bell, after leaving siding, if such crossing lies within 2000 feet of the end of siding.

Light engines, work extras and crews performing switching service must not clear the main track for the purpose of meeting or passing trains in the Wood switch. Middletown MP 65.08.

No engines will be allowed on the trestle of The Riverside Coal Co., Paterson, N. J. Crews switching this firm must use enough reachers to keep the engine off the trestle.

Head trainmen of freight trains must meet engines at roundhouse departure track, Port Jervis, and remain with them until placed on trains.

Enginemen entering portal of Otisville Tunnel in both directions will sound whistle (14-N) and ring bell.

Trains or engines operating over NYNH&HRR tracks between Jct. NYNH&HRR and Maybrook are operated under yard limit rules but must be protected in accordance with Rule 99.

L. & H. RR. tracks at Greycourt will not be used without permission from L. & H. RR. Telephone located outside station.

Engines turning on wye at Waldwick must be accompanied by a trainman to throw switches and protect movement.

When cars are left in the east siding at Ridgewood Junction they must be placed at the west end of the siding to avoid delay to following trains setting out cars at that point.

Except in emergency whistle must not be sounded for Park Ave., Rutherford or Jackson Ave., Carlton Hill.

Central Valley — Letter "S" when displayed on eastward home signal mast indicates "Take Siding." Spring switch will be operated by hand and when proper indication of home signal is displayed movement will be made. Rule 104 governs.

1912. Hillburn Yard

Fourth Street crossing, Hillburn, N. Y. is not to be obstructed under any circumstances.

No cars are to be left in Hillburn Yard for westbound movement except in extreme emergency. If it is necessary to pick up cars at Hillburn, no double will be made over Fourth Street crossing.

In addition, there will be no switching performed over Fourth Street crossing. All switching in Hillburn Yard will be performed from the east end.

1913. Passenger Service

Crews of trains stopping at Otisville to receive or discharge passengers will make certain that in no instance train is stopped so that any part of a coach is on the bridge over highway east of the station. If a train should stop with a coach on the bridge, crew will take necessary action to prevent passengers from alighting on any part of the bridge.

Westbound train must not pull into station at Goshen while eastbound passenger train is standing at station and will look out for passengers crossing track after eastbound train departs.

When westbound trains stop at Ramsey with rear car or cars beyond station platform, trainmen will request passengers to alight from coach steps adjacent to station platform.

"Light" indicator on eastbound waiting room Ho-Ho-Kus operated by Agent: When yellow light displayed, trains making station stop 6 A.M. to 3 P.M. except Sat., Sun., and Hol. wait until light is extinguished, which indicates all passengers have boarded train. Trains finding light displayed at other hours will disregard same and make report.

Westbound passenger trains making station stop Ridgewood, stop with engine at west end of platform.

Eastward main line trains stopping at Glen Rock will stop clear of Rock Road.

Westward trains will not pass Glen Rock (BCRR) while an eastward train is at station.

1913. NEW YORK DIVISION

Passenger Service

Westward trains stopping at Paterson will stop so first coach is east of Market St.

Eastward trains will stop with rear coach east of Market St.

Trains stopping at River St., Paterson will stop with train clear of bridge over River St.

A train must not pull into station at Rutherford, or pass over Park Avenue crossing when passenger train is standing at station.

Enginemen of eastbound passenger trains stopping at Rutherford must stop their engines at the east end of the inter-track fence to minimize the blocking of Park Avenue crossing.

In order to comply with regulations of U. S. Public Health Service, toilets in all cars on passenger trains must be locked between Lake Hopatcong-Montville and Mt. Tabor.

1914. Movements of Passenger Outfits

The following rules and instructions for operating air brakes and trains will apply:

Trains leaving yards for passenger station:

After the back-up hose has been coupled to the rear end, and before the train is moved, the yard conductor or switchman in charge of the train must make an application of the brakes through the back-up hose; the engineman must know that a sufficient reduction in pressure has been made to apply the brakes on the entire train.

After this application has been released, switches set, and the proper signal indication displayed, the train will proceed to the passenger station. While the train is en route, and until the same has come to a full stop in the passenger station, engineman will keep close watch and observe that the speed of the train is properly controlled.

When the same is not done, his knowledge of consist of train and its location will indicate to him whether or not train should be stopped, and he will be governed accordingly.

When a train handled by a switch engine has been stopped in the passenger station, the back-up hose will not be removed from the brake hose connection until after the engine has been cut off.

When empty trains are to be moved from the passenger station, the men handling the back-up hose will make test of the brakes before giving signal for the train to move.

The maximum speed of trains from the passenger station to the storage yards or from the storage yards to the passenger station, will be 10 MPH.

Trains must not be moved between Hoboken station and coach yards unless back-up hose is connected on rear car and in charge of a qualified trainman.

1915. Hoboken Train-Shed

A. Enginemen will not couple against train without receiving hand signal.

B. All passenger trains arriving Hoboken Passenger Station will stop engine or head motor car not less than 20 feet from bumping block or not less than 10 feet from any car which may be standing on the track.

C. Enginemen will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to stop short of bumping block, car or other obstruction.

D. When starting signals at west end of track in Hoboken train-shed cannot be seen by engineman, member of the train crew delegated by conductor or fireman delegated by engineman, will inform engineman as to signal indication, in such manner that there can be no misunderstanding.

1916. Terminal Running Tracks

The Third Track from "DB" Tower to Croxton, including former Greenwood Lake Westbound Track to Croxton "BR" Tower and Track 1 Secaucus East Yard, including New Connection, to Croxton — will be under the jurisdiction of the Yardmaster at "KW"

1916. NEW YORK DIVISION

Terminal Running Tracks

Croton. Normal position of switch between New Connection and Third Track — Lined for Third Track.

Eastbound train or engines will be governed by Block Signal indication at "DB" Junction and Upper Hackensack River Drawbridge. Westbound trains or engines, intending to use these tracks, will obtain permission from Yardmaster "KW" Croton before departing Croton or Jersey City.

The two principal tracks extending from East End of Bergen Tunnel, Jersey City, to Weehawken Yard, are running tracks. The first track directly adjacent to the New York Central Railroad is designated as westward track and the second track as eastward track. Eastbound movement from Bergen Tunnel over these tracks will be made on signal indication.

Movements of trains or engines from Jersey City to Monmouth St. yard will be made on signal indication. Conductor of trains or engines operating from Jersey City or Monmouth St. yards to Weehawken will secure permission at Monmouth St. yard from Yardmaster at Weehawken by telephone before making movement. Westbound movements from Weehawken will be directed by Yardmaster at Weehawken.

Crossover movements at First St. and 13th St., Hoboken, will not be made except by permission of Yardmaster at Weehawken. Trains and engines must move over these tracks prepared to stop unless track is seen or known to be clear.

1917. Movements over NYC or PRR Tracks

Movement over New York Central track at Willow Ave., Hoboken will be made through hand operated switches under Yard Limit Rules. E-L crews must receive permission from operator at "TU" Tower, Weehawken, before entering or fouling NYC single main track. When movement in either direction is completed, E-L crews will restore and lock switches in normal position — lined for NYC main track — and report clear to "TU" Tower. Permission must again be secured before following moves are made.

New York Central crews desiring to cross tracks at First Street, Hoboken, Weehawken Branch, must secure permission from Yardmaster at Weehawken. Trains and engines must move over these tracks prepared to stop unless track is seen or known to be clear. Pennsylvania R.R. circuit controllers are connected to hand operated derrails on tracks "Main" and "No. 2 West End" at Newark Ave. Before operating these derrails permission must be obtained from P.R.R. Operator at Waldo Tower Journal Square.

1918. Northern Branch Back Up — Croton and Bergen Jct.

EASTWARD

Back-up hose should be coupled to air hose and cut in on rear car and an application of air brakes made with back-up hose before trains depart Nyack. After test is made, back-up hose should be cut out to prevent any undesired brake action.

After train stops in Archways, Croton, back-up hose should be cut in and after receiving proper signal indication, back-up movement can then be made under protection of member of train crew using the back-up hose. A running test of air brakes should be made by the rear trainman using the back-up hose before passing signal 2-1. If brakes do not function properly, immediate action must be taken to stop the train and ascertain the reason for malfunction of brakes.

WESTWARD

Back-up hoses should be tested to make certain that air brakes apply and release before trains depart Hoboken. After leaving Bergen Jct., a running test of air brakes should be made by rear trainman using back-up hose before passing signal 2-2. If brakes do not function properly, immediate action must be taken to stop the train and ascertain the reason for malfunction of brakes. Back-up hose should be cut out after train arrives in Archways at Croton, to prevent any undesired brake action.

1920. NEW YORK DIVISION

1920. BERGEN COUNTY LINE

When switching over Central Ave. crossing west of Rutherford Jct. on main or side tracks, member of crew must be stationed on crossing before switching movements are made to protect highway traffic.

To avoid eastbound freight trains on B.C.R.R. blocking highway crossings, there is a "Light" indicator located 600 feet west of Plank Road crossing west of Rutherford Jct. When yellow light is displayed it will indicate to enginemen of freight trains — Proceed to Rutherford Jct., being governed by interlocking signals at that point. Eastbound freight trains finding automatic signal 10-2-B at Approach, will stop west of Plank Road and communicate with BJ Tower by telephone, unless indicator displays "Yellow."

Pedestrian Crossing — Mayhill Street located between Midland Ave. and Saddle River Road, Rochelle Park — Passaic Jct. Yard, N.Y.S. & W.R.R. All trains and engines must stop and send a member of crew ahead to flag over this crossing when making a straight or switching movement. Cars must not be left standing closer than 150 feet from either side of this crossing.

1921. Northern Branch

Train No. 1204 will look out carefully for passengers from NYS & W RR at Susquehanna Transfer, will sound engine whistle as per Rule 14-N and will not exceed a speed limit of (30) MPH.

Trains switching west of Fort Lee Rd. crossing, Leonia, will avoid placing cars east of sign reading "End of Circuit" located 300 ft. west of crossing. When storing train east of crossing, cars will be placed east of sign reading "End of Circuit" located 300 ft. east of crossing. Trains in both directions, except passenger trains making normal station stop, which have been delayed, stopped or switching will not exceed speed of 10 MPH until crossing is reached.

Eastbound freight trains occupying eastward main track west of Main St., Closter, N. J., awaiting departure of westbound trains will not pass sign reading "End of Circuit", located 300 ft. west of Main St., to avoid unnecessary operation of flashers. After switching east or west of this crossing, trains will approach crossing prepared to stop and not proceed until it is known that flashers are operating. Two trains will not occupy the main track and the adjacent track within limits of this crossing at the same time.

Low Paper Co., Ridgefield — Safety Signal System — Before train crews can enter this sidetrack, signal button — located on outside of shipping warehouse — must be pushed to summon foreman, who will in turn unlock private lock on the switch to this sidetrack.

Engines and trains using Piermont Branch at Sparkill will protect by flag against eastbound Northern Br. trains.

All trains and engines must stop at Cedar Hill Ave. crossing, Nyack, and protect movement over crossing with red flag by day and red light by night until entire movement is completed.

Automatic cut-out with cut-in device at Madison and Union Avenues, Cresskill, key control located in signal box opposite station. Trains performing switching movements will operate this device and member of crew protect crossing.

Passenger trains in both directions stopping at Tenafly will stop train east of Washington St. crossing, located just west of station.

Westward trains serving industries in the vicinity of Brookside Ave., Englewood, and occupying main track east of this crossing, will store train or a portion thereof between Signal 12-2N and sign reading "END OF CIRCUIT", located 400 feet east of Signal 12-2N, in order to avoid unnecessary operation of flashing light signals.

Trains or engines finding Signals 12-1N or 12-2N in stop and proceed position, before proceeding will first operate switch key controller which is mounted on the signal masts (painted white) by turning same to the right and holding for 10 seconds. If signal then fails to clear, proceed to Joe Lowe Crossing and protect same by flagging over this crossing. Then proceed as per signal indication.

1922. New Jersey and New York R.R.

Trains or engines operating through siding over Broad St., Carlstadt, will stop within 25 ft. either side of this crossing to permit flasher light signals to operate.

1922. NEW YORK DIVISION

New Jersey and New York R.R.

Seeman Bros. Inc., Carlstadt, N. J. — Trains and engines operating on this lead, must stop and flag private crossings and narrow gauge R.R., before proceeding over same.

Eastbound trains stopping at Woodridge will stop with engine east of Moonachie Ave.

All switches within 2100 feet east of Moonachie Avenue crossing, Woodridge, and 800 feet west of this crossing, are equipped with automatic stick cut-out circuits.

Trains having performed switching within the above limits will approach crossing prepared to stop and not proceed until it is known that flashers are working, except under flag protection. Train crews or other employees operating hand thrown switches connected with main track in the vicinity of this crossing will not reverse switch until train which has passed has reached Moonachie Avenue crossing.

When serving Industries So. Hackensack, all road crossings must be protected by member of crew. Do not exceed 10 MPH over crossings.

Freight crews will avoid switching at Essex Street, Hackensack, during passenger run.

When cars are left on siding at Essex St., Hackensack, they must not be placed within 10 feet of Sussex St. crossing.

Automatic crossing bell cutout device located in crossing gate cabin, Central Ave. When crossing gatemen not on duty trains switching or leaving cars within limits of bell circuit, must station member of crew at crossing to operate cutout device.

All movements over crossings in sidings at Carlstadt, Hackensack to Fairmount Ave. must be protected by member of crew.

Eastbound trains stopping at Oradell and North Hackensack pull clear of road crossing.

Westbound trains stopping at Emerson pull clear of crossing east of station.

When trains meet at Westwood, the train operating main track will stop before passing over Irvington Street crossing, unless it is known that flasher light signals at the crossing are operating; the train operating through siding will stop and flag over Irvington Street crossing, as flasher signals do not work on that track.

Flashing Light Signals, Madison Ave. Crossing, Park Ridge, N. J.

Automatic straight time cut out circuits have been installed to prevent unnecessary operation of flasher signals at both Park Avenue and Madison Avenue Crossings. Westbound trains switching cars should leave stored portion of train east of Mittag Volger switch. Eastbound trains switching cars should leave stored portion of train west of Signal 23-4J. Trains or engines which have been stopped, delayed or performed switching within 1500 ft. of either of these crossings, will approach crossings prepared to stop and will not pass over or enter upon these crossings until lights are operating except in case of failure of crossing device and then only under flag protection. Sidetrack over Madison Avenue crossing is circuited for flasher operation. Cars should not be stored closer than 50 ft. either side of this crossing to avoid unnecessary operation of flashers.

Light engines, work extras and crews performing switching service must not clear the main track for the purpose of meeting or passing trains at — Comfort Coal Co. switch, Pearl River, MP 25.80. Cars must not be left standing on passing siding at Pearl River within 200 feet of Jefferson Ave. crossing.

When trains meet at Pearl River or Hillsdale, eastbound trains will not pass circuit clearance post until westbound train arrives at siding.

Nanuet Junction, normal position of switch N. J. & N. Y. R. R.

Nanuet crossing of Piermont Branch and wye tracks, trains will stop, send man ahead turn target signal to proceed position before passing over crossing.

Spring Valley, junction of N. J. & N. Y. R. R. and Piermont Branch, normal position of switch N. J. & N. Y. R. R.

1922. NEW YORK DIVISION

New Jersey and New York R.R.

Trains or engines on Piermont Branch and Wye track stop before crossing Main Street Crossing, Nanuet.
Main track at Woodbine will be occupied by passenger equipment from arrival of train 1601 until departure of train 1608.

1923. Greenwood Lake — Orange — Caldwell Branches

Eastbound trains are superior to westbound trains of the same class, except:

No. X401 is superior to 1404.

No. 1405 is superior to X400.

No. 1421 is superior to X404.

Between 5:00 A.M. and 8:00 A.M., westbound freight trains will clear eastbound passenger trains at Arlington 5 minutes.

Cars being moved to or from long siding at Arlington must be handled by an engine to avoid cars moving beyond control.

City of Newark ordinance prohibits blocking of any street crossing within city limits for a period greater than three minutes. No running or flying switches will be made so that detached cars will pass over any street at grade after cars detached from engine or train.

Trains operating to and from Orange Branch at Forest Hill station will ring bell, and run not to exceed fifteen (15) miles per hour, look out carefully for passengers crossing tracks. Freight trains will not block off passenger trains at this point.

Montclair Center siding is circuited to operate flashers at Fullerton Ave. However, trains operating through the siding should approach this crossing prepared to stop unless the flashers are working.

Cut Out Devices: Montclair Hts. — Normal Ave: Controls located southeast corner, Mountain View — Fairfield Road: Switches have automatic cut out.

Eastbound trains stopping at Watchung Ave., Montclair, stop with rear car east of Valley Road Bridge.

Westbound train will not pull into Watchung Ave. station when eastbound train is at station.

When trains meet at Pompton Plains westbound train will not exceed speed of 5 miles per hour over Jackson Ave. crossing at Pompton Plains.

Cars must not be left standing on side track within 50 feet of Belmont Ave. crossing located 800 feet west of Midvale and switching movements must be protected by member of crew stationed on crossing.

Little Falls siding may be used for meeting, clearing or passing of trains.

Orange Branch

Cars must not be placed within 200 feet of private crossing west of Forest Hill.

Chevrolet Plant, Bloomfield: When movements are being made into tracks 3, 4, 10 and 11 cars or engines must stop before passing gates at the entrance of this property.

Crew will then ascertain if switches are properly lined, derails off, and there are no conditions which would interfere with movement of cars or engines into the proper track.

CALDWELL BRANCH

Eastbound trains are superior to westbound trains of the same class except: 1415 is superior to X432.

X453 is superior to 1408 and 1414.

1433 take connection from 1031 at Great Notch.

Trains will have right over opposing trains which are run by the same engine and crew between Caldwell and Essex Fells.

Between 8:00 P.M. and 5:00 A.M. first class trains 5 miles per hour over Francisco Ave. Extra trains and light engines come to full stop before proceeding over crossing.

1924. Newark Branch

Freight trains and engines will not pass over Passaic Street, first crossing west, and second crossing east of Newark Station until it is known that Gates are lowered.

1924. NEW YORK DIVISION

Newark Branch

Automatic flashing light signals Verona Ave., Woodside, have automatic cut-out controller, located at northwest corner of crossing. Train crews switching within 1200 feet of crossing will operate this device and member of crew protect crossing. Cut-in must be restored when switching is completed.

City of Newark ordinance prohibits blocking of any street within city limit for a period greater than three (3) minutes. No switching will be done so that detached cars will pass over any street at grade after cars detached from engine or train.

Swift & Co. lead to stock yard at Harrison is protected by gate equipped with white light by night. Crews desiring to enter will sound engine whistle and watchman will open gate.

Auto-manual cutout and cut-in device is located on track side of crossing tower at Davis Ave., Harrison, N. J., so that crossing bell can be cut out when switching is being performed. Separate cut-outs are provided for east and west tracks and are so marked.

Drill crews must not obstruct 3rd Ave. or 4th Ave. crossings, Newark, within 5 minutes of arrival of eastbound passenger trains.

Eastbound trains making station stop at Newark will stop with engine west of drawbridge signal.

Flashing light type highway crossing signals are in service at private crossing serving Napp Realty, Inc. on the Newark Branch in the City of Newark, N. J. at MP 8.62.

Trains or engine having been stopped, delayed or switching within 2000 feet of this crossing when moving in an easterly direction or 1000 feet in a westerly direction, will approach this crossing prepared to stop and will not pass over or enter upon the crossing until flashing light signals are operating except in case of failure of crossing devices and then only under flag protection.

Sidetracks over this crossing are circuited. Trains moving in either direction through these sidings intending to pass over crossing will stop before doing so within twenty-five (25) feet of crossing to insure operation of flashers.

Insulated joints on either side of this crossing in side-tracks are painted white. Cars or engines should be kept clear of these joints except when movement is to be made over crossing.

Automatic Cut-out and Cut-in device at Washington Avenue, Nutley, controls located in crossing tower at southwest corner of crossing. Trains performing switching movements within circuit limits of crossing will operate this device from tower and member of crew protect crossing. Cut-in buttons must be restored when switching is completed.

Eastbound trains performing switching within the 2000 ft. circuit limit west of Little St. crossing, Belleville, N. J., will not exceed a speed of 10 miles per hour approaching this crossing.

Eastbound freight trains storing their train west of this crossing, when entering west end of eastbound siding will leave their train just west of first switch located 450 ft. west of crossing, to avoid unnecessary operation of flashing light signals.

Westbound trains which have been stopped, delayed or were switching between this crossing and a point just west of east end of eastbound siding, will not exceed a speed of 10 miles per hour approaching this crossing. This does not apply to westbound passenger trains making Belleville Station stop unless stopping after departing from station.

Eastbound trains when switching Hoffman-LaRoche siding west of Kingsland Rd., Nutley, will store their train west of MP 14.00, located 500 ft. west of crossing. Westbound trains when switching in sidings and Lamont Paper Co., west of Franklin Ave., will avoid unnecessary placing cars on main track west of sign reading "End of Circuit" located 800 ft. east of Kingsland Rd. Trains in both directions which have been delayed, stopped or switching will not exceed speed of 10 MPH until crossing is reached.

Eastbound trains making station stop at Walnut Street will stop with train clear of Park Avenue Bridge.

Locomotive whistle prescribed by Operating Dept. Rule 14-J will not be sounded approaching the following highway grade crossings except in case of emergency: Colfax Ave., Clifton Ave., Van

1924. NEW YORK DIVISION

Newark Branch

Houten Ave., (Clifton): Mt. Prospect Ave., (Athenia): Bloomfield Ave., Allwood Road, (Allwood).
Enginemens of all trains approaching the above crossings will ring engine bell beginning at a distance of at least 300 yards from each of these crossings and continue to ring the bell until locomotive passes over each crossing.

1925. Newburgh — Montgomery — Crawford Branches

Permission from Train Dispatcher must be secured before leaving Newburgh, Greycourt, Goshen or Middletown.
Permission from operator at MQ Tower must be obtained before starting westward movements from New Haven Jct. or Maybrook.

MONTGOMERY BRANCH

Flashing Light Highway Crossing
Signals North Church and Erie Streets

Trains unable to back head end east of Scotchtown Road will not exceed a speed of 10 miles per hour until Erie Street crossing is reached. Sign reading "End of Circuit" located on south side of Main Track 250 feet east of Erie Street marks the beginning of the positive cut-in circuit.

1926. NEW YORK DIVISION

Gladstone — Sussex Branches — Washington Line

(a) GLADSTONE BRANCH

Following westward trains are superior to designated eastward trains:

No. X-41 to 406	No. 423 to 452	No. 457 to 454
No. 451 to 414	No. 427 to 452	No. 459 to 456
No. 453 to 416	No. 431 to 428	No. 471 to 482
No. 455 to 426	No. 437 to 454	No. 463 to 426
No. 421 to 450	No. 437 to X40	No. 481 to 470

Nos. 429 and 435 are superior to all eastward trains between Summit and Gladstone.

No. 433 is superior to all eastward trains between Summit and Far Hills.

No. X-40 superior to 437 between Far Hills and Lyons Siding.

(b) WASHINGTON LINE

No. 1015 is superior to all eastward trains between Port Morris Junction and Netcong.

Following westward trains are superior to designated eastward trains:

No. 1031 to X-110	No. 1031 to No. 1042
No. 1059 to 1068	

No. 1023 is superior to all eastward trains between Port Morris Junction and Washington.

Schedule time of trains at Lyons, Far Hills, and Newton, will apply at the station instead of the switch where the opposing train clears as per Rule No. 5. Lyons Siding is located opposite crusher.

NETCONG: Movements on side track on heavy descending grade serving Stocker Manufacturing Company will be governed as follows: Air brakes must be cut in and in proper working order on all cars being handled; STOP must be made before passing over Highway crossing located 400 feet from end of track and street traffic protected by flagman. No cars are to be left on this track east of Highway crossing.

PHILLIPSBURG: All westward trains and engines will come to a full stop, one hundred (100) feet east of switch leading to engine house track and then proceed under control. STOP sign is located one hundred (100) feet east of engine house and a CAUTION sign is located five hundred (500) feet east of the STOP sign.

1931. SCRANTON DIVISION

SPECIAL INSTRUCTIONS

Employees must use care to avoid unnecessary blocking of highway grade crossings. Some state and municipal laws provide that willfully obstructing a highway crossing for a period longer than five (5) consecutive minutes constitutes a misdemeanor. The inconvenience created by excessively holding traffic at a grade crossing also causes poor public relations and a loss of good will.

Main Track No. 1 through Scranton Passenger Station restricted to passenger equipment and light engine movement unless otherwise authorized by the Superintendent.

In order to comply with regulations of U. S. Public Health Service, toilets in all cars on passenger trains must be locked at Stroudsburg and between Clarks Summit and Lehigh.

Locomotive whistles must not be sounded in Scranton Yard, except in emergency and to prevent accidents.

West trains from Taylor New Yard, Taylor Old Yard or Hampton with pusher operating via Hyde Park Wye must use Track 4 from Hyde Park Wye to Cayuga.

WYOMING BRANCH

The normal position of switch at west end of Little Virginia connection is lined for E.L. main track movements and normal position of switch at east end of connection for LWV main track.

Normal position of switch at No. 7 Junction is lined for E.L. Main track movements.

Hand thrown split switch derail east end No. 6 loaded yard is spiked for train movement to and from L.W.V. at No. 6 Hill.

When cars are put in Nay Aug Siding, switch at east end of "east of office track" at Rock Jct. must be set for siding.

Crews engaged in switching movements or picking up or leaving cars at Saco, are not to leave cars on circuits either main track or siding in such manner as will cause flasher light signals to operate. When making reverse movement, must move beyond end of circuit before making reverse movement.

Engineers operating on all tracks over Elm Street Crossing, Dunmore, will sound whistle signal (14-J) and ring bell approaching and passing over crossings.

Derails are located on Main track 2nd District at Fernwood Switch and approximately 600 feet west of switch. Derails are to be left in derailing position when track is occupied by cars.

A switch point derail is located between Jessup and Winton Jct. Normal position is when set for derailing.

The normal position of main track ladder switch leading to Brownsville Branch at Hillside Jct. is when set for Brownsville Branch. Switch point derail on Brownsville Branch leading to Wyoming Branch main track. Normal position is when set for derailing. Safety spring switch located 500 feet west of Blakely Street on Scranton District. Normal position is for safety track and may be run through by eastward trains.

Unloading ramp at Dupont No. 1 switch has been extended. Crews servicing this plant will exercise care to avoid personal injury. Movements in either direction between following points can be made only on authority of the train dispatcher:

Rock Junction and Sterrick Creek Junction
Riverside Junction and Northwest Breaker
Rock Junction for train to Scranton via Scranton District
Rock Junction for train to operate between West Lake Junction and Lake Ariel

Scranton and Little Virginia via L&WV trackage

Running tests will be made before descending grades as follows:

Rock Junction to No. 6 Junction
Dunmore to Scranton
Wimmers — East and West
Suscon to Hillside Junction

1931. SCRANTON DIVISION

BANGOR AND PORTLAND BRANCH

- (a) Other trains and engines must protect against B. & P. Branch trains on both legs of Wye at Portland.
- (b) Normal Position of Switches: On top of hill at Portland, for east leg of Wye.
- (c) Air hose must be coupled and air brakes in use on all cars handled on the following side tracks:

Pen Argyl: Stephens Jackson Quarry Switch.

Also when handling cars between Portland and Hill Yard, and at all other points as required.

- (d) Crews occupying main track in switching movements between yard limit board at east end of Bangor Yard and Bangor Union side track, must protect themselves with semaphore signal in "STOP" position at west end of yard track. Westward trains must approach this point under control, expecting to find signal in "STOP" position and track occupied.
- (e) The movement in either direction of trains or engines between division post at end of Martins Creek Branch and the east end of the Delaware River Bridge, must be under protection of flagman against opposing trains or engines.
- (f) Bangor — Steel structure supporting sand tower adjacent to ash pit track at engine house will not clear man on side of car or engine nor side clear-vision wind shield of diesel locomotive. Train and engine crews must use every precaution when working on this track to prevent personal injury.
- (g) Nazareth — Roof of building and fence on retaining wall at Nazareth Coal and Lumber Co., will not clear man on side of car.
- (h) Bath Jct. — In placing cars on coal trestle at Penn Dixie No. 6 Cement Mill, engines must not go on trestle, and trainmen must not ride cars on trestle.
- (i) Buildings, platforms and loading devices at Penn Dixie #4 and #6; Lone Star; Nazareth and Hercules Cement Plants will not clear a man on side of car or on top of car when loading devices are in loading position. Train and engine crews must use every precaution when working on these tracks, and on track serving Cramer Lbr. Co., at Portland to prevent personal injury.
- (j) Freight office, (Bangor Roundhouse) — Cars or other equipment should not be left standing closer than one hundred (100) feet on either side of the crossing.

SYRACUSE BRANCH

Syracuse — First track west of Passenger Station platform is known as main track No. 1, and will be lined for through movement. The next track west is known as track No. 2 with crossovers at either end lined for through movement. This track may be used by southward freight trains to Adams Street crossover. Northward movements on this track may be made at "restricted" speed only on permission of yardmaster.

Oswego Tunnel

1. Movements of all types are authorized only when engineman or vehicle operator has in his possession clearance message enclosed in special case from Yard Office at 9th Street. Reading as follows:
To: Engineman (or Vehicle Operator)
At: Oswego Yard Office
"Possession of this clearance properly signed for in register book at Oswego Yard Office, is your authority to occupy running track from Upper Yard, Oswego, to Lake Front, Oswego, and return to Upper Yard, Oswego."
Superintendent
2. Yard conductor or vehicle operator will secure this clearance by signing register form at yard office, showing date and time secured, and will also record time clearance message is returned to yard office when use completed.

1931. SCRANTON DIVISION

3. Engineman or vehicle operator must have this special clearance message in his personal possession before starting movement from Upper Yard and retain it as authority for such movement until return to Upper Yard.
4. No maintenance work or inspection will be done in tunnel without flag protection at both ends.
5. Flagmen will not permit movement of train, engine or vehicle into tunnel until it is known that all workmen are out of tunnel and track safe for movement.

SCRANTON TERMINAL

- (a) In road service, head trainmen, must accompany their road engine to and from the Service Track.
- (b) Eastbound freight trains must ascertain from the yardmaster at Bridge 60 a line-up as to which track they are going to yard their train on at Scranton Yard. This information may be obtained via radio if possible, otherwise train will stop at telephone, Linden Street, and head trainman get this information before coming in yard. When necessary, train crews will line switch for any movement involving their engine or train.
- (c) **KEYSER VALLEY BRANCH:** Trains operating over Keyser Valley Branch single track between Cayuga and Taylor Crossovers, must obtain permission from the yardmaster at Taylor.
- (d) **INDEPENDENT TRACK:** (1) Eastward and Westward movements over the Hampton-Dodge Cut-off between Dodge's Crossovers and East End of Hampton Yard will be made under the authority of yardmaster at Taylor. (2) Eastward and Westward movements between Dodge's Crossovers and Bridge 60, will be made under the authority of yardmaster at Taylor.

1932. SCRANTON DIVISION

(a) Railroad Crossings Protected by Interlocking

Pittston Junction—L. V. R. R.

Scranton, Diamond Branch—D. & H. R. R.

(b) Railroad Grade Crossing other than Interlocking

Nazareth (Dexter Hill) L&NE Ry. Crossing — "STOP" sign with "RED" light is located on each side of crossing of the L&NE Ry. Trains, engines and vehicles, after stopping at "STOP" sign, may proceed only when it is known that right-of-way is clear.

Nazareth (Penn-Dixie No. 4) (Trainmen operate) — L. & N. E. Ry.

Bath Junction (Penn-Dixie No. 6) (Trainmen operate) — L. & N. E. Ry.

Syracuse (Magnolia St.) N. Y. C. RR. — "STOP" sign with "RED" light is located on each side of crossing of the N. Y. C. RR. and E. L. RR. Trains, engines and vehicles after stopping at "STOP" sign may proceed only when it is known that right of way is clear.

(c) Railroad Grade Crossings

Scranton, Steel Mill Branch — C. R. R. of N. J. Crews operating in and out of Murray Plant must make positive "STOP" at stop sign and flag C. R. R. of N. J. tracks sufficient distance in both directions before proceeding over crossing.

Plymouth Junction — D. & H. R. R. — Signals on E-L tracks will normally be approach. Signals on D. & H. track will normally be at stop. D. & H. train crews desiring to make moves over this crossing will follow instructions posted in telephone booths at Northward Home Signal and 550 Feet North of Southward Home Signal.

Cortland Junction — L. V. R. R.

Syracuse, N. Y. C. R. R., at Geddes Street, automatic and interlocking signals of the color light type: These signals normally indicate "Proceed" for E-L movements.

1932. SCRANTON DIVISION

Syracuse. (a) Salt Land Spur. N. Y. C. R. R. Normal position of the signal is inclined and set for N. Y. C. trains. (Instructions for operation located inside front cover of the electric lock and in the telephone booth.)

Salt Land Spur. (b) Single unit color light type dwarf signal located at New York Central Railroad crossing, Hiawatha Boulevard, will govern northward movements on Salt Land Spur.

Single unit color light type dwarf signal located at New York Central Lake Line connection, State Fair Boulevard, will govern southward movements.

For northward movements over Salt Land Spur, operation of tilt board signal, as per instruction above, will clear dwarf signal.

For southward movements when train is stopped after receiving stop indication, trainman will unlock control box located at crossover to Lake Line. If block light in box is lighted, trainman will push and release button marked "clear", which will clear dwarf signal. If after pushing "clear" button the train movement is not made, push and release button marked "cancel" to restore signal to stop position.

New Hartford: Following instructions will govern the passage of trains over grade crossing with the New York Central located 3500 feet north of New Hartford, protected by Color Light type signals controlled automatically. Interlocking Home Signal will display indications prescribed by Rules 281-292.

When train has stopped after receiving "STOP" indication trainman, after unlocking box stencilled "For Use of E-L R. R. Crews" at crossing and observing that no other train is approaching, will open knife switch to block signals for other route over the crossing. After a lapse of three minutes time, signal should clear. If signal does not clear *after switch has been opened three minutes*, train may proceed over the crossing on hand signal from trainman flagging crossing. After movement has been completed, knife switches must be closed and box locked.

New Hartford (Campion Road Spur) movement over New York Central crossing. Movement may be over crossing on hand signal from trainmen flagging crossing.

1933. Retainers — Dynamic Brake Operating on All Units

Eastward Trains Clarks Summit to Scranton or Hampton via Keyser Valley Branch

	4 Units	3 Units or 2 Units 1850 Class	2 Units
Trains may be handled at 25 mph without retainers when tonnage is less than	4,800	4,000	3,500
Turn up retainers on 2nd to 16th head cars consecutively when tonnage is over and speed 25 mph	4,800	4,000	3,500
Solid trains of heavy commodities turn up retainers on all cars in train except on the first car and the last six when tonnage is over and speed 18 mph	4,800	4,000	3,500

Eastward Trains Pocono Summit to Analomink

	4 Units	3 Units or 2 Units 1850 Class	2 Units
Trains with less than 30 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 mph and without retainers where tonnage is	Under 4,300 tons	Under 3,500 tons	Under 3,000 tons

1933. Retainers — Dynamic Brake Operating on All Units

Eastward Trains Pocono Summit to Analomink

Trains with less than 35 cars of coal or other heavy commodities and less than 100 cars in train will be operated at 25 mph and with retainers turned up on 2nd to 26th head cars consecutively, then alternately on next 20 cars (10 retainers) where tonnage is

Over	Over	Over
4,300	3,500	3,000
tons	tons	tons

Freight trains with more than 100 cars but less than 35 cars of coal or heavy commodities will be operated at 25 mph with all retainers turned up in forward half of train, except on first car, and alternate retainers on balance of train where tonnage is

Over	Over	Over
4,300	3,500	3,000
tons	tons	tons

Solid trains of heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities (18 mph) turn up retainers on all cars in train, except on the first car and the last six when tonnage is

Over	Over	Over
4,300	3,500	3,000
tons	tons	tons

Westward Trains Lehigh to Scranton

	3 Units or 2 Units		
	4 Units	1850 Class	2 Units

Retainers are not required between Lehigh and Elmhurst.

Trains consisting of loads or mixed loads and empties, will stop at Elmhurst and turn up retainers on the 2nd to 16th head cars consecutively when tonnage is over

4,300	3,500	3,000
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Solid trains of heavy commodities (18 mph) will stop at Elmhurst and turn up retainers on all cars in train, except on the first car and last 6 cars when tonnage is over

4,300	3,500	3,000
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Trains consisting of more than 75 empties will stop at Elmhurst and turn up retainers on 2nd to 16th head cars consecutively regardless of tonnage or class of Diesel locomotives.

1934. Retainers — Diesel Power Without Dynamic Brake or Diesel Power Without Dynamic Brake Operating on All Units

- (a) **CLARKS SUMMIT TO SCRANTON:** On trains consisting of more than 2,500 tons, turn up retainers on 25 consecutive cars after first car, and 10 retainers alternately on next 20 cars.

Heavy commodity trains with 18 MPH speed limit, turn up retainers on each car, except the first and four rear cars.

Trains consisting of more than 75 empty cars, turn up retainers on 2nd to 16th head cars.

- (b) **POCONO SUMMIT TO ANALOMINK:** Freight trains with 25 MPH speed limit, turn up retainer for each car in head half of train except head car, and alternate retainers on balance.

Trains with 18 MPH speed limit, turn up retainer for each car, except head car and rear four cars.

On trains consisting of more than 75 empties, turn up 20 retainers on head end, starting at second car.

1934. Retainers — Diesel Power Without Dynamic Brake or Diesel Power Without Dynamic Brake Operating on All Units

- (c) **LEHIGH TO SCRANTON:** Manifest trains consisting of more than 2,500 tons will stop at Elmhurst and turn up retainers on second to sixteenth head cars, and five alternate on next ten.

Other than manifest trains may turn up retainers at Gouldsboro or Lehigh — 25 and ten alternate.

On trains consisting of more than 75 empties or mixed trains of loads and empties when less than 10 loaded cars, turn up 20 retainers.

On trains consisting of loads and empties when more than 10 loads, turn up one retainer for each 125 tons.

Ore trains should have all retainers turned up. (Except first car.)

- (d) **APULIA-SYRACUSE:** Freight trains, or trains of loads and empties mixed, up to 2,000 tons, when train consists of less than 15 cars of coal, may be handled on grades between Apulia and Syracuse without retainers.

On trains of loads and empties mixed, over 2,000 tons, with more than 15 and less than 30 cars of heavy commodities, turn up 15 consecutive retainers.

On trains consisting of all coal or more than 30 cars of coal in mixed trains, turn up 30 consecutive retainers on head end. (Except head car.)

- (e) **PARIS-CHADWICKS:** Freight trains consisting of loads and empties mixed, turn up retainers on forward half of train except the first car. On trains of all loads, turn up retainers on all cars except the first car and the rear 4 cars.

Heavy commodities include coal, oil, ore, pig iron, grain, etc.

- (f) **BANGOR AND PORTLAND:** Before starting down grades at Pen Argyl Junction, East Bangor and Hill Yard, service brake test must be made and conductor and engineman must know that retainers requested by engineman are turned up.

- (g) When portion of train is left on east leg of Portland wye, full service brake application will be made and sufficient hand brakes applied.

1999. The following will govern in order to provide for proper compliance with Rule 99:

Definition of "Trains Carrying Passengers"

All First Class trains shown in this Timetable, except Train No. 7 and No. 8.

Any train operated as a passenger extra. Conductors and engineers MUST keep themselves informed as to the operation of passenger extras.

Certain types of equipment such as Rail Test cars, single unit light engines, single cars of any type and any light equipment, cannot and should not be depended upon to shunt track circuits. For purposes of complying with Rule 99 any such equipment should be considered as being in non-block signal territory regardless of where it might be."

The following whistle signal code will be used to call in flagman running with current of traffic.

Track 1	—	—	—	—	—
Track 2	—	—	—	—	—
Track 3	—	—	—	—	• • •
Track 4	—	—	—	—	• •

20. GENERAL SPEED RESTRICTIONS — ALL DIVISIONS

2001. Engine Restrictions

Maximum permissible locomotive speeds for units operating or towed subject to all train and track restrictions:

Units	MPH
809-863	70
6511-6512	48
All other road and road switch type locomotives	65
322-325	35
51-53	30
All other yard type locomotives	40
8412-8422-8432-8442-8452 coupled with 809-833 class locomotives in passenger service	68
Engines running light	50
Single units running light	
Road and Road Switch class	35
Yard class	25
Engines running backward	35
Yard engine 26, Class SG will operate with or without train or be towed in trains under special instructions issued by the Mechanical Department.	
1850, 2400 and 2500 series engines are restricted to through freight and passenger service.	
Locomotives No. 2401 to 2562 inclusive restricted from operating in following territories and locations:	
West End—Grove Street via Old Bergen Tunnel (Tracks 1 and 3).	
Hoboken Train Shed—All tracks except Nos. 16 and 17.	
Bergen Tunnel	

2002. Train and Equipment Restrictions

Trains handling swivel truck cranes and other similar pivoted machinery	30
The pivoted machinery listed immediately above is to be hauled on the rear of trains not more than 15 cars from caboose.	
Trains handling spreader cars	30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.	
Loaded cars carded Form 5432	30
Trains handling ore	40
Trains handling DL&W 95000 and 97000 series air dump cars	40
Trains handling snow plows (in service) locomotive cranes and flangers	40
Snow plows in service over highway crossings of when being pulled backward in snow	10
Conductors will notify engineers before leaving terminals whether such equipment is in train.	
All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through cross-overs except as otherwise provided	

TRAINS HANDLING WRECKING DERRICKS

Relief trains handling wrecking derricks:

On Main Line Port Morris to East Binghamton:	
On Straight Track	40
On Curves	30
On Syracuse Branch, Old Road, Bloomsburg Branch, and Utica Branch:	
On Straight Track	30
On Curves	25
On Bangor and Portland Branch:	
On Straight Track	25
On Curves	20

21. NEW YORK DIVISION

2101. Engine Restrictions

LOCATION	TRACK OR POINT	ENGINES RESTRICTED
Jersey City	Float Bridge apron	All exc. 300 series
	Pier 8	All exc. 300-400-500-600 series
	National Cold Stge.	All exc. 300-400-500-600 series
	Emerson Radio	*All exc. 300-400-500-600 series
	Ice Dock	All exc. 300-400-500-600 series
	Swift & Co.	All exc. 300-400-500-600 series
	Seaboard Bldg.	*All exc. 300-400-500-600 series
*MUST have exhaust outlet covered		
Weehawken	Weehawken Bch.	
	Industrial Tracks	All exc. 300-400-500-600 series
	Tracks approaching open docks	All exc. 300-400-500-600 series
	Dock "H"	All exc. 300-400-500-600 series
	Dock "B"	All exc. 300-400-500-600 series
	Other Open Docks	All engines
Harrison	Woburn Degreasing	All exc. 300-400-500-600 series
	Swift & Co.	All exc. 300-400-500-600 series
Except west end of #1 #2 #3 platform		
Carlton Hill	Craig Coal beyond sec. gate	All engines
Garfield	Hammersley Co.	All exc. SE-10A class engine or lighter weight
	Remarks Trestle	All exc. 300-400-500-600 series
	Stabilized Vitamins	All engines
	Bellett Coal Co.	All engines
	Dundee Spur	All exc. 300-400-500-600 series
E. Paterson	East Side Coal Co.	All engines
Fair Lawn	National Biscuit	ALCO engines inside buildings
Ridgewood	City Switch	All engines
Ramsey	Ramsey Timber Str.	All engines
Tuxedo	Coal Trestle	All engines
Harriman	Nepera Chem. Co.	All engines
Goshen	Conklin-Cummings	All engines
Otisville	Holleys—east of frog	All engines
N. Newark	J F Post Trestle	All engines
E. Orange	Feigenspanns Trestle	All engines
Monsey	Faber Cement Block Shed	All engines
Babbitt	Int'l Granite-Shed	All engines

2102. NEW YORK DIVISION

Equipment Restrictions

OPERATION OF 250 TON DIESEL WRECKING CRANES NOS. 03300, 03301 AND 03302

GENERAL RESTRICTIONS

Speed should in general comply with restrictions in Timetable.
A car weighing not more than 100,000# gross weight should be placed at each end when crane is in transit.
Crane should not move over bridges on sidings unless it is known that the bridges are capable of carrying the load.

SPECIAL RESTRICTIONS

TERMINAL TERRITORY

	Miles per hour
Transfer bridges— East 149th and West 28th St., N.Y.C.	Not Permitted
Jersey City Bridges 0.52, 0.61, 0.69, 0.79, 0.88, 0.96	10
Pennsylvania Connection Bridge 2.80	10

NEW YORK DIVISION

First siding North of Main tracks of Bridge 65.87	10
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BERGEN COUNTY R. R.

Dundee Spur	Not Permitted
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GRAHAM LINE

Bridge 55.03 (Moodna Viaduct)	30
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ARLINGTON BRANCH (Seaboard Lead)

Bridge 5.32	10
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GREENWOOD LAKE DIVISION

Bridges 7.96, 10.42, 10.47, 10.58, 10.69, 12.96, 13.21	15
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NEWARK BRANCH

Bridges 7.96 and 13.02	15
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NORTHERN BRANCH

Bridges 8.61, 12.51, and 14.83	15
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NEWBURGH BRANCH

Bridges 6.30, 6.86, 7.35, 9.01, 11.15 and F12.34	10
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NEW JERSEY and NEW YORK RAILROAD

Bridge 21.20	15
Spring Valley, N. Y. to Thiells, N. Y.	Not Permitted

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Maximum Speeds:			
Passenger			70
Diesel power handling MU motor cars			65
(Does not apply to non-motor MU cars)			
Freight trains			50
Hoboken—			
Between station and West End of M. U. Shed			15
Between West End of M. U. Shed and East End Bergen Tunnel			40
Through Bergen Tunnel			50
Bergen Tunnel to Sub-station (straight route)			30 Tracks 3-1-2 20 Track 4
Sub-station to and including Hackensack River Bridge (straight route)			35
West End			
West of Tower—first crossover, track 1 to track 3			25
Crossovers east of tower			15
Kearny Jct.—			
Curve through Kearny Jct., interlocking	5.2	5.3	60 Track 3
Harrison—			
1st curve east of Harrison Sta. ..	6.6	6.9	55
1st curve west of Harrison Sta. ..	7.2	7.4	35
Newark Drawbridge			25
2nd curve west of Harrison Sta.	7.5	7.6	35
3rd curve west of Harrison Sta.	7.7	7.9	35
Newark Interlocking—			
On "Clear-Medium" signal			
Track 1 to Track 2			25
Newark—			
1st curve west of	8.1	8.2	60
2nd curve west of	8.4	8.5	55
3rd curve west of	8.6	8.7	55
Roseville Ave. Interlocking—			
Straight route	8.9	9.0	35
On "Clear-Medium" signal east of Roseville Ave., Station			20
Grove Street—			
East Orange—			
Curve at east end of Station	9.9	10.0	60
Curve at west end of Station	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of Sta.	10.4	10.8	60 Tracks 1-3
Orange—			
Curve through Orange Station	11.1	11.9	50
South Orange—			
Curves at east end of Station (2 curves)	13.7	13.8	40 Track 3
Curves at west end of Station (2 curves)	13.9	14.0	40 Track 3

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Maplewood—			
Curve at station	15.0	15.2	65 Track 2
Curve at sta. { 5 AM to 7AM } { 7 AM to 5 AM }	15.0	15.2	{ 10 Track 3 50 Track 3
Curve west of station	15.3	15.4	40 Track 3
1st curve east of Millburn	16.1	16.4	65
Millburn—			
1st curve west of	16.8	17.0	{ 50 Track 1 45 Track 2
2nd curve west of	17.1	17.3	{ 55 Track 1 65 Track 2
Short Hills—			
Curve at east end of station	17.6	17.8	{ 50 Track 1 60 Track 2
1st curve west of	18.1	18.8	{ 50 Track 1 65 Track 2
2nd curve west of	18.9	19.1	{ 50 Track 1 60 Track 2
2nd curve east of Summit	19.4	19.7	{ 45 Track 1 50 Track 2
1st curve east of Summit	19.8	19.9	{ 45 Track 1 50 Track 2
Summit—			
Within Interlocking Limits:			
On Clear Medium			15
Main tracks #1-#2 (straight route)			40
1st curve west of	20.5	20.6	{ 55 Track 1 50 Track 2
2nd curve west of	20.9	21.0	60
3rd curve west of	21.4	22.2	{ 55 Track 1 60 Track 2
4th curve west of	22.5	22.7	{ 55 Track 1 60 Track 2
1st curve east of Chatham	23.0	23.4	55
Chatham—			
1st curve west of	23.6	23.7	65 Track 1
Madison—			
2nd curve west of	26.3	26.4	{ 55 Track 1 60 Track 2
3rd curve west of	26.6	26.7	{ 60 Track 1 65 Track 2
4th curve west of	26.7	26.8	{ 60 Track 1 65 Track 2
5th curve west of	27.3	27.4	65 Track 1
Convent—			
2nd curve west of	28.5	28.7	60
Morristown—			
Curve through Morristown Sta.	29.6	29.9	{ 55 Track 1 50 Track 2
Over Crossovers Between Track 1 and 2, Track 1 and Express, Track 2 and Passenger Yard Lead			10
1st curve west of	30.2	30.5	65 Track 2
2nd curve west of	30.6	30.7	65 Track 2

2103. NEW YORK DIVISION

Speed Restrictions

MORRISTOWN LINE (HOBOKEN-SLATEFORD JCT.)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Morris Plains—			
3rd curve west of	33.2	33.5	{ 60 Track 1 65 Track 2
4th curve west of	33.6	33.7	55
Powder mill curve west of Morris Plains	34.4	34.7	45
1st curve east of Mount Tabor ..	35.1	35.5	{ 45 Track 1 50 Track 2
Mount Tabor—			
Denville—			
Curve through Denville	36.0	36.2	40
Through Denville Station	36.2	36.4	25
On "Clear-Medium" signal— Turn out track 1 Morristown Line to track 2, Boonton Line			25
1st curve west of	34.4	34.9	{ 55 Track 2 65 Track 1
2nd curve west of	35.3	35.7	{ 55 Track 1 45 Track 2
3rd curve west of	35.7	36.1	55
East Dover—			
1st curve west of	36.5	36.9	55
1st curve east of Dover	37.2	37.5	55
Dover Interlocking—			
On "Clear-Medium" signal east of Tower wall to Track 2			15
Dover—			
Through Dover Station			25
Over Highway Crossing west of Dover Station			25
1st curve west of	38.3	38.5	{ 40 Track 1 35 Track 2
2nd curve west of	38.7	38.9	{ 50 Track 1 55 Track 2
1st curve east of Wharton	39.3	39.6	60
Wharton—			
Curves west of	40.6	41.2	60 Tracks 1-2
Chester Jct.—			
1st curve west of	41.5	41.7	60 Track 1
1st curve east of Hopatcong	43.8	45.1	{ 55 Track 1 60 Track 2
Hopatcong—			
Curve through Hopatcong Sta. ..	45.4	45.8	{ 45 Track 1 40 Track 2
Port Morris Jct.—			
Interlocking switches east of Tower, on "Clear-Medium" signal			20
Straight route over crossover switches west of Port Morris Junction			50 Tracks 1-2
Track 4			30
West Port Morris—			
Turnout from Track No. 1 to single track on clear medium	48.2		45
Delaware River—			
1st curve west of Bridge	73.2	73.5	55
Slateford Jct.—Curve	74.1	74.3	60
1st curve west of	74.4	74.9	60
2nd curve west of	74.9	75.0	60

2103. NEW YORK DIVISION

Speed Restrictions

BOONTON LINE—MOUNTAIN VIEW TO DENVILLE

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Maximum Speeds:			
Passenger			70
Diesel power handling MU motor cars			65
(Does not apply to non-motor MU cars)			
Freight trains			50
Lincoln Park—			
Pompton River Bridge—			
Speed through passing siding	22.0	23.3	30
Towaco—			
Curve at Towaco Station	24.8	25.2	60
1st curve west of	25.7	26.1	55
2nd curve west of	26.3	26.5	60
3rd curve west of	26.5	26.7	60
1st curve east of Montville	26.8	27.3	60
Montville—			
2nd curve east of Boonton	28.7	28.8	{ 50 Track 1
			{ 60 Track 2
1st curve east of Boonton	28.9	29.0	55
Boonton—			
Curve through Boonton Sta.	29.2	29.3	{ 50 Track 1
			{ 55 Track 2
1st curve west of	29.5	29.7	{ 50 Track 1
			{ 55 Track 2
Mountain Lakes—			
2nd curve east of Denville	33.1	33.4	{ 55 Track 1
			{ 50 Track 2

PHILLIPSBURG BRANCH

Port Morris Jct. to Washington			40
Port Morris Jct.—			
Interlocking junction switches on Clear Medium			20
Port Morris—			
Sussex Branch Jct.—			
Movements over spring switches Westward trains, Washington Line to Sussex Branch			15
Eastward trains, Sussex Branch to Washington Line			15
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing			25
Hackettstown—			
EASTWARD trains between Main and High Streets			35
Washington—			
Curve through Washington Sta.	66.5	66.7	30
Washington to Phillipsburg			30
Phillipsburg—			
Stockton Street Bridge, one-half mile east of station	79.7		15

2103. NEW YORK DIVISION

Speed Restrictions

OLD ROAD

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Washington to Portland			30
Oxford Tunnel—			
Curve east end of Oxford Tunnel	69.5	69.6	20
Through Oxford Tunnel—All trains			15
1st curve west of	70.2	70.3	20
2nd curve west of	70.3	70.4	20
Oxford Furnace—			
Pequest River—	74.0		
Buttville—			
Bridgeville—			
Manunka Chunk—			
Curve at east end of Manunka Chunk Tunnel	77.1	77.2	20
Through Manunka Chunk Tunnel—All trains			15
Curve at west end of Manunka Chunk Tunnel	77.3	77.4	20
2nd curve west of	77.4	77.5	20
Portland—			
Between "End of Highway Circuit Sign" and crossing 100 feet west of station			10

GLADSTONE BRANCH

Gladstone Branch			55
Summit—			
1st curve west of	20.5	20.6	50
West Summit—			
1st curve west of	20.9	21.0	50
New Providence—			
1st curve west of	22.4	22.7	45
2nd curve west of	22.7	22.8	45
Murray Hill—			
2nd curve west of	24.7	25.0	35
Berkeley Heights—			
Curve through Berkeley Heights Station	25.5	25.8	40
1st curve west of	26.0	26.2	50
Millington—			
Curve through Millington Sta. ..	29.9	30.3	45
1st curve west of	30.3	30.4	45
Over Stone Crusher Crossing west of Millington (Eastward trains)	30.5	30.6	20
2nd curve west of	30.9	31.1	50
Lyons—			
Curve through Lyons Station	31.5	32.0	45

2103. NEW YORK DIVISION

Speed Restrictions

GLADSTONE BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Basking Ridge—			
1st curve west of	33.8	34.5	50
Bernardsville—			
Freight House Crossing			10
Ferranti's Crossing			20
2nd curve west of	35.4	35.6	50
3rd curve west of	35.7	35.9	45
4th curve west of	36.1	36.4	50
Mine Brook—			
2nd curve west of	38.6	38.9	50
Far Hills—			
EASTWARD trains between WEST end of siding and Mine Brook Road			35
EASTWARD trains pulling out of siding; between EAST end of siding and Mine Brook Road			8
1st curve west of	39.1	39.7	50
2nd curve west of	39.9	40.2	45
3rd curve west of	40.3	40.9	45
4th curve west of	41.1	41.3	50
Peapack—			
2nd curve west of	42.1	42.2	25
Gladstone—			
Highway crossing, 300 ft. east of Gladstone Station	42.2	42.3	5

MONTCLAIR BRANCH

Montclair Branch			50
Roseville Ave.—			
Curve through Roseville Avenue Station	8.9	9.0	20
On "Clear-Medium" signal west of Roseville Ave., Station			20
Glen Ridge—2nd curve west of	12.4	12.6	45
1st curve east of Montclair	12.7	12.9	25
Montclair—			
Crossover between Tracks No. 1 and No. 2, east end of platform			10

SUSSEX BRANCH

Port Morris to Newton			40
Newton to Branchville			35
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing			25
Netcong Station to Furnace St. crossing westward			10
4th curve east of Cranberry Lake (Stone Quarry Curve) ..	51.9	52.1	35

2103. NEW YORK DIVISION

Speed Restrictions

SUSSEX BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Andover Junction—			
Spring switch at connection with L. & H. R. R.—Eastward trains from L. & H.			15
Over L. & H. Crossing			15
Newton—			
Curve through Newton Station ..	59.7	60.1	30
Trinity Street crossing, 1000 feet West of Newton Station			10
Branchville—			
First highway crossing east of station	69.2		5

HARRISON BRANCH

Harrison Branch			30
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CHESTER BRANCH

Chester Branch			20
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MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
West End to Paterson Junction			70 Passenger 50 Freight
River St. to curves 132, 133 East of Port Jervis	16.60	86.04	60 Passenger* 50 Freight
East of Ramsey to Suffern	26.00	30.90	70 Track 1 Passenger
Graham to East of Rundles Curve	80.00	86.00	70 Track 1 Passenger

*Maximum except as shown above.

West End—			
Curve at West End	2.0	2.1	25 Tracks 3-1 15 Tracks 2-4

West End Interlocking—

On "Clear-Medium" signal:—

Turn out track 3, Morristown Line to track 3, Main Line ..			25
Crossover track 1 to track 3			20
Crossover track 2 to track 1, west of wye track			25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection			25
Turn out Greenwood Lake Branch to track 4			25

2103. NEW YORK DIVISION

Speed Restrictions

MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
At Bergen Junction, turn outs to and from Main Line, all tracks			30
At Bergen Junction, crossover track 1 to track 2			30
West Secaucus-Hackensack Drawbridge:			
Entire Bridge all trains			30
<i>Note:—Trains or light engines must not stop or start while engine or any part of engine is on any part of draw-bridge, except in emergency.</i>			
2nd curve west of Hackensack Drawbridge	6.6	6.8	65
Kingsland—			
Curve through Kingsland Sta.	7.3	7.7	65
1st curve east of Lyndhurst	7.9	8.1	55
Lyndhurst—			
1st curve west of Lyndhurst Drawbridge—Entire Train from the home signal governing the movement over the drawbridge until it reaches end of span	8.4	8.5	35
<i>Note:— Except under emergency circumstances brakes must not be applied on engines and when possible to avoid on trains, on any part of this bridge.</i>			
1st curve west of Lyndhurst Drawbridge	9.1	9.2	65
Passaic—			
Curve through Passaic Sta.	10.6	10.9	{ 65 Track 1 55 Tracks 2-3
Clifton—			
Curve through Clifton Sta.	12.1	12.3	65
Paterson Jct.—			
On "Clear-Medium" or "Medium Approach" indication			25
Paterson Jct to			
Getty Avenue Bridge	13.6	14.8	45
Getty Avenue Bridge to Paterson	14.8	15.4	30
Paterson to River Street	15.4	16.6	50
Hawthorne, curve	17.40	17.51	40
Ridgewood Junction — curve	19.95	20.16	45 Westbound
Ridgewood Junction — Diverging movements through Switches			30
Ho-Ho-Kus, curve 27	21.82	22.14	50 Tracks 1-3 55 Tracks 2-4
East of Waldwick, curves	22.67	23.23	50
West of Ramsey, curve	27.19	27.40	60 Track 1

2103. NEW YORK DIVISION

Speed Restrictions

MAIN LINE

WEST END TO DELAWARE RIVER BRIDGE (SPARROWBUSH)

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Suffern, curve	30.66	30.86	50 Track 1 30 Tracks 3 and 4
S F Tower, curve	30.91	31.13	40 Track 1
West of Hillburn, curves 41, 42 & 43	31.90	32.62	50
West of Tuxedo, curves	37.29	38.52	40
Newburgh Jct.			25 Diverging moves
West of Monroe to Oxford, curves	49.67	50.91	50
Otterkill, curve	55.40	55.95	50
East of Goshen, curve	57.87	58.18	50
Goshen, curve	58.32	58.96	40
West of Goshen, curves	59.02	59.92	50
New Hampton, curve	62.62	62.89	50
Middletown (East Washington St. to Knox Crsg)	65.21	66.72	30
Otisville Tunnel and curve 29			
West of Tunnel	81.80	83.18	40
Rundles Curve and Black Rock, curves	83.82	84.46	40 Eastbound 30 Westbound
Curves east of Port Jervis to Del. Rvr. Bdge	86.04	90.84	40
Sparrowbush			15 Diverging moves
P X Yard Office to BC Port Jervis			25 Via Yard Track 3

TERMINAL AREA—JERSEY CITY TO BERGEN JUNCTION

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Grove Street to Bergen Jct. via Bergen Archways	0.50	3.10	30
Grove Street to Croxton via Bergen Tunnel	0.50	2.20	25
Grove Street			5 Diverging movement
Bergen Tunnel to Weehawken Branch			10
Curves east Croxton to east Bergen Jct	1.94	2.73	25
Bergen Junction — To and from Main Line			30

2103. NEW YORK DIVISION

Speed Restrictions

BERGEN COUNTY LINE
BERGEN JCT TO RIDGEWOOD JCT

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Bergen Junction to Ridgewood Jct	3.1	18.9	60 Passenger* 50 Freight
Hackensack Bridge to Rutherford	5.6	8.4	70 Passenger
West of Garfield to East of Glen Rock	11.7	18.0	70 Passenger
*Maximum except as shown above			
Bergen Jct to County Road	3.1	3.9	50 Westbound Tracks 1 and 2
Hackensack Drawbridge			30
Curve, west of Rutherford Jct	8.97	9.21	35 Eastbound 50 Westbound
Curve, east of Garfield	11.20	11.70	50 Passenger 40 Freight
Curve, east of Glen Rock	18.13	18.44	50

GRAHAM LINE

Newburgh Jct to Howells Jct			60 Passenger 50 Freight
Curve, west of Newburgh Jct	45.05	45.23	30
Woodbury Viaduct		50.17	40
Curve, east of Moodna Viaduct to curve, west of Moodna Viaduct	54.61	55.70	30
MQ Crossing, Montgomery Branch ..		65.55	40
O & W Bridge west of MQ			15 Diverg. movements
MQ — O & W Bridge to Campbell Hall via Maybrook Loop			15

GREENWOOD LAKE BRANCH—G L JCT TO MIDVALE

Passenger Trains			
GL Jct to West of Little Falls	2.6	18.75	60
West of Little Falls to Mt. View on unrestricted track	18.75	21.35	70
Mt. View to Midvale	21.35	31.40	55
Freight Trains			
GL Jct to Mt. View	2.6	21.35	50
West of Mt. View	21.35	31.40	40
G L Junction			25 Diverging move

2103. NEW YORK DIVISION

Speed Restrictions

GREENWOOD LAKE BRANCH—GL JCT. TO MIDVALE

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Croxtan Yard to D B Draw via freight track		4.0	15
D B Drawbridge			30
West Arlington Drawbridge		7.57	20
East of North Newark — Curve	7.76	7.90	30
Forest Hill to Montclair Heights	9.0	15.0	25 Freight
Walnut St. Bloomfield — Curve	10.15	10.40	40
Montclair — Label St. to Walnut St. — Curve	12.00	12.25	35
Upper Montclair — Curve	13.75	14.00	40
Curve east of Great Notch	15.90	16.30	45
Westward trains through Great Notch crossover to Caldwell Branch			15
Curve west of Great Notch	16.80	17.10	55
Cedar Grove curve	17.30	17.70	40
Mountain View through Interlocking and curve to Boonton Line	21.35	21.80	30
Riverdale Curve	26.20	27.00	40
Pompton — Riverdale Ave. to Pompton Jct	27.00	28.05	35
Pompton Jct Crossing NYS&W		28.05	15
Curve east of Midvale	30.60	30.90	40
Belmont Ave., Midvale to Yard	31.46		10

CALDWELL BRANCH

Great Notch to Essex Fells			35 Passenger 30 Freight See Note
Tunnel east of Caldwell ..	20.3	20.5	25
Ryerson Avenue east of Caldwell		21.06	5
Roseland Ave. Caldwell — Within 1000 feet thereof		21.66	20
Essex Fells — Oaklane Drive		22.28	5
Note: — Trains handling wreck derrick, locomotive cranes or other pivoted machinery.			

2103. NEW YORK DIVISION

Speed Restrictions

NEWARK BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
D B Junction to curve east of Harrison	4.47	6.90	50 Passenger 25 Freight
Curve east of Harrison to Paterson Jct	6.90	17.25	45 Passenger 25 Freight See Note
Newark Drawbridge	7.95	8.45	20
Verona Ave. east of Cleveland Street		10.02	25
<i>Note: — Trains handling wreck derrick, locomotive cranes of other pivoted machinery.</i>			20

NEW JERSEY AND NEW YORK RAILROAD

New Jersey and New York Jct to Nanuet Jct	7.6	28.1	60 Passenger 40 Freight
Spring Valley to Thiells ..	30.7	38.3	20
Hackensack — Essex St. to Temple Ave.	12.6	14.2	40
Emerson — over street crossings	19.4	19.6	40
Westwood — first crossing east of, to first crossing west of station	20.5	20.8	25
Park Ridge — through borough	23.5	23.8	30
Nanuet Station to Nanuet Jct	28.0	28.2	30
Spring Valley — Chestnut St. to Main St.	30.7	31.0	10

PIERMONT BRANCH

Passenger Trains			
Suffern to Spring Valley	11.3	18.0	30
Spring Valley to Nanuet Jct	9.0	11.3	60
Nanuet Jct to Sparkill	1.9	9.0	30
Freight Trains			
Suffern to Sparkill			25
Sparkill to Piermont Dock	0.0	1.9	15
East of Orangeburg to east of Blauvelt	3.20	4.00	15
Curve between Spring Valley and Nanuet	9.6	10.0	35

2103. NEW YORK DIVISION

Speed Restrictions

PIERMONT BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Spring Valley — Chestnut St. to Main St.	11.3	11.6	10
Signal 30-1 J to Main St., Westbound ..	11.10	11.3	20
Monsey — Main Street crossing ..		12.6	10
Monsey Hgts. crossing		13.8	5
Trains having wrecking derrick and eight-wheel swivel cranes, steam shovels and other similar pivoted machinery.			20

NORTHERN BRANCH

Passenger Trains			
Croton to Sparkill	2.2	23.7	60
Sparkill to Piermont	23.7	24.9	30
Piermont to Nyack	24.9	28.1	40
Freight Trains			
Croton to Sparkill			40
Sparkill to Nyack	23.7	28.1	20
Croton — Interlocking Switches ..		2.2	20
Granton — Through spring switch	7.1	7.4	30
Signal 8-1 N to Fairview	8.2	8.5	40 westbound
Palisades Park — Through spring switch		10.9	30
West of Leonia — reverse curve	11.8	11.9	30
Englewood — Crossing first east and first west of station	13.9	14.2	35
Tenaflly — 400 ft. east of Clinton Ave. to 400 feet west of River Edge Road	15.9	16.2	20
Closter — Movement through spring switches	18.8	19.7	25
Northvale — Pieron St. crossing			10
Sparkill — Through spring switch		23.6	25
Kipps Crossing — (Freight trains and light engines stop and flag)		23.9	5
Nyack — Clinton Ave. to station	27.8	28.1	10

2103. NEW YORK DIVISION

Speed Restrictions

MONTGOMERY BRANCH

LOCATION	MILE POST		MAXIMUM AUTHORIZED SPEED
	FROM	TO	
Goshen to M Q Tower ..	0.2	4.9	35
M Q Tower to Montgomery	4.9	10.4	25
Curve west of Goshen	0.0	0.2	10
Curve Goshen Station	0.2	0.4	5
Goshen — Church Street		0.05	5 eastward 15 westward
Kipps	1.5	3.5	25
Montgomery Branch to New Haven R R		5.8	10
Trains having wrecking derrick and eight-wheel swivel cranes, steam shovels and other similar pivoted machinery.			15

CRAWFORD BRANCH

Middletown to Pine Bush			25
East Main Street to Crawford Jct	3.5		15
Crossing east of Bullville		4.1	10
Crossing west of Bullville		4.2	5
Pine Bush — State Road Crossing ..		9.9	5
Note: — Trains handling wreck derrick.			10
Trains handling locomotive crane or other pivoted machinery.			20

NEWBURGH BRANCH

Greycourt to Newburgh ..	0.3	19.1	25
Note: — Trains handling wreck derrick, locomotive cranes or other pivoted machinery.			20

2104. NEW YORK DIVISION

Electric Operation
Electric Zone

Hoboken Passenger Terminal to Prospect Street Bridge,
Dover via Morristown Line.

Montclair Branch
Gladstone Branch

When emergency requires that power be shut off overhead catenary system, telephone Train Dispatcher, who will notify Power Dispatcher immediately or telephone Power Dispatcher direct. When phoning use words "POWER EMERGENCY," all others using line must give way at once. Power will not be restored until Power Dispatcher has been notified by responsible person that it is safe to do so. Power Dispatcher must first secure permission of Chief Train Dispatcher to restore power.

The Power Dispatcher will have control of all electrical lines and stations within the electrified territory and will receive and dispatch all trouble reports in connection therewith.

Employees are required to report any irregularity in the overhead catenary system promptly, furnishing as much information as possible to aid the Power Dispatcher in his judgment of its severity and urgency of repair.

If necessary to operate a multiple unit train from other than head car, Conductor and Engineman will confer and be held jointly responsible for safe movement of train at speed permitting full control.

When two or more electric trains have been stopped on same track, short distance apart, period of thirty seconds must elapse between starting of each train.

In case of storm during which sleet collects on overhead trolley wires, enginemen will be governed by special instructions.

In coupling up M. U. equipment enginemen must in all cases after coupling, reverse their controller so as to stretch unit or units coupled to in order to insure that the coupling has been properly made. This must be done before jumpers are connected to the units being coupled to.

Trainmen and Yardmen must carefully inspect couplings to know that the knuckle locks are in full down position.

When an electric train has reached its destination, whether in revenue or non-revenue service, the engineer shall take the train out of service as follows:

Remove electric brake switch plug, make a full service application of the brake pneumatically not less than 20 pounds. Then close cutout cock in brake pipe under brake valve.

Pull out all switches in the B.S. Auxiliary switch box. Lock and remove key, brake handle, reverser and electric plugs, placing these in lower portion of control locker directly in back of Engineer control cab, where leather packet is provided and lock this compartment. Pull control and headlight switches in upper portion of control locker on operating ends and lock door of this compartment. *The train or yard crews must then apply hand brakes on as many cars in the train as necessary to hold train with a margin of safety.*

CROSSOVER BETWEEN MAIN TRACKS 1 AND 2 AT KEARNY JUNCTION — OUT OF SERVICE FOR ELECTRIC TRAINS ONLY.

Towermen and Yardmen must not line tracks for electric trains for movements to unwired or de-energized tracks unless pantographs are down and all concerned are informed as to the movement to be made.

2104. NEW YORK DIVISION

Electric Operation

Electrified Tracks

All overhead wires including catenary transmission and signal lines in electrified zones must be considered "Energized" at all times.

Keep Off Top of High Equipment

Employees (excepting qualified electric service employees in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment, while on tracks electrified with high voltage overhead wires, or while movements are being made to such tracks from sidings, yards, or other tracks which are not electrified.

Employees assigned to duty as pilots with foreign crews or crews of other divisions using tracks electrified with high voltage overhead wires must arrange to have each member of such crews notified that he must not get on top of high equipment within the electrified zone.

Yard Masters and Conductors must notify care-takers of equipment or shipments that they must not go on top of equipment within the electrified zone.

Handling Work Near Overhead Wires

All wires and overhead conductors are to be considered "Energized" at all times. Insulation should not be depended upon for protection against shock.

No unqualified employee shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within six (6) feet of such wires, unless a qualified employee is assigned to protect him against personal injury.

When persons other than employees are required to do work near overhead wires or apparatus they must be protected by a qualified employee who will take necessary precautions for their safety before starting and during the progress of the work.

Fires Within Electrified Territory

When fire occurs near high voltage overhead wires or when fire apparatus is tested within the electrified zone, special nozzles with grounding jumpers securely attached should be used, unless it is known that power has been removed and the wires grounded. The other end of the grounding jumpers must be securely attached to the grounded track rail, catenary bridge or other grounded structure before turning on the water. These grounding jumpers will protect the hoseman from electric shock in the event of the hose streams striking the charged wires.

If necessary to move the hose nozzle beyond the limits fixed by the length of the grounding jumper, the stream must be kept clear of the overhead wires while the change of location is being made and until the grounding jumper has again been attached to the rail or other grounded steel work. It must be clearly understood that these instructions apply to the use of fire hose from the ground or from other locations an equivalent distance from the overhead wires. If necessary to use the hose from ladders or other locations close to these wires, power must first be removed and the wires grounded.

2104. NEW YORK DIVISION

Electrified Operation

Fires Within Electrified Territory

If grounding jumpers are not available great care must be exercised in handling the fire hose to prevent streams striking the overhead wires until it is known that power has been removed and the wires grounded.

Hand extinguishers should never be used in such a way that the stream can strike the overhead wires until power has been removed and the wires grounded.

Conditions Affecting Power System to be Reported to Superintendent

All occurrences or conditions along the right of way which are likely to affect the operation of the electric power system must be promptly reported to the Superintendent.

Employees must report to the Superintendent any attachments of the overhead wire system which are out of place and state whether or not they are in such position that they can foul the pantograph of an electric car or locomotive, or any part of a diesel locomotive.

In describing such conditions, the proper names of the parts involved should be used.

Employees noticing dangling wires must avoid coming in contact with same, must report their location to the Superintendent from the nearest telephone, and should, if possible, leave someone to guard such wires until their removal, and warn other employees of their location.

Loose connections to impedance bonds in the tracks should be regarded as alive and report promptly made to the Superintendent.

If line is grounded by raising pantograph on motor car when the ground hook is on the other pantograph, notify Power Dispatcher immediately as to cause of grounding to prevent unnecessary delay in getting power back on line.

It is important that all pantographs are lowered before releasing ground hook.

Report should be made promptly to Superintendent of any foreign objects such as kite strings that may be noticed hanging from any overhead wires.

Use of Cranes or Derricks

Such equipment used in Electrified Territory must be conducted under the personal supervision of the foreman who must take special care to safeguard workmen and himself from overhead wires. No part of equipment or material to be allowed to come within 6 feet of overhead wires. When work cannot be done as outlined above, foreman must request services of a qualified employee.

22. SCRANTON DIVISION

2201. Engine Restrictions

Engines 2401-2562 are restricted as follows:

- Bangor & Portland Branch — Mainline and passing sidings.
- Old Main Line — Washington and Slateford Jct.
- Scranton Station Train Shed.
- Syracuse Branch — (Oswego Tunnel).

Engines of all classes are prohibited from operating on the following Industrial Tracks —

Over pit on Greentop Coal Co. track — M.M. & C. R. R. — Jessup.

On trestle of Wyoming Co. — Scranton.

Diesel engines of 1000, 1100, 1200 and 1900 series with two (2) or more units coupled are not to be operated over curves in excess of twenty-one (21) degrees. This series Diesels with two (2) or more units coupled are restricted from using Consumers Sales and Service Co. switch serving Seiples Feed Mill on Pittston Branch without reachers.

1850 series engines must not be used for station switching except at:

- Gravel Place — yard track eastbound side
- Analomink — Track 3 to yard track
- Tobyhanna Signal Depot

2202. Equipment Restrictions

Pusher Restrictions Re Caboose

Cab Cars of 850-910 Class may be pushed on with not more than:

- 4 units (6000 HP — 4 wheel truck units)
- 3 units (4500 HP — 6 wheel trucks 1150 Class units)
- 2 units (7200 HP — 6 wheel trucks 1850 Class units)

Cab Cars of 100-200-300 Series, inc., may be pushed on with not more than:

- 2 units (3000 HP — 4 wheel truck units)
- 2 units (3000 HP — 6 wheel trucks 1150 Class units)
- 1 unit (2400 HP — 6 wheel trucks 1800 Class units)

Exception:

- When necessary to use 4 road switcher engines to push train from Scranton or Taylor, East or West, Pusher will push on train and Road Caboose to be behind engine.
- When necessary to use units rated in excess of HP listed, Pushers will push on train and Road Caboose to be behind engine.
- On west trains from Analomink, Scranton or Taylor and east trains from Taylor or Scranton pushing is prohibited on cabooses of series 600-849, inclusive.

2201. SCRANTON DIVISION

Engine Restrictions

LOCATIONS	LOCOMOTIVE NUMBERS	BRIDGE RESTRICTIONS												Permissible Max. Gross Weight of Car and Lading			
		51-53	322-359	441-445	534-550	361-463	6011-6624	809-819	1850-1861	2401-2415	1039-1274	1275-1409					
Main Line Main Tracks and Sidings: Slateford Jct. to Binghamton																	
Branch Line Main Tracks and Sidings: Washington to Slateford Jct. Portland to Bath Martin's Creek Jct. to Martins Creek, N. J. Bridge #56.50 opposite Cement Plant at Martin's Creek Scranton to Northumberland Br. #143.19 at Pittston, Pa. Diamond Branch: Hanover — Newport Branch: Br. #155.85 Br. #156.51 Binghamton to Oswego Chenango Forks to Utica Richfield Jct. to Richfield Springs: Br. #280.51 Br. #281.67 Br. #294.75																	
Side Tracks: Nazareth: Penn Dixie Cement Mill Coal Dump #4 Hallstead, Pa.: Bridge on Slaughter Hse. Trk. Syracuse: Salt Land Spur Br. #277.23																	

Where restrictions apply, the symbols refer to the notes below:

No = Equipment NOT permitted.

A = Equipment permitted. Speed restricted to 15 mph.

B = Equipment permitted. Speed restricted to 20 mph.

C = Equipment NOT permitted through Oswego Tunnel.

D = Equipment permitted. Speed restricted to 10 mph.
E = Equipment permitted. Engines must not be doubleheader.
loaded cars of maximum capacity must not be coupled together or handled next to engine. Speed restricted to 5 mph.
F = 15 MPH no braking permitted.

2202. SCRANTON DIVISION

Special service cars in series 95000-99000 (except all steel dump cars 95700-95784, 97000-97031, dump cars 97050-97053, all steel ballast cars 98750-98799, and 98851-98875, side dump cars 02000-02036, all inclusive) must be placed on rear of trains ahead of caboose. Pusher locomotives must be placed ahead of such cars.

When two or more cars used for loading long materials are coupled together, as prescribed in Rules Governing Loading On Open Cars, adopted by the Association of American Railroads, brake staff may be removed from the idler car to permit curving; the staff, however, must be attached to the car from which removed and reapplied as soon as cars are released of lading. A group of cars so handled must have at least one accessible and operative hand brake for each multiple of three cars or fraction thereof.

No carloads of lumber, piling, pipe or other shipments loaded on flats or gondolas over the tops or the sides of the cars, susceptible to shifting, are to be operated in trains next to caboose or locomotives. This to avoid possible injuries due to loads shifting.

Cars of other than steel underframe construction, must be placed on rear of trains, and behind pusher locomotives. If any doubt exists as to the type of car, car inspectors should be consulted. If no inspection is available, cars should be handled on rear of trains, and behind pusher locomotive.

On trains consisting of fifteen or more heavy loads (ore, coal, grain, stone, steel, cement, etc.) and empties, if less than twenty-five empties they may be handled in any location in the train. If more than twenty-five empties, fifteen empties or light loads must be placed next to the locomotive and the balance of the empties towards the rear. Notify engineman as to consist of train as between loads and empties.

Yard switcher type locomotives moving "dead" in trains, shall be not less than six cars nor more than twelve behind the road locomotive. Two or more freight cars must be placed between each locomotive.

Ten or more cars with operative air brakes must be placed behind the last "dead" locomotive on heavy ascending grades.

After testing train to locate a "kicker", all brakes cut out while making the test must be cut in before train proceeds, in order that every effective brake may be in operation.

When trouble is experienced due to undesired quick action of air brakes, the "kicker" should be located if possible; if not located, report should promptly be made to train dispatcher if between terminals and also to yardmaster on arrival at terminal, in order that test be made and further trouble avoided.

In all cases of brakes sticking, conductors will, at the first practicable point of communication, send to the train dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve. If air brakes on the last car in train become inoperative, its position must be changed so that an operative air brake is on the rear. Air brake card should be firmly attached to the crossover pipe for information of the car inspectors.

Moving trains must be watched carefully by crew members for hot journals or other defects. They will give particular attention rounding curves and at other points where local conditions will assist in observation of train. Train crews riding at rear of train will look back at track frequently to see if there is any evidence of equipment dragging, and if so, take necessary action to stop train and safeguard other movements.

On freight trains, head trainman will ride in cab of leading unit. If locomotive is equipped with more than one operating cab, middle trainman will ride in unit next to train.

2203. SCRANTON DIVISION

Speed Restrictions

	MPH
Passenger trains (on unrestricted track)	70
Freight trains (on unrestricted track)	50
Trains handling M. U. motor cars	65
Tracks 3 and 4 — all trains	30
Eastward trains via Track 1	
East End Scranton MP 132.50 to Elmhurst MP 122.96	40
Passenger train exceptions:	
Lehigh to Moscow (use not less than 6 mins.)	60
Moscow to Nay Aug (use not less than 9 mins.)	50
Nay Aug to Scranton (use not less than 11 mins.)	40
Freight trains:	
Pocono Summit to Analomink	25
Solid trains of coal or heavy commodities or mixed trains with 35 or more cars of coal or heavy commodities	18
Lehigh to Nay Aug	40
Trains with heavy commodities	30
Nay Aug to Scranton	25
Heavy commodity trains	18
Clarks Summit to Scranton	25
Heavy commodity trains	18

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Delaware River—			
1st curve west of Bridge	73.2	73.5	55
Slateford Jct. — Curve	74.1	74.3	60
1st curve west of	74.4	74.9	60
2nd curve west of	74.9	75.0	60
3rd curve west of	75.2	75.3	50
Point of Gap curve	75.4	75.7	40
2nd curve west of	75.8	75.9	50
3rd curve west of	75.9	76.2	50
4th curve west of	76.3	76.5	55
5th curve west of	76.6	76.9	55
6th curve west of	77.0	77.1	60
Water Gap—			
1st curve west of	77.3	77.5	60
Tinkertown curve	78.3	78.6	30
Bells Bridge curve	78.7	78.8	30
Track 2 to C.T.C. west of Bells Bridge	78.8		
On "Clear-Medium" signal			30
2nd curve west of Bells Bridge ..	78.9	79.2	35
Slide curve	79.2	79.5	45
Power Dam curve	79.9	80.2	{45 Track 1 {50 Track 2 {45 Track 1 {50 Track 2
1st curve west of	80.5	80.6	

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Forge Cut curve	80.6	80.9	40
Stroudsburg—			
Westward trains entering Track 3 east of station			20
Passenger station			{40 Track 1 30 Track 2
1st curve west of	82.0	82.1	40 Tracks 1-2
2nd curve west of	82.2	82.3	{40 Track 1 45 Track 2
Milford Crossing curve	82.4	82.5	{45 Track 1 60 Track 2
Analomink—			
From Track 3 to Track 1 (Clear Medium)			20
Analomink curve	85.8	86.1	55 Tracks 1-2
2nd curve west of	86.3	86.9	{55 Track 1 60 Track 2
High Bridge — Curve	87.2	87.5	{55 Track 1 60 Track 2
2nd curve west of	87.5	87.6	{55 Track 1 60 Track 2
3rd curve west of	87.9	88.0	{55 Track 1 60 Track 2
4th curve west of	88.5	88.7	{50 Track 1 60 Track 2
5th curve west of	88.9	89.0	{50 Track 1 55 Track 2
Henryville—			
Curve at station	89.0	89.3	{50 Track 1 55 Track 2
1st curve west of	89.3	89.5	{50 Track 1 55 Track 2
2nd curve west of	89.7	89.8	50 Tracks 1-2
3rd curve west of	90.3	90.4	{50 Track 1 60 Track 2
West Henryville—			
1st curve west of	91.4	91.6	50
2nd curve west of	91.7	91.9	45
3rd curve west of	92.0	92.3	{45 Track 1 50 Track 2
4th curve west of	92.5	93.0	{45 Track 1 50 Track 2
5th curve west of	93.1	93.6	45
6th curve west of	93.9	94.1	45
Cresco—			
Curve at station	94.2	94.7	{35 Track 1 40 Track 2
1st curve west of	96.8	96.9	{45 Track 1 55 Track 2
Devils Hole curve	97.2	97.4	{45 Track 1 50 Track 2
1st curve west of	97.4	97.6	{45 Track 1 50 Track 2
2nd curve west of	97.8	98.2	{45 Track 1 50 Track 2
3rd curve west of	98.2	98.5	45

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Paradise Cut curve	98.7	99.1	35
1st curve west of	99.1	99.2	40
2nd curve west of	99.2	99.3	{40 Track 1 45 Track 2
3rd curve west of	99.4	99.7	45
4th curve west of	99.8	100.0	45
5th curve west of	100.0	100.2	{45 Track 1 50 Track 2
Mt. Pocono—			
Track 1 to Track 3 (Clear Medium)			30
1st curve west of	100.4	100.6	{45 Track 1 50 Track 2
Mammy Heaters curve	101.8	102.2	{45 Track 1 50 Track 2
Pocono Summit—			
From Track 3 to Track 1 (Clear Medium)			30
Steam Shovel curve	106.4	106.7	{60 Track 1 65 Track 2
Cross Keys curve	108.8	109.1	60
Lehigh Summit—			
Lehigh Cut curve	114.7	115.3	55 Track 2
2nd curve west of	115.9	116.3	50 Track 2
3rd curve west of	116.8	117.2	50 Track 2
4th curve west of	118.6	118.7	50 Track 2
5th curve west of	119.3	119.4	50 Track 2
6th curve west of	119.6	119.9	50 Track 2
7th curve west of	120.1	120.3	{55 Track 1 50 Track 2
Moscow—			
Curve at station	120.4	120.6	50 Track 2
1st curve west of	121.0	121.1	50 Track 2
2nd curve west of	121.6	121.7	50 Track 2
3rd curve west of	121.9	122.1	50 Track 2
Gardners Cut curve	122.2	122.3	50 Track 2
1st curve west of	122.5	122.7	50 Track 2
Elmhurst—			
Remote control crossover, Track 1 to Track 2, Clear Medium ..	122.96		30
1st curve west of	123.1	123.3	50 Track 2
2nd curve west of	123.8	123.9	50 Track 2
3rd curve west of	124.2	124.4	50 Track 2
4th curve west of	124.8	125.4	50 Track 2
5th curve west of	125.7	125.9	50 Track 2
6th curve west of	125.9	126.5	45 Tracks 1-2
7th curve west of	126.7	126.9	45 Tracks 1-2
8th curve west of	126.9	127.0	45 Tracks 1-2
9th curve west of	127.1	127.5	40 Tracks 1-2
10th curve west of	127.5	127.6	45 Tracks 1-2
Nay Aug—			
1st curve west of	127.8	127.9	45 Track 2
2nd curve west of	128.0	128.2	40 Track 2
3rd curve west of	128.2	128.3	40 Track 2
4th curve west of	128.5	128.6	40 Track 2
5th curve west of	128.6	128.8	40 Track 2
6th curve west of	128.9	129.0	40 Track 2
Nay Aug Breaker curve	129.0	129.7	40 Track 2
1st curve west of	129.9	130.2	40 Track 2
2nd curve west of	130.4	130.5	40 Track 2
Bunker Hill curve	130.5	130.7	40 Track 2

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
No. 6 Junction curve	130.8	131.4	40 Track 2
1st curve west of	131.5	131.6	30 Tracks 1-2
Nay Aug Tunnel— First class trains and passenger extras			30
Other trains			20
1st curve west of	131.9	132.0	30 Tracks 1-2
2nd curve west of	132.0	132.5	35 Track 2
3rd curve west of	132.6	132.7	35 Track 2
4th curve west of	133.0	133.2	25 Tracks 1-2
Scranton— Movement over No. 19 crossover 400 feet east of passenger sta. Westbound trains using No. 1 track under train-shed			10
1st curve west of station	133.2	133.4	25 Tracks 1-2
Bridge 60, main tracks Trains pulling out of leads onto main track Bridge 60, west end Scranton Yard			10
2nd curve west of	134.3	134.4	{40 Track 1 50 Track 2
3rd curve west of	134.5	134.8	{45 Track 1 50 Track 2
4th curve west of	134.8	135.3	{45 Track 1 50 Track 2
5th curve west of	135.5	135.9	{45 Track 1 50 Track 2
Cayuga— Through switch at Keyser Valley Branch Jct.			15 Track 4
Curve at Tower	136.1	136.5	{45 Track 1 40 Track 2
1st curve west of	136.6	136.7	{45 Track 1 50 Track 2
2nd curve west of	136.8	137.0	{45 Track 1 50 Track 2
Luzerne Cut curve	137.0	137.4	45 Tracks 1-2
4th curve west of	137.4	137.5	45 Tracks 1-2
5th curve west of	137.7	137.8	{45 Track 1 50 Track 2
6th curve west of	137.9	138.3	{45 Track 1 50 Track 2
7th curve west of	138.4	138.5	{45 Track 1 50 Track 2
8th curve west of	138.5	138.6	{45 Track 1 50 Track 2
9th curve west of	138.8	138.9	{45 Track 1 50 Track 2
10th curve west of	139.1	139.3	{45 Track 1 55 Track 2
11th curve west of	140.3	140.4	60 Track 1
Clarks Summit— Track 4 to Track 2 (Clear Medium)			20
2nd curve west of	142.2	142.5	65 Track 2
Glenburn— 1st curve west of	143.3	143.6	65 Track 2
Dalton— Track 2 to Track 4 (Clear Medium)			20
1st curve west of	144.7	145.2	65 Track 2
2nd curve west of	146.7	147.0	65 Track 2

2203. SCRANTON DIVISION

Speed Restrictions

MAIN LINE, SLATEFORD JCT.—EAST BINGHAMTON

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Factoryville— 1st curve west of	148.3	148.5	60 Track 2
Nicholson Tunnel— All trains			45
1st curve west of	149.7	150.5	60
2nd curve west of	151.3	151.6	{60 Track 1 65 Track 2
Nicholson— Curve at station	152.1	152.3	{60 Track 1 65 Track 2
1st curve west of	152.4	152.6	65
2nd curve west of	152.7	153.2	65
3rd curve west of	153.5	153.9	65
Nicholson-Foster, Old Line			20
Alford— 1st curve west of	165.6	165.7	65
2nd curve west of	165.8	166.1	65
3rd curve west of	166.2	166.5	65
4th curve west of	166.9	167.3	65
5th curve west of	167.5	167.8	65
6th curve west of	167.9	168.1	65
New Milford— Skinner's Cut curve	174.9	175.1	65 Track 2
Conklin Center— Conklin Center curve	185.5	185.7	65
Portland— Between "End Highway Circuit" Sign and crossing 100 feet west of station			10

BANGOR AND PORTLAND BRANCH

Bangor and Portland Branch			35
Portland Wye East Leg			25
1st curve west of	82.6	82.8	25
Mt. Bethel— 1st curve west of	84.5	84.6	30
2nd curve west of	84.6	84.7	30
Taylor Crossing MP 84.73			10
Lohman Crossing MP 85.82			10
Stier— 3rd curve west of	87.5	87.7	30
East Bangor— 1st curve west of	88.3	88.4	30
5th curve west of	88.9	89.1	30
6th curve west of	89.2	89.3	30
8th curve west of	89.5	89.6	30
Bangor— Washington St. and South Main St. Crossings			6
1st curve west of	89.6	89.7	30
2nd curve west of	89.8	90.0	25
3rd curve west of	90.0	90.1	30
Martins Creek Jct.— Curve through Martins Creek Jct.	92.3	92.5	15
4th curve west of	94.3	94.4	30
Pen Argyl Jct.— Curve through Pen Argyl Jct.	96.5	96.8	30
1st curve west of	96.8	96.9	25

2203. SCRANTON DIVISION

Speed Restrictions

BANGOR AND PORTLAND BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Edelman— 6th curve west of	102.9	103.1	30
Hercules Jct.— Rock Cut, 0.02 mile east of Nazareth	106.5		10
Nazareth— Main Street Crossing at west end of station			8
1st curve west of	106.8	106.9	25
3rd curve west of	107.2	107.3	30
Dexter Hill Crossing			20
Bath Jct.— Road Crossing over N&B tracks west of station			15
Martins Creek Jct. to Martins Creek	92.4	96.1	30
Martins Creek— Trains handling loaded cars of 140,000 pounds capacity, over bridge 94.75, 1.33 miles east of station	94.75		15
Pennsylvania R. R. bridge over Delaware River	96.63	96.74	20

BLOOMSBURG BRANCH

All trains	35
Except between:	
Bridge 60 — Scranton St.	10
Taylor and Kingston	25
Trains using the Reading Company tracks at Bloomsburg must be fully protected.	

KEYSER VALLEY BRANCH

All trains	15
Exceptions:	
From east end at Hampton Yard to Taylor Tank	10
Hampton-Dodge's Cut-off	10
Trains and engines on this Branch must approach all crossovers and switches prepared to stop.	

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Scranton Street to Eynon Street Viaduct	134.0	134.8	25
4th curve west of	135.6	135.9	30
5th curve west of		135.9	30 Track 1
Taylor— Curve at station	136.7	137.1	{25 Track 1 30 Track 2
Old Forge Station to Everhart's Crossing	140.0	142.25	15
Everhart's Crossing to Spring Swb Pittston	142.25	143.32	20
Pittston Junction— Susquehanna Avenue to West Pittston	143.32	144.32	15
Wyoming— 8th Street to Swetland Lane			25

2203. SCRANTON DIVISION

Speed Restrictions

BLOOMSBURG BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Kingston— Union Street Crossing	149.7	149.9	10
Division St. Crossing	150.1		15
Main Street crossing			10
Plymouth, Ferry St.	153.2	153.5	15
Plymouth Station to Flat Road crossing, Track 1			30
Hanover Yard office to Flat Road Crossing, Track 2			30
Hanover-Newport Branch Over Br. 155.85-156.51,			15
Hanover Yard— Track one to single track			25
Eastward, single track to track 2			Restricted
West Nanticoke— Slide curve	159.6	159.9	20
Bloomsburg— Between Locust Street, 0.75 mile east of station, and crossing west of Reading Co.'s engine- house 0.3 mile west of sta.			10
Danville— Between Beaver Road 2100 feet east of station and Mill St.			20
Mill Street crossing			Stop
Mill Street crossing ¼ mile west of			10

SYRACUSE BRANCH

	MPH
Passenger and Freight trains	
Between Binghamton and Syracuse	45
Between Syracuse and Oswego	30
Exceptions:	
Apulia to north end of double track at Brighton Ave., Syracuse:	
Freight trains	35
Freight trains handling 15 or more cars of heavy commodities	25

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Binghamton— BD Interlocking, East leg of Y, entering and leaving main tracks			15
Erie R. R. crossing			15
D. & H. crossing north of sta.			15
"YO" Yard— Track 1, "YO" Yard Office to Bevier Street			30
Port Dickinson— Track #1 to single track (clear medium)			30

2203. SCRANTON DIVISION

Speed Restrictions

SYRACUSE BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Chenango Forks—			
Curve at station	202.7	203.0	25
At Jct., on clear-medium signal ..			25
At Jct., on medium-approach signal			25
Cortland—			
Within city limits, and LV crossing			20
Homer—			
Southward, Single track to track 2			Restricted
Northward, Track 1 to Single track			25
Onativia, Main Track	254.8	255.6	25
Jamesville—			
Southward, Track 2 to Single track			25
Northward, Single track to track 1			Restricted
Syracuse—			
Southbound entering Track No. 2, Brighton Avenue			25
Northward, MP 267.99 to MP 268.70, Brighton Avenue			20
Adams Street crossover to southbound signal #2698			30
Adams Street crossover to Fayette Street			15
Through N. Y. C. Tunnel			5
All movements over bridges 272.17 and 272.62, north of station			15
Salt Land Spur			10
Geddes—Stiles Crossing	278.1		10
Walters Road Crossing ..	278.3		10
Baldwinsville—			
East Genesee Street crossing			10
East Oneida St.	283.27		10
Smoky Hollow Road	284.98		10
Kellogg Road	286.00		10
Lysander Road	287.68		10
Fulton—			
North and South of Hannibal Street	295.0	296.0	15
Oswego—			
Erie Street crossing			Stop
Between Erie Street crossing and station, also through tunnel Water Street and Lake Front			15
All northward trains must STOP before proceeding over Ninth Street crossing.			

2203. SCRANTON DIVISION

Speed Restrictions

UTICA BRANCH

	MPH
Passenger & freight trains	40
Paris to Chadwicks northward:	
Freight trains	30
Freight trains, handling more than 15 cars of heavy com- modities	20
Chadwicks to New Hartford, freight trains	35
Freight trains handling more than 15 cars of heavy com- modities	25

UTICA BRANCH

LOCATION	MILE POST		SPEED RESTRICTED TO MILES PER HOUR
	FROM	TO	
Chenango Forks—			
1st curve north of	202.9	203.1	35
Norwich—			
Within city limits			20
Waterville—			
White Street crossing			10
Putnam Street crossing — Northbound trains			25
New Hartford—			
Genesee Street crossing, from end of highway circuit over crossing in either direction			8
New York Central R. R. crossing. Approaching home signals and over crossing. All trains			20
Utica—			
Over streets in the City of Utica as follows:			
{ Seward Avenue			8
{ Thorn to Oriskany Sts. both inclusive			
{ Washington Street			
Richfield Springs Branch—			
All trains			20
Derricks 95915 and 95916, over all bridges			10
Bridgewater—			
Stop sign, 250 ft. south of station, protecting highway crossing U. S. Route 20, all northward trains before proceeding over crossing			Stop
All trains over crossing State Route 51, MP 283.96			5
Gano's crossing, south of Richfield Springs			Stop

2203. SCRANTON DIVISION

Speed Restrictions

WYOMING BRANCH

	MPH
Freight trains (on unrestricted track)	35
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars) and freight cars with six wheel trucks between Wimmers and Gravity	30
Trains hauling eight wheel truck cranes, steam shovels and other similar pivoted machinery	20
Spreader cars will be restricted to a speed of 30 miles per hour and will be handled with blades in trailing position	30
All classes of road engines including road switchers, when running light, are restricted to	35
All trains entering or leaving sidings, or yards, passing from double track to single track, or single track to double track, or through crossovers, except as otherwise provided	10
Between Little Virginia and Wimmers	25
Curve 110, east of Saco, MP 27.91 to MP 28.26	30
Scranton Branch	10
Lake Ariel Branch	10
Jessup Branch	15
Moosic Mountain & Carbondale R.R.	10
Wyoming Branch 2nd District	10
Riverside Mine Branch	10

HANDLING FREIGHT TRAINS ON HEAVY GRADES:

- (a) Crews of eastward freight trains stopping between Pocono Summit and Analomink for inspection, must turn down retainers on cars with over-heated wheels. If a stop is to be made at Gravel Place, trains may continue to that point to turn down remainder of retainers.
- (b) When eastward trains are stopped at Cayuga or Hyde Park Wye for yard engine to take cars from head end, a full service application of brakes will be made before road engine is detached. Trainmen, before detaching engine, must know that air brakes are applied on the train and that the yard engine is in position to move at once against the train. If for any reason the yard engine is not immediately coupled to the train, trainmen will either apply hand brakes or re-couple road engine to the train. Road and yard crew members will coordinate their efforts fully to insure safety and minimize delay.
- (c) Retainers will be used as indicated by special instructions.
- (d) Retainers must be turned up before first release of brakes after train starts down grade. Conductors and enginemen must know by signal that the retainers have been turned up. If retainers cause too much braking power, a sufficient number must be turned down to permit train to proceed under control of engineman.
- (e) When turning down retainers, it must be done from the rear to the head end of train.

(f) Cars equipped with four position retaining valves must be used as follows:

1. HANDLE ALL THE WAY DOWN — Normal position, retainers not in service.
2. HANDLE IN HORIZONTAL POSITION — Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes, valve, in this position, retains 10 pounds brake cylinder pressure.
3. HANDLE 45 DEGREES BELOW HORIZONTAL — High pressure position, must not be used.
4. HANDLE 45 DEGREES ABOVE HORIZONTAL — Slow direct releasing position, must not be used.

(g) RETAINERS MUST NOT BE TURNED UP ON FIRST CAR IN TRAIN.

(h) Before descending heavy grades, retainers must be turned up as per time table instructions. Maximum main reservoir pressure of 130 to 140 pounds and brake pipe pressure of 90 pounds must be maintained on heavy grades with trains consisting entirely of loaded cars or loaded and empty cars. When train consists entirely of empty cars, brake pipe pressure of 80 pounds must be maintained on grades and other sections of the road. When starting over grades, train must be permitted to drift, and first application of about 8 pounds must be made before maximum speed has been attained and subsequent reductions should be of about 7 pounds depending upon condition of brakes and retainers.

(i) On descending grades, conductor must be in position to observe air pressure in caboose and see that trainmen are in their proper places. If conductor considers engineman is not using proper judgment, he must STOP train by use of emergency valve. Where practicable, signals must be given from rear to engineman and answered every three miles.

(j) When descending heavy grades and trains are separated by accident or otherwise, the angle cocks on each part of train at point of separation must be closed, and that portion of train not attached to engine must be secured by hand brakes on all cars, commencing at car on lower portion of grade. When possible, the hand brakes should be firmly applied before separation is made.

(k) When stopping train, whether consisting of all loads, all empties, or mixed; after first application, and speed has been reduced to about eight MPH, make further reduction of 10 to 12 pounds, to avoid train parting.

(l) When stopped on descending grade, apply engine brake and release train brake. When necessary trainman will secure train with hand brakes.

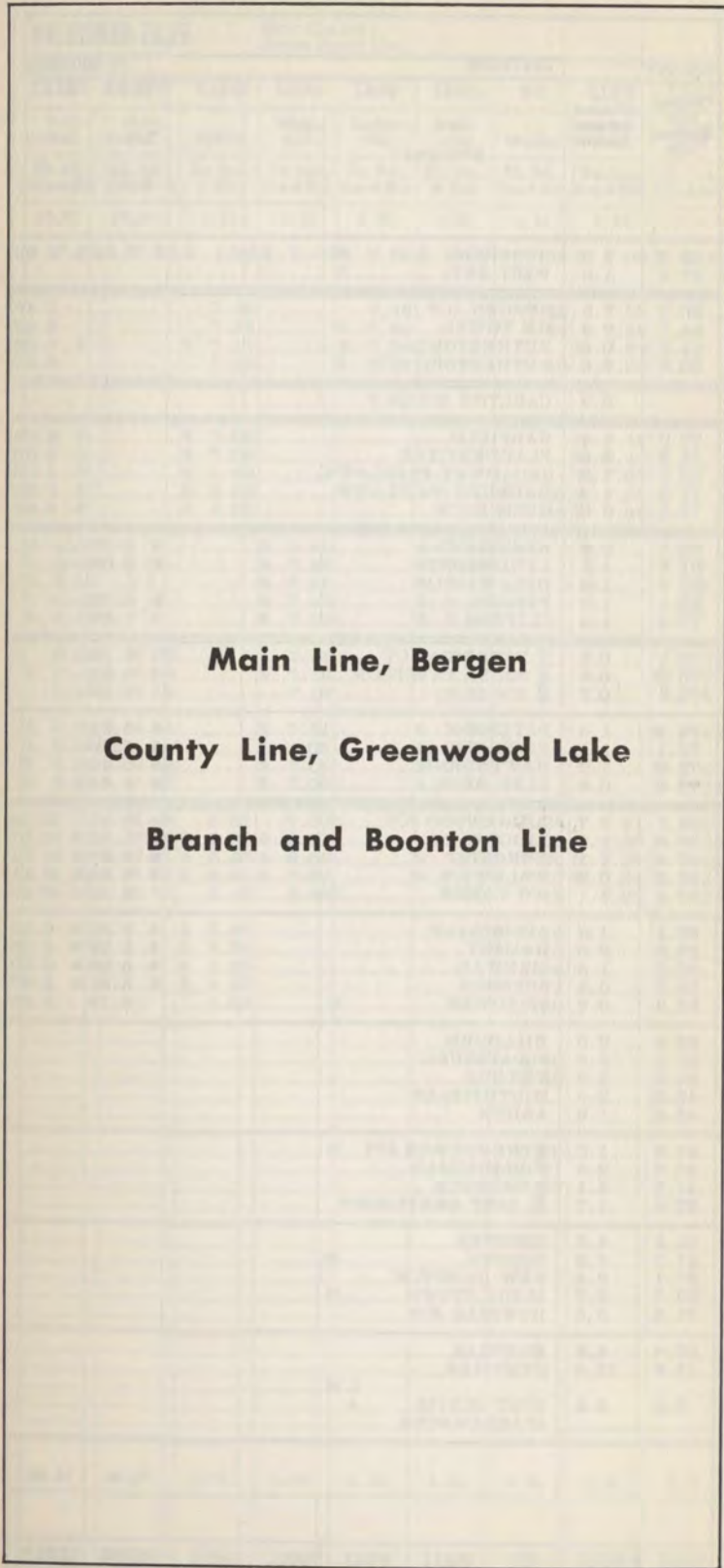
(m) Before starting any train after a release of the brakes has been made, wait one minute for each 12 cars or fraction thereof in train, consulting watch to be sure time has elapsed, allowing brake cylinder pressure to blow down to the retaining point. Driver brake should be released with independent brake valve after each application when retainers are used, except the first application when starting down the grade, and when stopping, driver brake must remain set. When starting trains on descending grades, engineman must immediately apply independent brake to prevent slack on head end running out too quickly. After train has proceeded five or six car lengths, the engine brake can be gradually released.

(n) The great starting effort of Diesel locomotives makes it very important that no attempt be made to start a train with this type of locomotive at either end before the brakes are fully released. When releasing brakes on a train, place the automatic brake valve in running position and before starting comply with above paragraph (m).

- (o) When stopped on ascending grade with Diesel locomotive on each end of train, engine brake should be kept applied on both locomotives until rear engine man has signalled to start, then both engine men will release engine brake and start simultaneously. Members of train crew should be stationed a sufficient distance from both ends to pass signals to engine man.
- (p) On ascending grades, trains with Diesel pusher and Diesel power on head end, which for any reason reduce speed to 5 MPH or less, must be stopped with train brake. Start will then be made as provided in paragraph (o).
- (q) If unable to maintain brake pipe pressure, due to any cause, adopt the safe course — STOP, and receive assistance from trainmen. If it requires more than a 10 pound reduction to control train with retainers in service, engine man must call for and receive assistance from train crew.
- (r) When making a running air brake test, or slow down on reasonably level track, brakes must not be released on freight trains of from 60 to 80 cars when speed is less than 20 MPH, and on trains of 80 or more cars at speed of less than 30 MPH.
- (s) When releasing brakes on freight trains on descending grades and retainers are not turned up, the engine man must use good judgment, taking into consideration makeup of train, amount of brake pipe reduction, train line leakage, and the amount of braking power on the locomotive.
- (t) Dynamic brake or locomotive brake must be held applied to prevent run out of slack. When doubleheading, engine man on second engine will hold dynamic brake or engine brake applied when engine man on lead engine releases train brakes.

TO GUARD AGAINST BUCKLING OF TRAINS:

- (a) All trains must STOP when taking on pusher engine. STOP must also be made to permit pusher engine to cut off, and air hose uncoupled by hand, except when caboose is equipped with device for cutting off pusher engine while train is in motion. When caboose is so equipped, the engine man on pusher and road engine must be notified. In this case, engine man on pusher engine will use power until he sees caboose separate from engine; he will then close throttle immediately and bring engine to a STOP. Trainman handling this device to cut pusher engine off, while train is in motion, will first pull chain to lift knuckle lock, then push down on device handle slowly until it strikes the stop. The handle must be left in this position until the train stops, then the brake pipe angle cock should be closed and device handle latched in its upper position.
- (b) In order to guard against buckling of trains where one or more pusher engines are used, the following must be observed: Air hose must be coupled from train to engines and the brakes on pusher engines operated by the lead engine in control of train. Engine men on pusher engines must close the cut out cock at brake valve when coupled to train, and when detached from train, open cut out cock and make a service test of engine brakes.
- (c) Engine men on pusher engines must use a light throttle when stops are being made and continue to do so until train is stopped.



Main Line, Bergen

County Line, Greenwood Lake

Branch and Boonton Line

NEW YORK DIVISION

		PORT JERVIS TO				
Distance from Sparrow-bush	Distance Between Stations	STATIONS	First Class			
			EASTWARD			
			1150	1152		
			Suffern	Suffern		
		Ex. Sun. & Hol.	Ex. Sat., Sun. & Hol.			
		A. M.	A. M.			
89.7	1.9	HOBOKEN.....A.....N	\$ 6.22	\$ 6.53		
87.8	1.2	WEST END.....N				
86.6	2.5	BERGEN JCT.....		6.46		
84.1	2.8	HX TOWER.....N		6.42		
81.3	0.5	RUTHERFORD.....	\$ 6.38			
80.8	3.8	RUTHERFORD JCT....D		6.37		
	0.7	CARLTON HILL.....				
77.0	1.4	GARFIELD.....		\$ 6.33		
75.6	2.6	PLAUDERVILLE.....		\$ 6.30		
73.0	1.2	BROADWAY-FAIRLAWN		\$ 6.28		
71.8	1.7	RADBURN-FAIRLAWN		\$ 6.23		
70.1	0.6	GLEN ROCK.....		\$ 6.20		
82.1	0.6	KINGSLAND.....	\$ 6.07			
81.5	1.1	LYNDHURST.....	\$ 6.05			
80.4	1.8	DELAWANNA.....				
79.1	1.6	PASSAIC.....	\$ 6.00			
77.5	1.4	CLIFTON.....	\$ 5.57			
76.1	0.8	Paterson Jct.....	\$ 5.55			
75.3	0.5	Single Trk SOUTH PATERSON	\$ 5.53			
74.8	0.7	XW.....	5.52			
74.1	1.0	PATERSON.....	\$ 5.51			
73.1	1.1	RIVER ST.....	\$ 5.48			
72.0	1.7	HAWTHORNE.....	\$ 5.46			
70.8	0.8	GLEN ROCK.....	\$ 5.43			
69.5	0.7	RIDGEWOOD JCT.....N	5.41	6.18		
68.8	1.2	RIDGEWOOD.....	\$ 5.40	\$ 6.17		
67.6	1.1	HOBOKUS.....	\$ 5.37	\$ 6.14		
66.5	0.8	WALDWICK.....	\$ 5.34	\$ 6.11		
66.2	1.1	WC TOWER.....D	5.33	6.10		
65.1	1.9	ALLENDALE.....	\$ 5.31	\$ 6.08		
63.2	2.6	RAMSEY.....	\$ 5.28	\$ 6.05		
60.6	1.4	MAHWAH.....	\$ 5.23	\$ 6.00		
59.2	0.4	SUFFERN.....	\$ 5.21	\$ 5.67		
58.8	0.6	SF TOWER.....N	5.19	5.65		
58.2	3.0	HILLBURN.....				
55.2	2.6	SLOATSBURG.....				
52.6	3.8	TUXEDO.....				
48.8	2.4	SOUTHFIELDS.....				
46.4	1.6	ARDEN.....				
44.8	1.0	Single Trk NEWBURGH JCT...N				
43.8	2.5	HARRIMAN.....				
41.3	4.1	MONROE.....				
37.2	1.7	EAST GREYCOURT...				
35.5	4.5	CHESTER.....				
31.0	3.9	GOSHEN.....D				
27.1	3.4	NEW HAMPTON.....				
23.7	2.7	MIDDLETOWN.....D				
21.0	0.6	HOWELLS JCT.....				
20.4	4.5	HOWELLS.....				
15.9	13.4	OTISVILLE.....				
2.5	2.5	PORT JERVIS.....L N SPARROWBUSH.....A				
			A. M.	A. M.		
			1150	1152		

NEW YORK DIVISION

		HOBOKEN							Main Line and Bergen County Line		
Distance from Sparrow-bush	Distance Between Stations	STATIONS	First Class								
			EASTWARD								
			1102	1300	1154	1104	1106	1108	50	1110	1302
			Wald-wick	Wald-wick	Suffern	Wald-wick	Carlton Hill	Wald-wick	Monroe	Wald-wick	Wald-wick
		Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 7.12	\$ 7.38	\$ 7.26	\$ 7.45	\$ 7.50	\$ 8.03	\$ 7.55	\$ 8.06	\$ 8.29			
		7.19		7.43		7.48	7.59				
		7.15		7.40		7.44	7.56				
		\$ 7.11		\$ 7.36		\$ 7.52					
		7.10		7.34		7.40	7.50				
				7.32							
		\$ 7.06					\$ 7.46				
		\$ 7.03					\$ 7.43				
		\$ 6.59					\$ 7.39				
		\$ 6.56					\$ 7.29	\$ 7.36			
		\$ 6.53					\$ 7.26	\$ 7.33			
\$ 6.57				\$ 7.30		\$ 7.48					
\$ 6.55				\$ 7.28		\$ 7.46					
\$ 6.52	(Newark Branch)			\$ 7.25		\$ 7.43					
\$ 6.49				\$ 7.22		\$ 7.40					
\$ 6.46				\$ 7.19		\$ 7.37				(Newark Branch)	
6.43	6.58		7.16		7.34				7.48		
\$ 6.41	\$ 6.56		\$ 7.14		\$ 7.32				\$ 7.46		
6.40	6.55		7.12		7.30				7.45		
\$ 6.39	\$ 6.54		\$ 7.11		\$ 7.29				\$ 7.44		
\$ 6.36			\$ 7.08		\$ 7.26						
\$ 6.34	\$ 6.49		\$ 7.05		\$ 7.23				\$ 7.40		
\$ 6.31	\$ 6.46		\$ 7.02		\$ 7.20				\$ 7.37		
6.29	6.44	6.51	7.00		7.18	7.24	7.31	7.35			
\$ 6.28	\$ 6.43	\$ 6.50	\$ 6.59		\$ 7.17	\$ 7.23	\$ 7.30	\$ 7.34			
\$ 6.25	\$ 6.41	\$ 6.47	\$ 6.56		\$ 7.14	\$ 7.20	\$ 7.27	\$ 7.31			
\$ 6.22	\$ 6.38	\$ 6.44	\$ 6.53		\$ 7.11	\$ 7.17	\$ 7.24	\$ 7.28			
6.21	6.37	6.43	6.52		7.09	7.16	7.23	7.27			
		\$ 6.41				\$ 7.14					
		\$ 6.38				\$ 7.10					
		\$ 6.33				\$ 7.04					
		\$ 6.30				\$ 7.01					
		6.28				6.59					
						\$ 6.46					
						\$ 6.42					
							6.38				
							\$ 6.31				
							6.27				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
1102	1300	1154	1104	1106	1108	50	1110	1302			

NEW YORK DIVISION

STATIONS	PORT JERVIS TO					
	EASTWARD			First Class		
	1750	1156	1112	1114	52	1158
	Suffern	Suffern	Waldwick	Waldwick	Port Jervis	Suffern
	Sun. & Hol. Only	Ex. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN..... A N	\$ 8.19	\$ 8.10	\$ 8.28	\$ 8.15	\$ 8.19	\$ 8.29
WEST END..... N						
BERGEN JCT.....		8.03		8.07	8.12	8.21
HX TOWER..... N		8.00		8.04	8.09	8.19
RUTHERFORD.....	A	7.56				
RUTHERFORD JCT... D		7.56		8.00	8.05	8.14
CARLTON HILL.....						
GARFIELD.....		A 7.51				
PLAUDERVILLE.....						
BROADWAY-FAIRLAWN		\$ 7.47				
RADBURN-FAIRLAWN		\$ 7.44			\$ 7.56	
GLEN ROCK.....		\$ 7.41				\$ 8.02
KINGSLAND.....	\$ 8.04		\$ 8.18			
LYNDHURST.....	\$ 8.02		\$ 8.11			
DELAWANA.....	\$ 7.59		\$ 8.08			
PASSAIC.....	\$ 7.56		\$ 8.05			
CLIFTON.....	\$ 7.53		\$ 8.02			
PATERSON JCT.....	7.50		7.59			
SOUTH PATERSON	\$ 7.48		\$ 7.57			
XW.....	7.47		7.55			
PATERSON.....	\$ 7.46		\$ 7.54			
RIVER ST.....	\$ 7.44		\$ 7.51			
HAWTHORNE.....	\$ 7.41		\$ 7.48			
GLEN ROCK.....	\$ 7.38		\$ 7.45			
RIDGEWOOD JCT... N	7.35	7.39	7.43	7.48	7.52	7.59
RIDGEWOOD.....	\$ 7.34	A 7.37	\$ 7.42	\$ 7.47		
HOKUS.....	\$ 7.32	\$ 7.35	\$ 7.39		\$ 7.49	
WALDWICK.....	\$ 7.29	\$ 7.32	\$ 7.36	\$ 7.41		
WC TOWER..... D	7.28	7.31	7.34	7.39	7.46	7.54
ALLENDALE.....	\$ 7.26	\$ 7.29				\$ 7.51
RAMSEY.....	\$ 7.23	\$ 7.26				\$ 7.48
MAHWAH.....	\$ 7.17	\$ 7.20			\$ 7.38	\$ 7.42
SUFFERN.....	\$ 7.14	\$ 7.17			\$ 7.35	\$ 7.39
SF TOWER..... N	7.12	7.15			7.33	7.37
HILLBURN.....					\$ 7.27	
SLOATSBURG.....					\$ 7.22	
TUXEDO.....						
SOUTHFIELDS.....						
ARDEN.....						
NEWBURGH JCT... N					7.11	
HARRIMAN.....					\$ 7.09	
MONROE.....					\$ 7.05	
EAST GREYCOURT.....					6.57	
CHESTER.....					\$ 6.55	
GOSHEN..... D					\$ 6.48	
NEW HAMPTON.....					\$ 6.43	
MIDDLETOWN... D					\$ 6.38	
HOWELLS JCT.....						
HOWELLS.....					\$ 6.26	
OTISVILLE.....					6.05	
PORT JERVIS... L N						
SPARROWBUSH... A						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1750	1156	1112	1114	52	1158

NEW YORK DIVISION

STATIONS	Main Line and Bergen County Line						
	EASTWARD			First Class			
	1116	1118	1304	1160	1752	1120	54
	Carlton Hill	Waldwick	South Paterson	Suffern	Suffern	Waldwick	Port Jervis
	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN.....	\$ 8.31	\$ 8.46	\$ 8.57	\$ 8.49	\$ 8.56	\$ 9.21	\$ 9.09
BERGEN JCT.....							
HX TOWER.....	8.24			8.42			9.02
RUTHERFORD.....	8.21			8.38			8.59
RUTHERFORD JCT... D	\$ 8.17			8.34			
CARLTON HILL.....	8.15			8.32			8.56
GARFIELD.....							
PLAUDERVILLE.....							
BROADWAY-FAIRLAWN							
RADBURN-FAIRLAWN							
GLEN ROCK.....							
KINGSLAND.....	\$ 8.31				\$ 8.41	\$ 9.06	
LYNDHURST.....	\$ 8.29				\$ 8.39	\$ 9.04	
DELAWANA.....	\$ 8.26				\$ 8.36	\$ 9.01	
PASSAIC.....	\$ 8.23				\$ 8.33	\$ 8.58	
CLIFTON.....	\$ 8.20				\$ 8.30	\$ 8.55	
PATERSON JCT.....	8.17	8.21			8.28	8.53	
SOUTH PATERSON	\$ 8.15	\$ 8.19			\$ 8.26	\$ 8.51	
XW.....	8.13	8.15			8.25	8.50	
PATERSON.....	\$ 8.11				\$ 8.24	\$ 8.49	
RIVER ST.....	\$ 8.07				\$ 8.21		
HAWTHORNE.....	\$ 8.05				\$ 8.19	\$ 8.45	
GLEN ROCK.....	\$ 8.02				\$ 8.16	\$ 8.42	
RIDGEWOOD JCT... N	8.00			8.13	8.13	8.40	8.45
RIDGEWOOD.....	\$ 7.59			\$ 8.12	\$ 8.12	\$ 8.39	\$ 8.44
HOKUS.....	\$ 7.56			\$ 8.09	\$ 8.09	\$ 8.36	
WALDWICK.....	\$ 7.54			\$ 8.06	\$ 8.07	\$ 8.33	
WC TOWER..... D	7.50			8.05	8.06	8.32	8.39
ALLENDALE.....				\$ 8.03	\$ 8.04		
RAMSEY.....				\$ 8.00	\$ 8.01		\$ 8.34
MAHWAH.....				\$ 7.64	\$ 7.55		\$ 8.28
SUFFERN.....				\$ 7.51	\$ 7.53		\$ 8.25
SF TOWER..... N				7.49	7.51		8.24
HILLBURN.....							
SLOATSBURG.....							\$ 8.19
TUXEDO.....							\$ 8.14
SOUTHFIELDS.....							\$ 8.08
ARDEN.....							
NEWBURGH JCT... N							8.08
HARRIMAN.....							\$ 8.01
MONROE.....							\$ 7.57
EAST GREYCOURT.....							7.51
CHESTER.....							\$ 7.49
GOSHEN..... D							\$ 7.42
NEW HAMPTON.....							
MIDDLETOWN... D							\$ 7.31
HOWELLS JCT.....							
HOWELLS.....							7.22
OTISVILLE.....							\$ 7.18
PORT JERVIS... L N							7.01
SPARROWBUSH... A							
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1116	1118	1304	1160	1752	1120	54

NEW YORK DIVISION

STATIONS	PORT JERVIS TO				
	EASTWARD				
	First Class				
	70	1162	1164	1166	1168
	Port Jervis	Suffern	Suffern	Suffern	Suffern
	Sat. Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.
A. M.	A. M.	A. M.	P. M.	P. M.	
HOBOKEN.....A.....N	\$ 9.26	\$ 10.27	\$ 11.57	\$ 1.27	\$ 2.57
WEST END.....N					
BERGEN JCT.....					
HX TOWER.....N					
RUTHERFORD.....					
RUTHERFORD JCT....D					
CARLTON HILL.....					
GARFIELD.....					
PLAUDERVILLE.....					
BROADWAY-FAIRLAWN					
RADBURN-FAIRLAWN					
GLEN ROCK.....					
KINGSLAND.....	\$ 9.12	\$ 10.12	\$ 11.42	\$ 1.12	\$ 2.42
LYNDHURST.....	\$ 9.10	\$ 10.10	\$ 11.40	\$ 1.10	\$ 2.40
DELAWANNA.....					
PASSAIC.....	\$ 9.06	\$ 10.06	\$ 11.36	\$ 1.06	\$ 2.36
CLIFTON.....	\$ 9.03	\$ 10.03	\$ 11.33	\$ 1.03	\$ 2.33
PATERSON JCT.....	9.02	10.01	11.31	1.01	2.31
SOUTH PATERSON.....	f 9.59	f 11.29	f 12.59	f 2.29	
XW.....	8.59	9.58	11.28	12.58	2.28
PATERSON.....	\$ 8.58	\$ 9.67	\$ 11.27	\$ 12.57	\$ 2.27
RIVER ST.....					
HAWTHORNE.....	\$ 8.54	\$ 9.53	\$ 11.23	\$ 12.53	\$ 2.23
GLEN ROCK.....	\$ 8.51	\$ 9.50	\$ 11.20	\$ 12.50	\$ 2.20
RIDGEWOOD JCT.....N	8.49	9.48	11.18	12.48	2.18
RIDGEWOOD.....	\$ 8.48	\$ 9.47	\$ 11.17	\$ 12.47	\$ 2.17
HOBOKUS.....	\$ 8.45	f 9.44	f 11.14	f 12.44	f 2.14
WALDWICK.....	\$ 8.42	\$ 9.41	\$ 11.11	\$ 12.41	\$ 2.11
WC TOWER.....D	8.41	9.40	11.10	12.40	2.10
ALLEDALE.....	\$ 8.40	\$ 9.39	\$ 11.09	\$ 12.39	\$ 2.09
RAMSEY.....	\$ 8.37	\$ 9.36	\$ 11.06	\$ 12.36	\$ 2.06
MAHWAH.....	\$ 8.33	f 9.32	f 11.02	f 12.32	f 2.02
SUFFERN.....	\$ 8.31	\$ 9.30	\$ 11.00	\$ 12.30	\$ 2.00
SF TOWER.....N	8.30	9.28	10.58	12.28	1.58
HILLBURN.....					
SLOATSBURG.....					
TUXEDO.....	\$ 8.21				
SOUTHFIELDS.....					
ARDEN.....					
NEWBURGH JCT....N	8.13				
HARRIMAN.....					
MONROE.....	\$ 8.08				
EAST GREYCOURT....	8.02				
CHESTER.....	\$ 8.00				
GOSHEN.....D	\$ 7.55				
NEW HAMPTON.....					
MIDDLETOWN.....D	\$ 7.45				
HOWELLS JCT.....					
HOWELLS.....					
OTISVILLE.....					
PORT JERVIS.....A	L N	7.18			
SPARROWBUSH.....					
	A. M.	A. M.	A. M.	P. M.	P. M.
	70	1162	1164	1166	1168

NEW YORK DIVISION

HOBOKEN	Main Line and Bergen County Line						
	EASTWARD						
	First Class						
	58	1170	72	1172	X-154	X-156	1130
Port Jervis	Suffern	Port Jervis	Suffern	Carlton Hill	Carlton Hill	Waldwick	
Ex. Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 4.10	\$ 5.10	\$ 5.45	\$ 6.00	\$ 6.09	\$ 6.18	\$ 7.10	
				6.01	6.10		
				5.58	6.07		
				5.45	6.03		
				5.43	6.01		
\$ 3.55	\$ 4.55	\$ 5.31	\$ 5.46			\$ 6.55	
		\$ 5.29	\$ 5.44			\$ 6.53	
\$ 3.49	\$ 4.48	\$ 5.24	\$ 5.39			\$ 6.48	
\$ 3.46	\$ 4.45	\$ 5.21	\$ 5.36			\$ 6.45	
3.44	4.43	5.19	5.34			6.43	
\$ 3.42	\$ 4.41	\$ 5.17					
3.41	4.39	5.16	5.31			6.41	
\$ 3.40	\$ 4.38	\$ 5.15	\$ 5.30			\$ 6.39	
\$ 3.34	\$ 4.33	\$ 5.11	\$ 5.25				
\$ 3.31	\$ 4.30	\$ 5.08	\$ 5.22			\$ 6.33	
3.29	4.28	5.06	5.20			6.31	
\$ 3.28	\$ 4.27	\$ 5.05	\$ 5.19			\$ 6.30	
\$ 3.25	\$ 4.24	\$ 5.02	\$ 5.16				
\$ 3.22	\$ 4.21	\$ 5.00	\$ 5.13			\$ 6.25	
3.21	4.20	4.59	5.12			6.24	
\$ 3.19	\$ 4.18	\$ 4.57	\$ 5.10				
\$ 3.16	\$ 4.15	\$ 4.54	\$ 5.07				
\$ 3.11	\$ 4.10	\$ 4.49	\$ 5.02				
\$ 3.09	\$ 4.08	\$ 4.47	\$ 5.00				
3.06	4.05	4.46	4.58				
f 3.01	\$ 3.59	\$ 4.41					
\$ 2.58	\$ 3.55	\$ 4.36					
f 2.50		\$ 4.30					
		\$ 4.27					
2.46		4.24					
\$ 2.44		\$ 4.22					
\$ 2.39		\$ 4.18					
2.31		4.11					
\$ 2.29		\$ 4.09					
\$ 2.21		\$ 4.02					
\$ 2.10		\$ 3.52					
f 2.01							
f 1.57		\$ 3.40					
1.40		3.23					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
58	1170	72	1172	X-154	X-156	1130	

NEW YORK DIVISION

STATIONS		PORT JERVIS TO			
		EASTWARD			74
		1756	22	1174	74
		Suffern	Binghamton	Suffern	Port Jervis
Sat. Only Ex. Hol.	Daily	Ex. Sat., Sun. & Hol.	Sun. Only		
P. M.	P. M.	P. M.	P. M.		
HOBOKEN..... A	N	\$ 7.25	\$ 7.55	\$ 8.85	\$ 9.05
WEST END.....	N				
BERGEN JCT.....					
HX TOWER.....	N				
RUTHERFORD.....					
RUTHERFORD JCT.....	D				
CARLTON HILL.....					
GARFIELD.....					
PLAUDERVILLE.....					
BROADWAY-FAIRLAWN.....					
RADBURN-FAIRLAWN.....					
GLEN ROCK.....					
KINGSLAND.....		\$ 7.10	7.40	\$ 8.20	\$ 8.50
LYNDHURST.....		\$ 7.08			\$ 8.48
DELAWANNA.....					\$ 8.45
PASSAIC.....		\$ 7.04	\$ 7.34	\$ 8.18	\$ 8.42
CLIFTON.....		\$ 7.01		\$ 8.10	\$ 8.39
Single Trk					
PATERSON JCT.....		6.59	7.31	8.08	8.37
SOUTH PATERSON.....		\$ 6.57		\$ 8.06	\$ 8.35
XW.....		6.55	7.28	8.05	8.33
PATERSON.....		\$ 6.54	\$ 7.26	\$ 8.04	\$ 8.32
RIVER ST.....					
HAWTHORNE.....		\$ 6.49		\$ 7.59	\$ 8.27
GLEN ROCK.....		\$ 6.47		\$ 7.56	\$ 8.24
RIDGEWOOD JCT.....	N	6.45	7.18	7.54	8.21
RIDGEWOOD.....		\$ 6.44	\$ 7.17	\$ 7.53	\$ 8.20
HOHOKUS.....		\$ 6.41			
WALDWICK.....		\$ 6.39		\$ 7.48	\$ 8.16
WC TOWER.....	D	6.38	7.13	7.47	8.15
ALLENDALE.....		\$ 6.36		\$ 7.45	\$ 8.13
RAMSEY.....		\$ 6.33		\$ 7.42	\$ 8.10
MAHWAH.....		\$ 6.28		\$ 7.37	\$ 8.08
SUFFERN.....		\$ 6.26	\$ 7.07	\$ 7.35	\$ 8.00
SF TOWER.....	N	6.24	7.05	7.33	7.59
HILLBURN.....					\$ 7.56
SLOATSBURG.....					\$ 7.51
TUXEDO.....					\$ 7.44
SOUTHFIELDS.....					\$ 7.40
ARDEN.....					
Single Trk					
NEWBURGH JCT.....	N		6.51		7.36
HARRIMAN.....					\$ 7.34
MONROE.....					\$ 7.30
EAST GREYCOURT.....			6.43		7.23
CHESTER.....					\$ 7.21
GOSHEN.....	D		\$ 6.35		\$ 7.14
NEW HAMPTON.....					
MIDDLETOWN.....	D		\$ 6.25		\$ 7.04
HOWELLS JCT.....					
HOWELLS.....					\$ 6.58
OTISVILLE.....					\$ 6.52
PORT JERVIS.....	L N		5.55		6.35
SPARROWBUSH.....	A		5.47		
			5.42		
		P. M.	P. M.	P. M.	P. M.
		1756	22	1174	74

NEW YORK DIVISION

STATIONS		HOBOKEN			
		Main Line and Bergen County Line			
		EASTWARD			1178
		1758	4	1176	1178
Suffern	Chicago	Suffern	Suffern		
Hol. Only	Daily	Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.		
P. M.	P. M.	P. M.	P. M.		
HOBOKEN.....		\$ 9.05	\$ 10.50	\$ 10.53	\$ 11.53
BERGEN JCT.....					
HX TOWER.....					
RUTHERFORD.....					
RUTHERFORD JCT.....					
CARLTON HILL.....					
GARFIELD.....					
PLAUDERVILLE.....					
BROADWAY-FAIRLAWN.....					
RADBURN-FAIRLAWN.....					
GLEN ROCK.....					
KINGSLAND.....		\$ 8.50		\$ 10.38	\$ 11.38
LYNDHURST.....		\$ 8.48			\$ 11.36
DELAWANNA.....		\$ 8.45			
PASSAIC.....		\$ 8.42		\$ 10.31	\$ 11.32
CLIFTON.....		\$ 8.39		\$ 10.28	\$ 11.29
Single Trk					
PATERSON JCT.....		8.37		10.26	11.27
SOUTH PATERSON.....		\$ 8.35			
XW.....		8.33		10.23	11.24
PATERSON.....		\$ 8.32		\$ 10.22	\$ 11.23
RIVER ST.....					
HAWTHORNE.....		\$ 8.27		\$ 10.18	\$ 11.19
GLEN ROCK.....		\$ 8.24		\$ 10.15	\$ 11.16
RIDGEWOOD JCT.....		8.21	9.58	10.13	11.14
RIDGEWOOD.....		\$ 8.20		\$ 10.12	\$ 11.13
HOHOKUS.....				\$ 10.09	
WALDWICK.....		\$ 8.16		\$ 10.06	\$ 11.08
WC TOWER.....		8.15		10.05	11.07
ALLENDALE.....		\$ 8.13		\$ 10.02	
RAMSEY.....		\$ 8.10		\$ 9.58	\$ 11.02
MAHWAH.....		\$ 8.08		\$ 9.53	
SUFFERN.....		\$ 8.00		\$ 9.51	\$ 10.55
SF TOWER.....		7.59	9.43	9.48	10.52
HILLBURN.....					
SLOATSBURG.....					
TUXEDO.....					
SOUTHFIELDS.....					
ARDEN.....					
Single Trk					
NEWBURGH JCT.....	N		9.30		
HARRIMAN.....					
MONROE.....					
EAST GREYCOURT.....					
CHESTER.....					
GOSHEN.....	D				
NEW HAMPTON.....			9.05		
MIDDLETOWN.....	D				
HOWELLS JCT.....					
HOWELLS.....					
OTISVILLE.....					
PORT JERVIS.....	L N		8.45		
SPARROWBUSH.....	A		8.35		
			8.30		
		P. M.	P. M.	P. M.	P. M.
		1758	4	1176	1178

NEW YORK DIVISION

STATIONS	HOBOKEN TO					
	WESTWARD			First Class		
	1159	73	75	1163	1751	1111
	Suffern	Port Jervis	Port Jervis	Suffern	Suffern	Wald-wick
	Ex. Sat., Sun. & Hol.	Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN.....L.....N	11.10	11.30	12.30	2.05	3.00	3.80
WEST END.....N						
BERGEN JCT.....						
HX TOWER.....N						
RUTHERFORD.....						
RUTHERFORD JCT....D						
CARLTON HILL.....						
GARFIELD.....						
PLAUDERVILLE.....						
BROADWAY-FAIRLAWN						
RADBURN-FAIRLAWN						
GLEN ROCK.....						
KINGSLAND.....	\$ 11.25	\$ 11.44	\$ 12.44	\$ 2.20	\$ 3.14	\$ 3.44
LYNDHURST.....	\$ 11.27	\$ 11.46	\$ 12.46	\$ 2.22	\$ 3.16	\$ 3.46
DELAWANNA.....		f 11.47	f 12.47	\$ 2.25		\$ 3.48
PASSAIC.....	\$ 11.32	\$ 11.50	\$ 12.51	\$ 2.28	\$ 3.20	\$ 3.51
CLIFTON.....	\$ 11.35	\$ 11.53	\$ 12.54	\$ 2.31	\$ 3.23	\$ 3.54
Single Trk PATERSON JCT.....	11.37	11.55	12.56	2.33	3.26	3.56
SOUTH PATERSON.....	f 11.56	f 12.57	f 2.35	f 3.27	f 3.57	
XW.....	11.40	11.58	12.59	2.37	3.29	3.59
PATERSON.....	\$ 11.42	\$ 12.00	\$ 1.01	\$ 2.39	\$ 3.31	\$ 4.01
RIVER ST.....	f 12.01	f 1.02				
HAWTHORNE.....	\$ 11.46	\$ 12.04	\$ 1.05	\$ 2.43	\$ 3.35	\$ 4.05
GLEN ROCK.....	\$ 11.49	\$ 12.07	\$ 1.08	\$ 2.46	\$ 3.38	\$ 4.08
RIDGEWOOD JCT.....N	11.51	12.09	1.10	2.48	3.40	4.10
RIDGEWOOD.....	\$ 11.54	\$ 12.11	\$ 1.12	\$ 2.50	\$ 3.42	\$ 4.13
HOHOKUS.....	\$ 11.57	f 12.14	f 1.15	\$ 2.53	\$ 3.44	\$ 4.16
WALDWICK.....	\$ 12.00	\$ 12.17	\$ 1.18	\$ 2.56	\$ 3.46	\$ 4.19
WC TOWER.....D	12.01	12.18	1.19	2.58	3.47	4.20
ALLENDALE.....	\$ 12.04	\$ 12.20	\$ 1.21	\$ 2.59	\$ 3.48	
RAMSEY.....	\$ 12.08	\$ 12.23	\$ 1.24	\$ 3.03	\$ 3.52	
MAHWAH.....	\$ 12.13	\$ 12.27	\$ 1.28	\$ 3.07	\$ 3.56	
SUFFERN.....	\$ 12.16	\$ 12.30	\$ 1.31	\$ 3.10	\$ 3.58	
SF TOWER.....	12.17	12.31	1.32	3.11	3.59	
HILLBURN.....						
SLOATSBURG.....	f 12.36	f 1.37				
TUXEDO.....	\$ 12.40	\$ 1.41				
SOUTHFIELDS.....	f 12.45	f 1.46				
ARDEN.....	f 12.48	f 1.49				
Single Trk NEWBURGH JCT....N		12.50	1.51			
HARRIMAN.....	\$ 12.52	\$ 1.53				
MONROE.....	\$ 12.56	\$ 1.57				
EAST GREYCOURT.....	1.01	2.02				
CHESTER.....	\$ 1.03	\$ 2.04				
GOSHEN.....D	\$ 1.10	\$ 2.11				
NEW HAMPTON.....						
MIDDLETOWN.....D	\$ 1.19	\$ 2.20				
HOWELLS JCT.....						
HOWELLS.....						
OTISVILLE.....	\$ 1.30	\$ 2.31				
PORT JERVIS.....A N	1.48	2.49				
SPARROWBUSH.....L						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1159	73	75	1163	1751	1111

NEW YORK DIVISION

PORT JERVIS								
Main Line and Bergen County Line								
WESTWARD								First Class
57	1113	1755	1165	77	1115	1301	1167	1117
Port Jervis	Wald-wick	Suffern	Suffern	Port Jervis	Wald-wick	Wald-wick	Suffern	Carlton Hill
Ex. Sat., Sun. & Hol.	Ex. Sun. & Hol.	Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4.15	4.17	4.17	4.30	4.30	4.57	5.00	5.08	5.15
4.22			4.37	4.37			5.11	5.22
4.25			4.40	4.40			5.14	5.25
4.29			\$ 4.44	\$ 4.44			\$ 5.30	\$ 5.32
			4.45	4.45			5.19	5.32
								\$ 5.34
			\$ 4.50	\$ 4.50				
			\$ 4.53	\$ 4.53				
			\$ 4.57	\$ 4.57			\$ 5.26	
			\$ 5.00	\$ 5.00			\$ 5.30	
\$ 4.39			\$ 5.03	\$ 5.03			\$ 5.34	
	\$ 4.32	\$ 4.32			\$ 5.12			
	\$ 4.34	4.34			\$ 5.14			
	\$ 4.37	4.37			\$ 5.17			
	\$ 4.40	4.40			\$ 5.20			
	\$ 4.43	4.43			\$ 5.23			
	4.45	4.45			5.25	5.40		
	\$ 4.46	\$ 4.46			\$ 5.27	\$ 5.42		
	4.48	4.48			5.29	5.44		
	\$ 4.50	\$ 4.50			\$ 5.31	\$ 5.46		
	\$ 4.52	4.52			\$ 5.34			
	\$ 4.55	4.55			\$ 5.37	\$ 5.52		
	\$ 4.58	4.58			\$ 5.40	\$ 5.55		
4.41	5.00	5.00	5.06	5.06	5.42	5.57	5.36	
\$ 4.43	\$ 5.02	\$ 5.02	\$ 5.08	\$ 5.07	\$ 5.44	\$ 5.59	\$ 5.39	
\$ 4.46	\$ 5.05	\$ 5.05	\$ 5.11	\$ 5.10	\$ 5.47	\$ 6.02	\$ 5.42	
\$ 4.49	\$ 5.08	\$ 5.08	\$ 5.14	\$ 5.13	\$ 5.50	\$ 6.05	\$ 5.45	
4.50	5.09	5.09	5.15	5.14	5.51	6.06	5.46	
\$ 4.52		\$ 5.11	\$ 5.17	\$ 5.16			\$ 5.48	
\$ 4.56		\$ 5.14	\$ 5.21	\$ 5.19			\$ 5.52	
\$ 5.00		\$ 5.18	\$ 5.26	\$ 5.23			\$ 5.57	
\$ 5.03		\$ 5.21	\$ 5.29	\$ 5.26			\$ 6.02	
5.04		5.22	5.30	5.27			6.04	
\$ 5.08				\$ 5.32				
\$ 5.13				\$ 5.37				
f 5.19				\$ 5.44				
f 5.22				\$ 5.51				
5.25				5.54				
\$ 5.27				\$ 5.56				
\$ 5.32				\$ 6.00				
5.38				6.05				
\$ 5.40				\$ 6.08				
\$ 5.48				\$ 6.15				
f 5.52				\$ 6.20				
\$ 6.00				\$ 6.28				
f 6.05				\$ 6.37				
\$ 6.12				\$ 6.44				
6.30				7.02				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
57	1113	1755	1165	77	1115	1301	1167	1117

NEW YORK DIVISION

STATIONS	HOBOKEN TO					
	WESTWARD			First Class		
	1119	1169	1121	1303	1753	1123
	Wald-wick	Suffern	Wald-wick	Wald-wick	Suffern	Carlton Hill
Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN.....L.....N	5.20	5.22	5.26	5.28	5.32	5.38
WEST END.....N						
BERGEN JCT.....		5.30	5.38			5.41
HX TOWER.....N		5.38	5.36			5.44
RUTHERFORD.....		\$ 5.40				\$ 5.48
RUTHERFORD JCT....D		5.38	5.42			5.50
CARLTON HILL.....						\$ 5.52
GARFIELD.....			\$ 5.46			
PLAUDERVILLE.....			\$ 5.49			
BROADWAY-FAIRLAWN			\$ 5.53			
RADBURN-FAIRLAWN..			\$ 5.56			
GLEN ROCK.....		\$ 5.49	\$ 5.59			
KINGSLAND.....	\$ 5.34				\$ 5.46	
LYNDHURST.....	\$ 5.37				\$ 5.48	
DELAWANA.....	\$ 5.40				\$ 5.51	
PASSAIC.....	\$ 5.43				\$ 5.54	
CLIFTON.....	\$ 5.46				\$ 5.57	
PATERSON JCT.....	5.48			6.10	5.59	
SOUTH PATERSON....	\$ 5.50			\$ 6.12	\$ 6.01	
XW	5.52			6.14	6.03	
PATERSON.....	\$ 5.54			\$ 6.16	\$ 6.05	
RIVER ST.....	\$ 5.57			\$ 6.07	\$ 6.07	
HAWTHORNE.....	\$ 6.00			\$ 6.22	\$ 6.09	
GLEN ROCK.....	\$ 6.08			\$ 6.25	\$ 6.12	
RIDGEWOOD JCT.....N	6.05	5.51	6.03	6.27	6.14	
RIDGEWOOD.....	\$ 6.07	\$ 5.54	\$ 6.05	\$ 6.29	\$ 6.16	
HOHOKUS.....		\$ 5.58		\$ 6.19	\$ 6.19	
WALDWICK.....		\$ 6.02		\$ 6.22	\$ 6.22	
WC TOWER.....D	6.14	6.04	6.08	6.40	6.23	
ALLEDALE.....		\$ 6.06		\$ 6.25	\$ 6.25	
RAMSEY.....		\$ 6.11		\$ 6.28	\$ 6.28	
MAHWAH.....		\$ 6.16		\$ 6.32	\$ 6.32	
SUFFERN.....		\$ 6.20		\$ 6.35	\$ 6.35	
SF TOWER.....		6.22		6.36	6.36	
HILLBURN.....						
SLOATSBURG.....						
TUXEDO.....						
SOUTHFIELDS.....						
ARDEN.....						
NEWBURGH JCT....N						
HARRIMAN.....						
MONROE.....						
EAST GREYCOURT....						
CHESTER.....						
GOSHEN.....D						
NEW HAMPTON.....						
MIDDLETOWN.....D						
HOWELLS JCT.....						
HOWELLS.....						
OTISVILLE.....						
PORT JERVIS.....A N						
SPARROWBUSH....L						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1119	1169	1121	1303	1753	1123

NEW YORK DIVISION

PORT JERVIS		Main Line and Bergen County Line						
WESTWARD		First Class						
1125	59	1171	1127	1305	1129	1173	1131	1175
Wald-wick	Port Jervis	Suffern	Wald-wick	Wald-wick	Wald-wick	Suffern	Wald-wick	Suffern
Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
5.38	5.42	5.45	5.51	6.00	6.02	6.07	6.33	6.45
	5.50	5.53	5.58			6.14		6.52
	5.53	5.56	6.01			6.17		6.54
	5.58	6.01	6.07			\$ 6.21		\$ 6.59
						6.23		7.01
			\$ 6.11					\$ 7.05
			\$ 6.14					
			\$ 6.19					\$ 7.11
			\$ 6.22			\$ 6.34		\$ 7.14
		\$ 6.13	\$ 6.25			\$ 6.38		\$ 7.17
\$ 5.52								
\$ 5.55						\$ 6.16		\$ 6.47
\$ 5.58						\$ 6.18		\$ 6.49
\$ 6.01						\$ 6.21		\$ 6.52
\$ 6.04						\$ 6.24		\$ 6.55
						\$ 6.27		\$ 6.58
6.06				6.36	6.29		7.00	
\$ 6.08				\$ 6.38	\$ 6.31		\$ 7.01	
6.10				6.40	6.32		7.03	
\$ 6.12				\$ 6.42	\$ 6.34		\$ 7.05	
\$ 6.15				\$ 6.46	\$ 6.38		\$ 7.09	
\$ 6.18				\$ 6.49	\$ 6.41		\$ 7.12	
\$ 6.21								
6.23	6.09	6.16	6.28	6.51	6.43	6.40	7.14	7.19
\$ 6.25		\$ 6.19	\$ 6.30	\$ 6.53	\$ 6.45	\$ 6.42	\$ 7.16	\$ 7.21
\$ 6.28	\$ 6.12	\$ 6.33	\$ 6.56	\$ 6.48	\$ 6.45	\$ 6.45	\$ 7.19	\$ 7.24
\$ 6.31		\$ 6.26	\$ 6.36	\$ 6.59	\$ 6.51	\$ 6.48	\$ 7.22	\$ 7.27
6.32	6.16	6.27	6.37	7.00	6.52	6.49	7.26	7.28
		\$ 6.30						\$ 7.31
		\$ 6.35				\$ 6.52		\$ 7.35
	\$ 6.23	\$ 6.40				\$ 6.57		\$ 7.39
	\$ 6.28	\$ 6.43				\$ 7.02		\$ 7.42
	6.30	6.46				\$ 7.05		\$ 7.48
						7.07		
\$ 6.37								
\$ 6.42								
	6.53							
	\$ 6.55							
	\$ 7.00							
	7.07							
	\$ 7.09							
	\$ 7.16							
	\$ 7.26							
	\$ 7.39							
	7.57							
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1125	59	1171	1127	1305	1129	1173	1131	1175

NEW YORK DIVISION

		DENVILLE TO						
Distance from Hoboken	Distance Between Stations	EASTWARD		First Class				
		STATIONS	1402	1006	1300			
			Midvale	Dover	Waldwick			
			Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.			
		A. M.	A. M.	A. M.				
1.9	1.9	HOBOKEN..... A..... N		\$ 6.55	\$ 7.38			
		WEST END..... N						
2.9	1.0	"GL" JCT.....		6.48	7.30			
4.2	1.3	"DB" JCT..... N		6.46	7.28			
6.6	2.4	ARLINGTON.....		\$ 6.42				
7.8	0.7	WEST ARLINGTON..... N						
7.7	0.4	NORTH NEWARK.....		\$ 6.39				
8.3	0.6	FOREST HILL.....		\$ 6.37				
9.2	0.9	BELWOOD PARK.....						
9.6	0.4	ROWE ST. - Bloomfield.....		\$ 6.35				
10.7	1.1	GLEN RIDGE.....		\$ 6.32				
11.7	1.0	MONTCLAIR.....		\$ 6.30				
12.6	0.9	WATCHUNG AVE.....		\$ 6.28				
13.5	0.9	UPPER MONTCLAIR.....		\$ 6.28				
14.0	0.5	MOUNTAIN AVE.....						
14.6	0.6	MONTCLAIR HGTS.....		\$ 6.28				
16.3	1.7	GREAT NOTCH.....		\$ 6.19				
18.2	1.9	Track CEDAR GROVE.....						
19.9	1.7	Track VERONA.....						
21.0	1.1	Single Track CALDWELL..... D						
22.0	1.0	Track ESSEX FELLS..... D						
18.4	2.1	(LITTLE FALLS.....		\$ 6.15				
19.0	0.6	Track SINGAC.....						
21.3	2.3	Track MOUNTAIN VIEW..... D	\$ 6.07	\$ 6.10				
22.9	1.6	Single Track LINCOLN PARK.....		\$ 6.05				
25.1	2.2	TOWACO.....		\$ 6.01				
27.8	2.7	(MONTVILLE.....		\$ 5.57				
29.2	1.4	BOONTON.....		\$ 5.54				
31.2	2.0	MOUNTAIN LAKES.....		\$ 5.51				
33.9	2.7	DENVILLE..... N		\$ 5.47				
22.2	0.9	(WAYNE.....	\$ 6.08					
23.7	1.5	Track PEQUANNOCK.....	\$ 6.00					
25.3	1.6	POMPTON PLAINS.....	\$ 5.57					
27.4	2.1	Track POMPTON.....	\$ 5.53					
27.8	0.4	Single Track POMPTON JCT.....						
		N.Y.S.&W. R.R. Crossing						
29.6	1.8	HASKELL.....	\$ 5.49					
31.1	1.5	MIDVALE.....	5.46					
			A. M.	A. M.	A. M.			
			1402	1006	1300			

NEW YORK DIVISION

		HOBOKEN							
		Greenwood Lake Branch, Caldwell Branch & Boonton Line							
Distance from Hoboken	Distance Between Stations	EASTWARD		First Class					
		STATIONS	1404	1012	1408	1410	1014	1016	1056
			Midvale	Dover	Essex Fells	Midvale	Dover	Dover	Washing- ton
			Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
			\$ 7.41	\$ 7.54	\$ 8.07	\$ 8.12	\$ 8.15	\$ 8.20	\$ 8.25
			7.34	7.47	8.00	8.05	8.08	8.13	8.18
			7.32	7.45	7.58	8.03	8.06	8.11	8.16
			\$ 7.28			\$ 7.59			
					\$ 7.53				
			\$ 7.24	\$ 7.38		\$ 7.55		\$ 8.04	\$ 8.10
			\$ 7.22						
			\$ 7.19	\$ 7.34		\$ 7.51			\$ 8.06
			\$ 7.16		\$ 7.47				
			\$ 7.14		\$ 7.44				
			\$ 7.12		\$ 7.42				
			\$ 7.10	\$ 7.28	\$ 7.40		\$ 7.52		\$ 8.01
			\$ 7.08		\$ 7.38				\$ 7.59
				\$ 7.25	\$ 7.36				
			7.04	\$ 7.21	\$ 7.32	\$ 7.41	7.46	7.49	7.54
					\$ 7.28				
					\$ 7.25				
					\$ 7.22				
					7.18				
				\$ 7.16			\$ 7.42		
			\$ 6.58	\$ 7.12		\$ 7.32	7.37	7.41	\$ 7.48
					\$ 7.07		\$ 7.32		\$ 7.43
					\$ 7.03		\$ 7.28		\$ 7.39
					\$ 6.59				
					\$ 6.56		\$ 7.22	\$ 7.32	\$ 7.33
					\$ 6.53		\$ 7.18	\$ 7.28	\$ 7.29
					\$ 6.49		\$ 7.14	7.24	\$ 7.25
			\$ 6.55			\$ 7.29			
			\$ 6.52			\$ 7.26			
			\$ 6.49			\$ 7.23			
			\$ 6.45			\$ 7.19			
			\$ 6.41			\$ 7.15			
			6.38			7.12			
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			1404	1012	1408	1410	1014	1016	1056

NEW YORK DIVISION

STATIONS	DENVER TO					
	EASTWARD			First Class		
	1018	1302	1414	1416	1024	1304
	Wash- ington	Wald- wick	Essex Fells	Midvale	Netcong	South Paterson
	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN..... A..... N	\$ 8.23	\$ 8.29	\$ 8.33		\$ 8.44	\$ 8.57
WEST END..... N						
"GL" JCT.....	8.16	8.22	8.26		8.37	8.50
"DB" JCT..... N	8.14	8.20	8.24		8.35	8.47
ARLINGTON.....					\$ 8.31	
WEST ARLINGTON..... N					\$ 8.28	
NORTH NEWARK.....						
FOREST HILL.....						
BELWOOD PARK.....					\$ 8.24	
ROWE ST.-Bloomfield.....					\$ 8.21	
GLEN RIDGE.....			\$ 8.14		\$ 8.19	
MONTCLAIR.....			\$ 8.11			
WATCHUNG AVE.....			\$ 8.09		\$ 8.17	
UPPER MONTCLAIR.....			\$ 8.07		\$ 8.15	
MOUNTAIN AVE.....			\$ 8.06		\$ 8.13	
MONTCLAIR HGTS.....			\$ 8.03		\$ 8.11	
GREAT NOTCH.....	7.56		\$ 7.59		\$ 8.08	
Single Track CEDAR GROVE.....			\$ 7.55			
VERONA.....			\$ 7.52			
CALDWELL..... D			\$ 7.49			
ESSEX FELLS..... D			7.45			
Track LITTLE FALLS.....					\$ 8.04	
SINGAC.....					\$ 8.00	
MOUNTAIN VIEW..... D	\$ 7.49			\$ 7.57		
Single Track LINCOLN PARK.....	\$ 7.45				\$ 7.56	
TOWACO.....	\$ 7.42				\$ 7.52	
Track MONTVILLE.....					\$ 7.47	
BOONTON.....					\$ 7.43	
MOUNTAIN LAKES.....					7.39	
DENVILLE..... N	\$ 7.30					
Track WAYNE.....				\$ 7.54		
PEQUANNOCK.....				\$ 7.51		
POMPTON PLAINS.....				\$ 7.48		
POMPTON.....				\$ 7.44		
Single Track POMPTON JCT. N.Y.S.&W. R.R. Crossing				\$ 7.40		
HASKELL.....				7.37		
MIDVALE.....						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1018	1302	1414	1416	1024	1304

NEW YORK DIVISION

HOBOKEN									Greenwood Lake Branch, Caldwell Branch & Boonton Line				
EASTWARD							First Class						
1418	1058	1026	1062	X400	X432	X434	1068	X404					
Mt. View	Dover	Denville	Dover	Midvale	Essex Fells	Essex Fells	Branch- ville	Midvale					
Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.	Sun. & Hol. Only	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sun. & Hol. Only	Ex. Sat., Sun. & Hol.					
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
\$ 9.11	\$ 9.46	\$ 9.57	\$ 10.57	\$ 6.10		\$ 8.30	\$ 8.36	\$ 8.50					
9.04	9.39	9.50	10.50	5.54			8.29	8.43					
9.02	9.37	9.48	10.48	5.52			8.27	8.41					
\$ 8.58													
\$ 8.55	\$ 9.31	\$ 9.41	\$ 10.42				\$ 8.21						
\$ 8.51													
\$ 8.48	\$ 9.24												
\$ 8.46	\$ 9.22		\$ 10.35				\$ 8.14						
\$ 8.44	\$ 9.20	\$ 9.34											
\$ 8.42	\$ 9.18	\$ 9.32											
\$ 8.40													
\$ 8.38													
\$ 8.35	9.13	\$ 9.26	10.28	5.20	7.05	7.55	8.07	8.30					
\$ 8.31													
		\$ 9.22											
8.27	\$ 9.07	\$ 9.18	\$ 10.22	5.09			\$ 8.01	8.20					
	\$ 9.02	\$ 9.13	\$ 10.18				\$ 7.56						
	\$ 8.58	\$ 9.09	\$ 10.14				\$ 7.52						
	\$ 8.52	\$ 9.04	\$ 10.08				\$ 7.46						
	\$ 8.48	\$ 9.01	\$ 10.04				\$ 7.42						
	\$ 8.44	8.57	\$ 10.01				\$ 7.39						
				4.50				8.06					
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
1418	1058	1026	1062	X400	X432	X434	1068	X404					

NEW YORK DIVISION

		HOBOKEN TO				
		First Class				
WESTWARD		17	X453	X401	41	1059
Distance from Hoboken	STATIONS	Bing-hamton	Essex Fells	Midvale	Denville	Branch-ville
		Sun. Only	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sun. & Hol. Only
		A. M.	A. M.	A. M.	A. M.	A. M.
1.9	HOBOKEN L. N WEST END N	12.05	5.45		7.45	11.15
2.9 4.2	"GL" JCT. "DB" JCT. N	12.12 12.14			7.52 7.54	11.22 11.24
6.8 7.7 7.8 8.3	ARLINGTON WEST ARLINGTON N NORTH NEWARK FOREST HILL				\$ 8.01	\$ 11.30
9.2 9.6 10.7 11.7	BELWOOD PARK ROWE ST.-Bloomfield GLEN RIDGE MONTCLAIR					\$ 11.37
12.6 13.5 14.0 14.6 16.3	WATCHUNG AVE. UPPER MONTCLAIR MOUNTAIN AVE. MONTCLAIR HGTS. GREAT NOTCH				\$ 8.15	11.40
18.2 19.9 21.0 22.0	Track CEDAR GROVE VERONA Single CALDWELL D ESSEX FELS D		6.30			
18.4 19.0 21.3	Track LITTLE FALLS SINGAC MOUNTAIN VIEW D	12.37		6.08	\$ 8.25	\$ 11.50
22.9 25.1 27.8 29.2 31.2 33.9	Single LINCOLN PARK TOWACO MONTVILLE BOONTON MOUNTAIN LAKES... DENVER N				\$ 8.28 \$ 8.32 \$ 8.37 \$ 8.40 \$ 8.46	\$ 11.54 \$ 11.58 \$ 12.04 \$ 12.07 \$ 12.13
22.2 23.7 25.3 27.4	Track WAYNE PEQUANNOCK POMPTON PLAINS POMPTON			6.10		
27.8 29.6 31.1	Single POMPTON JCT. N.Y.S.A.W. R.R. Crossing HASKELL MIDVALE			6.25		
		A. M.	A. M.	A. M.	A. M.	P. M.
		17	X453	X401	41	1059

NEW YORK DIVISION

		Greenwood Lake Branch, Caldwell Branch & Boonton Line								
		First Class								
WESTWARD		1061	1013	1405	1015	1407	1301	1067	1017	1409
Distance from Hoboken	STATIONS	Branch-ville	Dover	Midvale	Newton	Midvale	Wald-wick	Washing-ton	Dover	Essex Fells
		Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		1.15	2.00	3.30	4.30	4.48	5.00	5.00	5.07	5.18
		1.22 1.24	2.07 2.09	3.37 3.39	4.37 4.39	4.53 4.55	5.07 5.09	5.07 5.09	5.14 5.16	5.25 5.27
				\$ 3.42		\$ 4.59			\$ 5.20	
		\$ 1.31	\$ 2.14	\$ 3.45 \$ 3.47	\$ 4.44 \$ 4.46	\$ 5.02 \$ 5.04		\$ 5.15	\$ 5.28	
		\$ 1.35		\$ 3.50 \$ 3.54 \$ 3.57	\$ 4.48	\$ 5.08 \$ 5.12 \$ 5.15		\$ 5.22 \$ 5.24	\$ 5.27	
		\$ 1.40 \$ 1.42	\$ 2.21 \$ 2.24	\$ 3.59 \$ 4.02 \$ 4.04 \$ 4.06	\$ 4.54	\$ 5.18 \$ 5.21 \$ 5.23 \$ 5.25		\$ 5.26 \$ 5.28	\$ 5.33 \$ 5.35	\$ 5.41 \$ 5.44 \$ 5.47 \$ 5.50
		1.46	\$ 2.29	\$ 4.10	\$ 5.01	\$ 5.29		5.32	\$ 5.40	\$ 5.54
										\$ 5.58 \$ 6.02 \$ 6.06 \$ 6.10
			\$ 2.38	\$ 4.14	\$ 5.06	\$ 5.38				
		\$ 1.53	\$ 2.37	\$ 4.18	\$ 5.10	\$ 5.38		\$ 5.39	\$ 5.47	
		\$ 1.58 \$ 2.02	\$ 2.41 \$ 2.45		\$ 5.14 \$ 5.18			\$ 5.43 \$ 5.47	\$ 5.52 \$ 5.56	
		\$ 2.09	\$ 2.52		\$ 5.23			\$ 5.54	\$ 6.03	
		\$ 2.12	\$ 2.56		\$ 5.27			\$ 5.57	\$ 6.07	
		\$ 2.19	\$ 3.02		\$ 5.35			\$ 6.04	\$ 6.15	
				\$ 4.21 \$ 4.24 \$ 4.27 \$ 4.30		\$ 5.41 \$ 5.44 \$ 5.47 \$ 5.50				
				\$ 4.34 \$ 4.37		\$ 5.54 \$ 5.58				
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		1061	1013	1405	1015	1407	1301	1067	1017	1409

NEW YORK DIVISION

		HOBOKEN TO					
		WESTWARD				First Class	
STATIONS		1411	1303	1021	1023	1413	1415
		Mountain View	Wald-wick	Dover	Wash-ington	Midvale	Essex Fells
		Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....L.....N		5.21	5.28	5.31	5.34	5.37	5.41
WEST END.....N							
"GL" JCT.....		5.28	5.35	5.38	5.41	5.44	5.48
"DB" JCT.....N		5.30	5.37	5.40	5.43	5.46	5.50
ARLINGTON.....		\$ 5.34				\$ 5.50	
WEST ARLINGTON.....N							\$ 5.57
NORTH NEWARK.....		\$ 5.37				\$ 5.53	
FOREST HILL.....							
BELWOOD PARK.....							
ROWE ST.-Bloomfield.....		\$ 5.41					\$ 6.02
GLEN RIDGE.....		\$ 5.44					\$ 6.06
MONTCLAIR.....		\$ 5.47				\$ 5.59	
WATCHUNG AVE.....							\$ 6.11
UPPER MONTCLAIR.....						\$ 6.06	
MOUNTAIN AVE.....							\$ 6.15
MONTCLAIR HGTS.....							\$ 6.17
GREAT NOTCH.....		5.56		5.59	6.02	\$ 6.11	\$ 6.21
Single Track CEDAR GROVE.....							\$ 6.25
VERONA.....							\$ 6.28
CALDWELL.....D							\$ 6.31
ESSEX FELLS.....D							\$ 6.35
Track (LITTLE FALLS.....						\$ 6.16	
SINGAC.....							
MOUNTAIN VIEW.....D		6.02		6.06	\$ 6.09	6.19	
Single Track LINCOLN PARK.....					\$ 6.13		
TOWACO.....					\$ 6.17		
Track (MONTVILLE.....							
BOONTON.....				\$ 6.16			
MOUNTAIN LAKES.....				\$ 6.20			
DENVILLE.....N				6.25	\$ 6.28		
Track (WAYNE.....					\$ 6.24		
PEQUANNOCK.....					\$ 6.26		
POMPTON PLAINS.....					\$ 6.30		
POMPTON.....					\$ 6.33		
Single Track POMPTON JCT.....							
N.Y.S.&W. R.R. Crossing							
HASKELL.....					\$ 6.37		
MIDVALE.....					\$ 6.40		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		1411	1303	1021	1023	1413	1415

NEW YORK DIVISION

		DENVILLE								
		Greenwood Lake Branch						Caldwell Branch & Boonton Line		
		WESTWARD						First Class		
STATIONS		1305	1027	1419	1031	1433	1421	1073	1075	1033
		Wald-wick	Dover	Midvale	Netcong	Essex Fells	Midvale	Netcong	Dover	Dover
		Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Ex. Sat., Sun. & Hol.	Sat. Only Ex. Hol.	Sun. & Hol. Only	Ex. Sat., Sun. & Hol.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		6.00	6.03	6.15	6.45			7.00	7.40	9.05
		6.07	6.10	6.22	6.52			7.07	7.47	9.12
		6.09	6.12	6.24	6.54			7.09	7.49	9.14
				\$ 6.28	\$ 6.57					\$ 9.17
				\$ 6.30						
				\$ 6.32	\$ 7.00			\$ 7.14	\$ 7.54	\$ 9.20
				\$ 6.34						
				\$ 6.37	\$ 7.03			\$ 7.18		\$ 9.23
				\$ 6.40	\$ 7.06			\$ 7.21		\$ 9.26
			\$ 6.24	\$ 6.43	\$ 7.09			\$ 7.23	\$ 8.01	\$ 9.28
				\$ 6.45	\$ 7.11			\$ 7.25		\$ 9.30
			\$ 6.29	\$ 6.48	\$ 7.14			\$ 7.27		\$ 9.32
				\$ 6.50	\$ 7.16					\$ 9.34
				\$ 6.52	\$ 7.18					\$ 9.36
			6.33	\$ 6.55	\$ 7.21	\$ 7.22		7.32	8.09	\$ 9.40
						\$ 7.25				
						\$ 7.28				
						\$ 7.31				
						\$ 7.35				
				\$ 6.59	\$ 7.25					\$ 9.44
		\$ 6.39	\$ 7.03	\$ 7.29			7.32	\$ 7.39	\$ 8.16	\$ 9.48
		\$ 6.43			\$ 7.33			\$ 7.43	\$ 8.20	\$ 9.52
		\$ 6.47			\$ 7.37			\$ 7.47	\$ 8.24	\$ 9.56
					\$ 7.41					
					\$ 7.44			\$ 7.54	\$ 8.30	\$ 10.02
					\$ 7.48			\$ 7.57	\$ 8.34	\$ 10.06
					\$ 7.54			\$ 8.04	\$ 8.40	\$ 10.12
					\$ 7.06			\$ 7.35		
					\$ 7.09			\$ 7.38		
					\$ 7.12			\$ 7.41		
					\$ 7.15			\$ 7.44		
					\$ 7.19			\$ 7.48		
					\$ 7.22			\$ 7.51		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		1305	1027	1419	1031	1433	1421	1073	1075	1033

NEW YORK DIVISION

EASTWARD		NORTHERN BRANCH			First Class		
Distance from Nyack	Distance between Stations	STATIONS	1200	1202	1204		
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	A. M.	A. M.
28.1	2.2	HOBOKEN A N	\$ 7.13	\$ 8.27	\$ 8.47		
		BERGEN JCT.	7.06	8.20	8.40		
25.9	2.7	Single Track CROXTON SUSQUEHANNA TFR. GRANTON RIDGEFIELD D PALISADES PARK	7.00	8.14	8.34		
23.2	2.2		\$ 8.08				
21.0	2.0		\$ 6.50	\$ 8.04	\$ 8.26		
19.0	1.3		\$ 6.47	\$ 8.01	\$ 8.23		
17.7	1.0		\$ 6.44	\$ 7.58	\$ 8.20		
16.7	2.5	LEONIA ENGLEWOOD D HUDSON AVE. TENAFLY D CRESSKILL	\$ 6.40	\$ 7.54	\$ 8.16		
14.2	1.0		\$ 6.37	\$ 7.51	\$ 8.13		
13.2	1.0		\$ 6.35	\$ 7.48	\$ 8.10		
12.2	1.2		\$ 6.32	\$ 7.45	\$ 8.07		
11.0	1.0		\$ 6.29	\$ 7.42	\$ 8.04		
10.0	1.0	Single Track DEMAREST CLOSTER D NORWOOD NORTHVALE	\$ 6.26	\$ 7.39	\$ 8.01		
9.0	1.8		\$ 6.23	\$ 7.36	\$ 7.58		
7.2	0.8		\$ 6.20	\$ 7.33	\$ 7.55		
6.4	2.0		\$ 6.17	\$ 7.30	\$ 7.53		
4.4	1.2		SPARKILL D PIERMONT GRAND VIEW SOUTH NYACK NYACK L	\$ 6.13	\$ 7.26	\$ 7.49	
3.2	1.2	\$ 6.09		\$ 7.22	\$ 7.45		
2.0	1.5	\$ 7.19		\$ 7.42			
0.5	0.5	6.02		7.14	7.37		
		A. M.		A. M.	A. M.		

WESTWARD		NORTHERN BRANCH			First Class		
Distance from Hoboken	Distance between Stations	STATIONS	1201	1203	1205		
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	P. M.	P. M.
		HOBOKEN L N	5.15	5.47	6.30		
		BERGEN JCT.	5.22	5.54	6.37		
2.2	2.2	Single Track CROXTON SUSQUEHANNA TFR. GRANTON RIDGEFIELD D PALISADES PARK	5.28	6.00	6.43		
4.9	2.7		\$ 6.04				
7.1	2.2		\$ 5.35	\$ 6.08	\$ 6.51		
9.1	2.0		\$ 5.39	\$ 6.11	\$ 6.54		
10.4	1.3		\$ 5.42	\$ 6.15	\$ 6.57		
11.4	1.0	LEONIA ENGLEWOOD D HUDSON AVE. TENAFLY D CRESSKILL	\$ 5.45	\$ 6.18	\$ 6.59		
13.9	2.5		\$ 5.50	\$ 6.23	\$ 7.03		
14.9	1.0		\$ 5.53	\$ 6.26	\$ 7.05		
15.9	1.0		\$ 5.56	\$ 6.29	\$ 7.08		
17.1	1.2		\$ 5.59	\$ 6.32	\$ 7.10		
18.1	1.0	Single Track DEMAREST CLOSTER D NORWOOD NORTHVALE	\$ 6.02	\$ 6.35	\$ 7.13		
19.1	1.0		\$ 6.05	\$ 6.38	\$ 7.15		
20.9	1.8		\$ 6.08	\$ 6.41			
21.7	0.8		\$ 6.11	\$ 6.44			
23.7	2.0		SPARKILL D PIERMONT GRAND VIEW SOUTH NYACK NYACK A	\$ 6.16	\$ 6.49	\$ 7.25	
24.9	1.2	\$ 6.20		\$ 6.53			
26.1	1.2	\$ 6.24		\$ 6.57			
27.6	1.5	\$ 6.30		\$ 7.03	\$ 7.42		
28.1	0.5	P. M.		P. M.	P. M.		

NEW YORK DIVISION

EASTWARD		NEWARK BRANCH			First Class		
Distance from Paterson Jct.	Distance between Stations	STATIONS	1300	1302	1304		
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	A. M.	A. M.
17.5	2.9	HOBOKEN A N	\$ 7.38	\$ 8.29	\$ 8.57		
14.6	1.3		G. L. JCT.	7.30	8.22	8.50	
13.8	2.9	D. B. JCT. N HARRISON KEARNY NEWARK D	7.28	8.20	8.47		
10.4	0.3		\$ 7.24	\$ 8.16			
10.1	0.6		\$ 7.22	\$ 8.14	\$ 8.42		
9.5	1.3		\$ 7.20	\$ 8.12	\$ 8.40		
8.2	0.6		WOODSIDE			\$ 8.38	
7.6	0.8	Single Track CLEVELAND ST. BELLEVILLE WALNUT ST. NUTLEY	\$ 7.15				
6.8	1.3		\$ 7.13	\$ 8.05	\$ 8.35		
5.5	0.6		\$ 7.10	\$ 8.02	\$ 8.32		
4.9	0.5		\$ 7.08	\$ 8.00	\$ 8.30		
4.4	1.4		FRANKLIN AVE. D ALLWOOD ATHENIA PATERSON JCT.	\$ 7.06	\$ 7.58	\$ 8.28	
3.0	1.4	\$ 7.03		\$ 7.55	\$ 8.25		
1.6	1.6	\$ 7.00		\$ 7.52	\$ 8.21		
		6.58		7.48	8.21		
		A. M.		A. M.	A. M.		

WESTWARD		NEWARK BRANCH			First Class		
Distance from Hoboken	Distance between Stations	STATIONS	1301	1303	1305		
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	P. M.	P. M.
		HOBOKEN L N	5.00	5.28	6.00		
		G. L. JCT.	5.07	5.35	6.07		
2.9	2.9	D. B. JCT. N HARRISON KEARNY NEWARK D	5.09	5.37	6.09		
4.2	1.3		\$ 5.13	\$ 5.42			
7.1	2.9		\$ 5.15	\$ 5.44	\$ 6.14		
7.4	0.3		\$ 5.17	\$ 5.47	\$ 6.16		
8.0	0.6		WOODSIDE	\$ 5.20			
9.3	1.3	Single Track CLEVELAND ST. BELLEVILLE WALNUT ST. NUTLEY	\$ 5.22				
9.9	0.6		\$ 5.24	\$ 5.52	\$ 6.21		
10.7	0.8		\$ 5.27	\$ 5.55	\$ 6.24		
12.0	1.3		\$ 5.30	\$ 5.58	\$ 6.26		
12.6	0.6		FRANKLIN AVE. D	\$ 5.32	\$ 6.00	\$ 6.29	
13.1	0.5	ALLWOOD ATHENIA PATERSON JCT.	\$ 5.35	\$ 6.03	\$ 6.32		
14.5	1.4		\$ 5.38	\$ 6.05	\$ 6.35		
15.9	1.4		5.40	6.10	6.36		
17.5	1.6						
			P. M.	P. M.	P. M.		

NEW JERSEY & NEW YORK RAILROAD

EASTWARD		First Class				
Distance from Thiells	Distance between Stations	STATIONS	1600		1602	
			Ex. Sat. Sun. & Hol.		Ex. Sat. Sun. & Hol.	
			A. M.		A. M.	
38.0	8.1	HOBOKEN... A	\$ 6.53		\$ 7.53	
34.9	4.3	BERGEN JCT.	6.46		7.46	
30.6	1.3	N. J. & N. Y. JCT. (Single Track)	6.39		7.38	
29.3	0.9		CARLSTADT	\$ 6.36		\$ 7.35
28.4	1.0		WOODRIDGE-Moonachie	\$ 6.34		\$ 7.32
27.4	0.6		HASBROUCK H'GTS.	\$ 6.32		\$ 7.30
26.8	1.2		WILLIAMS AVE.	\$ 6.30		\$ 7.28
25.6	1.1	HACKENSACK... D	\$ 6.28		\$ 7.26	
24.5	0.4	ANDERSON ST.	\$ 6.25		\$ 7.22	
24.1	0.8	FAIRMOUNT AVE.	\$ 6.23		\$ 7.19	
23.3	1.7	NO. HACKENSACK	\$ 6.21		\$ 7.17	
21.6	0.8	RIVER EDGE	\$ 6.18		\$ 7.14	
20.8	0.6	NEW MILFORD	\$ 6.16		\$ 7.12	
20.2	1.6	ORADELL... D	\$ 6.14		\$ 7.10	
18.7	1.2	EMERSON	\$ 6.11		\$ 7.07	
17.5	0.9	WESTWOOD... D	\$ 6.08		\$ 7.04	
16.6	1.3	HILLSDALE... D	\$ 6.06		\$ 7.02	
15.3	0.9	WOODCLIFF LAKE	\$ 6.03		\$ 6.59	
14.4	0.6	PARK RIDGE... D	\$ 6.01		\$ 6.57	
13.8	1.3	MONTVALE	\$ 5.59		\$ 6.55	
12.5	2.4	PEARL RIVER... D	\$ 5.56		\$ 6.52	
10.1	0.2	NANUET	\$ 5.52		\$ 6.48	
9.9	2.5	NANUET JUNCTION	5.51		6.47	
7.4	0.6	SPRING VALLEY... D	\$ 5.47		\$ 6.42	
6.8	2.0	WOODBINE	5.43		6.38	
4.8	0.8	NEW HEMPSTEAD				
4.0	0.7	SUMMIT PARK				
3.3	1.2	POMONA				
2.1	2.1	MOUNT IVY				
		THIELLS				
			A. M.		A. M.	

NEW YORK DIVISION PIERMONT BRANCH

EASTWARD		First Class			
Distance from Suffern	Distance between Stations	STATIONS	1600		1602
			Ex. Sat. Sun. & Hol.		Ex. Sat. Sun. & Hol.
			A. M.		A. M.
16.1	1.6	SPARKILL... D (Single Track)			
14.5	1.0		ORANGEBURG		
13.5	4.3		BLAUVELT		
9.2	0.2		NANUET CROSS'G		
9.0	2.3	NANUET JUNCTION	5.51		6.47
6.7	1.3	SPRING VALLEY... D	\$ 5.47		\$ 6.42
5.4	2.3	MONSEY			
3.1	3.1	TALLMANS			
		SUFFERN... N			
			A. M.		A. M.

NEW JERSEY & NEW YORK RAILROAD

EASTWARD		First Class			Second Class	
	1604	1606	1608	1672		
					Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.16	\$ 8.22	\$ 8.36			
	8.09	8.15	8.29			
	8.02	8.08	8.22			
	\$ 7.59					
	\$ 7.56		\$ 8.17			
	\$ 7.53	\$ 8.02				
	\$ 7.51					
	\$ 7.48					
	\$ 7.44		\$ 8.11			
	\$ 7.41				11.00	
	\$ 7.39					
	\$ 7.36		\$ 8.06			
	\$ 7.34					
	\$ 7.32	\$ 7.52				
	\$ 7.29		\$ 8.02			
	\$ 7.26		\$ 7.59			
	\$ 7.23		\$ 7.56			
	\$ 7.21	\$ 7.44				
	\$ 7.19	\$ 7.42	\$ 7.52			
	\$ 7.17	\$ 7.40				
	\$ 7.14	\$ 7.37	\$ 7.48			
	\$ 7.10	\$ 7.33	\$ 7.44			
	7.09	7.32	7.43		8.15	
	\$ 7.04	\$ 7.27	\$ 7.38		8.00	
	7.00	7.23	7.34			
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NEW YORK DIVISION PIERMONT BRANCH

EASTWARD		First Class			Second Class	
	1604	1606	1608	1672		
					Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	7.09	7.32	7.43		8.15	
	\$ 7.04	\$ 7.27	\$ 7.38		8.00	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

NEW JERSEY & NEW YORK RAILROAD

WESTWARD		First Class			
Distance from Hoboken	Distance between Stations	STATIONS	1601	1603	
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
			P. M.	P. M.	
3.1	3.1	HOBOKEN...L.....N BERGEN JCT.....	4.46 4.53	5.13 5.20	
7.4	4.3	Single Track (N. J. & N. Y. JCT. CARLSTADT WOODRIDGE-Moonachie... HASBROUCK H'GTS... WILLIAMS AVE.....	4.59	5.26	
8.7	1.3		\$ 5.02		
9.6	1.9		\$ 5.04	\$ 5.30	
10.6	1.0		\$ 5.07	\$ 5.33	
11.2	0.6		\$ 5.09		
12.4	1.2	HACKENSACK.....D	\$ 5.12		
13.5	1.1	ANDERSON ST.	\$ 5.15	\$ 5.38	
13.9	0.4	FAIRMOUNT AVE.	\$ 5.17	\$ 5.40	
14.7	0.8	NO. HACKENSACK	\$ 5.19	\$ 5.42	
16.4	1.7	RIVER EDGE	\$ 5.22	\$ 5.45	
17.2	0.8	NEW MILFORD	\$ 5.24	\$ 5.47	
17.8	0.6	ORADELL.....D	\$ 5.26	\$ 5.49	
19.3	1.5	EMERSON	\$ 5.29		
20.5	1.2	WESTWOOD.....D	\$ 5.32	\$ 5.55	
21.4	0.9	HILLSDALE.....D	\$ 5.34	\$ 5.58	
22.7	1.3	WOODCLIFF LAKE	\$ 5.38	\$ 6.02	
23.6	0.9	PARK RIDGE.....D	\$ 5.40	\$ 6.05	
24.2	0.6	MONTVALE	\$ 5.42	\$ 6.07	
25.5	1.3	PEARL RIVER.....D	\$ 5.45	\$ 6.10	
27.9	2.4	NANUET	\$ 5.50	\$ 6.15	
28.1	0.2	NANUET JUNCTION	5.51	6.16	
30.6	2.5	SPRING VALLEY.....D	\$ 5.56	\$ 6.22	
31.2	0.6	WOODBINE	5.59	6.25	
33.2	2.0	NEW HEMPSTEAD			
34.0	0.8	SUMMIT PARK			
34.7	0.7	POMONA			
35.9	1.2	MOUNT IVY			
38.0	2.1	THIELLS			
			P. M.	P. M.	

NEW YORK DIVISION PIERMONT BRANCH

WESTWARD		First Class			
Distance from Sparkill	Distance between Stations	STATIONS	1601	1603	
			Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
			P. M.	P. M.	
1.6	1.6	Single Track (SPARKILL.....D ORANGEBURG..... BLAUVELT..... NANUET CROSS'G.....			
2.6	1.0				
6.9	4.3				
7.1	0.2	NANUET JUNCTION	5.51	6.16	
9.4	2.3	SPRING VALLEY.....D	\$ 5.56	\$ 6.22	
10.7	1.3	MONSEY			
13.0	2.3	TALLMANS			
16.1	3.1	SUFFERN.....N			
			P. M.	P. M.	

NEW JERSEY & NEW YORK RAILROAD

WESTWARD		First Class			Second Class	
1605	1607	1609		1671		
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		Sat. Only Ex. Hol.		
P. M.	P. M.	P. M.		A. M.		
5.28 5.35	5.40 5.47	6.08 6.15				
5.43	5.53 \$ 5.56 \$ 5.59 \$ 6.02 \$ 6.04	6.21 \$ 6.24 \$ 6.27 \$ 6.30 \$ 6.32				
	\$ 6.07 \$ 6.10 \$ 6.12 \$ 6.14	\$ 6.35 \$ 6.38 \$ 6.40 \$ 6.42		11.15		
\$ 5.57 \$ 5.59 \$ 6.04 \$ 6.06 \$ 6.10 \$ 6.13	\$ 6.17 \$ 6.19 \$ 6.21 \$ 6.25 \$ 6.28 \$ 6.31	\$ 6.45 \$ 6.47 \$ 6.49 \$ 6.53 \$ 6.56 \$ 6.59				
\$ 6.17 \$ 6.20 \$ 6.23 \$ 6.27	\$ 6.35 \$ 6.37 \$ 6.39 \$ 6.42	\$ 7.03 \$ 7.05 \$ 7.07 \$ 7.10				
\$ 6.33 6.34	\$ 6.47 6.48	\$ 7.15 7.16		12.15		
\$ 6.40 6.43	\$ 6.54 6.57	\$ 7.22 7.25		12.30		
P. M.	P. M.	P. M.		P. M.		

NEW YORK DIVISION PIERMONT BRANCH

WESTWARD		First Class			Second Class	
1605	1607	1609		1671		
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		Sat. Only Ex. Hol.		
P. M.	P. M.	P. M.		P. M.		
6.34 \$ 6.40	6.48 \$ 6.54	7.16 \$ 7.22		12.15 12.30		
P. M.	P. M.	P. M.		P. M.		

NEW YORK DIVISION

EASTWARD Read Up		NEWBURGH BRANCH				WESTWARD Read Down	
Distance from Newburgh		STATIONS					
18.8	Single Track	{	GREYCOURT.....				
13.8			BLOOMING GROVE.....				
12.1			WASHINGTONVILLE.....				
9.4			SALISBURY MILLS.....				
5.0			VAILS GATE JCT.....				
3.1	NEW WINDSOR.....						
1.8	WEST NEWBURGH.....						
		NEWBURGH.....					

EASTWARD Read Up		GRAHAM LINE				WESTWARD Read Down	
Distance from Howells Jct.	Distance between Stations	STATIONS					
31.8	2.8	Single Track	{	NEWBURGH JCT.....	N		
28.5	0.8			CENTRAL VALLEY.....			
27.7	6.1			HIGHLAND MILLS.....			
21.6	8.7			MOODNA VIADUCT.....			
12.9	2.2			EAST "MQ".....			
10.7	10.7			"MQ" TOWER.....	N		
				HOWELLS JCT.....			

EASTWARD Read Up		CRAWFORD BRANCH				WESTWARD Read Down	
Distance from Middletown		STATIONS					
3.5	Single Track	{	MIDDLETOWN.....	D			
			MIDDLETOWN MAIN ST.....				
4.4			CRAWFORD JCT.....				
			FAIR OAKS.....				
5.2			CIRCLEVILLE.....				
7.6			BULLVILLE.....				
10.0	THOMPSON RIDGE.....						
13.4	PINE BUSH.....						

NEW YORK DIVISION

EASTWARD Read Up		MONTGOMERY BRANCH				WESTWARD Read Down	
Distance from Goshen		STATIONS				NYC 2002	NYC 2001
						Second Class	Second Class
						Sat. Only	Sat. Only
						P. M.	P. M.
10.2	Single Track	{	MONTGOMERY.....			2.05	1.15
8.2			NEELEY TOWN.....				
5.5			Jct. N.Y.N.H. & H.R.R.....			1.55	1.25
4.7			MQ TOWER.....				
			GOSHEN.....				
						2002	2001

No. 2001 is superior to No. 2002 between Montgomery and Jct. N.Y.N.H. & H.R.R.

EASTWARD Read Up		ORANGE BRANCH				WESTWARD Read Down	
Distance from Forest Hill	Distance between Stations	STATIONS					
0.8	0.8	Single Track	{	FOREST HILL.....			
1.3	0.5			SILVER LAKE.....			
1.8	0.5			BLOOMFIELD.....			
2.1	0.3			WATSESSING JCT.....			
2.7	0.6			EAST ORANGE.....			
3.1	0.4			BRIGHTON AVE.....			
3.7	0.6			ORANGE.....			
4.0	0.3			LLEWELLYN.....			
				WEST ORANGE.....			

EASTWARD Read Up		PASSAIC BRANCH				WESTWARD Read Down	
Distance from Passaic	Distance between Stations	STATIONS					
0.9	0.9	PASSAIC.....					
2.3	1.4	CLIFTON.....					
3.5	1.2	LAKEVIEW.....					
		XW.....					

NOTES

Washington Line, Morristown
 Line, Gladstone Branch,
 Montclair Branch, Harrison
 Branch, Chester Branch,
 Phillipsburg Branch,
 Sussex Branch

NEW YORK DIVISION

		WASHINGTON TO				
Distance to Hoboken	Distance Between Stations	EASTWARD.		First Class.		
		STATIONS				
		10	108	600		
		Buffalo	Mont-clair	Dover		
		Ex. Mon.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		
			A	A. M.	A. M.	A. M.
1.92	1.92	HOBOKEN	N	\$ 3.85	\$ 6.24	\$ 6.27
		WEST END	N			
7.13	5.21	HARRISON			\$ 6.12	\$ 6.16
7.79	0.66	NEWARK	N	\$ 3.21	\$ 6.10	\$ 6.14
9.02	1.23	ROSEVILLE AVENUE	D	3.17	\$ 6.07	\$ 6.11
9.68	0.66	AMPERE			\$ 6.05	
10.91	1.23	WATSESSING AVE.			\$ 6.03	
11.61	0.70	BLOOMFIELD			\$ 6.01	
12.20	0.59	GLEN RIDGE			\$ 5.59	
13.12	0.92	MONTCLAIR	D		5.57	
9.56	0.54	GROVE STREET				\$ 6.09
10.01	0.45	EAST ORANGE				\$ 6.08
10.60	0.59	BRICK CHURCH				\$ 6.06
11.46	0.86	ORANGE		3.12		\$ 6.04
12.16	0.70	HIGHLAND AVENUE				\$ 6.02
13.10	0.94	MOUNTAIN STATION				\$ 6.00
13.85	0.75	SOUTH ORANGE	D	3.09		\$ 5.58
15.15	1.30	MAPLEWOOD				\$ 5.55
16.76	1.61	MILLBURN		3.06		\$ 5.52
17.84	1.08	SHORT HILLS				\$ 5.50
20.11	2.27	SUMMIT	D	3.02		\$ 5.46
21.79	1.68	NEW PROVIDENCE MURRAY HILL BERKELEY HEIGHTS GILLETTE STIRLING				
23.38	1.59		D			
25.76	2.38					
27.14	1.38					
28.50	1.36			See Notes Page 180		
30.12	1.62	MILLINGTON	D			
31.77	1.65	LYONS				
33.64	1.87	BASKING RIDGE	D			
34.80	1.16	BERNARDSVILLE	D			
37.45	2.65	MINE BROOK FAR HILLS PEAPACK GLADSTONE				
38.95	1.50		D			
41.34	2.39					
42.26	0.92			D		
23.53	3.42	CHATHAM				\$ 5.40
25.53	2.00	MADISON				\$ 5.36
27.69	2.16	CONVENT				\$ 5.32
29.79	2.10	MORRISTOWN	D	2.51		\$ 5.29
32.00	2.21	MORRIS PLAINS				\$ 5.25
35.71	3.71	MOUNT TABOR				\$ 5.20
36.59	0.88	DENVILLE	N	2.44		\$ 5.18
40.78	4.19	DOVER	N	\$ 2.38		5.12
43.93	3.15	CHESTER JUNCTION		2.32		
48.14	4.21	LAKE HOPATCONG				
48.40	0.26	PORT MORRIS JCT.	N	2.28		
50.29	1.89	SUSSEX BRANCH JCT. NETCONG HACKETTSTOWN WASHINGTON				
50.91	0.62		D			
59.69	8.78		D			
69.48	9.79		D			
60.27	11.87	GREENDELL		2.16		
67.45	7.18	BLAIRSTOWN		2.09		
76.93	9.48	SLATEFORD JCT.		1.59		
84.22	7.29	STROUDSBURG	N	\$ 1.48		
				A. M.	A. M.	A. M.
				10	108	600

NEW YORK DIVISION

HOBOKEN.		Washington Line, Morristown Line, Gladstone and Montclair Branches.							
EASTWARD.		First Class.							
1006	660	502	110	402	602	300	112	480	
Dover	Dover	Morristown	Mont-clair	Glad-stone	Dover	Summit	Mont-clair	Glad-stone	
Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 6.55	\$ 6.55	\$ 7.02	\$ 7.12		\$ 7.22	\$ 7.35	\$ 7.53		
\$ 6.43	\$ 6.51	\$ 7.00		\$ 7.11	\$ 7.24	\$ 7.40			
\$ 6.41	\$ 6.49	\$ 6.58		\$ 7.09	\$ 7.22	\$ 7.38			
\$ 6.38	6.47	\$ 6.55		7.04	\$ 7.19	\$ 7.35			
		\$ 6.53				\$ 7.33			
		\$ 6.51				\$ 7.31			
		\$ 6.49				\$ 7.29			
		\$ 6.47				\$ 7.27			
		6.45				7.25			
	\$ 6.36	\$ 6.46				\$ 7.17			
	\$ 6.35	\$ 6.45				\$ 7.15			
	\$ 6.33	\$ 6.43				\$ 7.13			
	\$ 6.31	\$ 6.41			7.01	\$ 7.11			
	\$ 6.29	\$ 6.39				\$ 7.09			
	\$ 6.27	\$ 6.37				\$ 7.07			
	\$ 6.25	\$ 6.35			6.58	\$ 7.05			
	\$ 6.22	\$ 6.33				\$ 7.03			
	\$ 6.19	\$ 6.30			6.55	\$ 7.00			
	\$ 6.17	\$ 6.28				\$ 6.58			
	\$ 6.13	\$ 6.24		\$ 6.48	\$ 6.51	6.54		\$ 7.10	
				\$ 6.45				\$ 7.07	
				\$ 6.42				\$ 7.04	
				\$ 6.38				\$ 7.00	
				\$ 6.35				\$ 6.57	
				\$ 6.33				\$ 6.54	
				\$ 6.30				\$ 6.51	
				\$ 6.27				\$ 6.48	
				\$ 6.24				\$ 6.45	
				\$ 6.22				\$ 6.43	
								\$ 6.39	
					\$ 6.14			\$ 6.36	
					\$ 6.10			\$ 6.32	
					6.08			6.30	
	\$ 6.07	\$ 6.18			\$ 6.44				
	\$ 6.04	\$ 6.14			\$ 6.40				
	\$ 6.01	\$ 6.11			\$ 6.37				
	\$ 5.58	6.08			\$ 6.34				
	\$ 5.54				\$ 6.30				
	\$ 5.48				\$ 6.25				
\$ 5.47	\$ 5.47				\$ 6.23				
5.40	5.41				6.17				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
1006	660	502	110	402	602	300	112	480	

NEW YORK DIVISION

STATIONS	WASHINGTON TO					
	EASTWARD.			First Class.		
	662	1012	504	404	204	604
	Dover	Dover	Morris- town	Glad- stone	South Orange	Dover
Sat., Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
A	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN WEST END	\$ 7.55	\$ 7.54	\$ 7.55	\$ 7.57	\$ 8.03	\$ 8.02
HARRISON	f 7.43		\$ 7.43	\$ 7.45		
NEWARK	\$ 7.41		\$ 7.41	\$ 7.43	\$ 7.50	\$ 7.49
ROSEVILLE AVENUE	\$ 7.38		7.39	7.41	7.48	7.47
AMPERE WATSESSING AVE BLOOMFIELD GLEN RIDGE MONTCLAIR						
GROVE STREET	\$ 7.36				\$ 7.45	
EAST ORANGE	\$ 7.35				\$ 7.43	
BRICK CHURCH	\$ 7.33				\$ 7.41	
ORANGE	\$ 7.31		7.36	7.38	\$ 7.39	7.44
HIGHLAND AVENUE	\$ 7.29		\$ 7.35		\$ 7.37	
MOUNTAIN STATION	\$ 7.27		\$ 7.33		\$ 7.35	
SOUTH ORANGE	\$ 7.25		\$ 7.31	7.35	\$ 7.33	7.41
MAPLEWOOD	\$ 7.22		\$ 7.28			
MILLBURN	\$ 7.19		\$ 7.25	7.32		7.38
SHORT HILLS	\$ 7.17		\$ 7.23			
SUMMIT	\$ 7.13		\$ 7.19	\$ 7.28		7.34
NEW PROVIDENCE				\$ 7.23		
MURRAY HILL				\$ 7.20		
BERKELEY HEIGHTS				\$ 7.16		
GILLETTE				\$ 7.13		
STIRLING				\$ 7.11		
MILLINGTON				\$ 7.08		
LYONS				\$ 7.05		
BASKING RIDGE				\$ 7.02		
BERNARDSVILLE				\$ 6.59		
MINE BROOK					\$ 6.51	
FAR HILLS					\$ 6.47	
PEAPACK					6.45	
GLADSTONE						
CHATHAM	\$ 7.07		\$ 7.13			\$ 7.29
MADISON	\$ 7.04		\$ 7.09			\$ 7.25
CONVENT	\$ 7.01		\$ 7.05		See Special Instruc- tion 1926	\$ 7.21
MORRISTOWN	\$ 6.58		7.02			\$ 7.18
MORRIS PLAINS	\$ 6.54					\$ 7.14
MOUNT TABOR						\$ 7.08
DENVILLE	\$ 6.48	\$ 6.49				\$ 7.06
DOVER	6.41	6.42				7.00
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
SUSSEX BRANCH JCT.						
NETCONG						
HACKETTSTOWN						
WASHINGTON						
GREENDELL				See notes Page 168		See notes Page 168
BLAIRSTOWN				(A-2)		(A-2)
SLATEFORD JCT.				(B-1)		(B-1)
STROUDSBURG				(C-1)		(C-1)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	662	1012	504	404	204	604

NEW YORK DIVISION

STATIONS	HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branches.								
	EASTWARD.					First Class			
	302	406	1014	408	120	680	1056	1016	304
	Summit	Berkeley Heights	Dover	Glad- stone	Mont- clair	Dover	Wash- ington	Dover	Summit
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN	\$ 8.11	\$ 8.13	\$ 8.15	\$ 8.17	\$ 8.20	\$ 8.25	\$ 8.25	\$ 8.20	\$ 8.22
		\$ 8.00		\$ 8.03	\$ 8.08	\$ 8.11			\$ 8.10
	7.56	7.57		8.00	\$ 8.03	\$ 8.08			\$ 8.08
					\$ 8.01				
					\$ 7.59				
					\$ 7.57				
					\$ 7.55				
					7.53				
						\$ 8.06			\$ 8.04
						\$ 8.05			\$ 8.02
						\$ 8.03			\$ 8.00
	7.53	7.54		7.57	\$ 8.01				\$ 7.58
						\$ 7.59			\$ 7.56
	\$ 7.50	7.51		7.54	\$ 7.57				\$ 7.54
					\$ 7.55				\$ 7.52
	\$ 7.47				\$ 7.52				\$ 7.49
	\$ 7.43	7.48		7.51	\$ 7.49				\$ 7.45
	\$ 7.40				\$ 7.47				
	7.36	\$ 7.43		7.46	\$ 7.43				7.40
		\$ 7.38							
		\$ 7.34							
		7.30							
				\$ 7.35					
				\$ 7.32					
				\$ 7.29					
				\$ 7.26					
				\$ 7.23					
				\$ 7.20					
				f 7.15					
				\$ 7.13					
				\$ 7.09					
				7.07					
						\$ 7.37			
						\$ 7.34			
						\$ 7.31			
						\$ 7.28			
						\$ 7.24			
						\$ 7.18			
				\$ 7.14		\$ 7.16	\$ 7.25	7.24	
				7.07		7.10	\$ 7.18	7.19	
							7.10		
							\$ 7.06		
							7.04		
								7.00	
							\$ 6.59		
							\$ 6.43		
							6.25		
	See notes Page 168	See notes Page 168		See notes Page 168	See notes Page 168				
	(A-1)	(A-2)		(A-2)	(A-1)				
	(B-1)	(B-1)		(B-1)					
	(C-1)	(C-1)		(C-1)					
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	302	406	1014	408	120	680	1056	1016	304

NEW YORK DIVISION

STATIONS	WASHINGTON TO					
	EASTWARD.			First Class.		
	1018	606	122	718	506	608
	Washing- ton	Dover	Mont- clair	Mont- clair	Morris- town	Dover
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
A	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	\$ 8.23	\$ 8.24	\$ 8.26	\$ 8.27	\$ 8.27	\$ 8.30
WEST END						
HARRISON				\$ 8.16		
NEWARK				\$ 8.14	\$ 8.12	\$ 8.17
ROSEVILLE AVENUE		8.07	8.12	\$ 8.11	8.09	8.18
AMPERE				\$ 8.09		
WATSESSING AVE.				\$ 8.06		
BLOOMFIELD				\$ 8.04		
GLEN RIDGE			\$ 8.08	\$ 8.02		
MONTCLAIR			8.05	8.00		
GROVE STREET						
EAST ORANGE						
BRICK CHURCH						
ORANGE		8.04				8.10
HIGHLAND AVENUE					\$ 8.05	
MOUNTAIN STATION					\$ 8.03	
SOUTH ORANGE		8.01			\$ 8.01	8.07
MAPLEWOOD					\$ 7.58	
MILLBURN		7.58			7.54	\$ 8.04
SHORT HILLS		\$ 7.56			\$ 7.52	
SUMMIT		\$ 7.52			\$ 7.48	7.58
(NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS						
GILLETTE						
STIRLING						
MILLINGTON						
LYONS						
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM		\$ 7.46			\$ 7.41	
MADISON		\$ 7.42			\$ 7.37	\$ 7.50
CONVENT		\$ 7.38			\$ 7.33	
MORRISTOWN		\$ 7.35			7.30	\$ 7.44
MORRIS PLAINS		\$ 7.31				\$ 7.40
MOUNT TABOR		\$ 7.25				\$ 7.34
DENVILLE	\$ 7.30	\$ 7.23				\$ 7.32
DOVER	\$ 7.23	7.17				7.25
CHESTER JUNCTION	7.16					
LAKE HOPATCONG	\$ 7.12					
PORT MORRIS JCT	7.10					
SUSSEX BRANCH JCT.	7.07					
NETCONG	\$ 7.06					
HACKETTSTOWN	\$ 6.51					
WASHINGTON	6.33					
GREENDELL		See notes Page 168	See notes Page 168			See notes Page 168
BLAIRSTOWN		(A-1)	(A-1)			(A-2)
SLATEFORD JCT.		(B-1)				(B-1)
STROUDSBURG		(C-1)				(C-1)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	1018	606	122	718	506	608

NEW YORK DIVISION

STATIONS	HOBOKEN.								
	Washington Line, Morristown Line, Gladstone and Montclair Branches.								
	EASTWARD.					First Class.			
	306	124	508	410	1024	6	464	308	664
Summit	Mont- clair	Morris- town	Glad- stone	Netcong	Chicago	Glad- stone	Summit	Dover	
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Sat., Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat., Sun. & Hol.	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN	\$ 8.36	\$ 8.37	\$ 8.38	\$ 8.41	\$ 8.44	\$ 8.45		\$ 8.51	\$ 8.58
Summit		\$ 8.24							\$ 8.46
NEWARK		\$ 8.22	\$ 8.26	\$ 8.28		\$ 8.32		\$ 8.37	\$ 8.44
ROSEVILLE AVENUE	8.20	\$ 8.19	8.23	8.25		8.26		\$ 8.35	\$ 8.41
AMPERE		\$ 8.17							
WATSESSING AVE.		\$ 8.14							
BLOOMFIELD		\$ 8.12							
GLEN RIDGE		\$ 8.10							
MONTCLAIR		8.07							
GROVE STREET	\$ 8.19								\$ 8.39
EAST ORANGE	\$ 8.17								\$ 8.38
BRICK CHURCH	\$ 8.15					\$ 8.23		\$ 8.32	\$ 8.36
ORANGE	\$ 8.13		8.20	8.22		8.21	See Special Instruc- tion 1926	8.29	\$ 8.34
HIGHLAND AVENUE	\$ 8.11								\$ 8.32
MOUNTAIN STATION	\$ 8.09								\$ 8.30
SOUTH ORANGE	\$ 8.07		8.17	8.19		8.18		\$ 8.26	\$ 8.28
MAPLEWOOD	\$ 8.04		\$ 8.15					\$ 8.23	\$ 8.26
MILLBURN	\$ 8.01		8.12	8.16		8.14		\$ 8.20	\$ 8.23
SHORT HILLS	\$ 7.58							\$ 8.18	\$ 8.20
SUMMIT	7.54		\$ 8.07	\$ 8.12		\$ 8.09	\$ 8.10	8.14	\$ 8.16
(NEW PROVIDENCE				\$ 8.07				\$ 8.07	
MURRAY HILL				\$ 8.03				\$ 8.04	
BERKELEY HEIGHTS				\$ 7.59				\$ 8.00	
GILLETTE				\$ 7.54				\$ 7.57	
STIRLING				\$ 7.52				\$ 7.54	
MILLINGTON				\$ 7.49				\$ 7.51	
LYONS				\$ 7.45				\$ 7.48	
BASKING RIDGE				\$ 7.42				\$ 7.45	
BERNARDSVILLE				\$ 7.39				\$ 7.43	
MINE BROOK				\$ 7.38				\$ 7.39	
FAR HILLS				\$ 7.31				\$ 7.36	
PEAPACK				\$ 7.27				\$ 7.32	
GLADSTONE				7.25				7.30	
CHATHAM			\$ 8.01						\$ 8.10
MADISON			\$ 7.57						\$ 8.07
CONVENT			\$ 7.53						\$ 8.04
MORRISTOWN			7.49						\$ 8.01
MORRIS PLAINS					See Special Instruc- tion 1926				\$ 7.57
MOUNT TABOR						7.57			
DENVILLE									\$ 7.51
DOVER						7.39	7.48		7.45
CHESTER JUNCTION						\$ 7.34	\$ 7.42		
LAKE HOPATCONG						7.30	7.34		
PORT MORRIS JCT						\$ 7.25			
SUSSEX BRANCH JCT.						7.23	7.30		
NETCONG						7.19			
HACKETTSTOWN								See notes Page 168 (A-2) (B-1) (C-1)	
WASHINGTON									
GREENDELL		See notes Page 168	See notes Page 168					7.17	
BLAIRSTOWN		(A-1)	(A-1)					\$ 7.10	
SLATEFORD JCT.		(B-1)						7.00	
STROUDSBURG		(C-1)						\$ 6.50	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	306	124	508	410	1024	6	464	308	664

NEW YORK DIVISION

STATIONS		WASHINGTON TO					
		EASTWARD.			First Class.		
		610	222	310	412	128	612
		Dover	South Orange	Summit	Gladstone	Montclair	Dover
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		
HOBOKEN A		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN.....		\$ 8.53	\$ 8.59	\$ 9.01	\$ 9.02	\$ 9.03	\$ 9.03
WEST END.....							
HARRISON.....			\$ 8.47				
NEWARK.....		\$ 8.39	\$ 8.45	\$ 8.47	\$ 8.50	\$ 8.51	
ROSEVILLE AVENUE.....		8.37	8.43	8.45	8.47	8.48	8.50
AMPERE.....					Meeting Point for Nos. 412-451 Lyons Siding	\$ 8.46	
WATSESSING AVE.....						\$ 8.43	
BLOOMFIELD.....						\$ 8.41	
GLEN RIDGE.....						\$ 8.39	
MONTCLAIR.....						8.37	
GROVE STREET.....			\$ 8.42				
EAST ORANGE.....			\$ 8.40				
BRICK CHURCH.....			\$ 8.38				
ORANGE.....		8.33	\$ 8.35	8.41	8.44		8.47
HIGHLAND AVENUE.....			\$ 8.33				
MOUNTAIN STATION.....			\$ 8.31				
SOUTH ORANGE.....		8.30	\$ 8.29	\$ 8.38	8.41		8.44
MAPLEWOOD.....			\$ 8.35				
MILLBURN.....		8.27	\$ 8.32	\$ 8.38			8.41
SHORT HILLS.....			\$ 8.29	\$ 8.36			
SUMMIT.....		\$ 8.23		8.25	8.32		\$ 8.36
Single Track	NEW PROVIDENCE.....						
	MURRAY HILL.....						
	BERKELEY HEIGHTS.....				\$ 8.24		
	GILLETTE.....						
	STIRLING.....				8.21		
	MILLINGTON.....				\$ 8.19		
	LYONS.....				\$ 8.16		
	BASKING RIDGE.....				\$ 8.13		
	BERNARDSVILLE.....				\$ 8.10		
	MINE BROOK.....				8.04		
	FAR HILLS.....				\$ 8.02		
	PEAPACK.....				\$ 7.57		
	GLADSTONE.....				7.55		
CHATHAM.....	\$ 8.17						
MADISON.....	\$ 8.13						\$ 8.28
CONVENT.....	\$ 8.09						\$ 8.24
MORRISTOWN.....	\$ 8.06						\$ 8.21
MORRIS PLAINS.....	\$ 8.02						\$ 8.17
MOUNT TABOR.....	\$ 7.56						
DENVILLE.....	\$ 7.54						\$ 8.09
DOVER.....	7.48						8.03
CHESTER JUNCTION.....							
LAKE HOPATCONG.....							
PORT MORRIS JCT.....							
Single Track	SUSSEX BRANCH JCT.....						
	NETCONG.....						
	HACKETTSTOWN.....						
	WASHINGTON.....						
GREENDELL.....	See notes Page 168		See notes Page 168				See notes Page 168
BLAIRSTOWN.....	(A-2)		(A-2)				(A-1)
SLATEFORD JCT.....	(B-1)		(B-1)				(B-1)
STROUDSBURG.....	(C-1)		(C-1)				(C-1)
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	610	222	310	412	128	612	

NEW YORK DIVISION

STATIONS		HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branches.								
		EASTWARD.				First Class.				
		224	682	614	132	1058	482	666	414	616
		South Orange	Dover	Dover	Montclair	Dover	Gladstone	Dover	Gladstone	Dover
Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Sat. Only Ex. Hol.	Sat., Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		
HOBOKEN A		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN.....		\$ 9.19	\$ 9.25	\$ 9.27	\$ 9.42	\$ 9.46		\$ 9.55	\$ 9.55	
NEWARK.....		\$ 9.06	\$ 9.11	\$ 9.14	\$ 9.29			\$ 9.41	\$ 9.42	
ROSEVILLE AVENUE.....		9.04	9.08	9.11	9.26			\$ 9.38	9.39	
AMPERE.....					\$ 9.31					
WATSESSING AVE.....					\$ 9.24					
BLOOMFIELD.....					\$ 9.21					
GLEN RIDGE.....					\$ 9.19					
MONTCLAIR.....					\$ 9.17					
GROVE STREET.....		\$ 9.03	\$ 9.06					\$ 9.36		
EAST ORANGE.....		\$ 9.01	\$ 9.05					\$ 9.35		
BRICK CHURCH.....		\$ 8.59	\$ 9.08					\$ 9.33		
ORANGE.....		\$ 8.57	\$ 9.01	9.07				\$ 9.31	9.36	
HIGHLAND AVENUE.....		\$ 8.55	\$ 8.59					\$ 9.29		
MOUNTAIN STATION.....		\$ 8.53	\$ 8.57					\$ 9.27		
SOUTH ORANGE.....		8.51	8.55	9.04				\$ 9.25	9.33	
MAPLEWOOD.....			\$ 8.52	\$ 9.02				\$ 9.22		
MILLBURN.....			\$ 8.49	\$ 8.59				\$ 9.19	9.30	
SHORT HILLS.....			\$ 8.47	\$ 8.57				\$ 9.17		
SUMMIT.....			\$ 8.43	\$ 8.53				\$ 9.13	\$ 9.23	
NEW PROVIDENCE.....								\$ 9.10	\$ 9.25	
MURRAY HILL.....								\$ 9.07	\$ 9.20	
BERKELEY HEIGHTS.....								\$ 9.04	\$ 9.17	
GILLETTE.....								\$ 9.00	\$ 9.13	
STIRLING.....								\$ 8.57	\$ 9.10	
MILLINGTON.....								\$ 8.54	\$ 9.07	
LYONS.....								\$ 8.51	\$ 9.04	
BASKING RIDGE.....								\$ 8.48	\$ 9.01	
BERNARDSVILLE.....								\$ 8.45	\$ 8.58	
MINE BROOK.....								\$ 8.43	\$ 8.56	
FAR HILLS.....								\$ 8.39		
PEAPACK.....								\$ 8.36	\$ 8.49	
GLADSTONE.....								\$ 8.32	\$ 8.45	
CHATHAM.....								8.30	8.43	
MADISON.....		\$ 8.37	\$ 8.47					\$ 9.07	\$ 9.19	
CONVENT.....		\$ 8.34	\$ 8.43					\$ 9.04	\$ 9.15	
MORRISTOWN.....		\$ 8.31	\$ 8.39					\$ 9.01	\$ 9.11	
MORRIS PLAINS.....		\$ 8.28	\$ 8.36					\$ 8.58	\$ 9.08	
MOUNT TABOR.....		\$ 8.24	\$ 8.32					\$ 8.54	\$ 9.04	
DENVILLE.....		\$ 8.17	\$ 8.24					\$ 8.47	\$ 8.58	
DOVER.....		8.11	8.18			\$ 8.44		8.41	8.50	
CHESTER JUNCTION.....										
LAKE HOPATCONG.....										
PORT MORRIS JCT.....										
SUSSEX BRANCH JCT.....										
NETCONG.....										
HACKETTSTOWN.....										
WASHINGTON.....										
GREENDELL.....		See notes Page 168		See notes Page 168				See notes Page 168		
BLAIRSTOWN.....		(A-2)		(A-2)				(A-1)		
SLATEFORD JCT.....		(B-1)		(B-1)				(B-1)		
STROUDSBURG.....		(C-1)		(C-1)				(C-1)		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	224	682	614	132	1058	482	666	414	616	

(Via Boonton Line & Greenwood Lake Branch)

NEW YORK DIVISION

STATIONS		WASHINGTON TO					
		EASTWARD.			First Class.		
		1026	314	374	136	512	40
		Denville	Summit	Summit	Mont-clair	Morris-town	Scranton
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sun.		
HOBOKEN		A A. M. \$ 9.57	A. M. \$ 10.12	A. M. \$ 10.25	A. M. \$ 10.26	A. M. \$ 10.41	A. M. \$ 10.35
WEST END							
HARRISON							
NEWARK			\$ 10.00	\$ 10.11	\$ 10.13	\$ 10.28	\$ 10.20
ROSEVILLE AVENUE			\$ 9.57	\$ 10.08	\$ 10.10	\$ 10.25	10.18
AMPERE					\$ 10.08		
WATSESSING AVE					\$ 10.06		
BLOOMFIELD					\$ 10.04		
GLEN RIDGE					\$ 10.02		
MONTCLAIR					10.00		
GROVE STREET		\$ 9.55	\$ 10.06		\$ 10.23		
EAST ORANGE		\$ 9.53	\$ 10.05		\$ 10.22		
BRICK CHURCH		\$ 9.51	\$ 10.03		\$ 10.20	\$ 10.15	
ORANGE		\$ 9.49	\$ 10.01		\$ 10.18	10.14	
HIGHLAND AVENUE		\$ 9.47	\$ 9.59		\$ 10.16		
MOUNTAIN STATION		\$ 9.45	\$ 9.57		\$ 10.14		
SOUTH ORANGE		\$ 9.43	\$ 9.55		\$ 10.12	10.11	
MAPLEWOOD		\$ 9.40	\$ 9.52		\$ 10.09		
MILLBURN		\$ 9.37	\$ 9.49		\$ 10.06	10.08	
SHORT HILLS		\$ 9.35	\$ 9.47		\$ 10.04		
SUMMIT		9.31	9.43		\$ 10.00	\$ 10.08	
Single Track	NEW PROVIDENCE						
	MURRAY HILL						
	BERKELEY HEIGHTS						
	GILLETTE						
	STIRLING						
	MILLINGTON						
	LYONS						
	BASKING RIDGE						
	BERNARDSVILLE						
	MINE BROOK						
FAR HILLS							
PEAPACK							
GLADSTONE							
CHATHAM					\$ 9.54		
MADISON					\$ 9.50		
CONVENT					\$ 9.47		
MORRISTOWN					9.44	9.52	
MORRIS PLAINS							
MOUNT TABOR							
DENVILLE	8.57					9.45	
DOVER						\$ 9.40	
CHESTER JUNCTION						9.35	
LAKE HOPATCONG							
PORT MORRIS JCT						9.31	
SUSSEX BRANCH JCT.						See notes	
NETCONG						Page 168	
HACKETTSTOWN						(A-2)	
WASHINGTON						(B-1)	
						(C-1)	
GREENDELL						9.19	
BLAIRSTOWN						\$ 9.11	
SLATEFORD JCT.						9.01	
STROUDSBURG						\$ 8.50	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	1026	314	374	136	512	40	

NEW YORK DIVISION

STATIONS		WASHINGTON Line, Morristown Line, Gladstone and Montclair Branches.								
		EASTWARD.						First Class		
		1062	620	140	416	514	462	622	144	516
		Dover	Dover	Mont-clair	Glad-stone	Morris-town	Glad-stone	Dover	Mont-clair	Morris-town
Sun. & Hol. Only	Daily	Ex. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		
HOBOKEN		A. M. \$ 10.57	A. M. \$ 11.11	A. M. \$ 11.26	A. M. \$ 11.41	A. M. \$ 11.41	P. M. \$ 12.11	P. M. \$ 12.26	P. M. \$ 12.41	
WEST END										
HARRISON							A 12.00	\$ 12.15		
NEWARK			\$ 10.58	\$ 11.13		\$ 11.28	\$ 11.58	\$ 12.13	\$ 12.28	
ROSEVILLE AVENUE			\$ 10.55	\$ 11.10		\$ 11.25	\$ 11.55	\$ 12.10	\$ 12.25	
AMPERE										
WATSESSING AVE										
BLOOMFIELD										
GLEN RIDGE										
MONTCLAIR										
GROVE STREET										
EAST ORANGE			\$ 10.53			\$ 11.23	\$ 11.53		\$ 12.23	
BRICK CHURCH			\$ 10.52			\$ 11.22	\$ 11.52		\$ 12.22	
ORANGE			\$ 10.50			\$ 11.20	\$ 11.50		\$ 12.20	
HIGHLAND AVENUE			\$ 10.48			\$ 11.18	\$ 11.48		\$ 12.18	
MOUNTAIN STATION										
SOUTH ORANGE			\$ 10.46			\$ 11.16	\$ 11.46		\$ 12.16	
MAPLEWOOD			\$ 10.44			\$ 11.14	\$ 11.44		\$ 12.14	
MILLBURN			\$ 10.42			\$ 11.12	\$ 11.42		\$ 12.12	
SHORT HILLS										
SUMMIT			\$ 10.39			\$ 11.09	\$ 11.39		\$ 12.09	
NEW PROVIDENCE			\$ 10.36			\$ 11.06	\$ 11.36		\$ 12.06	
MURRAY HILL			\$ 10.34			\$ 11.04	\$ 11.34		\$ 12.04	
BERKELEY HEIGHTS			\$ 10.30		\$ 10.58	\$ 11.00	\$ 11.30		\$ 12.00	
GILLETTE										
STIRLING										
MILLINGTON										
LYONS										
BASKING RIDGE										
BERNARDSVILLE										
MINE BROOK										
FAR HILLS										
PEAPACK										
GLADSTONE										
CHATHAM						\$ 10.54	\$ 11.24		\$ 11.54	
MADISON						\$ 10.51	\$ 11.21		\$ 11.51	
CONVENT						\$ 10.47	\$ 11.17		\$ 11.47	
MORRISTOWN						\$ 10.44	\$ 11.14		\$ 11.44	
						\$ 10.41	\$ 11.11			
MORRIS PLAINS										
MOUNT TABOR										
DENVILLE										
DOVER										
CHESTER JUNCTION										
LAKE HOPATCONG										
PORT MORRIS JCT										
SUSSEX BRANCH JCT.										
NETCONG										
HACKETTSTOWN										
WASHINGTON										
GREENDELL										
BLAIRSTOWN										
SLATEFORD JCT.										
STROUDSBURG										
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	
	1062	620	140	416	514	462	622	144	516	

NEW YORK DIVISION

STATIONS	WASHINGTON TO					
	EASTWARD.			First Class.		
	624	150	518	426	626	154
	Dover	Montclair	Morristown	Gladstone	Dover	Montclair
Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Daily	Ex. Sun. & Hol.	
HOBOKEN..... A	P. M. \$ 1.11	P. M. \$ 1.26	P. M. \$ 1.41	P. M.	P. M. \$ 2.11	P. M. \$ 2.26
WEST END.....						
HARRISON.....	B 1.00	f 1.15				\$ 2.15
NEWARK.....	\$ 12.58	\$ 1.13	\$ 1.28		\$ 1.58	\$ 2.13
ROSEVILLE AVENUE.....	\$ 12.55	\$ 1.10	\$ 1.25		\$ 1.55	\$ 2.10
AMPERE.....		\$ 1.08				\$ 2.08
WATSESSING AVE.....		\$ 1.06				\$ 2.06
BLOOMFIELD.....		\$ 1.04				\$ 2.04
GLEN RIDGE.....		\$ 1.02				\$ 2.02
MONTCLAIR.....		1.00				2.00
GROVE STREET.....	\$ 12.53		\$ 1.23		\$ 1.53	
EAST ORANGE.....	\$ 12.52		\$ 1.22		\$ 1.52	
BRICK CHURCH.....	\$ 12.50		\$ 1.20		\$ 1.50	
ORANGE.....	\$ 12.48		\$ 1.18		\$ 1.48	
HIGHLAND AVENUE.....	\$ 12.46		\$ 1.16		\$ 1.46	
MOUNTAIN STATION.....	\$ 12.44		\$ 1.14		\$ 1.44	
SOUTH ORANGE.....	\$ 12.42		\$ 1.12		\$ 1.42	
MAPLEWOOD.....	\$ 12.39		\$ 1.09		\$ 1.39	
MILLBURN.....	\$ 12.36		\$ 1.06		\$ 1.36	
SHORT HILLS.....	\$ 12.34		\$ 1.04		\$ 1.34	
SUMMIT.....	\$ 12.30		\$ 1.00	\$ 1.28	\$ 1.30	
NEW PROVIDENCE.....				\$ 1.24		
MURRAY HILL.....				\$ 1.21		
BERKELEY HEIGHTS.....				\$ 1.17		
GILLETTE.....				\$ 1.14		
STIRLING.....				\$ 1.11		
MILLINGTON.....				\$ 1.08		
LYONS.....				\$ 1.05		
BASKING RIDGE.....				\$ 1.02		
BERNARDSVILLE.....				\$ 1.00		
MINE BROOK.....						
FAR HILLS.....				\$ 12.53		
PEAPACK.....				\$ 12.49		
GLADSTONE.....				12.47		
CHATHAM.....	\$ 12.24		\$ 12.54		\$ 1.24	
MADISON.....	\$ 12.20		\$ 12.50		\$ 1.20	
CONVENT.....	\$ 12.17		\$ 12.47		\$ 1.17	
MORRISTOWN.....	\$ 12.14		12.44	See Special Instruction 1926	\$ 1.14	
MORRIS PLAINS.....	\$ 12.10				\$ 1.10	
MOUNT TABOR.....						
DENVILLE.....	\$ 12.03				\$ 1.03	
DOVER.....	11.57				12.57	
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
HACKETTSTOWN.....						
WASHINGTON.....						
GREENDELL.....						
BLAIRSTOWN.....						
SLATEFORD JCT.....						
STROUDSBURG.....						
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	624	150	518	426	626	154

NEW YORK DIVISION

HOBOKEN.		Washington Line, Morristown Line, Gladstone and Montclair Branches.					
EASTWARD.			First Class				
522	628	158	524	X12	160	630	X64
Morristown	Dover	Montclair	Morristown	South Orange	Montclair	Dover	Dover
Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.41	\$ 3.11	\$ 3.26	\$ 3.41	3.50	\$ 3.56	\$ 4.11	\$ 4.15
	\$ 3.00	\$ 3.15	\$ 3.30		\$ 3.45		
\$ 2.28	\$ 2.58	\$ 3.13	\$ 3.28		\$ 3.43	\$ 3.58	4.04
\$ 2.25	\$ 2.55	\$ 3.10	\$ 3.25		\$ 3.40	\$ 3.55	4.01
		\$ 3.08			\$ 3.38		
		\$ 3.06			\$ 3.36		
		\$ 3.04			\$ 3.34		
		\$ 3.02			\$ 3.32		
		3.00			3.30		
\$ 2.23	\$ 2.53		\$ 3.23			\$ 3.53	
\$ 2.22	\$ 2.52		\$ 3.22			\$ 3.52	
\$ 2.20	\$ 2.50		\$ 3.20			\$ 3.50	
\$ 2.18	\$ 2.48		\$ 3.18			\$ 3.48	3.56
\$ 2.16	\$ 2.46		\$ 3.16			\$ 3.46	
\$ 2.14	\$ 2.44		\$ 3.14			\$ 3.44	
\$ 2.12	\$ 2.42		\$ 3.12	3.25		\$ 3.42	3.53
\$ 2.09	\$ 2.39		\$ 3.09			\$ 3.39	
\$ 2.06	\$ 2.36		\$ 3.06			\$ 3.36	3.50
\$ 2.04	\$ 2.34		\$ 3.04			\$ 3.34	
\$ 2.00	\$ 2.30		\$ 3.00			\$ 3.30	3.45
\$ 1.54	\$ 2.24		\$ 2.54			\$ 3.24	
\$ 1.50	\$ 2.20		\$ 2.50			\$ 3.20	
\$ 1.47	\$ 2.17		\$ 2.47			\$ 3.17	
1.44	\$ 2.14		2.44			\$ 3.14	3.34
	\$ 2.10					\$ 3.10	
	\$ 2.03					\$ 3.03	3.26
	1.57					2.57	3.12
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
522	628	158	524	X12	160	630	X64

NEW YORK DIVISION

STATIONS	WASHINGTON TO					
	EASTWARD.			First Class.		
	162	526	226	X14	668	450
	Mont-clair	Morris-town	South Orange	South Orange	Dover	Glad-stone
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat., Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....	\$ 4.26	\$ 4.36	\$ 4.43	\$ 4.47	\$ 5.11	
WEST END.....						
HARRISON.....	\$ 4.15		\$ 4.32			
NEWARK.....	\$ 4.13	\$ 4.23	\$ 4.30		\$ 4.58	
ROSEVILLE AVENUE.....	\$ 4.10	4.20	\$ 4.27		\$ 4.55	
AMPERE.....	\$ 4.08					
WATSESSING AVE.....	\$ 4.06					
BLOOMFIELD.....	\$ 4.04					
GLEN RIDGE.....	\$ 4.02					
MONTCLAIR.....	4.00					
GROVE STREET.....			\$ 4.26		\$ 4.53	
EAST ORANGE.....			\$ 4.24		\$ 4.52	
BRICK CHURCH.....	\$ 4.17		\$ 4.22		\$ 4.50	
ORANGE.....	\$ 4.15		\$ 4.20		\$ 4.48	
HIGHLAND AVENUE.....			\$ 4.18		\$ 4.46	
MOUNTAIN STATION.....			\$ 4.16		\$ 4.44	
SOUTH ORANGE.....	\$ 4.12		4.14	4.25	\$ 4.42	
MAPLEWOOD.....	\$ 4.09				\$ 4.39	
MILLBURN.....	\$ 4.06				\$ 4.36	
SHORT HILLS.....	\$ 4.04				\$ 4.34	
SUMMIT.....	\$ 4.00				\$ 4.30	\$ 4.38
NEW PROVIDENCE.....					\$ 4.33	
MURRAY HILL.....					\$ 4.30	
BERKELEY HEIGHTS.....					\$ 4.26	
GILLETTE.....			Equipment for No. 223	Equipment for No. 637	\$ 4.23	
STIRLING.....					\$ 4.21	
MILLINGTON.....					\$ 4.18	
LYONS.....					\$ 4.15	
BASKING RIDGE.....					\$ 4.12	
BERNARDSVILLE.....					\$ 4.10	
MINE BROOK.....						
FAR HILLS.....					\$ 4.03	
PEAPACK.....					\$ 3.59	
GLADSTONE.....					3.57	
CHATHAM.....	\$ 3.54				\$ 4.24	
MADISON.....	\$ 3.50				\$ 4.20	
CONVENT.....	\$ 3.47				\$ 4.17	
MORRISTOWN.....	3.44				\$ 4.14	See Special Instruction 1928
MORRIS PLAINS.....					\$ 4.10	
MOUNT TABOR.....						
DENVILLE.....					\$ 4.08	
DOVER.....					3.57	
CHESTER JUNCTION.....						
LAKE HOPATCONG.....						
PORT MORRIS JCT.....						
SUSSEX BRANCH JCT.....						
NETCONG.....						
HACKETTSTOWN.....						
WASHINGTON.....						
GREENDELL.....						
BLAIRSTOWN.....						
SLATEFORD JCT.....						
STROUDSBURG.....						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	162	526	226	X14	668	450

NEW YORK DIVISION

STATIONS	HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branches.								
	EASTWARD.						First Class.		
	650	164	228	166	652	470	670	230	X16
	Dover	Mont-clair	South Orange	Mont-clair	Dover	Glad-stone	Dover	South Orange	South Orange
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat., Sun. & Hol.	Sat., Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....	\$ 5.14	\$ 5.22	\$ 5.25	\$ 5.43	\$ 5.44		\$ 5.55	\$ 5.55	\$ 5.59
		\$ 5.11		\$ 5.32					
	\$ 5.01	\$ 5.09	\$ 5.12	\$ 5.30	\$ 5.31		\$ 5.41	\$ 5.42	
	4.58	5.06	5.09	5.27	5.28		5.38	5.39	
		\$ 5.04		\$ 5.25					
		\$ 5.01		\$ 5.22					
		\$ 4.59		\$ 5.19					
		\$ 4.56		\$ 5.17					
		4.54		5.15					
			\$ 5.08				\$ 5.36	\$ 5.38	
			\$ 5.07				\$ 5.35	\$ 5.37	
	\$ 4.56		\$ 5.05		\$ 5.26		\$ 5.33	\$ 5.35	
	4.54		\$ 5.03		5.24		\$ 5.31	\$ 5.33	
			\$ 5.01				\$ 5.29	\$ 5.31	
			\$ 4.59				\$ 5.27	\$ 5.29	
	\$ 4.52		4.57		\$ 5.22		\$ 5.25	5.27	5.38
	\$ 4.50				\$ 5.20		\$ 5.22		
	\$ 4.47				\$ 5.17		\$ 5.19		
	\$ 4.45				\$ 5.15		\$ 5.17		
	\$ 4.41				\$ 5.11	\$ 5.10	\$ 5.13		
							\$ 5.07		
							\$ 5.04		
							\$ 5.00		
			Equipment for No. 227				\$ 4.57		Equipment for No. 239
							\$ 4.54		
							\$ 4.51		
							\$ 4.48		
							\$ 4.45		
							\$ 4.43		
	\$ 4.38				\$ 5.02		\$ 5.07		
	\$ 4.29				\$ 4.59		\$ 5.04		
	\$ 4.25				\$ 4.55		\$ 5.01		
	\$ 4.22				\$ 4.52		\$ 4.58		
	\$ 4.18				\$ 4.48		\$ 4.54		
	\$ 4.11				\$ 4.42		\$ 4.47		
	4.05				4.36		4.41		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	650	164	228	166	652	470	670	230	X16

NEW YORK DIVISION

		WASHINGTON TO					
		EASTWARD.			First Class.		
STATIONS	168	X4	2	452	1066	X28	
	Mont-clair	Mont-clair	Chicago	Glad-stone	Branch-ville	South Orange	
	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN.....	\$ 6.07	\$ 6.12	\$ 6.20	\$ 6.22	\$ 6.22	\$ 6.35	
WEST END.....							
HARRISON.....							
NEWARK.....	\$ 5.51		\$ 6.06	\$ 6.09			
ROSEVILLE AVENUE.....	\$ 5.48		5.58	\$ 6.06			
AMPERE.....	\$ 5.46			Meeting Point			
WATSESSING AVE.....	\$ 5.44			Nos. 452-423			
BLOOMFIELD.....	\$ 5.42			Lyons Siding			
GLEN RIDGE.....	\$ 5.40						
MONTCLAIR.....	5.38	5.50					
GROVE STREET.....				\$ 6.04			
EAST ORANGE.....				\$ 6.08			
BRICK CHURCH.....			\$ 5.54	\$ 6.01			
ORANGE.....			5.52	\$ 5.59	\$ 6.08		
HIGHLAND AVENUE.....				\$ 5.57			
MOUNTAIN STATION.....				\$ 5.55			
SOUTH ORANGE.....			5.48	\$ 5.53	6.05	6.05	
MAPLEWOOD.....				\$ 5.50			
MILLBURN.....			5.44	\$ 5.47	6.02		
SHORT HILLS.....				\$ 5.45			
SUMMIT.....			\$ 5.40	\$ 5.41	5.57		
NEW PROVIDENCE.....				\$ 5.29			
MURRAY HILL.....				\$ 5.25			
BERKELEY HEIGHTS.....				\$ 5.15			
GILLETTE.....				\$ 5.12			
STIRLING.....				\$ 5.10			
MILLINGTON.....		Equip-ment for No. 241		\$ 5.07	No Pas-sengers East of Dover	Dead Head Equip-ment	
LYONS.....				\$ 4.57			
BASKING RIDGE.....				\$ 4.54	See Special Instruction 1926		
BERNARDSVILLE.....				\$ 4.51			
MINE BROOK.....				\$ 4.44			
FAR HILLS.....				\$ 4.40			
PEAPACK.....				4.38			
GLADSTONE.....							
CHATHAM.....							
MADISON.....							
CONVENT.....							
MORRISTOWN.....			5.28		5.46		
MORRIS PLAINS.....							
MOUNT TABOR.....							
DENVILLE.....			5.21		5.39		
DOVER.....			\$ 5.15		\$ 5.33		
CHESTER JUNCTION.....			5.09		5.28		
LAKE HOPATCONG.....					\$ 5.24		
PORT MORRIS JCT.....			5.04		5.23		
SUSSEX BRANCH JCT.....					5.15		
NETCONG.....							
HACKETTSTOWN.....							
WASHINGTON.....							
GREENDELL.....			4.54				
BLAIRSTOWN.....			\$ 4.46				
SLATEFORD JCT.....			4.36				
STROUDSBURG.....			\$ 4.26				
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	168	X4	2	452	1066	X28	

NEW YORK DIVISION

		HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branches.								
		EASTWARD.						First Class.		
STATIONS	170	654	X32	632	428	174	528	176	X36	
	Mont-clair	Dover	Millburn	Dover	Stirling	Mont-clair	Morristown	Mont-clair	Millburn	
	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN.....	\$ 6.42	\$ 6.52		\$ 7.09		\$ 7.26	\$ 7.40	\$ 7.54		
WEST END.....										
HARRISON.....	\$ 6.31					\$ 7.15				
NEWARK.....	\$ 6.29	\$ 6.40		\$ 6.57		\$ 7.18	\$ 7.27	\$ 7.41		
ROSEVILLE AVENUE.....	\$ 6.26	\$ 6.36		\$ 6.54		\$ 7.10	\$ 7.24	\$ 7.38		
AMPERE.....	\$ 6.24					\$ 7.08		\$ 7.36		
WATSESSING AVE.....	\$ 6.21					\$ 7.06		\$ 7.34		
BLOOMFIELD.....	\$ 6.19					\$ 7.04		\$ 7.32		
GLEN RIDGE.....	\$ 6.17					\$ 7.02		\$ 7.30		
MONTCLAIR.....	6.15					7.00		7.28		
GROVE STREET.....	\$ 6.34			\$ 6.52			\$ 7.22			
EAST ORANGE.....	\$ 6.33			\$ 6.51			\$ 7.21			
BRICK CHURCH.....	\$ 6.31			\$ 6.49			\$ 7.19			
ORANGE.....	\$ 6.29			\$ 6.47			\$ 7.17			
HIGHLAND AVENUE.....	\$ 6.27			\$ 6.45			\$ 7.15			
MOUNTAIN STATION.....	\$ 6.25			\$ 6.43			\$ 7.13			
SOUTH ORANGE.....	\$ 6.23	\$ 6.31	\$ 6.41			\$ 7.12		\$ 7.19		
MAPLEWOOD.....	\$ 6.21			\$ 6.38			\$ 7.09			
MILLBURN.....	\$ 6.18	6.26		\$ 6.35			\$ 7.06		7.14	
SHORT HILLS.....	\$ 6.16			\$ 6.33			\$ 7.04			
SUMMIT.....	\$ 6.12			\$ 6.29	\$ 6.53		\$ 7.00			
NEW PROVIDENCE.....			No Pas-sengers		\$ 6.47					
MURRAY HILL.....					\$ 6.44					
BERKELEY HEIGHTS.....					6.40					
GILLETTE.....									Dead Head Equip-ment	
STIRLING.....										
MILLINGTON.....										
LYONS.....										
BASKING RIDGE.....										
BERNARDSVILLE.....										
MINE BROOK.....										
FAR HILLS.....										
PEAPACK.....										
GLADSTONE.....										
CHATHAM.....	\$ 6.06			\$ 6.23			\$ 6.54			
MADISON.....	\$ 6.02			\$ 6.19			\$ 6.50			
CONVENT.....	\$ 5.59			\$ 6.16		See Special Instruction 1926	\$ 6.47			
MORRISTOWN.....	\$ 5.56			\$ 6.13			6.44			
MORRIS PLAINS.....	\$ 5.52			\$ 6.09						
MOUNT TABOR.....				\$ 6.04						
DENVILLE.....	\$ 5.45			\$ 6.03						
DOVER.....	5.39			5.57						
CHESTER JUNCTION.....										
LAKE HOPATCONG.....										
PORT MORRIS JCT.....										
SUSSEX BRANCH JCT.....										
NETCONG.....										
HACKETTSTOWN.....										
WASHINGTON.....										
GREENDELL.....										
BLAIRSTOWN.....										
SLATEFORD JCT.....										
STROUDSBURG.....										
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	170	654	X32	632	428	174	528	176	X36	

NEW YORK DIVISION

STATIONS	WASHINGTON TO					
	EASTWARD			First Class.		
	634	X40	178	1068	454	636
	Dover	Far Hills	Montclair	Branchville	Gladstone	Dover
Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sun. & Hol. Only	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
HOBOKEN	A P. M. \$ 8.09	P. M.	P. M. \$ 8.27	P. M. \$ 8.36	P. M.	P. M. \$ 8.58
WEST END						
HARRISON	f 7.58					
NEWARK	\$ 7.57		\$ 8.18			\$ 8.45
ROSEVILLE AVENUE	\$ 7.54		\$ 8.10			8.42
AMPERE			\$ 8.08			
WATSESSING AVE.		Dead-head Equipment	\$ 8.06			
BLOOMFIELD			\$ 8.04			
GLEN RIDGE			\$ 8.02			
MONTCLAIR			8.00			
GROVE STREET	\$ 7.52					
EAST ORANGE	\$ 7.51					
BRICK CHURCH	\$ 7.49					
ORANGE	\$ 7.47					8.89
HIGHLAND AVENUE	\$ 7.45					
MOUNTAIN STATION	\$ 7.43					
SOUTH ORANGE	\$ 7.41					8.86
MAPLEWOOD	\$ 7.38					
MILLBURN	\$ 7.35					8.83
SHORT HILLS	\$ 7.33					
SUMMIT	\$ 7.29	\$ 7.85			\$ 8.25	\$ 8.29
NEW PROVIDENCE					\$ 8.21	
MURRAY HILL		7.24			\$ 8.18	
BERKELEY HEIGHTS		7.22			\$ 8.14	
GILLETTE					\$ 8.11	
STIRLING		7.18			\$ 8.08	
MILLINGTON		7.17			\$ 8.02	
LYONS		7.13			\$ 7.69	
BASKING RIDGE					\$ 7.56	
BERNARDSVILLE		7.07			\$ 7.53	
MINE BROOK					\$ 7.46	
FAR HILLS		7.00			\$ 7.42	
PEAPACK					\$ 7.40	
GLADSTONE						
CHATHAM	\$ 7.23	No Passengers				\$ 8.23
MADISON	\$ 7.19					\$ 8.19
CONVENT	\$ 7.16					\$ 8.16
MORRISTOWN	\$ 7.13				See Special Instruction 1926	\$ 8.13
MORRIS PLAINS	\$ 7.09	See Special Instruction 1926				\$ 8.09
MOUNT TABOR						
DENVILLE	\$ 7.03			\$ 7.39		\$ 8.03
DOVER	6.57			\$ 7.33		7.57
CHESTER JUNCTION				7.28		
LAKE HOPATCONG				\$ 7.24		
PORT MORRIS JCT				7.23		
SUSSEX BRANCH JCT				7.15		
NETCONG						
HACKETTSTOWN						
WASHINGTON						
GREENDELL						
BLAIRSTOWN						
SLATFORD JCT						
STROUDSBURG						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	634	X40	178	1068	454	636

NEW YORK DIVISION

HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branches.									
EASTWARD.					First Class.				
672	318	1042	180	X110	460	638	184	X120	
Dover	Summit	Newton	Montclair	Netcong	Gladstone	Dover	Montclair	Netcong	
Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.07	\$ 9.09	\$ 9.10	\$ 9.26			\$ 10.07	\$ 10.26		
\$ 8.55	\$ 8.57		\$ 9.13			\$ 9.55	\$ 10.13		
8.52	8.54		\$ 9.10			9.52	\$ 10.10		
		See Special Instruction 1926	\$ 9.08	See Special Instruction 1926			\$ 10.08		
			\$ 9.06				\$ 10.06		
			\$ 9.04				\$ 10.04		
			\$ 9.02				\$ 10.02		
			9.00				10.00		
	\$ 8.58					\$ 9.51			
\$ 8.51	\$ 8.51					\$ 9.50			
\$ 8.49	\$ 8.49					\$ 9.48			
\$ 8.47	\$ 8.47					\$ 9.46			
\$ 8.45						\$ 9.44			
\$ 8.43						\$ 9.41			
\$ 8.41	\$ 8.43	8.45							
\$ 8.38	\$ 8.41				Dead Head Equipment	\$ 9.38			
\$ 8.35	\$ 8.38	8.42				\$ 9.35			
\$ 8.33	\$ 8.36					\$ 9.33			
\$ 8.29	8.32	8.38				\$ 9.29			
						\$ 9.24			
						\$ 9.21			
						\$ 9.17			
						\$ 9.14			
						\$ 9.11			
		No Passengers		No Passengers		\$ 9.08			
						\$ 9.05			
						\$ 9.02			
						\$ 9.00			
						\$ 8.53			
						\$ 8.49			
						8.47			
\$ 8.23						\$ 9.23			
\$ 8.19						\$ 9.19			
\$ 8.16						\$ 9.16			
\$ 8.13		8.28			See Special Instruction 1926	\$ 9.13			
\$ 8.09						\$ 9.09			
\$ 8.03		8.20				\$ 9.03			
7.57		8.14		\$ 8.50		8.57		\$ 9.01	
		8.09		8.40				8.56	
		8.04		8.27				8.51	
		8.00		8.21				8.47	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
672	318	1042	180	X110	460	638	184	X120	

NEW YORK DIVISION

		WASHINGTON TO					
		EASTWARD.			First Class.		
STATIONS		42	X50	456	640	674	320
		Scranton	Morris- town	Glad- stone	Dover	Dover	Summit
		Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun.&Hol.	Ex. Sat. Sun. & Hol.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....	A	\$ 10.20			\$ 10.58	\$ 11.09	\$ 11.09
WEST END.....							
HARRISON.....							
NEWARK.....		\$ 10.05			\$ 10.46	\$ 10.57	\$ 10.57
ROSEVILLE AVENUE.....		10.00			10.43	\$ 10.54	10.55
AMPERE.....							
WATSESSING AVE.....							
BLOOMFIELD.....							
GLEN RIDGE.....							
MONTCLAIR.....							
GROVE STREET.....						\$ 10.52	\$ 10.54
EAST ORANGE.....						\$ 10.51	\$ 10.53
BRICK CHURCH.....		\$ 9.57				\$ 10.49	\$ 10.51
ORANGE.....		9.55			10.39	\$ 10.47	\$ 10.49
HIGHLAND AVENUE.....						\$ 10.45	\$ 10.47
MOUNTAIN STATION.....						\$ 10.43	\$ 10.45
SOUTH ORANGE.....		9.52			10.36	\$ 10.41	\$ 10.43
MAPLEWOOD.....						\$ 10.38	\$ 10.40
MILLBURN.....		9.49			10.33	\$ 10.35	\$ 10.37
SHORT HILLS.....						\$ 10.33	\$ 10.35
SUMMIT.....		\$ 9.45	\$ 10.20	\$ 10.28	\$ 10.29	\$ 10.29	10.31
NEW PROVIDENCE.....							
MURRAY HILL.....				\$ 10.24			
BERKELEY HEIGHTS.....				\$ 10.20			
GILLETTE.....							
STIRLING.....				\$ 10.16			
MILLINGTON.....				\$ 10.13			
LYONS.....							
BASKING RIDGE.....							
BERNARDSVILLE.....				\$ 10.05			
MINE BROOK.....							
FAR HILLS.....							
PEAPACK.....							
GLADSTONE.....				9.55			
CHATHAM.....					\$ 10.23	\$ 10.23	
MADISON.....					\$ 10.19	\$ 10.19	
CONVENT.....					\$ 10.16	\$ 10.16	
MORRISTOWN.....		9.34	10.05		\$ 10.13	\$ 10.13	
MORRIS PLAINS.....					\$ 10.09	\$ 10.09	
MOUNT TABOR.....							
DENVILLE.....		9.26			\$ 10.03	\$ 10.03	
DOVER.....		\$ 9.20			9.57	9.57	
CHESTER JUNCTION.....		9.14					
LAKE HOPATCONG.....							
PORT MORRIS JCT.....		9.10					
SUSSEX BRANCH JCT.....							
NETCONG.....							
HACKETTSTOWN.....							
WASHINGTON.....							
GREENDELL.....		8.57					
BLAIRSTOWN.....		\$ 8.47					
SLATEFORD JCT.....		8.36					
STROUDSBURG.....		\$ 8.25					
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		42	X50	456	640	674	320

NEW YORK DIVISION

		HOBOKEN. Washington Line, Morristown Line, Gladstone and Montclair Branch s.					
		EASTWARD.			First Class.		
STATIONS		188	X52	642	192	644	
		Mont- clair	Morris- town	Dover	Mont- clair	Dover	
		Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sun. & Hol.	
		P. M.	P. M.	A. M.	A. M.	A. M.	
		\$ 11.26	\$ 11.46	\$ 12.09	\$ 12.25	\$ 1.01	
					\$ 12.14		
		\$ 11.13	11.33	\$ 11.57	\$ 12.12	\$ 12.48	
		\$ 11.10	11.30	\$ 11.54	\$ 12.09	12.46	
		\$ 11.08			\$ 12.07		
		\$ 11.06			\$ 12.05		
		\$ 11.04			\$ 12.03		
		\$ 11.02			\$ 12.01		
		11.00			11.59		
				\$ 11.52			
				\$ 11.51		\$ 12.45	
				\$ 11.49		\$ 12.43	
			11.26	\$ 11.47		\$ 12.41	
				\$ 11.45		\$ 12.39	
				\$ 11.43			
			11.23	\$ 11.41		\$ 12.36	
				\$ 11.38		\$ 12.34	
			11.20	\$ 11.35		\$ 12.32	
				\$ 11.33			
			11.16	\$ 11.29		\$ 12.27	
				\$ 11.23		\$ 12.22	
				\$ 11.19		\$ 12.19	
				11.06	\$ 11.13	\$ 12.14	
				\$ 11.09		\$ 12.10	
				\$ 11.03		\$ 12.03	
				10.57		11.57	
		P. M.	P. M.	P. M.	P. M.	P. M.	
		188	X52	642	192	644	

NEW YORK DIVISION

		HOBOKEN TO					
		WESTWARD.			First Class.		
STATIONS	127	1059	511	611	131	513	
	Mont-clair	Branch-ville	Morris-town	Dover	Mont-clair	Morris-town	
	Ex. Sat. Sun. & Hol.	Sun. & Hol. Only	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
HOBOKEN L	A. M. 11.15	A. M. 11.15	A. M. 11.30	Noon 12.00	P. M. 12.15	P. M. 12.30	
WEST END							
HARRISON							
NEWARK	\$ 11.28		\$ 11.43	\$ 12.13	\$ 12.28	\$ 12.43	
ROSEVILLE AVENUE	\$ 11.31		\$ 11.46	\$ 12.16	\$ 12.31	\$ 12.46	
AMPERE	\$ 11.33				\$ 12.33		
WATSESSING AVE	\$ 11.35				\$ 12.35		
BLOOMFIELD	\$ 11.37				\$ 12.37		
GLEN RIDGE	\$ 11.39				\$ 12.39		
MONTCLAIR	\$ 11.42				\$ 12.42		
GROVE STREET			\$ 11.47	\$ 12.17		\$ 12.47	
EAST ORANGE			\$ 11.49	\$ 12.19		\$ 12.49	
BRICK CHURCH			\$ 11.51	\$ 12.21		\$ 12.51	
ORANGE			\$ 11.53	\$ 12.23		\$ 12.53	
HIGHLAND AVENUE			\$ 11.55	\$ 12.25		\$ 12.55	
MOUNTAIN STATION			\$ 11.57	\$ 12.27		\$ 12.57	
SOUTH ORANGE			\$ 11.59	\$ 12.29		\$ 12.59	
MAPLEWOOD			\$ 12.01	\$ 12.31		\$ 1.01	
MILLBURN			\$ 12.04	\$ 12.34		\$ 1.04	
SHORT HILLS			\$ 12.06	\$ 12.36		\$ 1.06	
SUMMIT			\$ 12.10	\$ 12.40		\$ 1.10	
Single Track	NEW PROVIDENCE						
	MURRAY HILL						
	BERKELEY HEIGHTS						
	GILLETTE						
	STIRLING						
	MILLINGTON						
	LYONS						
	BASKING RIDGE						
	BERNARDSVILLE						
	MINE BROOK						
FAR HILLS							
PEAPACK							
GLADSTONE							
CHATHAM			\$ 12.16	\$ 12.46		\$ 1.16	
MADISON			\$ 12.19	\$ 12.49		\$ 1.19	
CONVENT			\$ 12.23	\$ 12.53		\$ 1.23	
MORRISTOWN			\$ 12.27	\$ 12.57		\$ 1.27	
MORRIS PLAINS				\$ 1.01			
MOUNT TABOR				\$ 1.08			
DENVILLE		\$ 12.13		\$ 1.08			
DOVER		\$ 12.19		\$ 1.14			
CHESTER JUNCTION		12.25					
LAKE HOPATCONG		\$ 12.30					
PORT MORRIS JCT		12.31					
Single Track	SUSSEX BRANCH JCT.		12.35				
	NETCONG						
	HACKETTSTOWN						
	WASHINGTON						
GRENDELL							
BLAIRSTOWN							
SLATEFORD JCT.							
STROUDSBURG							
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	127	1059	511	611	131	513	

NEW YORK DIVISION

		WASHINGTON. <small>Morristown Line, Montclair and Gladstone Branches, and Washington Line.</small>							
		WESTWARD.					First Class.		
STATIONS	613	413	1061	135	517	1013	615	143	521
	Dover	Glad-stone	Branch-ville	Mont-clair	Morris-town	Dover	Dover	Mont-clair	Morris-town
	Daily	Daily	Sat. Only Ex. Hol.	Ex. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.
	P. M. 1.00	P. M.	P. M. 1.15	P. M. 1.15	P. M. 1.30	P. M. 2.00	P. M. 2.00	P. M. 2.15	P. M. 2.30
A	1.11								
	\$ 1.13			\$ 1.28	\$ 1.43		\$ 2.13	\$ 2.28	\$ 2.43
	\$ 1.16			\$ 1.31	\$ 1.46		\$ 2.16	\$ 2.31	\$ 2.46
				\$ 1.33				\$ 2.33	
				\$ 1.35				\$ 2.35	
				\$ 1.37				\$ 2.37	
				\$ 1.39				\$ 2.39	
				\$ 1.42				\$ 2.42	
	\$ 1.17				\$ 1.47		\$ 2.17		\$ 2.47
	\$ 1.19				\$ 1.49		\$ 2.19		\$ 2.49
	\$ 1.21				\$ 1.51		\$ 2.21		\$ 2.51
	\$ 1.23				\$ 1.53		\$ 2.23		\$ 2.53
	\$ 1.25				\$ 1.55		\$ 2.25		\$ 2.55
	\$ 1.27				\$ 1.57		\$ 2.27		\$ 2.57
	\$ 1.29				\$ 1.59		\$ 2.29		\$ 2.59
	\$ 1.31				\$ 2.01		\$ 2.31		\$ 3.01
	\$ 1.34				\$ 2.04		\$ 2.34		\$ 3.04
	\$ 1.36				\$ 2.06		\$ 2.36		\$ 3.06
	\$ 1.40	1.43			\$ 2.10		\$ 2.40		\$ 3.10
		\$ 1.46							
		\$ 1.49							
		\$ 1.54							
		\$ 1.57							
		\$ 2.00							
		\$ 2.03							
		\$ 2.06							
		\$ 2.10							
		\$ 2.13							
		\$ 2.20							
		\$ 2.24							
		\$ 2.27							
	\$ 1.46				\$ 2.16		\$ 2.46		\$ 3.16
	\$ 1.49				\$ 2.19		\$ 2.49		\$ 3.19
	\$ 1.53				\$ 2.23		\$ 2.53		\$ 3.23
	\$ 1.57				\$ 2.27		\$ 2.57		\$ 3.27
	\$ 2.01						\$ 3.01		
	\$ 2.08		\$ 2.19			\$ 3.02	\$ 3.08		
	\$ 2.14		\$ 2.25			\$ 3.08	\$ 3.14		
			2.31						
			\$ 2.37						
			2.38						
			2.42						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	613	413	1061	135	517	1013	615	143	521

NEW YORK DIVISION

STATIONS	HOBOKEN TO					
	WESTWARD.			First Class.		
	473	1015	635	151	427	217
	Gladstone	Newton	Dover	Montclair	Gladstone	South Orange
Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
L	P. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN						
WEST END		4.30	4.35	4.37	4.42	4.45
HARRISON			\$ 4.46	\$ 4.48	\$ 4.53	\$ 4.56
NEWARK			\$ 4.48	\$ 4.50	\$ 4.58	\$ 4.59
ROSEVILLE AVENUE			4.50	4.52	5.00	5.01
AMPERE				\$ 4.54		
WATSESSING AVE				\$ 4.56		
BLOOMFIELD				\$ 4.58		
GLEN RIDGE				\$ 5.00		
MONTCLAIR				\$ 5.08		
GROVE STREET					\$ 5.04	
EAST ORANGE					\$ 5.06	
BRICK CHURCH					\$ 5.08	
ORANGE			4.53		\$ 5.10	
HIGHLAND AVENUE					\$ 5.12	
MOUNTAIN STATION					\$ 5.14	
SOUTH ORANGE			4.56		5.05	5.16
MAPLEWOOD					\$ 5.07	
MILLBURN			4.59		\$ 5.10	
SHORT HILLS					\$ 5.13	
SUMMIT		5.15	\$ 5.04		\$ 5.18	
NEW PROVIDENCE	\$ 5.18				\$ 5.21	
MURRAY HILL	\$ 5.21				\$ 5.25	
BERKELEY HEIGHTS	\$ 5.25				\$ 5.29	
GILLETTE	\$ 5.28				\$ 5.32	
STIRLING	\$ 5.30				\$ 5.34	
MILLINGTON	\$ 5.33				\$ 5.37	
LYONS	\$ 5.36				\$ 5.40	
BASKING RIDGE	\$ 5.39				\$ 5.44	
BERNARDSVILLE	\$ 5.42				\$ 5.47	
MINE BROOK	f 5.46				f 5.51	
FAR HILLS	\$ 5.49				\$ 5.54	
PEAPACK	\$ 5.53				\$ 5.58	
GLADSTONE	\$ 5.55				\$ 6.01	
CHATHAM			\$ 5.10			
MADISON			\$ 5.18			
CONVENT			\$ 5.17			
MORRISTOWN	See Special Instruction 1926		\$ 5.21		See Special Instruction 1926	
MORRIS PLAINS			\$ 5.25			
MOUNT TABOR			\$ 5.31			
DENVILLE		\$ 5.35	\$ 5.33			
DOVER		\$ 5.42	\$ 5.40			
CHESTER JUNCTION		5.46				
LAKE HOPATCONG		\$ 5.54				
PORT MORRIS JCT		5.56				
SUSSEX BRANCH JCT.		5.59				
NETCONG						
HACKETTSTOWN						
WASHINGTON						
GREENDELL			See Notes Page 168 (A-3)		See Notes Page 168 (A-3)	
BLAIRSTOWN			(B-1)		(B-1)	
SLATEFORD JCT.			(C-1)		(C-1)	
STROUDSBURG						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	473	1015	635	151	427	217

NEW YORK DIVISION

WASHINGTON.		Morristown Line, Montclair and Gladstone Branches, and Washington Line.							
WESTWARD.				First Class.					
43	523	1067	219	153	665	1017	637	527	
Scranton	Morris-town	Wash-ington	South Orange	Mont-clair	Dover	Dover	Dover	Morris-town	
Ex. Sun.	Ex. Sat. Sun. & Hol.	Sat. Only Ex. Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol. Only	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
4.50	4.55	5.00	5.00	5.01	5.02	5.07	5.07	5.15	
\$ 5.05	\$ 5.08		\$ 5.12	\$ 5.13	\$ 5.15		\$ 5.20	\$ 5.28	
5.07	5.10		5.14	5.19	5.18		5.22	5.30	
				\$ 5.21					
				\$ 5.23					
				\$ 5.25					
				\$ 5.27					
				\$ 5.30					
			\$ 5.16		\$ 5.19				
			\$ 5.18		\$ 5.21				
\$ 5.12			\$ 5.20		\$ 5.23			\$ 5.34	
5.13	5.13		\$ 5.22		\$ 5.25		5.25	5.35	
			\$ 5.24		\$ 5.27				
			\$ 5.26		\$ 5.29				
5.16	\$ 5.18		\$ 5.28		\$ 5.31		5.28	5.38	
	\$ 5.21								
	\$ 5.24								
5.19	\$ 5.24				\$ 5.33		\$ 5.31	\$ 5.41	
	\$ 5.27				\$ 5.36		\$ 5.34	5.41	
\$ 5.25	\$ 5.32				\$ 5.38		\$ 5.37	\$ 5.48	
					\$ 5.42		5.41	5.48	
	\$ 5.38				\$ 5.48		\$ 5.47	\$ 5.54	
	\$ 5.42				\$ 5.51		\$ 5.51	\$ 5.58	
	\$ 5.46	See Special Instruction 1926			\$ 5.55		\$ 5.55	\$ 6.02	
5.35	\$ 5.50				\$ 5.59		\$ 5.59	\$ 6.06	
					\$ 6.03		\$ 6.03		
					\$ 6.09		\$ 6.09		
			\$ 6.04		\$ 6.10		\$ 6.10	\$ 6.11	
5.44			\$ 6.10		\$ 6.16	\$ 6.15	\$ 6.15	\$ 6.18	
\$ 5.52									
			6.15						
			\$ 6.21						
			6.22						
			6.25						
See Notes Page 168 (A-3)			\$ 6.27						
(B-1)			\$ 6.44						
(C-1)			\$ 7.04						
6.14	See Notes Page 168 (A-3)						See Notes Page 168 (A-3)	See Notes Page 168 (A-3)	
\$ 6.22	(B-1)						(B-1)	(B-1)	
6.32	(C-1)						(C-1)	(C-1)	
\$ 6.45									
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
43	523	1067	219	153	665	1017	637	527	

NEW YORK DIVISION

STATIONS	HOBOKEN TO					
	WESTWARD.			First Class.		
	313	435	643	667	467	165
	Millburn	Gladstone	Dover	Dover	Gladstone	Montclair
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Sat. Sun. & Hol.	Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN L	5.45	5.53	5.55	6.00		6.01
WEST END						
HARRISON						
NEWARK	\$ 5.58	\$ 6.05	\$ 6.07	\$ 6.13		6.13
ROSEVILLE AVENUE	6.00	6.07	6.09	\$ 6.16		6.15
AMPERE						\$ 6.17
WATSESSING AVE.						\$ 6.19
BLOOMFIELD						\$ 6.21
GLEN RIDGE						\$ 6.23
MONTCLAIR						\$ 6.26
GROVE STREET	\$ 6.02			\$ 6.17		
EAST ORANGE	\$ 6.04			\$ 6.19		
BRICK CHURCH	\$ 6.06			\$ 6.21		
ORANGE	\$ 6.08	6.10	6.12	\$ 6.23		
HIGHLAND AVENUE	\$ 6.10			\$ 6.25		
MOUNTAIN STATION	\$ 6.12			\$ 6.27		
SOUTH ORANGE	\$ 6.14	6.13	6.15	\$ 6.29		
MAPLEWOOD	\$ 6.17			\$ 6.31		
MILLBURN	\$ 6.20	6.16	6.18	\$ 6.34		
SHORT HILLS			\$ 6.21	\$ 6.36		
SUMMIT		6.21	\$ 6.26	\$ 6.40	6.43	
NEW PROVIDENCE		\$ 6.24		\$ 6.46		
MURRAY HILL		\$ 6.28		\$ 6.49		
BERKELEY HEIGHTS		\$ 6.32		\$ 6.53		
GILLETTE		\$ 6.35		\$ 6.56		
STIRLING		\$ 6.38		\$ 6.58		
MILLINGTON	\$ 6.41			\$ 7.01		
LYONS	\$ 6.44			\$ 7.04		
BASKING RIDGE	\$ 6.48			\$ 7.07		
BERNARDSVILLE	\$ 6.51			\$ 7.10		
MINE BROOK	\$ 6.54			\$ 7.14		
FAR HILLS	\$ 6.58			\$ 7.17		
PEAPACK	\$ 7.02			\$ 7.21		
GLADSTONE	\$ 7.05			\$ 7.23		
CHATHAM			\$ 6.32	\$ 6.46		
MADISON			\$ 6.36	\$ 6.49		
CONVENT		See Special Instruction 1928	\$ 6.40	\$ 6.53	See Special Instruction 1928	
MORRISTOWN			\$ 6.44	\$ 6.57		
MORRIS PLAINS			\$ 6.48	\$ 7.01		
MOUNT TABOR			\$ 6.54	\$ 7.07		
DENVILLE			\$ 6.56	\$ 7.09		
DOVER			\$ 7.02	\$ 7.15		
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT.						
SUSSEX BRANCH JCT.						
NETCONG						
HACKETTSTOWN						
WASHINGTON						
GREENDELL		See Notes Page 168	See Note Page 168		See notes Page 168	
BLAIRSTOWN		(A-3)	(A-3)		(A-1)	
SLATEFORD JCT.		(B-1)	(B-1)			
STROUDSBURG		(C-1)	(C-1)			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	313	435	643	667	467	165

NEW YORK DIVISION

STATIONS	WASHINGTON. Morristown Line, Montclair and Gladstone Branches, and Washington Line.								
	WESTWARD.						First Class.		
	1027	315	239	645	437	169	241	1031	171
	Dover	Summit	South Orange	Dover	Gladstone	Montclair	Millburn	Netcong	Montclair
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	6.03	6.05	6.15	6.17	6.22	6.25	6.30	6.45	6.45
WEST END									
HARRISON									
NEWARK	\$ 6.17	\$ 6.19	6.28	\$ 6.30	\$ 6.35	\$ 6.37	\$ 6.43	\$ 6.41	\$ 6.57
ROSEVILLE AVENUE	\$ 6.22	\$ 6.30	6.32	6.37	6.38	6.38	6.46	6.46	\$ 6.59
AMPERE									\$ 7.02
WATSESSING AVE.						\$ 6.40			\$ 7.04
BLOOMFIELD						\$ 6.42			\$ 7.06
GLEN RIDGE						\$ 6.44			\$ 7.08
MONTCLAIR						\$ 6.46			\$ 7.10
						\$ 6.49			\$ 7.13
GROVE STREET	\$ 6.24	\$ 6.31					\$ 6.48		
EAST ORANGE	\$ 6.26	\$ 6.33					\$ 6.50		
BRICK CHURCH	\$ 6.28	\$ 6.35					\$ 6.52		
ORANGE	\$ 6.30	\$ 6.37	6.35	6.39			\$ 6.54		
HIGHLAND AVENUE	\$ 6.32	\$ 6.39					\$ 6.56		
MOUNTAIN STATION	\$ 6.34	\$ 6.41					\$ 6.58		
SOUTH ORANGE	\$ 6.36	\$ 6.43	6.38	6.41			\$ 7.00		
MAPLEWOOD	\$ 6.39			\$ 6.45			\$ 7.03		
MILLBURN	\$ 6.42		6.40	\$ 6.48			\$ 7.06		
SHORT HILLS	\$ 6.45			\$ 6.51					
SUMMIT	\$ 6.49		6.45	\$ 6.56					
NEW PROVIDENCE				\$ 6.59					
MURRAY HILL				\$ 7.03					
BERKELEY HEIGHTS				\$ 7.07					
GILLETTE				\$ 7.10					
STIRLING				\$ 7.13					
MILLINGTON				\$ 7.16					
LYONS				\$ 7.19					
BASKING RIDGE				\$ 7.22					
BERNARDSVILLE				\$ 7.25					
MINE BROOK				\$ 7.29					
FAR HILLS				\$ 7.32					
PEAPACK				\$ 7.36					
GLADSTONE				\$ 7.38					
CHATHAM				\$ 6.50					
MADISON				\$ 6.53					
CONVENT				\$ 6.57	See Special Instruction 1928			See Special Instruction 1928	
MORRISTOWN				\$ 7.00					
MORRIS PLAINS				\$ 7.04					
MOUNT TABOR				\$ 7.09					
DENVILLE	\$ 7.04			\$ 7.11				\$ 7.54	
DOVER	\$ 7.11			\$ 7.17				\$ 8.00	
CHESTER JUNCTION									8.08
LAKE HOPATCONG									\$ 8.11
PORT MORRIS JCT.									8.12
SUSSEX BRANCH JCT.									
NETCONG									
HACKETTSTOWN									
WASHINGTON									8.15
GREENDELL		See notes Page 168	See Notes Page 168	See Note Page 168	See Note Page 168	See Note Page 168			
BLAIRSTOWN		(A-3)	(A-3)	(A-3)	(A-3)	(A-3)			
SLATEFORD JCT.		(B-1)	(B-1)	(B-1)	(B-1)	(B-1)			
STROUDSBURG		(C-1)	(C-1)	(C-1)	(C-1)	(C-1)			
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1027	315	239	645	437	169	241	1031	171

NEW YORK DIVISION

STATIONS		HOBOKEN TO					
		WESTWARD.			First Class.		
		533	181	623	469	535	439
		Morris- town	Mont- clair	Dover	Glad- stone	Morris- town	Glad- stone
Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily	Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.		
L		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN		9.05	9.15	9.30		10.05	
WEST END							
HARRISON							
NEWARK		\$ 9.18	\$ 9.28	\$ 9.43		\$ 10.18	
ROSEVILLE AVENUE		9.20	\$ 9.31	A 9.45		\$ 10.19	
AMPERE			\$ 9.33				
WATSESSING AVE.			\$ 9.35				
BLOOMFIELD			\$ 9.37				
GLEN RIDGE			\$ 9.39				
MONTCLAIR			\$ 9.42				
GROVE STREET		\$ 9.21		A 9.46		\$ 10.22	
EAST ORANGE		\$ 9.23		\$ 9.48		\$ 10.24	
BRICK CHURCH		\$ 9.25		\$ 9.50		\$ 10.26	
ORANGE		\$ 9.27		\$ 9.52		\$ 10.28	
HIGHLAND AVENUE		\$ 9.29		\$ 9.54		\$ 10.30	
MOUNTAIN STATION		\$ 9.31		\$ 9.56		\$ 10.32	
SOUTH ORANGE		\$ 9.33		\$ 9.58		\$ 10.34	
MAPLEWOOD		\$ 9.35		\$ 10.00		\$ 10.36	
MILLBURN		\$ 9.38		\$ 10.03		\$ 10.39	
SHORT HILLS		\$ 9.40		\$ 10.05		\$ 10.41	
SUMMIT		\$ 9.44		\$ 10.09	10.13	\$ 10.46	10.48
Single Track	NEW PROVIDENCE				\$ 10.16		\$ 10.51
	MURRAY HILL				\$ 10.19		\$ 10.54
	BERKELEY HEIGHTS				\$ 10.23		\$ 10.58
	GILLETTE				\$ 10.26		\$ 11.01
	STIRLING				\$ 10.28		\$ 11.04
	MILLINGTON				\$ 10.31		\$ 11.07
	LYONS				\$ 10.34		\$ 11.10
	BASKING RIDGE				\$ 10.37		\$ 11.13
	BERNARDSVILLE				\$ 10.40		\$ 11.16
	MINE BROOK						
FAR HILLS				\$ 10.47		\$ 11.22	
PEAPACK				\$ 10.51		\$ 11.26	
GLADSTONE				\$ 10.53		\$ 11.28	
CHATHAM	\$ 9.50		\$ 10.15		\$ 10.52		
MADISON	\$ 9.53		\$ 10.18		\$ 10.55		
CONVENT	\$ 9.57		\$ 10.22		\$ 10.59		
MORRISTOWN	\$ 10.01		\$ 10.26		\$ 11.02		
MORRIS PLAINS			\$ 10.30				
MOUNT TABOR			\$ 10.36				
DENVILLE			\$ 10.38				
DOVER			\$ 10.44				
CHESTER JUNCTION							
LAKE HOPATCONG							
PORT MORRIS JCT							
SUSSEX BRANCH JCT.							
NETCONG							
HACKETTSTOWN							
WASHINGTON							
GREENDELL							
BLAIRSTOWN							
SLATEFORD JCT.							
STROUDSBURG							
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	533	181	623	469	535	439	

NEW YORK DIVISION

STATIONS		WASHINGTON.					
		WESTWARD.			First Class.		
		185	625	537	189	627	
		Mont- clair	Dover	Morris- town	Mont- clair	Dover	
Ex. Sat. Sun. & Hol.	Daily	Ex. Sat. Sun. & Hol.	Ex. Sat. Sun. & Hol.	Daily			
	P. M.	P. M.	P. M.	P. M.	P. M.		
WASHINGTON		10.15	10.30	11.00	11.15		11.30
MORRISTOWN							
MONTCLAIR							
DOVER							
HARRISON							
NEWARK		\$ 10.26	\$ 10.43	\$ 11.13	\$ 11.28		\$ 11.43
ROSEVILLE AVENUE		\$ 10.28	\$ 10.45	\$ 11.16	\$ 11.30		\$ 11.45
AMPERE		\$ 10.31					
WATSESSING AVE.		\$ 10.33			\$ 11.32		
BLOOMFIELD		\$ 10.35			\$ 11.34		
GLEN RIDGE		\$ 10.37			\$ 11.36		
MONTCLAIR		\$ 10.39			\$ 11.38		
GROVE STREET		\$ 10.42			\$ 11.41		
EAST ORANGE				\$ 11.17			
BRICK CHURCH			\$ 10.47	\$ 11.19			\$ 11.47
ORANGE			\$ 10.49	\$ 11.21			\$ 11.49
HIGHLAND AVENUE			\$ 10.51	\$ 11.23			\$ 11.51
MOUNTAIN STATION			\$ 10.53	\$ 11.25			\$ 11.53
SOUTH ORANGE			\$ 10.55	\$ 11.27			\$ 11.55
MAPLEWOOD			\$ 10.57	\$ 11.29			\$ 11.57
MILLBURN			\$ 10.59	\$ 11.31			\$ 11.59
SHORT HILLS			\$ 11.02	\$ 11.34			\$ 12.02
SUMMIT			\$ 11.04	\$ 11.36			\$ 12.04
NEW PROVIDENCE			\$ 11.08	\$ 11.40			\$ 12.08
MURRAY HILL							
BERKELEY HEIGHTS							
GILLETTE							
STIRLING							
MILLINGTON							
LYONS							
BASKING RIDGE							
BERNARDSVILLE							
MINE BROOK							
FAR HILLS							
PEAPACK							
GLADSTONE							
CHATHAM			\$ 11.14	\$ 11.46			\$ 12.14
MADISON			\$ 11.17	\$ 11.49			\$ 12.17
CONVENT			\$ 11.21	\$ 11.53			\$ 12.21
MORRISTOWN			\$ 11.25	\$ 11.56			\$ 12.25
MORRIS PLAINS			\$ 11.29				\$ 12.29
MOUNT TABOR			\$ 11.35				\$ 12.35
DENVILLE			\$ 11.37				\$ 12.37
DOVER			\$ 11.43				\$ 12.43
CHESTER JUNCTION							
LAKE HOPATCONG							
PORT MORRIS JCT							
SUSSEX BRANCH JCT.							
NETCONG							
HACKETTSTOWN							
WASHINGTON							
GREENDELL							
BLAIRSTOWN							
SLATEFORD JCT.							
STROUDSBURG							
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
	185	625	537	189		627	

NEW YORK DIVISION

NOTES

- No. 10 Will stop at Dover to discharge passengers and pick up passengers for Newark and Hoboken.
- No. 40 Will stop at Summit to discharge revenue passengers only.
- No. X111—Will not operate weekdays following holidays.

In multiple track territory between Newark and Millburn, normal operation for Eastbound trains is track 2 and for all Westbound trains track 3. It is necessary however for certain trains to operate track 1 for all or a portion of that territory. For these trains the tracks to be used are indicated in brackets and track number will be prefixed by the proper letter as follows:

- A — Between Newark and Roseville Ave.
- B — Between Roseville Ave. and So. Orange.
- C — Between So. Orange and Millburn.

Scranton Division

NEW YORK DIVISION—SCRANTON DIVISION

HOBOKEN TO STATE LINE		First Class		WESTWARD				
Miles from Hoboken	Distance between Stations	STATIONS		17	15	1	43	5
				Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday	Daily
		EASTERN STANDARD TIME		A. M.	A. M.	A. M.	P. M.	P. M.
7.79	7.79	HOBOKEN	LV	12.05	12.15	10.00	4.50	7.30
10.60	2.81	NEWARK				\$10.15	\$ 5.05	\$ 7.45
20.11	9.51	BRICK CHURCH				\$10.23	\$ 5.12	\$ 7.53
40.78	20.67	SUMMIT		12.47	12.47	\$10.38	\$ 5.25	\$ 8.07
		DOVER		1.00	1.11	\$11.05	\$ 5.52	\$ 8.35
48.40	7.62	PORT MORRIS JCT.		1.10	1.20	11.16	6.03	8.46
60.27	11.87	GREENDELL		1.21	1.31	11.27	6.14	8.57
67.45	7.18	BLAIRSTOWN		1.28	1.38	\$11.36	\$ 6.22	\$ 9.05
76.93	9.48	SLATEFORD JCT.		1.37	1.47	11.46	6.32	9.14
78.80	5.42	BELLS BRIDGE		1.41	1.51	11.50	6.36	9.18
84.22	7.29	STROUDSBURG	N	\$ 2.05	\$ 2.25	\$12.03	\$ 6.45	\$ 9.33
97.27	13.05	CRESCO	D	2.23		\$12.24	\$ 7.03	\$ 9.53
102.96	5.89	MOUNT POCONO						
105.25	2.29	POCONO SUMMIT		2.37	2.56	\$12.40	\$ 7.17	\$10.06
110.33	5.08	TOBYHANNA	D	2.43	3.02	12.46	\$ 7.25	10.12
115.59	5.26	GOULDSBORO						
117.36	1.77	LEHIGH		2.49	3.08	12.52	7.32	10.17
123.24	5.88	MOSCOW	D	2.55	3.14	12.58	7.38	10.23
130.41	7.17	NAY AUG		3.04	3.23	1.07	7.47	10.32
135.83	5.42	SCRANTON	N	\$ 3.45	\$ 4.00	\$ 1.35	8.00	\$11.10
143.21	7.38	CLARKS SUMMIT						
150.95	7.74	FACTORYVILLE		4.06	4.20	1.57		11.31
154.78	3.83	NICHOLSON	D					
174.32	19.54	NEW MILFORD	D		4.40	2.18		11.51
180.24	5.92	HALLSTEAD	D					
182.86	2.62	STATE LINE						
191.65	8.79	E. BINGHAMTON	N	4.50	5.05	2.35		12.07
193.38	1.73	BD TOWER	N	4.53	5.08	2.38		12.10
194.88	1.00	BINGHAMTON	AR	4.55	5.10	2.40		12.12
				A. M.	A. M.	P. M.	P. M.	A. M.

SCRANTON DIVISION—NEW YORK DIVISION

STATE LINE TO HOBOKEN		First Class		EASTWARD				
Miles to Hoboken	Distance between Stations	STATIONS		6	40	2	42	10
				Daily	Daily Except Sunday	Daily	Sun & Hol. Only	Daily Except Sunday
		EASTERN STANDARD TIME		A. M.	A. M.	P. M.	P. M.	P. M.
194.88	0.0	BINGHAMTON	LV	4.23		1.55		10.55
193.38	1.0	BD TOWER	N	4.25		1.57		10.57
191.65	1.73	E. BINGHAMTON	N	4.28		2.00		11.00
182.86	8.79	STATE LINE						
180.24	2.62	HALLSTEAD	D					
174.32	5.92	NEW MILFORD	D	4.43		2.15		11.15
154.78	19.54	NICHOLSON	D					
150.45	3.63	FACTORYVILLE		5.03		2.35		11.35
143.21	7.74	CLARKS SUMMIT						
135.43	7.38	SCRANTON	N	\$ 5.37	\$ 7.35	\$ 3.10	7.05	\$12.20
130.41	6.42	NAY AUG						
123.24	7.17	MOSCOW	D		\$ 7.54			
117.36	5.88	LEHIGH						
115.59	1.77	GOULDSBORO			\$ 8.03		\$ 7.34	
110.33	5.26	TOBYHANNA	D	6.11	\$ 8.11	3.44	\$ 7.42	12.54
105.25	5.08	POCONO SUMMIT		6.16	\$ 8.18	\$ 3.51	\$ 7.49	
102.96	2.29	MOUNT POCONO						
97.27	5.69	CRESCO	D	\$ 6.29	\$ 8.31	\$ 4.04	\$ 8.02	
84.22	13.05	STROUDSBURG	N	\$ 6.50	\$ 8.50	\$ 4.26	\$ 8.25	\$ 1.48
78.80	5.42	BELLS BRIDGE		6.55	8.55	4.31	8.30	1.54
76.93	1.87	SLATEFORD JCT.		7.00	9.01	4.36	8.36	1.59
67.45	9.48	BLAIRSTOWN		\$ 7.10	\$ 9.11	\$ 4.46	\$ 8.47	2.09
60.27	7.18	GREENDELL		7.17	9.19	4.54	8.58	2.16
48.40	11.87	PORT MORRIS JCT.		7.30	9.31	5.04	9.10	2.28
40.78	7.62	DOVER		\$ 7.42	\$ 9.40	\$ 5.15	\$ 9.20	\$ 2.38
20.11	20.67	SUMMIT		\$ 8.09	\$10.03	\$ 5.40	\$ 9.45	3.02
10.60	9.51	BRICK CHURCH		\$ 8.23	\$10.15	\$ 5.54	\$ 9.57	
7.79	2.81	NEWARK		\$ 8.32	\$10.20	\$ 6.06	\$10.05	\$ 3.21
0.0	7.79	HOBOKEN	AR	8.45	10.35	6.20	10.20	3.35
				A. M.	A. M.	P. M.	P. M.	A. M.

SCRANTON DIVISION

SOUTHWARD		UTICA BRANCH Second Class		NORTHWARD	
	1812	STATIONS	Distance from Hoboken		
	Daily				
	P. M.				
	9.58	CHENANGO FORKS	202.78		
	9.25	OXFORD..... D	224.78		
	9.10	NORWICH..... D	232.93		
	8.40	SHERBURNE..... D	244.05		
	8.07	WATERVILLE	265.38		
	7.59	PARIS	269.63		
	7.50	RICHFIELD JCT.	273.32		
	7.25	CANAL BRANCH	284.35		
	7.15	UTICA..... D	286.86		
	P. M.				

EASTWARD		BANGOR & PORTLAND BRANCH Second Class		WESTWARD	
		STATIONS	Distance from Hoboken		
		SLATEFORD JCT	84.76		
		PORTLAND..... D	82.57		
		BANGOR..... D	89.64		
		SHOPS.....	89.84		
		MARTINS CREEK JCT.	92.38		
		MARTINS CREEK, PA.	96.08		
		MARTINS CREEK, N.J.	96.98		
		PEN ARGYL JCT.	96.74		
		PEN ARGYL..... D	97.24		
		WIND GAP.....	99.24		
		BELFAST JCT.	103.58		
		HERCULES JCT.	103.80		
		NAZARETH..... D	106.74		
		BATH JCT.	110.49		

EASTWARD		WYOMING BRANCH Second Class		WESTWARD	
		STATIONS	Distance from Hoboken		
		GRAVITY	139.0		
		LAKE ARIEL..... D	141.5		
		ROCK JCT.	157.6		
		HAINES JCT.	158.1		
		WEST JCT.	159.8		
		LITTLE VIRGINIA	164.4		
		SUSCON			
		HILLSIDE JCT.			
		AVOCA	167.9		

SCRANTON DIVISION

EASTWARD		BLOOMSBURG BRANCH Second Class		WESTWARD		
	1734	1738	STATIONS	Distance from Hoboken	1733	1737
	Ex. Sat. & Hol.	Daily			Ex. Sat. & Hol.	Daily
	P. M.	A. M.			A. M.	P. M.
		1.15	SCRANTON..... N	133.17		5.30
		1.01	TAYLOR.....	136.75		6.00
		12.45	OLD FORGE..... D	140.07		6.15
		12.35	PITTSON.....	142.74		6.25
			WEST PITTSON..... D	144.06		6.30
		12.30				
		8.15	KINGSTON.....	150.75	7.45	6.45
		3.10	PLYMOUTH JCT.	152.82	7.50	6.50
		3.01	HANOVER YARD	155.42	8.01	6.55
		2.15	BERWICK.....	177.48	9.15	7.40
			BLOOMSBURG..... D	190.03	9.30	8.15
		1.40	RUPERT.....	191.75	10.01	8.30
		1.30	DANVILLE..... D	201.77	10.30	8.45
		1.01	NORTHUMBERLAND	213.52		9.15
		9.45				
	P. M.	P. M.			A. M.	P. M.

SOUTHWARD		SYRACUSE BRANCH Second Class		NORTHWARD		
	1924	1926	1950	STATIONS	Distance from Hoboken	
	Sun. & Hol.	Sat. Only	Sat. & Hol.			
	P. M.	A. M.	A. M.			
		9.50	12.50	6.45	BD BINGHAMTON..... N	190.72
		9.35	12.35	6.30	PORT DICKINSON.....	193.10
					CHENANGO BRIDGE.....	196.90
					CHENANGO FORKS.....	202.78
					WHITNEY POINT.....	212.11
					MARATHON.....	220.95
					CORTLAND JCT.....	234.18
		9.05	12.02	5.53	CORTLAND..... D	234.72
		8.58	11.55	5.45	HOMER.....	237.89
		8.40	11.35	5.25	APULIA.....	251.69
					ONATIVIA.....	256.83
		8.04	10.59	4.45	JAMESVILLE..... D	264.50
		7.55	10.01	3.45	BRIGHTON AVE.....	268.83
		7.45	9.50	3.35	SYRACUSE..... D	271.16
					BALDWINVILLE..... D	283.19
					FULTON..... D	295.04
					OSWEGO.....	306.14
	P. M.	P. M.	A. M.			

EASTWARD		RICHFIELD SPRINGS BRANCH Second Class		WESTWARD	
		STATIONS	Distance from Hoboken		
		RICHFIELD JCT.	273.32		
		BRIDGEWATER.....	278.07		
		WEST WINFIELD.....	280.92		
		CEDARVILLE.....	284.97		
		SOUTH COLUMBIA.....	291.37		
		RICHFIELD SPRINGS	295.08		

ERIE LACKAWANNA RAILROAD COMPANY
WESTBOUND FREIGHT TRAIN SERVICE

Effective October 31, 1965

TIME SHOWN FOR INFORMATION — NO TIMETABLE AUTHORITY IS CONFERRED

EASTERN STANDARD TIME		NY-77	MB-77	SB-3	NE-3	NE-5		RDG-91	HS-9	HB-3	NY-99	SC-99	CX-99	MB-99	PB-1		
Croxtton	L	2:30A			5:00A				8:30P	9:30P*	10:00P		1:15A				
Maybrook	L		10:30A			10:30A								1:05A			
Port Jervis	A	5:30A	12:05P		7:30A	12:05P				12:15A	12:45A		3:55A	2:15A			
Port Jervis	L	6:00A	3:00P		8:45A	4:15P				12:30A	12:55A		4:05A	4:45A			
Susquehanna	A	9:30A	7:00P		11:45A	7:30P				3:15A	3:40A		6:50A	7:30A			
Susquehanna	L	9:35A	7:05P		11:55A	7:35P				3:25A	3:45A		7:00A	7:40A			
Port Morris	A								11:30P								
Port Morris	L								12:01A								
Scranton	A								6:30A								
Scranton	L			11:30A								12:01A					
Binghamton	A	10:00A		2:00P		8:15P				3:55A		1:30A					
Binghamton	L	11:15A		3:00P	12:30P	8:45P				4:15A	4:25A	3:30A			7:30A		
Newberry Jct.	L				1:15P			7:00P									
Corning	A							11:30P									
Hornell	A	2:50P	11:30P	5:30P	4:15P	12:30A				6:45A	7:15A	6:30A	10:20A	11:00A	9:55A		
																	RM-79
Hornell	L			6:00P	4:30P	1:00A				7:00A							
Rochester	L																6:00P
Buffalo	A			9:00P	7:15P	4:30A				9:30A							10:00P
																	BM-9
		NY-77	MB-77	177	187	95	BM-7		291		NY-99	SC-99	CX-99	MB-99	PB-1		BM-9
Hornell	L	3:05P	11:45P								7:25A	6:45A	10:35A	11:15A	10:15A		
Buffalo	L						10:30P										7:00A
Salamanca	A	5:45P	2:15A								9:40A	9:00A	12:50P	1:30P	12:05P		
Salamanca	L	6:00P	2:25A								9:50A	9:10A	1:00P	1:40P	12:15P		
Jamestown	L	7:00P						1:45A									
Meadville	A	10:00P	6:15A					5:30A			12:15P	11:35A	3:25P	4:05P	2:30P		1:30P
Meadville	L	11:00P	8:30A	9:00P	6:00P	10:00P					12:50P	1:15P	3:55P	4:45P	3:35P		
Sharon	L				9:00P												
Youngstown	L				10:00P			4:00A									
Cleveland	A			5:00A													
Kent	A	2:30A	11:50A		2:00A	3:00A			10:00A		3:10P	3:35P	6:15P	7:05P	5:55P		
Kent	L	2:35A	12:01P		4:30A	3:15A			12:30P		3:15P	3:40P	6:25P	7:15P	6:05P		
Akron	A																
Creston	A				7:00A												
Marion	A	7:15A	3:45P		9:15A	11:15A			9:30P		6:20P	6:45P	9:30P	10:20P	9:05P		
		CENTRAL STANDARD TIME	NY-77	MB-77	DN-91						NY-99	SC-99	CX-99	MB-99	PB-1		
Marion	L	11:30A	3:30P	6:00P							5:50P	6:15P	8:50P	10:05P	8:35P		
Dayton	A			10:15P													
Lima	L	12:45P	4:45P								7:15P	7:40P	10:10P	11:25P	9:55P		
Huntington	A	4:00P	7:30P								8:50P	9:15P	11:50P	1:05A	12:01A		
Huntington	L	4:30P	7:45P								9:00P	9:30P	12:05A	1:20A	12:25A		
Hammond	A	8:30P	11:05P								11:35P	12:10A	2:45A	4:00A	2:55A		
Chicago	A	10:45P	12:15A								12:30A	1:15A	3:45A	5:00A	3:45A		
		EASTERN STANDARD TIME			SB-24	SB-50					UB-22						
Utica	L										7:00P						
Syracuse	L			7:00P		2:00A											
Binghamton	A			10:45P		5:30A					11:45P						

NY-99 Does Not Run From Croxtton on Sunday
 CX-99 Does Not Run From Croxtton on Monday
 MB99 Does Not Run From Maybrook on Monday

HB-3 Does Not Run From Croxtton on
 Saturday and Sunday
 NE-3 Does Not Run on Monday
 RM79 Does Not Run on Saturday
 291 Does Not Run on Sunday

SB24 Does Not Run Saturday and Sunday
 SB50 Does Not Run Sunday
 UB22 Does Not Run Saturday and Sunday
 Others run daily except when combined for
 tonnage reasons.

During period Daylight Saving Time is in effect following trains will operate 1 hour earlier than time shown hereon: PB-1, HB-3, NY-99, SC-99, CX-99, MB-99.
 *HB-3 departs from Jersey City

ERIE LACKAWANNA RAILROAD COMPANY

EASTBOUND FREIGHT TRAIN SERVICE

TIME SHOWN FOR INFORMATION —
NO TIMETABLE AUTHORITY IS CONFERRED

Effective October 31, 1965

CST		78	NE-74	NY-74		DN-98		NE-98	NY-98	N-98			NE-100	NY-100		
Chicago	L	12:30A	9:45A	11:30A				7:15P	9:15P				10:00P	10:45P		
Hammond	A	1:30A	10:30A	12:15P				8:15P	10:15P							
Hammond	L	2:45A	12:01P	1:30P				9:15P	12:15A							
Huntington	A	7:45A	2:40P	4:15P				11:55P	2:50A				1:25A	2:10A		
Huntington	L	8:15A	2:55P	4:30P				12:10A	3:10A	1:30A			1:30A	2:15A		
Lima	L			6:30P				2:05A		3:30A						
Dayton	L					1:30A	E.S.T.									
Marion	A	12:30P	5:45P	7:40P		7:30A	E.S.T.	3:15A	5:55A	4:45A			4:20A	5:05A		
EST			NE-74	NY-74	274	94	192	NE-98	NY-98	WJ-98	RC-98		NE-100	NY-100	MF-78	178
Marion	L		7:45P	10:20P	2:00A	3:00A		11:00A	1:00P	2:00P			5:30A	6:15A		7:30P
Akron	A					7:30A								9:10A		
Kent	A		10:50P	1:25A	11:30A	8:10A		2:00P	4:05P	5:10P						12:30A
Kent	L		10:55P	1:30A	2:00P	8:15A		2:10P	4:15P	5:20P						12:45A
Cleveland	L						9:00P						8:40A	9:50A		
Youngstown	A				6:00P	10:05A	12:30A									6:30A
Meadville	A		1:10A	3:45A		12:15P	5:00A	4:30P	6:30P	7:40P			10:57A	12:07P		8:30A
Meadville	L		1:40A	4:15A				5:15P	7:15P	8:30P	5:45P		11:25A	12:35P	8:00A	
Salamanca	A		4:15A	6:50A				8:05P	9:50P	10:55P			2:00P	3:10P		
Salamanca	L		4:20A	7:00A				8:15P	10:00P	11:25P			2:05P	3:15P		
Buffalo	A										12:15A				3:00P	
Hornell	A		6:25A	9:05A				10:20P	12:01A	2:00A			4:10P	5:20P		

	BS-2	NE-74	NY-74	NE-2	SC-2	RC-98	NE-4	NE-98	NY-98	WJ-98	RDG-98	BH-4	BS-6	NE-100	NY-100	90	20
Buffalo	L	1:00A		7:15A		1:45A	7:00P					8:45A	12:15P			1:30P	2:05P
Rochester	A					6:15A											
Hornell	A	4:00A		10:00A			9:45P					11:50A	3:15P			4:15P	4:50P
Hornell	L	5:45A	6:45A	9:35A	10:45A		10:45P	11:15P	1:15A	5:15A		12:45P	6:00P	4:15P	5:25P	4:40P	5:15P
Corning	L										6:30A						
Newberry Jct.	A										11:30A						
Binghamton	A	9:45A	9:20A	12:45P			1:45A	2:00A				3:45P	11:00P				7:45P
Binghamton	L	10:30A	9:35A	12:30P	2:00P		2:45A	2:20A	4:45A				2:30A	7:00P	8:00P		8:10P
Scranton	A	1:45P		3:30P					6:15A				4:00A				
Scranton	L				2:00A				8:00A								
Stroudsburg									10:05A								
Port Morris	A					8:10A			11:15A								
Port Morris	L					8:30A			11:45A								
Susquehanna	A		10:10A	1:05P			3:15A	2:55A		9:30A		5:10P		7:30P	8:30P	8:00P	8:45P
Susquehanna	L		10:15A	1:10P			3:20A	3:05A		9:45A		5:15P		7:35P	8:35P	8:10P	8:50P
Port Jervis	A		12:45P	3:40P			7:00A	5:45A		12:45P		8:15P		10:10P	11:05P	10:45P	11:20P
Port Jervis	L		1:00P	5:15P			8:00A	8:30A				8:30P		11:10P	11:20P	11:15P	11:30P
Maybrook	A		2:25P	6:45P			10:00A	10:00A						12:25A			12:35A
Croxtton	A			8:45P		11:30A	10:45A		2:00P			11:00P			2:05A	4:15A	2:20A
			BS-21			BS-51			BU-19								
Binghamton	L		12:15A			7:45A			2:30A								
Syracuse	A		5:00A			10:35A											
Utica	A								8:45A								

274 Does Not Run From Marion on Sunday
NY100 Does Not Run From Chicago Sunday
RC98 Does Not Run From Buffalo Saturday
20 Does Not Run From Buffalo Monday

BS51 Does Not Run Saturday and Sunday
BS21 Does Not Run Saturday and Sunday
Others run daily except when combined for tonnage reasons.

During period Daylight Saving Time is in effect trains NE100 and NY100 will operate 1 hour earlier than time shown.

SPEED TABLE

Time per Mile		MILES		Time per Mile		MILES	
Min. Sec.	PER	Min. Sec.	PER	Min. Sec.	PER	Min. Sec.	PER
	HOUR		HOUR		HOUR		HOUR
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.32	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	10.00

So Far as New York State is Concerned This Notice Applies to
Employees in Interstate Commerce Only

MEDICAL DEPARTMENT

W. E. Mishler
Chief Surgeon, Cleveland, Ohio

OTHER COMPANY SURGEONS

Name	Location	Office	Telephone
J. Earle Brackbill	Bangor, Pa.	28 South First St.	JU 1-3770
R. Frederick Jones	E. Stroudsburg, Pa.	116 Washington St.	HA 1-3193
E. O. Headrick	Mt. Pocono, Pa.	3 E. Kinney Ave.	TE 9-7475
S. M. Davenport	Kingston, Pa.	137 S. Maple Ave.	BU 7-6524
L. S. Reese, (Eye Specialist)	Kingston, Pa.	300 Rutter Ave.	BU 7-4713
Dr. R. J. Bowen	Binghamton, N. Y.	123 Murray St.	RA 2-7123
Dr. J. J. Burnett	Binghamton, N. Y.	88 Oak St.	RA 2-8471
Robert H. Kerr	Cortland, N. Y.	84 N. Main St.	Skyline 6-2112 Office
R. D. Osborn	Syracuse, N. Y.	713 E. Genesee St.	GR 6-9951
N. M. Citron	Syracuse, N. Y.	713 E. Genesee St.	GR 6-9951
John F. Burden	Oswego, N. Y.	37 W. Bridge St.	FI 3-4221
Geo. L. Manley	Norwich, N. Y.	42 S. Broad St.	334-6735
Thos. F. Manley	Norwich, N. Y.	42 S. Broad St.	334-6735
G. A. Holden	Utica, N. Y.	286 Genesee St.	RAndolph 4-5315
Dr. L. C. Druffner	Avoca, Pa.	618 Main St.	GL 7-2191
Dr. A. J. Horvat	Duryea, Pa.	608 Main St.	{Off. GL 7-2683 {Res. GL 7-5072
Dr. T. R. Gagion, (Oculist)	Pittston, Pa.	23 Broad St.	{Off. OL 4-3771 {Res. OL 4-3682
Dr. C. H. Jones	Scranton, Pa.	Medical Arts Bldg.	{Off. DI 2-5264 {Res. DI 2-8267
Dr. M. B. Finneran	Carbondale, Pa.	28 River St.	{Off. 27 {Res. 334

MOSES TAYLOR HOSPITAL STAFF

Telephone 346-3801

Name	Title	Office Phone	Residence Phone
J. O. MacLean	Company Surgeon	Diamond 2-9924	Diamond 3-6224
William M. Howell	Assistant Company Surgeon	Diamond 3-2860	JU 7-2426
Walter Redel	Assistant Company Surgeon	Diamond 4-6797	JU 6-0191
Albert J. Cross	Assistant in Medicine	Diamond 7-3479	Diamond 7-1616
John E. Swift	Assistant in Medicine	Diamond 3-1623	Diamond 3-1623

NEW YORK DIVISION

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Trainmasters

J. S. KAPENOS	J. G. DRAKE
E. A. NOLAN	W. B. WAGNER
F. J. FLYNN	M. H. ROZELSKY
W. E. FLIGHT	

Trainmaster- Road Foreman of Engines

F. V. HUFF

Road Foremen of Engines

L. E. ISHAM	W. O'DONNELL
	J. J. LYONS

Chief Train Dispatcher

J. M. CONBOY

Assistant Chief Train Dispatchers

R. CISCO

C. HANSEN	H. A. WILM
R. C. APPELD	F. L. SPRATT

SCRANTON DIVISION

•

Trainmasters

W. J. SWEENEY	G. RUSHIN
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Road Foremen of Engines

F. M. HALL	S. J. MILLER
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Chief Train Dispatcher

J. E. PERNA

Assistant Chief Train Dispatchers

M. S. HARVEY
H. S. COVEY
J. F. FINAN