H. B. Yeomans

The Delaware, Lackawanna & Western Railroad Company

TIME TABLE No. 92

In Effect 2:01 A. M., Sept. 28, 1947



KEEP AWAY FROM ALL OVERHEAD WIRES IN ELECTRIC ZONE

MORRIS AND ESSEX DIVISION
SCRANTON DIVISION
BUFFALO DIVISION

EASTERN STANDARD TIME

For the Government of Employes Only

P. M. SHOEMAKER,
General Manager.

J. F. SCANLON,
Asst. to Gen'l. Mgr.

W. G. DORSEY,
Supt. of Transportation.

W. G. WHITE,
Supt. M. & E. Division.

F. DIEGTEL,
Supt. Scranton Division.

C. H. YOUST,
Supt. Buffalo Division.

EASTERN PRINTING CORPORATION, NEW YORK

PRIMARY INSTRUCTIONS

1. To enter or remain in the service is an assurance of loyalty to this company's interests, to acquire a knowledge of, and display a willingness to, obey its rules.

2. Obedience to the rules is essential to safety.

3. Safety is of the first importance in the discharge of duty.

4. In case of doubt or uncertainty, the safe course must be taken.

5. The service demands faithful, intelligent and courteous discharge of duty.

6. Courtesy and friendliness must be extended to all patrons of the company and particular consideration given to the comfort and needs of passengers.

7. To obtain promotion, ability must be shown for greater responsibility.

H. B Yeomans Kingston Pa

The Delaware, Lackawanna & Western Railroad Company

TIME TABLE No. 92

In Effect 2:01 A. M., Sept. 28, 1947



KEEP AWAY FROM ALL OVERHEAD WIRES IN ELECTRIC ZONE

EXPLANATION OF SYMBOLS.

D—Day telegraph office only.

Di—Dispatchers Telephone Line.

E—Exchange Telephone Line.

L—Local Telephone Line.

N—Day and Night telegraph office.

Nt—Night telegraph office only.

T—Telephone accessible during closed hours.

f—Stop on signal.

s—Stop—regular.

ss—Stop—as per Notes Pages 97, 102, 103, 117.

"Daily," "Ex. Sunday," etc., in schedule column indicate the days on which trains shall depart and arrive.

SLATEFORD JUNCTION TO — EASTWARD. — First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Buffalo	STATIONS	10 Buffalo Ex. Sunday	600 Dover Ex. Sunday	1004 Paterson Ex.Sa.&Su.
				AM	AM	AM
0	.....	395.15	HOBOKEN.....Ar N	$ 5.35	.....	$ 6.25
			1.92			
.....	.....	393.23	WEST END.....N	.....	.....	.....
			1.78			
4	.....	391.45	SECAUCUS.....N	5.20	.....	$ 6.16
			3.93 T			
7	.....	387.52	KINGSLAND.....D	5.14	.....	$ 6.09
			0.58			
8	.....	386.94	LYNDHURST.....D	.....	.....	$ 6.07
			1.10			
9	.....	385.84	DELAWANNA.....D	.....	.....	$ 6.04
			1.26			
11	.....	384.58	PASSAIC.....D	5.09	.....	$ 6.01
			1.63			
12	.....	382.95	ATHENIA.....T	.....	.....	$ 5.57
			1.40			
.....	.....	381.55	PATERSON JCT.....N	5.05	.....	5.53
			1.45			
15	.....	380.10	PATERSON.....D	$ 5.03	....	5.51
			3.15 T			
18	.....	376.95	LITTLE FALLS.....D	.....	.....	.....
			2.34			
21	.....	374.61	MOUNTAIN VIEW....D	.....	.....	.....
			0.56			
.....	.....	374.05	MT. VIEW TOWER...N	4.47	.....	.....
			1.78			
23	.....	372.27	LINCOLN PARK.....D	4.45	.....	.....
			2.25 D			
25	.....	370.02	TOWACO.....T	.....	.....	.....
			2.62			
28	.....	367.40	MONTVILLE.....	.....	.....	.....
			1.48			
29	.....	365.92	BOONTON.....D	4.38	.....	.....
			1.95			
31	.....	363.97	MOUNTAIN LAKES....	.....	.....	.....
			2.75			
34	.....	361.22	DENVILLE.....N	4.33	$ 5.12	.....
			1.70			
N-39	.....	360.45	ROCKAWAY.....D	.....	.....	.....
			2.15			
37	.....	358.30	ROCKAWAY JCT.....	.....	.....	.....
			1.27			
38	.....	357.03	DOVER.....N	$ 4.25	5.06	.....
			1.96			
40	.....	355.07	WHARTON.....T	.....	.....	.....
			1.19			
.....	.....	353.88	CHESTER JUNCTION.T	4.19	.....	.....
			4.21			
46	.....	349.67	LAKE HOPATCONG..D	.....	.....	.....
X-0 46	... .	349.41	0.26 PORT MORRIS JCT..N	4.14	.. ..	.....
			11.87			
58	136	337.54	GREENDELL.....T	3.58	.....	.....
			3.08			
61	.....	334.46	JOHNSONBURG.....T	.....	.....	.....
			4.10 T			
65	118	330.36	BLAIRSTOWN.....D	3.49	.....	.....
			6.80			
.....	.....	323.56	HAINESBURG.....T	.....	.....	.....
			1.06			
X-1	.....	359.09	PORT MORRIS.....T	.....	.....	.....
			0.83			
.....	.....	358.26	SUSSEX BRANCH JCT.	.....	.....	.....
			0.62			
X-2	.....	357.64	NETCONG.....D	.....	.....	.....
			3.20			
X-5	.....	354.44	WATERLOO.....T	.....	.....	.....
			5.58 T			
X-11	139	348.86	HACKETTSTOWN....D	.....	.....	.....
			6.35			
X-17	.....	342.51	PORT MURRAY.....T	.....	.....	.....
			3.44 T			
X-21	240	339.07	WASHINGTON.....D	.....	.....	.....
			4.39 D			
X-25	117	334.68	OXFORD FURNACE..T	.....	.....	.....
			4.56			
X-30	.....	330.12	BRIDGEVILLE.....T	.....	.....	.....
			1.97			
X-32	.....	328.15	MANUNKA CHUNK..D	.....	.....	.....
			2.34			
X-34	.. ..	325.81	DELAWARE.....T	.....	.....	.....
			2.75 D			
X-37	.....	323.06	PORTLAND.....T	.....	.....	.....
			2.18 N			
X-39 74	68	320.88	SLATEFORD JCT....Lv	3.37	.....	.....
				AM	AM	AM
				Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.
				10	600	1004

HOBOKEN. (Via Old Road, Cut-off and Boonton Line.) — WEEK-DAY TRAINS. — EASTWARD. — First Class.

1006 Dover	8 Buffalo	602 Dover	1008 Paterson	1010 Dover	1012 Dover	1014 Dover	604 Dover	1016 Washington
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.
AM	AM	AM	AM	AM	AM	AM	AM	AM
$ 7.04	.....	.....	$ 7.41	$ 7.56	$ 8.11	$ 8.19	.....	$ 8.22
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 6.54	.....	.....	$ 7.31	7.46	8.01	8.09	.....	8.12
$ 6.46	.....	.....	$ 7.25	$ 7.40	$ 7.55	8.03	.....	8.07
$ 6.43	.....	.....	$ 7.22	$ 7.37	$ 7.53	.....	.....	.....
$ 6.40	.....	.....	$ 7.19	$ 7.34	$ 7.49	.....	.....	.....
$ 6.37	.....	.....	$ 7.16	$ 7.31	.....	$ 7.58	.....	.....
$ 6.33	.....	.....	$ 7.12	$ 7.28	$ 7.44	.....	.....	.....
6.29	.....	.....	7.08	7.24	7.41	7.53	.....	7.58
$ 6.27	.....	.....	7.06	$ 7.22	$ 7.39	.....	.....	$ 7.56
.....	.....	.....	.....	.....	f 7.33	.....	.....	.....
$ 6.17	.....	.....	.....	$ 7.14	$ 7.28	$ 7.43	.....	.....
6.15	.....	.....	.....	7.12	7.26	7.41	.....	7.46
$ 6.12	.....	.....	.....	$ 7.09	$ 7.23	$ 7.38	.....	7.44
$ 6.07	.....	.....	.....	$ 7.04	$ 7.19	$ 7.33	.....	.....
$ 6.03	.....	.....	.....	.....	$ 7.15	$ 7.28	.....	.....
$ 6.00	.....	.....	.....	$ 6.57	$ 7.12	$ 7.25	.....	$ 7.37
$ 5.56	.....	.....	.....	$ 6.54	$ 7.08	$ 7.21	.....	$ 7.33
$ 5.51	6.26	$ 6.28	.....	$ 6.49	$ 7.03	$ 7.16	$ 7.06	7.28
$ 5.41	.....	.....	.....	$ 6.38	$ 6.53	$ 7.03	.....	.....
5.37	.....	.....	.....	6.33	6.49	6.58	.....	.....
5.35	$ 6.19	6.22	.....	6.30	6.47	6.55	7.00	$ 7.22
.....	.....	.....	.....	.....	.....	.....	.....	f 7.16
.....	6.12	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	$ 7.09
.....	6.07	.....	.....	.....	Sat. only stop Passaic 7.47 A. M.	.....	.....	.....
.....	5.54	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	.....		.....	.....	.....
.....	$ 5.45	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	.....		.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	7.05
.....	.....	.....	.....	.....	.....	.....	.....	**7.02**
.....	.....	.....	.....	.....	.....	.....	.....	$ 7.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	$ 6.44
.....	.....	.....	.....	.....	.....	.....	.....	f 6.32
.....	.....	.....	.....	.....	.....	.....	.....	6.25
.....	.....	.....	.....	.....	.....	.....	.....	.....
See Local Instructions 101 and 130	.....	.....	See Local Instruction 130	See Local Instruction 101	See Local Instructions 101 and 130	See Local Instruction 101	.....	See Local Instruction 130
.....	5.33	.....	.....	.....	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.
1006	8	602	1008	1010	1012	1014	604	1016

SLATEFORD JUNCTION TO

EASTWARD. — First Class.

STATIONS	1018	606	1020	1022	1024	608
	Washington	Dover	Athenia	Newton	Newton	Dover
	Sat. Only	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	$ 8.30	.....	$ 8.33	.....	$ 8.52	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	8.19	.....	.....	.....	8.42	.....
3.93						
KINGSLAND.....	$ 8.14	.....	$ 8.19	.....	8.36	.....
0.58						
LYNDHURST.....	$ 8.12	.....	$ 8.16	.....	$ 8.34	.....
1.10						
DELAWANNA.....	$ 8.10	.....	$ 8.12	.....	.....	.....
1.26						
PASSAIC.....	$ 8.08	.. ....	$ 8.09	.....	$ 8.30	.....
1.63						
ATHENIA.....	$ 8.05	.....	$ 8.05	.....	.....	.....
1.40						
PATERSON JCT.....	8.03	.....	8.00	.....	8.25	.....
1.45						
PATERSON.....	$ 8.01	.....	.....	.....	$ 8.23	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	$ 7.52	.....	.....	.....	$ 8.14	.....
0.56						
MT. VIEW TOWER.....	7.50	.....	.....	.....	8.12	.....
1.78						
LINCOLN PARK.....	$ 7.48	.....	.....	.....	$ 8.10	.....
2.25						
TOWACO.....	.....	.....	.....	.....	.....	.....
2.62						
MONTVILLE.....	.....	.....	.....	.....	.....	.....
1.48						
BOONTON.....	$ 7.37	.....	.....	.....	$ 8.01	.....
1.95						
MOUNTAIN LAKES....	$ 7.33	.....	.....	.....	$ 7.55	.....
2.75						
DENVILLE.....	7.28	$ 7.35	.....	.....	7.49	$ 7.52
1.70						
ROCKAWAY.....	.....	.....	.....	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	.....	.....
1.27						
DOVER.....	$ 7.22	7.29	.....	$ 7.32	$ 7.43	7.46
1.96						
WHARTON.....	f 7.16	.....	.....	f 7.27	....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	.....	7.36	.....
4.21						
LAKE HOPATCONG....	$ 7.09	.....	.....	$ 7.17	$ 7.31	.....
0.26						
PORT MORRIS JCT....	.....	.....	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	7.05	.....	.....	7.14	7.28	.....
0.83						
SUSSEX BRANCH JCT.	**7.02**	.....	.....	7.12	7.26	.....
0.62						
NETCONG.....	$ 7.00	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	$ 6.44	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	f 6.32	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	6.25	.....	.. ....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	See Local Instruction 130	.....	.....	See Local Instruction 130	.....	.....
1.97						
MANUNKA CHUNK....		.....	.....		.....	.....
2.34						
DELAWARE.....		.....	.....		.....	.....
2.75						
PORTLAND.....		.....	.....		.....	.....
2.18						
SLATEFORD JCT....Lv	.....	.....	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM
	Sat. Only	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday
	1018	606	1020	1022	1024	608

HOBOKEN. (Via Old Road, Cut-off and Boonton Line.)

WEEK-DAY TRAINS

EASTWARD. — First Class.

610	612	1026	26	1028	614	616	1030	618
Dover	Dover	Dover	Scranton	Branchville	Dover	Dover	Washington	Dover
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
AM	AM	AM	AM	AM	AM	AM	PM	PM
.....	.....	$ 10.12		$ 11.18	.....	.....	$ 12.57	.....
.....	.. ....	.....		.....	.....	.....	.....	.....
.....	.....	$ 10.02		$ 11.06	.....	.....	12.48	.....
.....	.....	$ 9.55		$ 11.00	.....	.....	12.43	.....
.....	.....	$ 9.53		$ 10.58	.....	.....	$ 12.41	.....
.....	.....	$ 9.50		$ 10.55	.....	.....	.....	.....
.....	.....	$ 9.47		$ 10.52	.....	.....	$ 12.36	.....
.....	.....	$ 9.44		f 10.49	.....	.....	.....	.....
.....	.....	9.41		10.46	.....	.....	12.31	.....
.....	.....	$ 9.39		$ 10.44	.....	.....	$ 12.29	.....
.....	.....	f 9.33		.....	.....	.....	.....	.....
.....	.....	$ 9.30		$ 10.35	.....	.....	$ 12.20	.....
.....	.....	9.28		10.33	.....	.....	12.18	.....
.....	.....	$ 9.26		$ 10.31	.....	.....	$ 12.16	.....
.....	.. ....	$ 9.22		$ 10.27	.. ....	.. ....	.....	.....
.....	.....	.....		.....	.....	.....	.....	.....
.....	.....	$ 9.16		$ 10.20	.....	.....	$ 12.07	.....
.....	.....	$ 9.12		$ 10.15	.....	.....	$ 12.03	.....
$ 8.24	$ 9.03	$ 9.07	9.43	$ 10.10	$ 10.02	$ 11.02	11.59	$ 12.02
.....	.....	.....	.....	$ 10.00	... .	.. ....	.....	.....
.....	.....	.....	.....	9.55	.. ....	.....	.....	.....
8.18	8.57	9.00	$ 9.37	$ 9.53	9.56	10.56	$ 11.53	11.56
.....	.....	.....	.....	$ 9.48	.....	.....	$ 11.47	.....
.....	.....	.....	9.32	.....	.....	.....	11.44	.....
.....	.....	.....	.....	$ 9.40	.....	.....	$ 11.40	.....
.....	.....	.....	9.27	.....	.....	.....	.....	.....
.....	.....	.....	9.15	.....	.....	.....	.....	.....
.....	.....	.....	f 9.11	.....	.....	.....	.....	.....
.....	.....	.....	f 9.04	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	9.35	.....	.....	11.35	.....
.....	.....	.....	.....	9.33	.....	.....	11.34	.....
.....	.....	.....	.....	.....	.....	.....	$ 11.33	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	$ 11.17	.....
.....	.....	.....	.....	.....	.....	.....	f 11.06	.....
.....	.....	.....	.....	.....	.....	.....	11.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	See Notes Page 97	See Local Instructions 101 and 130	.....	.....	See Local Instruction 101	.....
.....	.....	.....	8.53	.....	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
610	612	1026	26	1028	614	616	1030	618

Will not operate Thanksgiving Day, Christmas Day, New Year's Day, Memorial Day, Independence Day, Labor Day

SLATEFORD JUNCTION TO

EASTWARD. First Class.

STATIONS	2	620	1036	622	X102	624
	Buffalo	Dover	Dover	Dover	Netcong	Dover
	Ex Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only	Ex. Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	.....	.....	s 3.10	.....	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	s 2.58	.....	.....	.....
3.93						
KINGSLAND.....	.....	.....	s 2.47	.....	.....	.....
0.58						
LYNDHURST.....	.....	.....	s 2.44	.....	.....	.....
1.10						
DELAWANNA.....	.....	.....	s 2.40	.....	.....	.....
1.26						
PASSAIC.....	.....	.....	s 2.37	.....	.....	.....
1.63						
ATHENIA.....	.....	.....	f 2.33	.....	.....	.....
1.40						
PATERSON JCT.....	.....	.....	2.30	.....	.....	.....
1.45						
PATERSON.....	.....	.....	s 2.28	.....	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	f 2.23	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	s 2.19	.....	Deadhead Equipment.	.....
0.56						
MT. VIEW TOWER.....	.....	.....	2.17	.....		.....
1.78						
LINCOLN PARK.....	.....	.....	s 2.15	.....		.....
2.25						
TOWACO.....	.....	.....	s 2.10	.....		.....
2.62						
MONTVILLE.....	.....	.....	.....	.....		.....
1.48						
BOONTON.....	.....	.....	s 2.03	.....		.....
1.95						
MOUNTAIN LAKES....	.....	.....	s 1.56	.....		.....
2.75						
DENVILLE.....	1.07	s 1.12	s 1.51	s 2.02		s 3.07
1.70						
ROCKAWAY.....	.....	.....	s 1.41	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	1.37	.....	.....	.....
1.27						
DOVER.....	s 1.00	1.06	**1.35**	1.56	s 2.51	3.00
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	12.53	.....	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	.....	.....	.....	.....
0.26						
PORT MORRIS JCT....	12.48	.....	.....	.....	2.41	.....
11.87						
GREENDELL.....	12.35	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	s 12.26	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	.....	2.31	.....
0.62						
NETCONG.....	.....	.....	.....	.....	2.28	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	See Local Instruction 101	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....		.....
3.44						
WASHINGTON.....	.....	.....	.....	.....		.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....		.....
4.56						
BRIDGEVILLE.....	See Notes Page 97	.....	See Local Instructions 101 and 130	Operates June 19th to Sept. 4th, inclusive.		.....
1.97						
MANUNKA CHUNK....		.....				.....
2.34						
DELAWARE.....		.....				.....
2.75						
PORTLAND.....		.....				.....
2.18						
SLATEFORD JCT....Lv	12.14	.....	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only	Ex. Sunday
	2	620	1036	622	X102	624

HOBOKEN. (Via Old Road, Cut-off and Boonton Line.)

WEEK-DAY TRAINS

EASTWARD. First Class.

1044	626	630	6	1054	576	632	1050	1048
Dover	Dover	Dover	Buffalo	Washington	PRR	Dover	Branchville	Athenia
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sa. & Su.
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 5.27	.....	.....	.....	s 6.42	.....	.....	.....	s 7.03
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 5.17	.....	.....	.....	s 6.30	.....	.....	.....	f 6.53
s 5.09	.....	.....	.....	s 6.22	.....	.....	.....	s 6.46
s 5.05	.....	.....	.....	s 6.18	.....	.....	.....	s 6.44
s 5.02	.....	.....	.....	s 6.14	.....	.....	.....	s 6.41
s 4.58	.....	.....	.....	s 6.11	.....	.....	.....	s 6.38
s 4.52	.....	.....	.....	s 6.08	.....	.....	.....	s 6.35
4.49	.....	.....	.....	6.05	.....	.....	.....	6.30
s 4.47	.....	.....	.....	s 6.03	.....	.....	.....	.....
s 4.40	.....	.....	.....	f 5.58	.....	.....	.....	.....
s 4.36	.....	.....	.....	s 5.54	.....	.....	.....	.....
4.34	.....	.....	.....	5.52	.....	.....	.....	.....
s 4.32	.....	.....	.....	s 5.50	.....	.....	.....	.....
s 4.28	.....	.....	.....	s 5.46	.....	.....	.....	.....
s 4.24	.....	.....	.....	s 5.42	.....	.....	.....	.....
s 4.21	.....	.....	.....	s 5.39	.....	.....	.....	.....
s 4.11	.....	.....	.....	s 5.33	.....	.....	.....	.....
s 4.07	s 4.10	s 4.41	5.20	s 5.29	.....	s 5.31	5.39	.....
s 3.57	.....	.....	.....	.....	.....	.....	.....	.....
3.52	.....	.....	.....	.....	.....	.....	.....	.....
3.50	4.04	4.35	s 5.14	s 5.22	.....	5.25	s 5.33	.....
.....	.....	.....	.....	s 5.15	.....	.....	.....	.....
.....	.....	.....	5.07	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 5.08	.....	.....	.....	.....
.....	.....	.....	5.03	5.07	.....	.....	5.21	.....
.....	.....	.....	4.51	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	f 4.43	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5.05	.....	.....	5.18	.....
.....	.....	.....	.....	5.03	.....	.....	5.12	.....
.....	.....	.....	.....	s 5.02	.....	.....	.....	.....
.....	.....	.....	.....	f 4.52	.....	.....	.....	.....
.....	.....	.....	.....	s 4.44	.....	.....	.....	.....
.....	.....	.....	.....	f 4.31	.....	.....	.....	.....
.....	.....	.....	.....	4.25	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
See Local Instruction 130	.....	.....	.....	See Local Instructions 101 and 130	4.58	.....	No passengers East of Netcong.	.....
.....	.....	.....	.....	.....	f 4.53	.....	.....	.....
.....	.....	.....	.....	.....	s 4.48	.....	.....	.....
.....	.....	.....	4.31	.....	4.42	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sa. & Su.
1044	626	630	6	1054	576	632	1050	1048

SLATEFORD JUNCTION TO

EASTWARD. — First Class.

STATIONS	X104	X106	634	636	1056	638
	Paterson Jct.	Hacketts-town	Dover	Dover	Dover	Dover
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 7.35	.....	.....	.....	s 8.22	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	.....	f 8.13	.....
3.93						
KINGSLAND.....	.....	.....	.....	.....	s 8.05	.....
0.58						
LYNDHURST.....	.....	.....	.....	.....	s 8.02	.....
1.10						
DELAWANNA.....	.....	.....	.....	.....	f 7.59	.....
1.26						
PASSAIC.....	.....	.....	.....	.....	s 7.56	.....
1.63						
ATHENIA.....	.....	.....	.....	.....	f 7.53	.....
1.40						
PATERSON JCT.....	7.00	.....	.....	.....	7.50	.....
1.45						
PATERSON.....	.....	.....	.....	.....	s 7.48	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	Deadhead Equipment.	Deadhead Equipment.	.....	.....	s 7.39	.....
0.56						
MT. VIEW TOWER....			.....	.....	7.37	.....
1.78						
LINCOLN PARK.....			.....	.....	s 7.35	.....
2.25						
TOWACO.....			..	..	s 7.31	.....
2.62						
MONTVILLE.....			.....	.....	.....	.....
1.48						
BOONTON.....			.....	.....	s 7.26	.....
1.95						
MOUNTAIN LAKES....			.....	.....	s 7.22	.....
2.75						
DENVILLE.....			s 6.29	s 7.02	s 7.17	s 8.04
1.70						
ROCKAWAY.....	.....	.....	.....	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	.....	.....
1.27						
DOVER.....	.....	.....	6.23	6.56	7.10	7.58
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	.....	.....	.....	.....
0.26						
PORT MORRIS JCT....	.....	.....	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	s **6.44**	.....	.....	.....	.....
0.62						
NETCONG.....	.....	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	6.20	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....		.....	.....	.....	.....
3.44						
WASHINGTON.....	.....		.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	See Local Instruction 101	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....		.....	.....	.....	.....
1.97						
MANUNKA CHUNK....	.....		.....	.....	.....	.....
2.34						
DELAWARE.....	.....		.....	.....	.....	.....
2.75						
PORTLAND.....	.....		.....	.....	.....	.....
2.18						
SLATEFORD JCT....Lv	.....	.....	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	X104	X106	634	636	1056	638

HOBOKEN. (Via Old Road, Cut-off and Boonton Line.) — WEEK-DAY TRAINS.

EASTWARD. — First Class.

640	44	X108	X60	642	644	1062	646	
Dover	Milk	Netcong	Dover	Dover	Dover	Washington	Dover	
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Mond'y	Ex.Mond'y	
PM	PM	PM	PM	PM	PM	AM	AM	
.....	s 10.25	.....	.....	.....	.....	s 12.23	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.15	.....	.....	.....	.....	s 12.12	.....	.....
.....	10.07	.....	.....	.....	.....	s 12.04	.....	.....
.....	.....	.....	.....	.....	.....	s 12.02	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 10.00	.....	.....	.....	.....	s 11.57	.....	.....
.....	.....	.....	.....	.....	.....	f 11.54	.....	.....
.....	9.45	.....	.....	.....	.....	11.51	.....	.....
.....	.....	.....	.....	.....	.....	s 11.49	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	Deadhead Equipment.	.....	.....	.....	s 11.40	.....	.....
.....	9.34		.....	.....	.....	11.38	.....	.....
.....	9.32		.....	.....	.....	s 11.36	.....	.....
.....	.....		.....	.....	.....	f 11.32	.....	.....
.....	.....		.....	.....	.....	.....	.....	.....
.....	.....		.....	.....	.....	s 11.25	.....	.....
.....	.....		.....	.....	.....	f 11.21	.....	.....
s 9.04	s 9.20		s 10.03 9.58	s **10.04**	s 11.06	s 11.17	s 12.04	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
8.58	8.59	s 9.05	9.50	9.58	11.00	s 11.10	11.58	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.55	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	s 10.58	.....	.....
.....	8.50	8.52	.....	.....	.....	.....	.....	.....
.....	8.35	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.26	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Passaic stop at old freight house.	.....	.....	.....	.....	.....	.....	.....
.....		8.37	.....	.....	.....	10.54	.....	.....
.....		8.35	.....	.....	.....	s 10.53	.....	.....
.....		.....	.....	.....	.....	.....	.....	.....
.....		See Local Instruction 101	.....	.....	.....	s 10.39	.....	.....
.....			.....	.....	.....	f 10.30	.....	.....
.....			.....	.....	.....	10.25	.....	.....
.....		.....	.....	.....	.....	.....	.....	.....
.....		Operates June 21st to Aug. 28th, inclusive.	.....	.....	.....	See Local Instructions 101 and 130	.....	.....
.....			.....	.....	.....		.....	.....
.....	8.15	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	
640	44	X108	X60	642	644	1062	646	

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS		HOBOKEN TO WESTWARD. First Class. 935 Dover Mon. Only	657 Dover Ex Su&Mo.	1001 Dover Ex. Sunday	601 Dover Mon. Only
			N	AM	AM	AM	AM
.....	.....	HOBOKEN	Lv	.....	.....	12.20	.....
		1.92					
.....	1.92	WEST END	N	.....	.....	.....	.....
		1.78	N				
.....	3.70	SECAUCUS	.....	.....	.....	$ 12.29	.....
		3.93	T				
.....	7.63	KINGSLAND	D	.....	.....	$ 12.35	.....
		0.58					
.....	8.21	LYNDHURST	D	.....	.....	$ 12.37	.....
		1.10					
.....	9.31	DELAWANNA	D	.....	.....	f 12.40	.....
		1.26	D				
.....	10.57	PASSAIC	.....	.....	.....	$ 12.43	.....
		1.63	T				
.....	12.20	ATHENIA	.....	.....	.....	f 12.46	.....
		1.40					
.....	13.60	PATERSON JCT.	N	.....	.....	12.49	.....
		1.45					
.....	15.05	PATERSON	D	.....	.....	$ 12.52	.....
		3.15	T				
.....	18.20	LITTLE FALLS	D	.....	.....	f 12.57	.....
		2.34					
.....	20.54	MOUNTAIN VIEW	D	.....	.....	$ 1.01	.....
		0.56					
.....	21.10	MT. VIEW TOWER	N	.....	.....	1.02	.....
		1.78					
.....	22.88	LINCOLN PARK	D	.....	.....	$ 1.05	.....
		2.25	T				
.....	25.13	TOWACO	D	.....	.....	$ 1.10	.....
		2.62					
.....	27.75	MONTVILLE	.....	.....	.....	f 1.15	.....
		1.48					
.....	29.23	BOONTON	D	.....	.....	$ 1.19	.....
		1.95					
.....	31.18	MOUNTAIN LAKES	.....	.....	.....	f 1.23	.....
		2.75					
.....	33.93	DENVILLE	N	$ 12.09	$ 1.16	f 1.30	$ 1.39
		1.70					
.....	35.56	ROCKAWAY	D	.....	.....	.....	.....
		2.15					
.....	36.85	ROCKAWAY JCT.	.....	.....	.....	.....	.....
		1.27	N				
.....	38.12	DOVER	.....	$ 12.15	$ 1.22	$ 1.36	$ 1.45
		1.96	T				
.....	40.08	WHARTON	.....	.....	.....	.....	.....
		1.19	T				
.....	41.27	CHESTER JUNCTION	..	.....	.....	.....	.....
		4.21					
.....	45.48	LAKE HOPATCONG	D	.....	.....	.....	.....
		0.26					
.....	45.74	PORT MORRIS JCT.	N	.....	.....	.....	.....
		11.87					
.....	57.61	GREENDELL	T	.....	.....	.....	.....
		3.08					
.....	60.69	JOHNSONBURG	T	.....	.....	.....	.....
		4.10	D				
83	64.79	BLAIRSTOWN	T	.....	.....	.....	.....
		6.80					
.....	71.59	HAINESBURG	T	.....	.....	.....	.....
		1.06					
.....	46.54	PORT MORRIS	T	.....	.....	.....	.....
		0.83					
.....	47.37	SUSSEX BRANCH JCT.		.....	.....	.....	.....
		0.62					
.....	47.99	NETCONG	D	.....	.....	.....	.....
		3.20					
.....	51.19	WATERLOO	T	.....	.....	.....	.....
		5.58	T				
139	56.77	HACKETTSTOWN	D	.....	.....	.....	.....
		6.35					
.....	63.12	PORT MURRAY	T	.....	.....	.....	.....
		3.44	D				
240	66.56	WASHINGTON	T	.....	.....	.....	.....
		4.39	D				
117	70.95	OXFORD FURNACE	T	.....	.....	.....	.....
		4.56					
.....	75.51	BRIDGEVILLE	T	.....	.....	See Local Instruction 130	.....
		1.97					
.....	77.48	MANUNKA CHUNK	D	.....	.....		.....
		2.34					
.....	79.82	DELAWARE	T	.....	.....		.....
		2.75	D				
.....	82.57	PORTLAND	T	.....	.....		.....
		2.18	N				
.....	74.27	SLATEFORD JCT.	Ar	.....	.....	.....	.....
				AM	AM	AM	AM
				Mon. Only	Ex Su&Mo.	Ex. Sunday	Mon. Only
				935	657	1001	601

SLATEFORD JUNCTION. (Via Old Road, Cut-off and Boonton Line.) WEEK-DAY TRAIN

WESTWARD. First Class.

15 Buffalo Ex. Sunday	603 Dover Ex.Su&Mo	1003 Paterson Ex. Sunday	1009 Branch-ville Ex. Sunday	47 Milk Ex. Sunday	X101 Paterson Jct. Ex.Sa.&Su.	1005 Dover Ex. Sunday	605 Dover Ex. Sunday	1011 Wash-ington Ex. Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
1.05	.....	4.35	.....	5.30	6.30	6.45	.....	8.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
1.15	.....	4.45	.....	5.40	.....	$ 6.54	.....	8.10
.....	.....	$ 4.54	.....	.....	.....	$ 7.04	.....	8.17
.....	.....	$ 4.57	.....	.....	.....	$ 7.07	.....	$ 8.19
.....	.....	f 5.00	.....	.....	.....	$ 7.11	.....	$ 8.22
.....	.....	f 5.03	.....	.....	.....	$ 7.15	.....	$ 8.26
.....	.....	f 5.07	.....	.....	.....	$ 7.18	.....	$ 8.29
1.29	.....	5.11	.....	5.56	$ 7.15	7.21	.....	8.32
.....	.....	$ 5.14	.....	.....	.....	$ 7.25	.....	$ 8.37
.....	.....	.....	.....	.....	.....	f 7.31	.....	.....
.....	.....	.....	.....	.....	.....	$ 7.36	.....	.....
1.40	.....	.....	.....	6.05	.....	7.37	.....	8.47
.....	.....	.....	.....	.....	.....	$ 7.40	.....	f 8.50
.....	.....	.....	.....	.....	.....	$ 7.44	.....	$ 8.54
.....	.....	.....	.....	.....	.....	$ 7.50	.....	f 8.59
1.51	.....	.....	.....	$ 6.20	.....	$ 7.58	.....	$ 9.04
.....	.....	.....	.....	.....	.....	$ 8.03	.....	f 9.08
1.58	$ 2.15	.....	$ 6.03	6.30	.....	$ 8.11	$ 8.37	9.14
.....	.....	.....	.....	.....	.....	.....	.....	$ 9.19
.....	.....	.....	.....	.....	.....	.....	.....	9.23
2.04	$ 2.22	.....	$ 6.18	$ 6.41	.....	$ 8.19	$ 8.45	$ 9.31
.....	.....	.....	$ 6.24	.....	.....	.....	.....	$ 9.36
2.08	.....	.....	.....	6.49	.....	.....	.....	9.38
.....	.....	.....	$ 6.34	.....	.....	.....	.....	$ 9.47
2.18	.....	.....	.....	Handle passengers from Dover & West	.....	.....	.....	.....
2.30	.....	.....	.....		.....	.....	.....	.....
.....	.....	.....	.....		.....	.....	.....	.....
2.39	.....	.....	.....		.....	.....	.....	.....
.....	.....	.....	.....		.....	.....	.....	.....
.....	.....	.....	6.40	7.00	.....	.....	.....	9.50
.....	.....	.....	6.42	**7.02**	.....	.....	.....	9.52
.....	.....	.....	.....	7.04	.....	.....	.....	$ 9.57
.....	.....	.....	.....	.....	.....	.....	.....	f 10.02
.....	.....	.....	.....	$ 7.22	.....	.....	.....	$ 10.12
.....	.....	.....	.....	.....	.....	.....	.....	$ 10.23
.....	.....	.....	.....	$ 7.42	.....	.....	.....	$ 10.30
.....	.....	.....	.....	$ 7.53	.....	.....	.....	.....
.....	.....	.....	See Local Instruction 130	$ 8.02	Equipment for No. 1020	See Local Instruction 130	.....	See Local Instructions 191 and 130
.....	.....	.....		8.06			.....	
.....	.....	.....		f 8.11			.....	
.....	.....	.....		$ 8.30			.....	
2.50	.....	.....	.....	8.35	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex.Su& Mo	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday
15	603	1003	1009	47	X101	1005	605	1011

HOBOKEN TO

WESTWARD. First Class.

STATIONS	607	609	611	1019	557	3
	Dover	Dover	Dover	Lake H'patc'ng	P. R. R.	Buffalo
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	.....	.....	.....	9.50	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	s 9.59	.....	.....
3.93						
KINGSLAND.....	.....	.....	.....	s 10.09	.....	.....
0.58						
LYNDHURST.....	.....	.....	.....	s 10.12	.....	.....
1.10						
DELAWANNA.....	.....	.....	.....	s 10.15	.....	.....
1.26						
PASSAIC.....	.....	.....	.....	s 10.18	.....	.....
1.63						
ATHENIA.....	.....	.....	.....	s 10.21	.....	.....
1.40						
PATERSON JCT.....	.....	.....	.....	10.24	.....	.....
1.45						
PATERSON.....	.....	.....	.....	s 10.28	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	f 10.33	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	.....	s 10.38	.....	.....
0.56						
MT. VIEW TOWER....	.....	.....	.....	10.39	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	.....	s 10.43	.....	.....
2.25						
TOWACO.....	.....	.....	.....	s 10.48	.....	.....
2.62						
MONTVILLE.....	.....	.....	.....	f 10.53	.....	.....
1.48						
BOONTON.....	.....	.....	.....	s 10.58	.....	.....
1.95						
MOUNTAIN LAKES....	.....	.....	.....	s 11.03	.....	.....
2.75						
DENVILLE.....	s 9.24	s 10.09	s 11.09	s 11.10	.....	11.25
1.70						
ROCKAWAY.....	.....	.....	.....	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	.....	.....
1.27						
DOVER.....	s 9.30	s 10.15	s 11.15	s 11.17	.....	s 11.32
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	11.23	.....	11.36
4.21						
LAKE HOPATCONG....	.....	.....	.....	s 11.31	.....	.....
0.26						
PORT MORRIS JCT....	.....	.....	.....	s 11.33	.....	11.43
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	11.53
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	f 12.01
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	.....	.....	.....
0.62						
NETCONG.....	.....	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....	.....	.....	See Local Instruction 130	.....	.....
1.97						
MANUNKA CHUNK....	.....	.....	.....		11.24	.....
2.34						
DELAWARE.....	.....	.....	.....		f 11.28	.....
2.75						
PORTLAND.....	.....	.....	.....		s 11.35	.....
2.18						
SLATEFORD JCT. ...Ar	.....	.....	.....	.....	11.39	12.10
	AM	AM	AM	AM	AM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	607	609	611	1019	557	3

SLATEFORD JUNCTION. (Via Old Road, Cut-off and Boonton Line.) WEEK-DAY TRAINS.

WESTWARD. First Class.

613	615	617	1029	619	1021	1025	621	623
Dover	Dover	Dover	Branch-ville!	Dover	Dover	Dover	Dover	Dover
Ex. Sunday	Ex.Sa.&Su.	Satu'yOnly	Ex. Sunday	Satu'yOnly	Satu'yOnly	Satu'yOnly	Ex.Sa.&Su.	Satu'yOnly
PM	PM	PM	NOON	PM	PM	PM	PM	PM
.....	.....	.....	12.00	.....	12.33	1.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	12.08	.....	12.42	1.08	.....	.....
.....	.....	.....	s 12.14	.....	s 12.47	1.13	.....	.....
.....	.....	.....	s 12.16	.....	s 12.49	s 1.15	.....	.....
.....	.....	.....	s 12.19	.....	s 12.52	.....	.....	.....
.....	.....	.....	s 12.22	.....	s 12.55	s 1.20	.....	.....
.....	.....	.....	f 12.25	.....	s 12.58	.....	.....	.....
.....	.....	.....	12.28	.....	1.01	1.24	.....	.....
.....	.....	.....	s 12.33	.....	s 1.04	s 1.27	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 12.42	.....	s 1.13	s 1.36	.....	.....
.....	.....	.....	12.43	.....	1.14	1.37	.....	.....
.....	.....	.....	s 12.46	.....	s 1.17	.....	.....	.....
.....	.....	.....	s 12.51	.....	s 1.22	.....	.....	.....
.....	.....	.....	f 12.56	.....	.....	.....	.....	.....
.....	.....	.....	s 1.00	.....	s 1.30	s 1.50	.....	.....
.....	.....	.....	s 1.05	.....	s 1.34	s 1.54	.....	.....
s 12.09	s 1.09	s 1.07	s 1.12	s 1.26	s 1.40	1.58	s 2.14	s 2.11
.....	.....	.....	s 1.20	.....	.....	.....	.....	.....
.....	.....	.....	1.24	.....	.....	.....	.....	.....
s 12.15	s 1.15	s 1.13	s **1.29**	s 1.32	s 1.46	s 2.05	s 2.20	s 2.17
.....	.....	.....	s 1.33	.....	.....	f 2.10	.....	.....
.....	.....	.....	1.35	.....	.....	2.12	.....	.....
.....	.....	.....	s 1.45	.....	.....	s 2.21	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1.48	.....	.....	2.23	.....	.....
.....	.....	.....	1.50	.....	.....	2.25	.....	.....
.....	.....	.....	.....	.....	.....	s 2.27	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Saturday will connect with No. 619 at Dover	.....	.....	See Local Instruction 101	.....	.....
.....	.....	.....	See Local Instruction 130	.....	.....	Operates between Dover and Netcong, June 19th to Sept. 4th, Inc.	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex.Sa.&Su.	Satu'yOnly	Ex. Sunday	Satu'yOnly	Satu'yOnly	Satu'yOnly	Ex.Sa.&Su.	Satu'yOnly
613	615	617	1029	619	1021	1025	621	623

HOBOKEN TO

WESTWARD. First Class.

STATIONS	1033	1035	625	1031	627	1037
	Washington	Dover	Dover	Dover	Dover	Newton
	Ex. Sunday	Satu'y Only	Satu'y Only	Ex.Sa.&Su.	Ex. Sunday	Satu'y Only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	.....	1.30	.....	2.00	.....	2.30
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	$ 1.39	.....	.....	.....	2.38
3.93						
KINGSLAND.....	.....	$ 1.45	.....	$ 2.15	.....	$ 2.45
0.58						
LYNDHURST.....	.....	$ 1.47	.....	$ 2.17	.....	$ 2.48
1.10						
DELAWANNA.....	.....	$ 1.50	.....	f 2.20	.....	$ 2.51
1.26						
PASSAIC.....	.....	$ 1.53	.....	$ 2.23	.....	$ 2.55
1.63						
ATHENIA.....	.....	$ 1.56	.....	f 2.26	.....	$ 2.59
1.40						
PATERSON JCT.....	.....	1.59	.....	2.28	.....	3.02
1.45						
PATERSON.....	.....	$ 2.02	.....	$ 2.31	.....	$ 3.04
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	$ 2.11	.....	$ 2.40	.....	$ 3.13
0.56						
MT. VIEW TOWER.....	.....	2.12	.....	2.41	.....	3.14
1.78						
LINCOLN PARK.....	.....	$ 2.15	.....	$ 2.45	.....	$ 3.18
2.25						
TOWACO.....	.....	$ 2.20	.....	$ 2.49	.....	$ 3.23
2.62						
MONTVILLE.....	.....	f 2.25	.....	f 2.54	.....	.....
1.48						
BOONTON.....	.....	$ 2.29	.....	$ 2.58	.....	$ 3.33
1.95						
MOUNTAIN LAKES....	.....	$ 2.33	.....	$ 3.02	.....	$ 3.37
2.75						
DENVILLE.....	.....	$ 2.38	$ 2.40	$ 3.07	$ 3.09	$ 3.44
1.70						
ROCKAWAY.....	.....	.....	.....	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	.....	.....
1.27						
DOVER.....	.....	$ 2.44	$ 2.46	$ 3.13	$ 3.15	$ 3.51
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	.....	.....	.....	$ 4.03
0.26						
PORT MORRIS JCT....	.....	.....	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	.....	4.06
0.83						
SUSSEX BRANCH JCT.	1.55	.....	.....	.....	.....	4.08
0.62						
NETCONG.....	$ 2.10	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	f 2.16	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	$ 2.26	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	$ 2.36	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	$ 2.42	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....	.....	.....	See Local Instruction 130	.....	.....
1.97						
MANUNKA CHUNK....	.....	.....	.....	.....	.....	.....
2.34						
DELAWARE.....	.....	.....	.....	.....	.....	.....
2.75						
PORTLAND.....	.....	.....	.....	.....	.....	.....
2.18						
SLATEFORD JCT....Ar	.....	.....	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Satu'y Only	Satu'y Only	Ex.Sa.&Su.	Ex. Sunday	Satu'y Only
	1033	1035	625	1031	627	1037

SLATEFORD JUNCTION. (Via Old Road, Cut-off and Boonton Line.) WEEK-DAY TRAINS.

WESTWARD. First Class.

629	631	11	633	1041	1045	635	5	1047
Dover	Dover	Scranton	Dover	Hacketts-town	Washington	Dover	Buffalo	Newton
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.
PM	PM	PM	PM	PM	PM	PM	PM	PM
.....	.....		.....	4.00	4.00	.....	.....	5.00
.....	.....		.....	.....	.....	.....	.....	.....
.....	.....		.....	$ 4.09	4.08	.....	.....	5.09
.....	.....		.....	$ 4.19	4.17	.....	.....	5.14
.....	.....		.....	$ 4.22	$ 4.20	.....	.....	.....
.....	.....		.....	$ 4.25	.....	.....	.....	.....
.....	.....		.....	$ 4.28	$ 4.25	.....	.....	.....
.....	.....		.....	$ 4.32	.....	.....	.....	.....
.....	.....		.....	4.35	4.30	.....	.....	5.22
.....	.....		.....	$ 4.39	$ 4.34	.....	.....	.....
.....	.....		.....	f 4.45	f 4.40	.....	.....	.....
.....	.....		.....	$ 4.49	$ 4.44	.....	.....	$ 5.31
.....	.....		.....	4.50	4.45	.....	.....	5.32
.....	.....		.....	$ 4.54	$ 4.49	.....	.....	$ 5.35
.....	.....		.....	$ 4.59	$ 4.54	.....	.....	$ 5.40
.....	.....		.....	f 5.05	f 4.59	.....	.....	.....
.....	.....		.....	$ 5.10	$ 5.03	.....	.....	$ 5.48
.....	.....		.....	$ 5.14	$ 5.08	.....	.....	$ 5.53
$ 4.15	$ 4.45	4.50	$ 5.21	$ 5.21	$ 5.15	$ 5.33	5.37	5.58
.....	.....	.....	.....	$ 5.29	$ 5.23	.....	.....	.....
.....	.....	.....	.....	5.33	5.27	.....	.....	.....
$ 4.21	$ 4.51	$ 4.57	$ 5.28	$ 5.41	$ 5.30	$ 5.40	$ 5.44	$ 6.06
.....	.....	.....	.....	$ 5.45	$ 5.34	.....	.....	.....
.....	.....	5.02	.....	.....	.....	.....	5.49	6.11
.....	.....	.....	.....	$ 5.54	$ 5.43	.....	.....	$ 6.18
.....	.....	5.10	.....	.....	.....	.....	5.57	.....
.....	.....	5.21	.....	.....	.....	.....	6.08	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	$ 5.29	.....	.....	.....	.....	ss 6.16	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5.57	5.46	.....	.....	6.20
.....	.....	.....	.....	5.58	5.47	.....	.....	6.22
.....	.....	.....	.....	$ 6.00	$ 5.49	.....	.....	.....
.....	.....	.....	.....	f 6.05	f 5.54	.....	.....	.....
.....	.....	.....	.....	$ 6.14	$ 6.04	.....	.....	.....
.....	.....	.....	.....	.....	$ 6.15	.....	.....	.....
.....	.....	.....	.....	.....	$ 6.22	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	See Notes Page 97	.....	See Local Instructions 101 and 130	See Local Instruction 130	.....	See Notes Page 97	.....
.....	.....	5.40	.....	.....	.....	.....	6.27	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.
629	631	11	633	1041	1045	635	5	1047

Will not operate Thanksgiving Day, Christmas Day, New Year's Day, Memorial Day, Independence Day, Labor Day

HOBOKEN TO

WESTWARD. First Class.

STATIONS	637	1049	1053	639	1055	641
	Dover	Dover	Wash-ington	Dover	Dover	Dover
	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	.....	5.03	5.30	.....	5.33	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	s 5.12	5.39	.....	5.42	.....
3.93						
KINGSLAND.....	.....	s 5.20	5.45	.....	5.47	.....
0.58						
LYNDHURST.....	.....	s 5.22	.....	.....	.....	.....
1.10						
DELAWANNA.....	.....	s 5.25	.....	.....	.....	.....
1.26						
PASSAIC.....	.....	s 5.28	5.50	.....	s 5.53	.....
1.63						
ATHENIA.....	.....	s 5.31	.....	.....	.....	.....
1.40						
PATERSON JCT.....	.....	5.34	5.54	.....	5.58	.....
1.45						
PATERSON.....	.....	s 5.37	.....	.....	s 6.01	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	.....	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	s 5.46	.....	.....	s 6.10	.....
0.56						
MT. VIEW TOWER.....	.....	5.47	6.04	.....	6.11	.....
1.78						
LINCOLN PARK.....	.....	s 5.50	.....	.....	s 6.14	.....
2.25						
TOWACO.....	.....	s 5.55	.....	.....	s 6.19	.....
2.62						
MONTVILLE.....	.....	s 6.00	.....	.....	.....	.....
1.48						
BOONTON.....	.....	s 6.04	s 6.14	.....	.....	.....
1.95						
MOUNTAIN LAKES....	.....	s 6.08	s 6.19	.....	.....	.....
2.75						
DENVILLE.....	s 6.08	s 6.14	6.24	s 6.26	6.33	s 6.40
1.70						
ROCKAWAY.....	.....	.....	.....	.....	s 6.37	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	6.41	.....
1.27						
DOVER.....	s 6.14	s 6.20	s 6.33	s 6.34	s 6.43	s 6.46
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	s 6.45	.....	.....	.....
0.26						
PORT MORRIS JCT....	.....	.....	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	6.49	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	**6.50**	.....	.....	.....
0.62						
NETCONG.....	.....	.....	s 6.52	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	f 6.57	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	s 7.07	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	f 7.15	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	s 7.24	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....	See Local Instruction 139	.....	.....	See Local Instruction 101	.....
1.97						
MANUNKA CHUNK....	.....		.....	.....		.....
2.34						
DELAWARE.....	.....		.....	.....		.....
2.75						
PORTLAND.....	.....		.....	.....		.....
2.18						
SLATEFORD JCT....Ar	.....	.....	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
	637	1049	1053	639	1055	641

SLATEFORD JUNCTION. (Via Boonton Line, Cut-off and Old Road.) WEEK-DAY TRAINS.

WESTWARD. First Class.

1063	1057	1059	1067	645	1069	1071	647	1073
Newton	Paterson	Athenia	Dover	Dover	Paterson	Dover	Dover	Washing-ton
Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
5.30	5.34	5.48	6.00	.....	6.03	6.45	.....	7.45
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 5.39	.....	.....	6.09	.....	s 6.12	.....	.....	s 7.54
s 5.47	s 5.49	s 6.03	6.14	.....	s 6.19	s 7.00	.....	s 8.00
s 5.50	s 5.52	s 6.06	.....	.....	s 6.22	s 7.02	.....	s 8.02
s 5.54	s 5.56	s 6.09	.....	.....	s 6.25	s 7.05	.....	s 8.05
s 5.59	s 6.00	s 6.12	.....	.....	s 6.29	s 7.08	.....	s 8.08
s 6.03	s 6.03	s 6.16	.....	.....	s 6.32	s 7.11	.....	s 8.11
6.06	6.06	s 6.20	6.22	.....	6.35	7.14	.....	8.14
s 6.10	s 6.09	.....	.....	.....	s 6.38	s 7.17	.....	s 8.17
.....	.....	.....	.....	.....	.....	f 7.22	.....	.....
s 6.19	.....	.....	s 6.31	.....	.....	s 7.26	.....	s 8.26
6.20	.....	.....	6.32	.....	.....	7.27	.....	8.27
s 6.24	.....	.....	s 6.35	.....	.....	s 7.30	.....	s 8.30
s 6.29	.....	.....	s 6.40	.....	.....	s 7.35	.....	s 8.35
f 6.34	.....	.....	f 6.44	.....	.....	f 7.40	.....	f 8.40
s 6.39	.....	.....	s 6.49	.....	.....	s 7.44	.....	s 8.44
s 6.44	.....	.....	s 6.53	.....	.....	s 7.48	.....	s 8.48
s 6.50	.....	.....	s 7.00	s 7.17	.....	s 7.55	s 8.16	s 8.55
.....	.....	.....	s 7.08	.....	.....	s 8.03	.....	.....
.....	.....	.....	7.12	.....	.....	8.07	.....	.....
s 6.57	.....	.....	s 7.14	s 7.23	.....	s 8.11	s 8.22	s 9.02
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	8.16	.....	.....
s 7.10	.....	.....	.....	.....	.....	s 8.23	.....	s 9.15
.....	.....	.....	.....	.....	.....	See Local Instruction 101	.....	.....
7.16	.....	.....	.....	.....	.....	8.25	.....	9.17
7.18	.....	.....	.....	.....	.....	8.27	.....	9.19
.....	.....	.....	.....	.....	.....	s 8.30	.....	s 9.22
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	Will operate between Dover and Netcong, June 21st to August 28th, Inclusive.	.....	s 9.36
.....	.....	.....	.....	.....	.....		.....	f 9.45
.....	.....	.....	.....	.....	.....		.....	s 9.51
.....	.....	.....	.....	.....	.....		.....	.....
.....	.....	.....	.....	.....	See Local Instruction 139		.....	See Local Instruction 101
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday
1063	1057	1059	1067	645	1069	1071	647	1073

HOBOKEN TO SLATEFORD JUNCTION. (Via Boonton Line, Cut-off and Old Road.)

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	Miles	649	7	651	1075	653	9	655	1077
		Dover	Buffalo	Dover	Dover	Dover	Psgr. Mail & Express	Dover	Dover
		Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only	Ex. Sunday	Ex. Sunday
		PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv					9.30		10.25		11.00
WEST END	1.92								
SECAUCUS	1.78				s 9.39		10.34		s 11.09
KINGSLAND	3.93				s 9.45		10.40		s 11.15
LYNDHURST	0.58				s 9.47				s 11.17
DELAWANNA	1.10				s 9.50				s 11.20
PASSAIC	1.26				s 9.53		10.45		s 11.23
ATHENIA	1.63				f 9.56				s 11.26
PATERSON JCT.	1.40				9.59		10.48		11.29
PATERSON	1.45				s 10.02				s 11.32
LITTLE FALLS	3.15								
MOUNTAIN VIEW	2.34				s 10.11				s 11.41
MT. VIEW TOWER	0.56				10.12		10.58		11.42
LINCOLN PARK	1.78				s 10.15				s 11.45
TOWACO	2.25				s 10.20				s 11.50
MONTVILLE	2.62				f 10.25				f 11.55
BOONTON	1.48				s 10.29		11.08		s 11.59
MOUNTAIN LAKES	1.95				s 10.33				s 12.03
DENVILLE	2.75	s 9.05	9.10	s 9.42	s 10.40	s 10.42	11.14	s 11.39	s 12.10
ROCKAWAY	1.70								s 12.18
ROCKAWAY JCT.	2.15								12.22
DOVER	1.27	s 9.11	s 9.17	s 9.48	s 10.46	s 10.48	11.20	s 11.45	s 12.25
WHARTON	1.96								
CHESTER JUNCTION	1.19		9.21				11.25		
LAKE HOPATCONG	4.21								
PORT MORRIS JCT.	0.26		9.28				11.32		
GREENDELL	11.87		9.38				11.43		
JOHNSONBURG	3.08								
BLAIRSTOWN	4.10		ss 9.46				11.51		
HAINESBURG	6.80								
PORT MORRIS	1.06								
SUSSEX BRANCH JCT.	0.83								
NETCONG	0.62								
WATERLOO	3.20								
HACKETTSTOWN	5.58								
PORT MURRAY	6.35								
WASHINGTON	3.44								
OXFORD FURNACE	4.39								
BRIDGEVILLE	4.56								
MANUNKA CHUNK	1.97								
DELAWARE	2.34								
PORTLAND	2.75								
SLATEFORD JCT....Ar	2.18		9.55				12.01		
		PM	PM	PM	PM	PM	AM	PM	AM
		Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sun. Only	Ex. Sunday	Ex. Mond'y
		649	7	651	1075	653	9	655	1077

Train 7: See Notes Page 97

Train 9: Handles coach passengers to Scranton only

Train 1077: See Local Instruction 130

SLATEFORD JUNCTION TO

EASTWARD. — First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Buffalo	STATIONS		10 Buffalo Sunday	904 Dover Sunday	8 Buffalo Sunday
				Ar	AM	AM	AM
0	.....	395.15	HOBOKEN.....N		s 5.35	.....	.....
		1.92					
.....	.....	393.23	WEST END.....N		.....	.....	.....
		1.78					
4	.....	391.45	SECAUCUS.....N		5.20	.....	.....
		3.93		T			
7	.....	387.52	KINGSLAND.....D		5.14	.....	.....
		0.58					
8	.....	386.94	LYNDHURST.....D		.....	.....	.....
		1.10					
9	.....	385.84	DELAWANNA.....D		.....	.....	.....
		1.26					
11	.....	384.58	PASSAIC.....D		5.09	.....	.....
		1.63					
12	.....	382.95	ATHENIA.....T		.....	.....	.....
		1.40					
.....	.....	381.55	PATERSON JCT.....N		5.05	.....	.....
		1.45					
15	.....	380.10	PATERSON.....D		s 5.03	.....	.....
		3.15		T			
18	.....	376.95	LITTLE FALLS.....D		.....	.....	.....
		2.34					
21	.....	374.61	MOUNTAIN VIEW....D		.....	.....	.....
		0.56					
.....	.....	374.05	MT. VIEW TOWER...N		4.47	.....	.....
		1.78					
23	.....	372.27	LINCOLN PARK.....D		4.45	.....	.....
		2.25		D			
25	.....	370.02	TOWACO.....T		.....	.....	.....
		2.62					
28	.....	367.40	MONTVILLE.....		.....	.....	.....
		1.48					
29	.....	365.92	BOONTON.....D		4.38	.....	.....
		1.95					
31	.....	363.97	MOUNTAIN LAKES....		.....	.....	.....
		2.75					
34	.....	361.22	DENVILLE.....N		4.33	s 6.03	6.26
		1.70					
N-39	.....	360.45	ROCKAWAY.....D		.....	.....	.....
		2.15					
37	.....	358.30	ROCKAWAY JCT.....		.....	.....	.....
		1.27					
38	.....	357.03	DOVER.....N		s 4.25	5.57	s 6.19
		1.96					
40	.....	355.07	WHARTON.....T		.....	.....	.....
		1.19					
.....	.....	353.88	CHESTER JUNCTION.T		4.19	.....	6.12
		4.21					
46	.....	349.67	LAKE HOPATCONG..D		.....	.....	.....
		0.26					
X-0 46	.....	349.41	PORT MORRIS JCT..N		4.14	.....	6.07
		11.87					
58	136	337.54	GREENDELL.....T		3.58	.....	5.54
		3.08					
61	.....	334.46	JOHNSONBURG.....T		.....	.....	.....
		4.10		T			
65	118	330.36	BLAIRSTOWN.....D		3.49	.....	s 5.45
		6.80					
.....	.....	323.56	HAINESBURG.....T		.....	.....	.....
		1.06					
X-1	.....	359.09	PORT MORRIS.....T		.....	.....	.....
		0.83					
.....	.....	358.26	SUSSEX BRANCH JCT.		.....	.....	.....
		0.62					
X-2	.....	357.64	NETCONG.....D		.....	.....	.....
		8.20					
X-5	.....	354.44	WATERLOO.....T		.....	.....	.....
		5.58		T			
X-11	139	348.86	HACKETTSTOWN....D		.....	.....	
		6.35					
X-17	.....	342.51	PORT MURRAY.....T		.....	.....	
		3.44		T			
X-21	240	339.07	WASHINGTON.....D		.....	.....	
		4.39		D			
X-25	117	334.68	OXFORD FURNACE..T		.....	.....	
		4.56					
X-30	.....	330.12	BRIDGEVILLE.....T		.....	.....	
		1.97					
X-32	.....	328.15	MANUNKA CHUNK..D		.....	.....	
		2.34					
X-34	.....	325.81	DELAWARE.....T		.....	.....	
		2.75		D			
X-37	.....	323.06	PORTLAND.....T		.....	.....	
		2.18		N			
X-39 74	68	320.88	SLATEFORD JCT....Lv		3.37	.....	5.33
					AM	AM	AM
					Sunday	Sunday	Sunday
					10	904	8

See Notes Page 97

HOBOKEN. (Via Old Road, Cut-off and Boonton Line.)

SUNDAY TRAINS.

EASTWARD. — First Class.

1104 Dover Sunday	906 Dover Sunday	908 Dover Sunday	1106 Washington Sunday	910 Dover Sunday	1108 Branchville Sunday	912 Dover Sunday	914 Dover Sunday	1112 Dover Sunday
AM	AM	AM	AM	AM	AM	AM	AM	PM
s 8.11	.....	.....	s 10.05	.....	.....	.....	.....	s 1.11
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.01	.....	.....	9.55	.....	.....	.....	.....	f 1.02
s 7.55	.....	.....	s 9.49	.....	.....	.....	.....	s 12.57
s 7.53	.....	.....	s 9.47	.....	.....	.....	.....	s 12.54
s 7.50	.....	.....	f 9.44	.....	.....	.....	.....	f 12.51
s 7.47	.....	.....	s 9.41	.....	.....	.....	.....	s 12.48
s 7.44	.....	.....	f 9.38	.....	.....	.....	.....	s 12.45
7.41	.....	.....	9.35	.....	.....	.....	.....	12.41
s 7.39	.....	.....	s 9.33	.....	.....	.....	.....	s 12.39
f 7.33	.....	.....	.....	.....	.....	.....	.....	.....
s 7.28	.....	.....	s 9.24	.....	.....	.....	.....	s 12.31
7.26	.....	.....	9.22	.....	.....	.....	.....	12.29
s 7.23	.....	.....	s 9.20	.....	.....	.....	.....	s 12.27
s 7.19	.....	.....	s 9.16	.....	.....	.....	.....	s 12.23
s 7.15	.....	.....	.....	.....	.....	.....	.....	.....
s 7.12	.....	.....	s 9.10	.....	.....	.....	.....	s 12.17
s 7.08	.....	.....	s 9.06	.....	.....	.....	.....	s 12.13
s 7.03	s 6.57	s 8.02	s 9.01	s 9.02	.....	s 10.02	s 11.02	s 12.09
s 6.53	.....	.....	s 8.51	.....	.....	.....	.....	s 11.59
6.49	.....	.....	8.47	.....	.....	.....	.....	11.55
6.47	6.51	7.56	s 8.45	8.56	s 9.48	9.56	10.56	11.53
.....	.....	.....	f 8.40	.....	f 9.44	.....	.....	.....
.....	.....	.....	8.37	.....	.....	.....	.....	.....
.....	.....	.....	s 8.30	.....	s 9.36	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
See Local Instructions 101 and 130			s 8.26	.....	9.33	.....	.....	.....
			8.25	.....	9.31	.....	.....	.....
			s 8.24	.....	.....	.....	.....	.....
			f 8.16	.....	.....	.....	.....	.....
			s 8.07	.....	.....	.....	.....	.....
			f 7.55	.....	.....	.....	.....	.....
			7.50	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....
			See Local Instruction 101	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....
			.....	.....	.....	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
1104	906	908	1106	910	1108	912	914	1112

SLATEFORD JUNCTION TO

EASTWARD. First Class.

STATIONS	916	2	918	1116	920	922
	Dover	Buffalo	Dover	Dover	Dover	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	.....	.....	.....	$ 2.41	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	$ 2.31	.....	.....
3.93						
KINGSLAND.....	.....	.....	.....	$ 2.26	.....	.....
0.58						
LYNDHURST.....	.....	.....	.....	$ 2.23	.....	.....
1.10						
DELAWANNA.....	.....	.....	.....	$ 2.20	.....	.....
1.26						
PASSAIC.....	.....	.....	.....	$ 2.17	.....	.....
1.63						
ATHENIA.....	.....	.....	.....	$ 2.14	.....	.....
1.40						
PATERSON JCT.....	.....	.....	.....	2.11	.....	.....
1.45						
PATERSON.....	.....	.....	.....	$ 2.09	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	f 2.04	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	.....	$ 2.01	.....	.....
0.56						
MT. VIEW TOWER.....	.....	.....	.....	1.59	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	.....	$ 1.57	.....	.....
2.25						
TOWACO.....	.....	.....	.....	$ 1.53	.....	.....
2.62						
MONTVILLE.....	.....	.....	.....	f 1.48	.....	.....
1.48						
BOONTON.....	.....	.....	.....	$ 1.45	.....	.....
1.95						
MOUNTAIN LAKES.....	.....	.....	.....	$ 1.41	.....	.....
2.75						
DENVILLE.....	$ 12.02	1.07	$ 1.12	$ 1.36	$ 2.02	$ 3.02
1.70						
ROCKAWAY.....	.....	.....	.....	.....	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	.....	.....	.....
1.27						
DOVER.....	11.56	$ 1.00	1.06	1.30	1.56	2.56
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	12.53	.....	.....	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	.....	.....	.....	.....
0.26						
PORT MORRIS JCT....	.....	12.48	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	12.35	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	$ 12.26	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	.....	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	.....	.....	.....
0.62						
NETCONG.....	.....	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....	See Notes Page 97	.....	.....	.....	.....
1.97						
MANUNKA CHUNK....	.....		.....	.....	.....	.....
2.34						
DELAWARE.....	.....		.....	.....	.....	.....
2.75						
PORTLAND.....	.....		.....	.....	.....	.....
2.18						
SLATEFORD JCT. ...Lv	.....	12.14	.....	.....	.....	.....
	AM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	916	2	918	1116	920	922

HOBOKEN. (Via Old Road, Cut-off and Beonton Line.) SUNDAY TRAINS.

EASTWARD. First Class.

1118	924	926	6	1124	586	928	1120	X92
Dover	Dover	Dover	Buffalo	Wash-ington	PRR	Dover	Branch-ville	Dover
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
$ 5.03	.....	.....	.....	$ 7.03	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
$ 4.53	.....	.....	.....	$ 6.51	.....	.....	.....	.....
$ 4.47	.....	.....	.....	$ 6.44	.....	.....	.....	.....
$ 4.44	.....	.....	.....	$ 6.42	.....	.....	.....	.....
$ 4.41	.....	.....	.....	f 6.39	.....	.....	.....	.....
$ 4.38	.....	.....	.....	$ 6.36	.....	.....	.....	.....
$ 4.35	.....	.....	.....	f 6.33	.....	.....	.....	.....
4.32	.....	.....	.....	6.31	.....	.....	.....	.....
$ 4.30	.....	.....	.....	$ 6.29	.....	.....	.....	.....
f 4.25	.....	.....	.....	f 6.23	.....	.....	.....	.....
$ 4.21	.....	.....	.....	$ 6.19	.....	.....	.....	.....
4.19	.....	.....	.....	6.17	.....	.....	.....	.....
$ 4.17	.....	.....	.....	$ 6.14	.....	.....	.....	.....
$ 4.13	.....	.....	.....	$ 6.09	.....	.....	.....	.....
f 4.08	.....	.....	.....	$ 6.04	.....	.....	.....	.....
$ 4.05	.....	.....	.....	$ 6.01	.....	.....	.....	.....
$ 4.01	.....	.....	.....	$ 5.56	.....	.....	.....	.....
$ 3.56	$ 4.02	$ 4.57	5.20	$ 5.51	.....	$ 5.44	.....	6.00
$ 3.46	.....	.....	.....	$ 5.42	.....	.....	.....	.....
3.42	.....	.....	.....	5.37	.....	.....	.....	.....
3.40	3.56	4.51	$ 5.14	$ 5.35	.....	5.38	$ 5.41	5.52
.....	.....	.....	.....	f 5.29	.....	.....	.....	.....
.....	.....	.....	5.07	.....	.....	.....	.....	.....
.....	.....	.....	.....	$ 5.20	.....	.....	.....	.....
.....	.....	.....	5.03	.....	.....	.....	5.27	.....
.....	.....	.....	4.51	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	f 4.43	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	5.17	.....	.....	5.24	.....
.....	.....	.....	.....	5.16	.....	.....	5.20	.....
.....	.....	.....	.....	$ 5.14	.....	.....	.....	.....
.....	.....	.....	.....	f 5.06	.....	.....	.....	.....
.....	.....	.....	.....	$ 4.56	.....	.....	No passengers East of Netcong	.....
.....	.....	.....	.....	$ 4.46	.....	.....		.....
.....	.....	.....	.....	4.40	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	4.58	.....	See Local Instruction 130	.....
.....	.....	.....	.....	.....	f 4.53	.....		.....
.....	.....	.....	.....	.....	$ 4.48	.....		.....
.....	.....	.....	4.31	.....	4.42	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
1118	924	926	6	1124	586	928	1120	X92

SLATEFORD JUNCTION TO HOBOKEN. (Via Old Road, Cut-off and Boonton Line.)

SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	930	1126	932	24	934	1128	44	936	938
	Dover	Dover	Dover	Scranton	Dover	Branchville	Milk	Dover	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	PM	PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar		s 8.25				s 10.17	s 10.25		
1.92									
WEST END							s 10.18		
1.78									
SECAUCUS		8.15				s 10.07	10.15		
3.93									
KINGSLAND		s 8.10				s 10.00	10.07		
0.58									
LYNDHURST		s 8.07				s 9.57			
1.10									
DELAWANNA									
1.26									
PASSAIC		s 8.01				s 9.51	s 10.00		
1.63									
ATHENIA									
1.40									
PATERSON JCT.		7.55				9.43	9.45		
1.45									
PATERSON		s 7.53				s 9.41			
3.15									
LITTLE FALLS									
2.34									
MOUNTAIN VIEW		s 7.44				s 9.31			
0.56									
MT. VIEW TOWER		7.42				9.28	9.34		
1.78									
LINCOLN PARK		s 7.39				s 9.25	9.32		
2.25									
TOWACO		s 7.34				s 9.21			
2.62									
MONTVILLE									
1.48									
BOONTON		s 7.28				s 9.16			
1.95									
MOUNTAIN LAKES		s 7.23				s 9.11			
2.75									
DENVILLE	s 7.04	s 7.17	s 8.04	9.02	s 9.04	s 9.06	9.20	s 10.04	s 11.04
1.70									
ROCKAWAY									
2.15									
ROCKAWAY JCT.									
1.27									
DOVER	6.58	s 7.10	7.58	s **8.56**	8.58	s {**9.00** **8.45**	9.03	9.58	10.58
1.96									
WHARTON						8.39			
1.19									
CHESTER JUNCTION		7.04		8.50			8.55		
4.21									
LAKE HOPATCONG		s 6.57				s 8.28			
0.26									
PORT MORRIS JCT.				8.45			8.50		
11.87									
GREENDELL				8.29			8.35		
3.08									
JOHNSONBURG				f 8.26					
4.10									
BLAIRSTOWN				s 8.20			8.26		
6.80									
HAINESBURG									
1.06									
PORT MORRIS		6.53				8.21			
0.83									
SUSSEX BRANCH JCT.		6.51				8.19			
0.62									
NETCONG		6.50							
3.20									
WATERLOO									
5.58									
HACKETTSTOWN									
6.35									
PORT MURRAY									
3.44									
WASHINGTON									
4.39									
OXFORD FURNACE									
4.56									
BRIDGEVILLE									
1.97									
MANUNKA CHUNK									
2.34									
DELAWARE									
2.75									
PORTLAND									
2.18									
SLATEFORD JCT....Lv				8.09			8.15		
	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	930	**1126**	**932**	**24**	**934**	**1128**	**44**	**936**	**938**

Train 1126: Operates between Netcong and Dover, June 20th to Sept. 5th, inc. Will also operate Monday, Sept. 6th, 1948

Train 24: Will not operate Sept. 5th, 1948. Will operate Monday Sept. 6, 1948

Train 44: Passaic stop at old freight house

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	HOBOKEN TO			
			WESTWARD.			First Class.
			657	1103	15	903
			Dover	Dover	Buffalo	Dover
			Sunday	Sunday	Sunday	Sunday
			AM	AM	AM	AM
.....	.....	HOBOKEN.....Lv	.....	‡12.20	1.05	.....
		1.92				
.....	1.92	WEST END.....N	.....	.....	.....	.....
		1.78 N				
.....	3.70	SECAUCUS.....	.....	s 12.29	1.15	.....
		3.93 T				
.....	7.63	KINGSLAND.....D	.....	s 12.35	.....	.....
		0.58				
.....	8.21	LYNDHURST.....D	.....	s 12.37	.....	.....
		1.10				
.....	9.31	DELAWANNA.....D	.....	f 12.40	.....	.....
		1.26 D				
.....	10.57	PASSAIC.....	.....	s 12.43	.....	.....
		1.63 T				
.....	12.20	ATHENIA.....	.....	f 12.46	.....	.....
		1.40				
.....	13.60	PATERSON JCT.....N	.....	12.49	1.29	.....
		1.45				
.....	15.05	PATERSON.....D	.....	s 12.52	.....	.....
		3.15 T				
.....	18.20	LITTLE FALLS.....D	.....	f 12.57	.....	.....
		2.34				
.....	20.54	MOUNTAIN VIEW....D	.....	s 1.01	.....	.....
		0.56				
.....	21.10	MT. VIEW TOWER...N	.....	1.02	1.40	.....
		1.78				
.....	22.88	LINCOLN PARK.....D	.....	s 1.05	.....	.....
		2.25 T				
.....	25.13	TOWACO.....D	.....	s 1.10	.....	.....
		2.62				
.....	27.75	MONTVILLE.....	.....	f 1.15	.....	.....
		1.48 D				
.....	29.23	BOONTON.....	.....	s 1.19	1.51	.....
		1.95				
.....	31.18	MOUNTAIN LAKES....	.....	f 1.23	.....	.....
		2.75				
.....	33.93	DENVILLE.....N	s 1.16	f 1.30	1.58	s 2.15
		1.70				
.....	35.56	ROCKAWAY.....D	.....	.....	.....	.....
		2.15				
.....	36.85	ROCKAWAY JCT.....	.....	.....	.....	.....
		1.27 N				
.....	38.12	DOVER.....	s 1.22	s 1.36	2.04	s 2.22
		1.96 T				
.....	40.08	WHARTON.....	.....	.....	.....	.....
		1.19 T				
.....	41.27	CHESTER JUNCTION..	.....	.....	2.08	.....
		4.21				
.....	45.48	LAKE HOPATCONG..D	.....	.....	.....	.....
		0.26				
.....	45.74	PORT MORRIS JCT...N	.....	.....	2.18	.....
		11.87				
.....	57.61	GREENDELL.....T	.....	.....	2.30	.....
		3.08				
.....	60.69	JOHNSONBURG.....T	.....	.....	.....	.....
		4.10 D				
83	64.79	BLAIRSTOWN.....T	.....	.....	2.39	.....
		6.80				
.....	71.59	HAINESBURG.....T	.....	.....	.....	.....
		1.06				
.....	46.54	PORT MORRIS.....T	.....	.....	.....	.....
		0.83				
.....	47.37	SUSSEX BRANCH JCT.	.....	.....	.....	.....
		0.62				
.....	47.99	NETCONG.....D	.....	.....	.....	.....
		3.20				
.....	51.19	WATERLOO.....T	.....	.....	.....	.....
		5.58 T				
139	56.77	HACKETTSTOWN....D	.....	.....	.....	.....
		6.35 T				
.....	63.12	PORT MURRAY.....	.....	.....	.....	.....
		3.44 D				
240	66.56	WASHINGTON.....T	.....	.....	.....	.....
		4.39 D				
117	70.95	OXFORD FURNACE..T	.....	.....	.....	.....
		4.56				
.....	75.51	BRIDGEVILLE.....T	.....	See Local Instruction 130	.....	.....
		1.97				
.....	77.48	MANUNKA CHUNK..D	.....		.....	.....
		2.34				
.....	79.82	DELAWARE.....T	.....		.....	.....
		2.75 D				
.....	82.57	PORTLAND.....T	.....		.....	.....
		2.18 N				
.....	74.27	SLATEFORD JCT....Ar	.....	.....	2.50	.....
			AM	AM	AM	AM
			Sunday	Sunday	Sunday	Sunday
			657	1103	15	903

SLATEFORD JUNCTION. (Via Boonton Line, Cut-off and Old Road.) SUNDAY TRAINS.

WESTWARD. First Class.

1105	47	905	1107	907	909	585	3	1111
Branchville	Milk	Dover	Washington	Dover	Dover	PRR	Buffalo	Dover
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
.....	5.30	.....	8.50	.....	.....	.....	.....	10.45
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	5.40	.....	s 8.59	.....	.....	.....	.....	s 10.54
.....	.....	.....	s 9.05	.....	.....	.....	.....	s 11.00
.....	.....	.....	s 9.08	.....	.....	.....	.....	s 11.02
.....	.....	.....	s 9.11	.....	.....	.....	.....	s 11.05
.....	.....	.....	s 9.15	.....	.....	.....	.....	s 11.08
.....	.....	.....	f 9.18	.....	.....	.....	.....	f 11.11
.....	5.56	.....	9.20	.....	.....	.....	.....	11.14
.....	.....	.....	s 9.23	.....	.....	.....	.....	s 11.17
.....	.....	.....	f 9.28	.....	.....	.....	.....	f 11.22
.....	.....	.....	s 9.33	.....	.....	.....	.....	s 11.26
.....	6.05	.....	9.34	.....	.....	.....	.....	11.27
.....	.....	.....	s 9.38	.....	.....	.....	.....	s 11.30
.....	.....	.....	s 9.43	.....	.....	.....	.....	s 11.35
.....	.....	.....	f 9.48	.....	.....	.....	.....	f 11.40
.....	s 6.20	.....	s 9.52	.....	.....	.....	.....	s 11.44
.....	.....	.....	s 9.56	.....	.....	.....	.....	s 11.48
s 5.48	6.30	s 9.09	s 10.01	s 10.09	s 11.09	.....	11.25	s 11.55
.....	.....	.....	s 10.11	.....	.....	.....	.....	.....
.....	.....	.....	10.14	.....	.....	.....	.....	.....
s 5.56	s 6.41	s 9.15	s 10.17	s 10.15	s 11.15	.....	s 11.32	s 12.02
s 6.01	.....	.....	f 10.22	.....	.....	.....	.....	.....
.....	6.49	.....	.....	.....	.....	.....	11.36	12.07
s 6.09	.....	.....	s 10.32	.....	.....	.....	.....	s 12.14
.....	Handle passengers from Dover & West	.....	.....	.....	.....	.....	11.43	s 12.15
.....		.....	.....	.....	.....	.....	11.53	
.....		.....	.....	.....	.....	.....	.....	
.....		.....	.....	.....	.....	.....	f 12.01	
.....		.....	.....	.....	.....	.....	.....	
6.17	7.00	.....	10.35	.....	.....	.....	.....	
6.19	7.02	.....	10.36	.....	.....	.....	.....	
.....	7.04	.....	s 10.37	.....	.....	.....	.....	
.....	.....	.....	f 10.45	.....	.....	.....	.....	
.....	f 7.22	.....	s 10.55	.....	.....	.....	.....	
.....	.....	.....	f 11.05	.....	.....	.....	.....	
.....	f **7.42**	.....	s 11.13	.....	.....	.....	.....	
.....	f 7.58	.....	.....	.....	.....	.....	.....	
See Local Instruction 130	f 8.02	.....	.....	.....	.....	.....	.....	
	8.06	.....	.....	.....	.....	11.27	.....	
	f 8.11	.....	.....	.....	.....	f 11.31	.....	
	f 8.30	.....	.....	.....	.....	s 11.36	.....	
.....	8.35	.....	.....	.....	.....	11.40	12.10	.....
AM	AM	AM	AM	AM	AM	AM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
1105	47	905	1107	907	909	585	3	1111

Operates between Dover and Port Morris Jct., June 20th to Sept. 5th, Inc. Will also operate Monday, Sept. 6th, 1948

HOBOKEN TO

WESTWARD. First Class.

STATIONS	911	913	915	1113	917	919
	Dover	Dover	Dover	Branch-ville	Dover	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	.....	.....	.....	1.00	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
1.78						
SECAUCUS.....	.....	.....	.....	s 1.08	.....	.....
3.93						
KINGSLAND.....	.....	.....	.....	s 1.15	.....	.....
0.58						
LYNDHURST.....	.....	.....	.....	s 1.18	.....	.....
1.10						
DELAWANNA.....	.....	.....	.....	s 1.21	.....	.....
1.26						
PASSAIC.....	.....	.....	.....	s 1.25	.....	.....
1.63						
ATHENIA.....	.....	.....	.....	f 1.28	.....	.....
1.40						
PATERSON JCT.....	.....	.....	.....	1.31	.....	.....
1.45						
PATERSON.....	.....	.....	.....	s 1.34	.....	.....
3.15						
LITTLE FALLS.....	.....	.....	.....	f 1.38	.....	.....
2.34						
MOUNTAIN VIEW.....	.....	.....	.....	s 1.41	.....	.....
0.56						
MT. VIEW TOWER.....	.....	.....	.....	1.42	.....	.....
1.78						
LINCOLN PARK.....	.....	.....	.....	s 1.45	.....	.....
2.25						
TOWACO.....	.....	.....	.....	s 1.49	.....	.....
2.62						
MONTVILLE.....	.....	.....	.....	f 1.54	.....	.....
1.48						
BOONTON.....	.....	.....	.....	s 1.58	.....	.....
1.95						
MOUNTAIN LAKES.....	.....	.....	.....	s 2.02	.....	.....
2.75						
DENVILLE.....	s 12.09	s 1.09	s 2.09	s 2.09	s 3.09	s 4.09
1.70						
ROCKAWAY.....	.....	.....	.....	s 2.17	.....	.....
2.15						
ROCKAWAY JCT.....	.....	.....	.....	2.20	.....	.....
1.27						
DOVER.....	s 12.15	s 1.15	s 2.15	s 2.24	s 3.15	s 4.15
1.96						
WHARTON.....	.....	.....	.....	.....	.....	.....
1.19						
CHESTER JUNCTION..	.....	.....	.....	2.29	.....	.....
4.21						
LAKE HOPATCONG....	.....	.....	.....	s 2.39	.....	.....
0.26						
PORT MORRIS JCT....	.....	.....	.....	.....	.....	.....
11.87						
GREENDELL.....	.....	.....	.....	.....	.....	.....
3.08						
JOHNSONBURG.....	.....	.....	.....	.....	.....	.....
4.10						
BLAIRSTOWN.....	.....	.....	.....	.....	.....	.....
6.80						
HAINESBURG.....	.....	.....	.....	.....	.....	.....
1.06						
PORT MORRIS.....	.....	.....	.....	2.41	.....	.....
0.83						
SUSSEX BRANCH JCT.	.....	.....	.....	2.43	.....	.....
0.62						
NETCONG.....	.....	.....	.....	.....	.....	.....
3.20						
WATERLOO.....	.....	.....	.....	.....	.....	.....
5.58						
HACKETTSTOWN.....	.....	.....	.....	.....	.....	.....
6.35						
PORT MURRAY.....	.....	.....	.....	.....	.....	.....
3.44						
WASHINGTON.....	.....	.....	.....	.....	.....	.....
4.39						
OXFORD FURNACE....	.....	.....	.....	.....	.....	.....
4.56						
BRIDGEVILLE.....	.....	.....	.....	See Local Instruction 130	.....	.....
1.97						
MANUNKA CHUNK....	.....	.....	.....		.....	.....
2.34						
DELAWARE.....	.....	.....	.....		.....	.....
2.75						
PORTLAND.....	.....	.....	.....		.....	.....
2.18						
SLATEFORD JCT....Ar	.....	.....	.....	.....	.....	.....
	PM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	911	913	915	1113	917	919

SLATEFORD JUNCTION (Via Boonton Line, Cut-off and Old Road.) SUNDAY TRAINS.

WESTWARD. First Class.

1115	921	5	X103	923	925	1117		
Dover	Dover	Buffalo	Dover	Dover	Dover	Wash-ington		
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday		
PM	PM	PM	PM	PM	PM	PM		
3.45	.....	.....	.....	.....	.....	6.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 3.54	.....	.....	.....	.....	.....	s 6.08	.....	.....
s 4.00	.....	.....	.....	.....	.....	s 6.15	.....	.....
s 4.03	.....	.....	.....	.....	.....	s 6.18	.....	.....
s 4.06	.....	.....	.....	.....	.....	s 6.21	.....	.....
s 4.09	.....	.....	.....	.....	.....	s 6.24	.....	.....
f 4.12	.....	.....	.....	.....	.....	f 6.27	.....	.....
4.14	.....	.....	.....	.....	.....	6.29	.....	.....
s 4.17	.....	.....	.....	.....	.....	s 6.32	.....	.....
f 4.21	.....	.....	.....	.....	.....	f 6.36	.....	.....
s 4.24	.....	.....	.....	.....	.....	s 6.39	.....	.....
4.25	.....	.....	.....	.....	.....	6.40	.....	.....
s 4.29	.....	.....	.....	.....	.....	s 6.44	.....	.....
s 4.33	.....	.....	.....	.....	.....	s 6.48	.....	.....
f 4.38	.....	.....	.....	.....	.....	f 6.53	.....	.....
s 4.43	.....	.....	.....	.....	.....	s 6.58	.....	.....
s 4.47	.....	.....	.....	.....	.....	s 7.02	.....	.....
s 4.53	s 5.09	5.37	.....	s 6.14	s 7.09	s 7.10	.....	.....
.....	.....	.....	.....	.....	.....	s 7.18	.....	.....
.....	.....	.....	.....	.....	.....	7.22	.....	.....
s 5.01	s 5.15	s 5.44	6.05	s 6.20	s 7.15	s 7.26	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5.49	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	s 7.39	.....	.....
.....	.....	5.57	s 6.20	.....	.....	.....	.....	.....
.....	.....	6.08	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 6.16	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	7.42	.....	.....
.....	.....	.....	.....	.....	.....	7.44	.....	.....
.....	.....	.....	.....	.....	.....	s 7.46	.....	.....
.....	.....	.....	.....	.....	.....	f 7.52	.....	.....
.....	.....	.....	.....	.....	.....	s 7.59	.....	.....
.....	.....	.....	.....	.....	.....	f 8.07	.....	.....
.....	.....	.....	.....	.....	.....	s 8.12	.....	.....
See Local Instruction 130	.....	See Notes Page 97	Equipment for No. 1125	.....	.....	See Local Instruction 130	.....	.....
.....	.....	6.27	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM		
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday		
1115	921	5	X103	923	925	1117		

HOBOKEN TO SLATEFORD JUNCTION (Via Old Road Cut-off and Boonton Line.) SUNDAY TRAINS.

WESTWARD. First Class.

Miles	STATIONS	927	1119	929	7	931	1121	933
		Dover	Dover	Dover	Buffalo	Dover	Dover	Dover
		Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
		PM	PM	PM	PM	PM	PM	PM
	HOBOKEN......Lv		7.45				9.30	
1.92	WEST END							
1.78	SECAUCUS		s 7.54				s 9.39	
3.93	KINGSLAND		s 8.00				s 9.45	
0.58	LYNDHURST		s 8.02				s 9.48	
1.10	DELAWANNA		s 8.05				s 9.51	
1.26	PASSAIC		s 8.08				s 9.55	
1.63	ATHENIA		f 8.11				f 9.58	
1.40	PATERSON JCT.		8.14				10.01	
1.45	PATERSON		s 8.17				s 10.05	
3.15	LITTLE FALLS							
2.34	MOUNTAIN VIEW		s 8.26				s 10.14	
0.56	MT. VIEW TOWER		8.27				10.15	
1.78	LINCOLN PARK		s 8.30				s 10.18	
2.25	TOWACO		s 8.35				s 10.22	
2.62	MONTVILLE		f 8.40					
1.48	BOONTON		s 8.44				s 10.29	
1.95	MOUNTAIN LAKES		s 8.48				s 10.33	
2.75	DENVILLE	s 8.09	s 8.55	s 9.05	9.10	s 10.09	s 10.40	s 11.09
1.70	ROCKAWAY						s 10.48	
2.15	ROCKAWAY JCT.						10.52	
1.27	DOVER	s 8.15	s 9.02	s 9.11	s 9.17	s 10.15	s 10.55	s 11.15
1.96	WHARTON							
1.19	CHESTER JUNCTION				9.21			
4.21	LAKE HOPATCONG							
0.26	PORT MORRIS JCT.				9.28			
11.87	GREENDELL				9.38			
3.08	JOHNSONBURG							
4.10	BLAIRSTOWN				ss 9.46			
6.80	HAINESBURG							
1.06	PORT MORRIS							
0.83	SUSSEX BRANCH JCT.							
0.62	NETCONG							
3.20	WATERLOO							
5.58	HACKETTSTOWN							
6.35	PORT MURRAY							
3.44	WASHINGTON							
4.39	OXFORD FURNACE							
4.56	BRIDGEVILLE							
1.97	MANUNKA CHUNK				See Notes Page 97		See Local Instruction 130	
2.34	DELAWARE							
2.75	PORTLAND							
2.18	SLATEFORD JCT....Ar				9.55			
		PM	PM	PM	PM	PM	PM	PM
		Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
		927	1119	929	7	931	1121	933

THINK

Keep your mind clear.

Which? Be Careful or Crippled.

Safety Always.

The best safety device is a careful man.

MORRISTOWN LINE,

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	STATIONS	192 Mont-clair Ex.Su.&Mo	742 Mont-clair Mon. Only	X52 Morris-town Ex.Su.&Mo	194 Mont-clair Ex.Su.&Mo
			AM	AM	AM	AM
.....	.....	HOBOKEN.....Ar	s 12.30	s 12.41	s 12.50	s 12.56
		1.92				
.....	1.92	WEST END.....N	.....	.....	.....	.....
		5.21				
.....	7.13	HARRISON.....N	f 12.19	.....	.....	.....
		0.66				
.....	7.79	NEWARK.....N	s 12.17	s 12.28	.....	s 12.43
		1.23				
.....	9.02	ROSEVILLE AVENUE.N	s 12.14	s 12.25	.....	s 12.40
		0.66 T				
.....	9.68	AMPERE.....D	s 12.12	s 12.23	.....	s 12.38
		1.23				
.....	10.91	WATSESSING AVE....D	s 12.10	s 12.21	.....	s 12.36
		0.70				
.....	11.61	BLOOMFIELD.....D	s 12.08	s 12.19	.....	s 12.34
		0.59				
.....	12.20	GLEN RIDGE.....D	s 12.06	s 12.17	.....	s 12.32
		0.92				
.....	13.12	MONTCLAIR.....N	12.04	12.15	.....	12.30
		0.54				
.....	9.56	GROVE STREET.....D	.....	.....	.....	.....
		0.45				
.....	10.01	EAST ORANGE.....D	.....	.....	.....	.....
		0.59				
.....	10.60	BRICK CHURCH.....D	.....	.....	.....	.....
		0.86				
.....	11.46	ORANGE.....N	.....	.....	.....	.....
		0.70				
.... ..	12.16	HIGHLAND AVENUE.D	.....	.....	.....	.....
		0.94				
.....	13.10	MOUNTAIN STATION D	.....	.....	.....	.....
		0.75				
.....	13.85	SOUTH ORANGE.....D	.....	.....	.....	.....
		1.30				
.....	15.15	MAPLEWOOD.....D	.....	.....	.....	.....
		1.61				
.....	16.76	MILLBURN.....D	.....	.....	.....	.....
		1.08				
.....	17.84	SHORT HILLS.....D	.....	.....	.....	.....
		2.27				
.....	20.11	SUMMIT.....N	.....	.....	.....	.....
		1.12				
48	21.23	WEST SUMMIT SIDING	.....	.....	.....	.....
		0.56				
.....	21.79	NEW PROVIDENCE....	.....	.....	.....	.....
		1.59 D				
17	23.38	MURRAY HILL.....T	.....	.....	.....	.....
		2.38				
7	25.76	BERKELEY HEIGHTS D	.....	.....	.....	.....
		1.38				
.....	27.14	GILLETTE.....	.....	.....	.....	.....
		1.36 D				
20	28.50	STIRLING.....T	.....	.....	.....	.....
		1.62 T				
.....	30.12	MILLINGTON.....D	.....	.....	.....	.....
		1.65				
20	31.77	LYONS.....D	.....	.....	.....	.....
		1.87 D				
3	33.64	BASKING RIDGE.....T	.....	.....	.....	.....
		1.16 T				
18	34.80	BERNARDSVILLE.....D	.....	.....	.....	.....
		2.65				
.....	37.45	MINE BROOK.....	.....	.....	.....	.....
		1.50 D				
10	38.95	FAR HILLS.....T	.....	.....	.....	.....
		2.39				
.....	41.34	PEAPACK.....	.....	.....	.....	.....
		0.92 T				
.....	42.26	GLADSTONE.....D	.....	.....	.....	.....
		3.42 T				
.....	23.53	CHATHAM.....D	.....	.....	.....	.....
		2.00 T				
.....	25.53	MADISON.....D	.....	.....	.....	.....
		2.16				
.....	27.69	CONVENT.....D	.....	.....	.....	.....
		2.10				
.....	29.79	MORRISTOWN.....N	.....	.....	12.05	.....
		2.21 T				
.....	32.00	MORRIS PLAINS.....D	.....	.....	.....	.....
		3.71				
.....	35.71	MOUNT TABOR.....	.....	.....	.....	.....
		0.59 N				
.....	36.30	DENVILLE.....Lv	.....	.....	.....	.....
		Roseville Ave. and Newark.	2	2	2 2 2	2
		Orange and Roseville Ave.	.....	.....	.....	.....
		Millburn and Orange.....	.....	.....	2	.....
			AM	AM	AM	AM
			Ex.Su.&Mo	Mon. only	Ex.Su.&Mo	Ex.Su.&Mo
			192	742	X52	194

MONTCLAIR AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

EASTWARD First Class

646 Dover Ex.Su&Mo	102 Mont-clair Ex.Su&Mo	530 Morris Plains Ex. Su&Mo	104 Mont-clair Ex. Sunday	300 Summit Ex.Su&Mo	106 Mont-clair Ex.Su&Mo	500 Morris Plains Ex. Sunday	400 Glad-stone Ex. Sunday	600 Dover Ex. Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
s 1.11	s 1.27	s 1.41	s 1.56	s 2.31	s 3.06	s 4.13	.....	s 6.21
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	s 6.10
s 12.59	s 1.14	s 1.28	s 1.43	s 2.18	s 2.53	s 4.00	.....	s 6.08
s 12.56	s 1.11	s 1.25	s 1.40	s 2.15	s 2.50	f 3.57	.....	s 6.05
.....	s 1.09	.....	s 1.38	.....	s 2.48	.....	.....	.....
.....	s 1.07	.....	s 1.36	.....	s 2.46	.....	.....	.....
.....	s 1.05	.....	s 1.34	.....	s 2.44	.....	.....	.....
.....	s 1.03	.....	s 1.32	.....	s 2.42	.....	.....	.....
.....	1.01	.....	1.30	.....	2.40	.....	.....	.....
s 12.54	.....	s 1.23	.....	s 2.13	.....	f 3.55	.....	s 6.03
s 12.53	.....	s 1.22	.....	s 2.12	.....	s 3.54	.....	s 6.02
s 12.51	.....	s 1.20	.....	s 2.10	.....	s 3.52	.....	s 6.00
s 12.49	.....	s 1.18	.....	s 2.08	.....	s 3.50	.....	s 5.58
s 12.47	.....	s 1.16	.....	s 2.06	.....	f 3.48	.....	s 5.56
s 12.45	.....	s 1.14	.....	s 2.04	.....	f 3.46	.....	s 5.54
s 12.43	.....	s 1.12	.....	s 2.02	.....	s 3.44	.....	s 5.52
s 12.40	.....	s 1.09	.....	s 1.59	.....	f 3.41	.....	s 5.49
s 12.37	.....	s 1.06	.....	s 1.56	.....	s 3.38	.....	s 5.46
s 12.35	.....	s 1.04	.....	s 1.54	.....	.....	.....	s 5.44
s 12.31	.....	s 1.00	.....	1.50	.....	s 3.33	s 5.35	s 5.40
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	f 5.32	.....
.....	.....	.....	.....	.....	.....	.....	f 5.29	.....
.....	.....	.....	.....	.....	.....	.....	f 5.26	.....
.....	.....	.....	.....	.....	.....	.....	f 5.23	.....
.....	.....	.....	.....	.....	.....	.....	f 5.21	.....
.....	.....	.....	.....	.....	.....	.....	f 5.18	.....
.....	.....	.....	.....	.....	.....	.....	f 5.15	.....
.....	.....	.....	.....	.....	.....	.....	s 5.12	.....
.....	.....	.....	.....	.....	.....	.....	s 5.10	.....
.....	.....	.....	.....	.....	.....	.....	f 5.05	.....
.....	.....	.....	.....	.....	.....	.....	s 5.02	.....
.....	.....	.....	.....	.....	.....	.....	f 4.59	.....
.....	.....	.....	.....	.....	.....	.....	4.57	.....
s 12.25	.....	s 12.54	.....	.....	.....	f 3.29		s 5.34
s 12.21	.....	s 12.50	.....	.....	.....	f 3.26		s 5.30
f 12.18	.....	f 12.47	.....	.....	.....	.....		s 5.26
s 12.15	.....	s 12.44	.....	.....	.....	s 3.21		s 5.23
s 12.11	.....	12.40	.....	.....	.....	3.18	See Local Instruction 101	s 5.19
f 12.06	.....	.....	.....	.....	.....	.....		s 5.14
s 12.04	.....	.....	.....	.....	.....	.....		s 5.12
2 2 2	2	2 2 2	2	2 2 2	2	2 2 2	....	2 2 2
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex.Su&Mo	Ex.Su&Mo	Ex. Su&Mo	Ex. Sunday	Ex.Su&Mo	Ex.Su&.Mo	Ex. Sunday	Ex. Sunday	Ex. Sunday
646	102	530	104	300	106	500	400	600

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

STATIONS	108 Mont-clair Ex. Sunday	200 South Orange Ex. Sunday	502 Morris-town Ex. Sunday	110 Mont-clair Ex. Sunday	8 Buffalo Ex. Sunday	402 Glad-stone Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	s 6.24	s 6.40	s 7.05	s 7.12	s 7.30	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	s 6.12	s 6.29	s 6.53	s 7.00	.....	.....
0.66						
NEWARK.....	s 6.10	s 6.27	s 6.51	s 6.58	s 7.16	.....
1.23						
ROSEVILLE AVENUE...	s 6.07	s 6.24	6.49	s 6.55	7.10	.....
0.66						
AMPERE.....	s 6.05	.....	.....	s 6.53	.....	.....
1.23						
WATSESSING AVE.....	s 6.03	.....	.....	s 6.51	.....	.....
0.70						
BLOOMFIELD.....	s 6.01	.....	.....	s 6.49	.....	.....
0.59						
GLEN RIDGE.....	s 5.59	.....	.....	s 6.47	.....	.....
0.92						
MONTCLAIR.....	5.57	.....	.....	6.45	.....	.....
0.54						
GROVE STREET.....	.....	s 6.22	s 6.48	.....	.....	.....
0.45						
EAST ORANGE.....	.....	s 6.20	s 6.46	.....	.....	.....
0.59						
BRICK CHURCH.....	.....	s 6.18	s 6.44	.....	s 7.07	.....
0.86						
ORANGE.....	.....	s 6.16	s 6.42	.....	.....	.....
0.70						
HIGHLAND AVENUE...	.....	s 6.14	s 6.40	.....	.....	.....
0.94						
MOUNTAIN STATION.	.....	s 6.12	s 6.38	.....	.....	.....
0.75						
SOUTH ORANGE.....	.....	6.10	s 6.36	.....	7.00	.....
1.30						
MAPLEWOOD.....	.....	.....	s 6.34	.....	.....	.....
1.61						
MILLBURN.....	.....	.....	s 6.31	.....	6.56	.....
1.08						
SHORT HILLS.....	.....	.....	s 6.29	.....	.....	.....
2.27						
SUMMIT.....	.....	.....	s 6.25	.....	s 6.50	s 6.55
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	s 6.52
1.59						
MURRAY HILL.....	.....	.....	.....	.....	.....	s 6.49
2.38						
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....	s 6.45
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	s 6.42
1.36						
STIRLING.....	.....	.....	.....	.....	.....	s 6.40
1.62						
MILLINGTON.....	.....	.....	.....	.....	.....	s 6.37
1.65						
LYONS.....	.....	.....	.....	.....	.....	s 6.34
1.87						
BASKING RIDGE.....	.....	.....	.....	.....	.....	s 6.31
1.16						
BERNARDSVILLE.....	.....	.....	.....	.....	.....	s 6.29
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	f 6.25
1.50						
FAR HILLS.....	.....	.....	.....	.....	.....	s **6.22**
2.39						
PEAPACK.....	.....	.....	.....	.....	.....	s 6.18
0.92						
GLADSTONE.....	.....	.....	.....	.....	.....	6.16
3.42						
CHATHAM.....	.....	.....	s 6.19	.....	.....	See Local Instruction 101
2.00						
MADISON.....	.....	.....	s 6.15	.....	.....	
2.16						
CONVENT.....	.....	.....	f 6.12	.....	.....	
2.10						
MORRISTOWN.....	.....	.....	6.09	.....	6.36	
2.21						
MORRIS PLAINS.....	.....	.....	.....	.....	.....	
3.71						
MOUNT TABOR.....	.....	.....	.....	.....	.....	
0.59						
DENVILLE.....Lv	.....	.....	.....	.....	6.26	
Roseville Ave. and Newark.	2	2	2	2	2	.....
Orange and Roseville Ave.	.....	2	2	.....	1	.....
Millburn and Orange.....	.....	2	2	.....	1	.....
	AM	AM	AM	AM	AM	AM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	108	**200**	**502**	**110**	**8**	**402**

EASTWARD. First Class.

602 Dover Ex. Sunday	202 South Orange Ex.Sa.&Su.	112 Mont-clair Ex. Sunday	X20 South Orange Ex.Sa.&Su.	504 Morris-town Ex. Sunday	404 Glad-stone Ex. Sunday	114 Mont-clair Ex.Sa.&Su.	204 Orange Ex.Sa.&Su.	604 Dover Ex. Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
s 7.37	s 7.46	s 7.49	.....	s 7.55	s 8.00	s 8.02	s 8.03	s 8.04
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 7.26	s 7.34	s 7.36	.....	s 7.43	s 7.48	.....	.....	.....
s 7.24	s 7.32	s 7.34	.....	s 7.41	s 7.46	s 7.48	.....	s 7.50
s 7.21	s 7.29	s 7.31	.....	7.38	7.43	s 7.46	7.49	7.48
.....	.....	s 7.29	.....	.....	Sat. only—Stop at Brick Church	s 7.44	.....	.....
.....	.....	s 7.26	.....	.....		s 7.42	.....	.....
.....	.....	s 7.24	.....	.....		s 7.40	.....	.....
.....	.....	s 7.22	.....	.....		s 7.37	.....	.....
.....	.....	7.20	.....	.....		7.35	.....	.....
s 7.19	s 7.27	.....	.....	.....	.....	.....	s 7.48	.....
s 7.17	s 7.25	.....	.....	.....	.....	.....	s 7.46	.....
s 7.15	s 7.23	.....	.....	.....	.....	.....	s 7.44	.....
s 7.13	s 7.21	.....	s 7.32	7.35	.....	.....	7.42	7.45
.....	s 7.19	.....	.....	s 7.34	s 7.39	.....	.....	.....
.....	s 7.17	.....	.....	.....	s 7.37	.....	.....	.....
s 7.09	7.15	.....	7.25	s 7.31	7.35	.....	.....	7.42
s 7.07	.....	.....	.....	s 7.28	.....	.....	.....	.....
s 7.04	.....	.....	.....	s 7.25	7.32	.....	.....	7.38
s 7.02	.....	.....	.....	s 7.23	.....	.....	.....	.....
s 6.58	.....	.....	.....	s 7.19	s 7.28	.....	.....	7.34
Saturday only—Stop at Mt. Station Highland Ave.	.....	.....	.....	Saturday only—Stop at East Orange	.....	.....	.....	Saturday only—Stop at Summit, Short Hills-Millburn, Maplewood
	.....	.....	.....		s 7.24	.....	.....	
	.....	.....	.....		s 7.21	.....	.....	
	.....	.....	.....		s 7.17	.....	.....	
	.....	.....	.....		s 7.14	.....	.....	
	.....	.....	.....		s 7.12	.....	.....	
	.....	.....	.....		s 7.09	.....	.....	
	.....	.....	.....		s 7.06	.....	.....	
	.....	.....	.....		s 7.03	.....	.....	
	.....	.....	.....		s 7.01	.....	.....	
	.....	.....	.....		f 6.57	.....	.....	
	.....	.....	.....		s 6.54	.....	.....	
	.....	.....	.....		s 6.50	.....	.....	
	.....	.....	.....		6.48	.....	.....	
s 6.49				s 7.13			.....	s 7.29
s 6.45				s 7.09			.....	s 7.25
s 6.42	See Local Instruction 130	See Local Instruction 130	Equipment for No. 204	f 7.05	See Local Instruction 101	See Local Instruction 130	.....	s 7.21
s 6.39				7.02			.....	s 7.18
s 6.35				.....			.....	s 7.14
s 6.30				.....			.....	s 7.08
s 6.28				.....			.....	s 7.06
2	2	2	.....	2	2	2	1	2
2	2	.....	.....	2	2	.....	2	1
2	2	.....	1	2	2	.....	.....	1
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
602	**202**	**112**	**X20**	**504**	**404**	**114**	**204**	**604**

MORRISTOWN LINE, MONTCLAIR

EASTWARD. First Class.

STATIONS	116 Mont-clair Ex. Sunday	206 South Orange Ex. Sunday	302 Summit Ex.Sa.&Su.	208 South Orange Ex.Sa.&Su.	406 Glad-stone Ex.Sa.&Su.	120 Mont-clair Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	s 8.09	s 8.10	s 8.11	s 8.12	s 8.17	s 8.19
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	.....	s 8.08
0.66						
NEWARK.....	7.56	s 7.57	.....	8.00	s 8.03	8.06
1.23						
ROSEVILLE AVENUE...	s 7.54	7.55	7.57	7.58	8.00	s 8.03
0.66						
AMPERE.....	s 7.52	.....	.....	.....	.....	s 8.01
1.23						
WATSESSING AVE.....	7.50	.....	.....	.....	.....	s 7.59
0.70						
BLOOMFIELD.....	7.49	.....	.....	.....	.....	s 7.57
0.59						
GLEN RIDGE.....	s 7.48	.....	.....	.....	.....	s 7.55
0.92						
MONTCLAIR.....	7.46	.....	.....	.....	.....	7.53
0.54						
GROVE STREET.....		s 7.53	.....	.....	.....	.....
0.45						
EAST ORANGE.....		s 7.51	.....	s 7.56	.....	.....
0.59						
BRICK CHURCH.....		s 7.49	.....	s 7.54	.....	.....
0.86						
ORANGE.....		s 7.47	7.54	s 7.51	7.57	.....
0.70						
HIGHLAND AVENUE...		s 7.45	.....	s 7.49	.....	.....
0.94						
MOUNTAIN STATION.		s 7.43	.....	s 7.47	.....	.....
0.75						
SOUTH ORANGE.....		7.41	s 7.50	7.45	7.54	.....
1.30						
MAPLEWOOD.....		.....	s 7.47	.....	.....	.....
1.61						
MILLBURN.....		.....	s 7.43	.....	7.51	.....
1.08						
SHORT HILLS.....		.....	s 7.40	.....	.....	.....
2.27						
SUMMIT.....		.....	7.36	.....	s **7.46**	.....
1.12						
WEST SUMMIT SIDING		.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....		.....	.....	.....	s 7.41	.....
1.59						
MURRAY HILL.....		.....	.....	.....	s 7.38	.....
2.38						
BERKELEY HEIGHTS.		.....	.....	.....	s 7.34	.....
1.38						
GILLETTE.....		.....	.....	.....	s 7.31	.....
1.36						
STIRLING.....		.....	.....	.....	s 7.29	.....
1.62						
MILLINGTON.....		.....	.....	.....	s 7.26	.....
1.65						
LYONS.....		.....	.....	.....	s 7.23	.....
1.87						
BASKING RIDGE.....		.....	.....	.....	s 7.20	.....
1.16						
BERNARDSVILLE.....		.....	.....	.....	s 7.18	.....
2.65						
MINE BROOK.....		.....	.....	.....	f 7.13	.....
1.50						
FAR HILLS.....		.....	.....	.....	s 7.10	.....
2.39						
PEAPACK.....		.....	.....	.....	s 7.06	.....
0.92						
GLADSTONE.....		.....	.....	.....	7.04	.....
3.42						
CHATHAM.....	.....	.....	.....	.....		.....
2.00						
MADISON.....	.....	.....	.....	.....		.....
2.16						
CONVENT.....	.....	.....	.....	.....		.....
2.10						
MORRISTOWN.....	.....	.....	.....	.....		.....
2.21						
MORRIS PLAINS.....	.....	.....	.....	.....		.....
3.71						
MOUNT TABOR.....	.....	.....	.....	.....		.....
0.59						
DENVILLE.....Lv	.....	.....	.....	.....		.....
Roseville Ave. and Newark.	1	2	1	1	2	1
Orange and Roseville Ave.	.....	2	1	2	1	.....
Millburn and Orange.....	.....	2	1	2	1	.....
	AM	AM	AM	AM	AM	AM
	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
	116	**206**	**302**	**208**	**406**	**120**

Saturday only—Stop—Bloomfield—Watsessing Ave. —Newark

See Local Instruction 101

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

210 Millburn Ex. Sunday	506 Morris-town Ex. Sunday	122 Mont-clair Ex.Sa.&Su.	214 Maple-wood Ex.Sa.&Su.	X22 South Orange Ex.Sa.&Su.	606 Dover Ex. Sunday	216 Orange Ex.Sa.&Su.	124 Mont-clair Ex. Sunday	
AM	AM	AM	AM	AM	AM	AM	AM	
s 8.22	s 8.24	s 8.25	s 8.27	.....	s 8.32	s 8.32	s 8.35	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 8.10	.....	.....	.....	.....	.....	.....	s 8.23	.....
s 8.08	s 8.10	.....	s 8.13	.....	s 8.18	.....	s 8.21	.....
8.05	8.07	8.11	8.10	.....	8.15	8.17	s 8.18	.....
.....	.....	.....	.....	.....	.....	.....	s 8.16	.....
.....	.....	.....	.....	.....	.....	.....	s 8.13	.....
.....	.....	.....	.....	.....	.....	.....	s 8.11	.....
.....	.....	s 8.07	.....	.....	.....	.....	s 8.09	.....
.....	.....	8.05	.....	.....	.....	.....	8.07	.....
s 8.04	.....	.....	.....	.....	.....	s 8.16	.....	.....
s 8.02	.....	.....	.....	.....	.....	s 8.14	.....	.....
s 8.00	.....	.....	.....	.....	.....	s 8.12	.....	.....
s 7.58	8.04	.....	.....	s 8.09	8.12	8.10	.....	.....
s 7.56	.....	.....	s 8.06	.....	.....	.....	.....	.....
s 7.54	.....	.....	s 8.04	.....	.....	.....	.....	.....
s 7.52	8.01	.....	s 8.02	8.05	8.09	.....	.....	.....
s 7.49	.....	.....	7.59	.....	.....	.....	.....	.....
7.45	.....	.....	.....	.....	s 8.06	.....	.....	.....
.....	s 7.56	.....	.....	.....	.....	.....	.....	.....
.....	s 7.52	.....	.....	.....	8.00	.....	.....	.....
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.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 7.46	.....	.....	.....	.....	.....	.....	.....
.....	s 7.42	.....	.....	.....	s 7.53	.....	.....	.....
.....	s 7.38	.....	.....	.....	.....	.....	.....	.....
.....	7.35	.....	.....	.....	s 7.47	.....	.....	.....
.....	.....	.....	.....	.....	s 7.43	.....	.....	.....
.....	.....	.....	.....	.....	s 7.37	.....	.....	.....
.....	.....	.....	.....	.....	s 7.35	.....	.....	.....
2	2	1	2	.....	2	1	2	.....
2	1	.....	2	.....	1	2	.....	.....
2	1	.....	2	2	1	.....	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	
Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	
210	**506**	**122**	**214**	**X22**	**606**	**216**	**124**	

Saturday only. Stop at Maplewood

Equipment for No. 216

MORRISTOWN LINE, MONTCLAIR

EASTWARD. First Class.

STATIONS	304 Summit	508 Morristown	408 Gladstone	126 Montclair	220 South Orange	306 Summit
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
HOBOKEN.....Ar	AM s 8.41	AM s 8.38	AM s 8.41	AM s 8.42	AM s 8.48	AM s 8.51
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	s 8.37	.....
0.66						
NEWARK.....	.....	s 8.26	s 8.28	.....	.....	s 8.37
1.23						
ROSEVILLE AVENUE...	8.25	8.23	8.26	8.27	8.34	8.35
0.66						
AMPERE.....	.....	.....	.....	s 8.25	.....	.....
1.23						
WATSESSING AVE.....	.....	.....	.....	s 8.23	.....	.....
0.70						
BLOOMFIELD.....	.....	.....	.....	s 8.21	.....	.....
0.59						
GLEN RIDGE.....	.....	.....	.....	s 8.19	.....	.....
0.92						
MONTCLAIR.....	.....	.....	.....	8.17	.....	.....
0.54						
GROVE STREET.....	.....	.....	.....	.....	s 8.32	.....
0.45						
EAST ORANGE.....	.....	.....	.....	.....	s 8.30	.....
0.59						
BRICK CHURCH.....	.....	.....	.....	.....	s 8.28	.....
0.86						
ORANGE.....	s 8.21	8.20	8.23	.....	.....	s 8.31
0.70						
HIGHLAND AVENUE...	s 8.19	.....	.....	.....	s 8.25	.....
0.94						
MOUNTAIN STATION.	s 8.17	.....	.....	.....	.....	.....
0.75						
SOUTH ORANGE.....	s 8.15	8.17	8.20	.....	8.22	s 8.27
1.30						
MAPLEWOOD.....	s 8.12	s 8.15	.....	.....	.....	s 8.24
1.61						
MILLBURN.....	s 8.08	8.12	8.17	.....	.....	s 8.21
1.08						
SHORT HILLS.....	.....	.....	.....	.....	.....	s 8.19
2.27						
SUMMIT.....	8.01	s 8.07	s 8.12	.....	.....	8.15
1.12						
WEST SUMMIT SIDING	Saturday only. Track Two Orange to Newark. Stop Brick Church, East Orange, Grove St., Roseville Ave., Newark.	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....		.....	s 8.07	.....	.....	.....
1.59						
MURRAY HILL.....		.....	s 8.04	.....	.....	.....
2.38						
BERKELEY HEIGHTS.		.....	s **8.00**	.....	.....	.....
1.38						
GILLETTE.....		.....	s 7.56	.....	.....	.....
1.36						
STIRLING.....		.....	s 7.54	.....	.....	.....
1.62						
MILLINGTON.....		.....	s 7.51	.....	.....	.....
1.65						
LYONS.....		.....	s 7.47	.....	.....	.....
1.87						
BASKING RIDGE.....		.....	s 7.44	.....	.....	.....
1.16						
BERNARDSVILLE.....		.....	s 7.41	.....	.....	.....
2.65						
MINE BROOK.....		.....	f 7.37	.....	.....	.....
1.50						
FAR HILLS.....		.....	s 7.33	.....	.....	.....
2.39						
PEAPACK.....		.....	s 7.29	.....	.....	.....
0.92						
GLADSTONE.....		.....	7.27	.....	.....	.....
3.42			See Local Instruction 101			
CHATHAM.....		s 8.01		.....	.....	.....
2.00						
MADISON.....		s 7.57		.....	.....	.....
2.16						
CONVENT.....		s 7.53		.....	.....	.....
2.10						
MORRISTOWN.....		7.50		.....	.....	.....
2.21						
MORRIS PLAINS.....		.....		.....	.....	.....
3.71						
MOUNT TABOR.....		.....		.....	.....	.....
0.59						
DENVILLE.....Lv		.....		.....	.....	.....
Roseville Ave. and Newark.	1 1 2	2 1 1	2 2 1	1	1 2 2	2 2 2
Orange and Roseville Ave.						
Millburn and Orange.....	AM	AM	AM	AM	AM	AM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
	304	508	408	126	220	306

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

EASTWARD. First Class.

608 Dover	128 Montclair	222 South Orange	308 Summit	410 Gladstone	510 Morris Plains	130 Montclair	224 Millburn
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday
AM s 8.53	AM s 8.53	AM s 8.59	AM s 9.01	AM s 9.02	AM s 9.03	AM s 9.11	AM s 9.19
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 8.47	.....	.....	.....	.....	.....
s 8.39	8.40	s 8.45	s 8.47	s 8.50	.....	s 8.59	s 9.06
8.37	s 8.38	8.43	8.45	8.48	8.50	s 8.56	9.04
.....	.....	.....	.....	Meeting point for Nos. 410-405 Lyons Siding	.....	s 8.54	.....
.....	.....	.....	.....		.....	s 8.52	.....
.....	.....	.....	.....		.....	s 8.50	.....
.....	s 8.34	.....	.....		.....	s 8.48	.....
.....	8.32	.....	.....		.....	8.46	.....
.....	.....	s 8.42	.....	.....	.....	.....	s 9.03
.....	.....	s 8.40	.....	.....	.....	.....	s 9.01
.....	.....	s 8.38	.....	.....	.....	.....	s 8.59
8.34	.....	s 8.35	8.42	8.45	8.47	.....	s 8.57
.....	.....	s 8.33	.....	.....	.....	.....	s 8.55
.....	.....	s 8.31	.....	.....	.....	.....	s 8.53
8.31	.....	8.29	s 8.38	8.42	8.44	.....	s 8.51
.....	.....	.....	s 8.35	.....	.....	.....	s 8.48
8.28	.....	.....	s 8.32	8.39	8.41	.....	8.45
.....	.....	.....	s 8.29	.....	.....	.....	.....
s 8.23	.....	.....	8.25	8.34	s 8.36	.....	.....
Sat. only-Stop-Short Hills-Millburn	Sat. only-Stop-Bloomfield-Watsessing Ave.-Ampere Newark	.....	.....	.....	.....	.....	.....
		.....	.....	8.31	.....	.....	.....
		.....	.....	.....	.....	.....	.....
		.....	.....	8.25	.....	.....	.....
		.....	.....	.....	.....	.....	.....
		.....	.....	8.21	.....	.....	.....
		.....	.....	s **8.19**	.....	.....	.....
		.....	.....	**8.16**	.....	.....	.....
		.....	.....	s 8.13	.....	.....	.....
		.....	.....	s 8.11	.....	.....	.....
		.....	.....	.....	.....	.....	.....
		.....	.....	s 8.02	.....	.....	.....
		.....	.....	s 7.57	.....	.....	.....
		.....	.....	7.55	.....	.....	.....
s 8.17	.....	.....	.....	See Local Instruction 101 Sat. only-Stop-Summit-Maplewood	.....	.....	.....
s 8.13	.....	.....	.....		s 8.28	.....	.....
s 8.09	.....	.....	.....		s 8.24	.....	.....
s 8.06	.....	.....	.....		s 8.21	.....	.....
s 8.01	.....	.....	.....		8.17	.....	.....
s 7.54	.....	.....	.....		.....	.....	.....
s 7.52	.....	.....	.....		.....	.....	.....
2 1 1	1	2 2 2	2 1 1	2 2 2	1 1 2	2	2 2 2
AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday
608	128	222	308	410	510	130	224

EASTWARD. First Class. **MORRISTOWN LINE, MONTCLAIR**

FERRY CONNECTION BARCLAY ST. / CHRISTOPHER ST.	9.25AM 9.35AM	9.45AM 9.50AM	9.45AM 9 50AM	....	10.05AM 10.00AM	10.05AM 10.07AM
	610	**132**	**310**	**412**	**134**	**612**
STATIONS	Dover	Mont-clair	Summit	Glad-stone	Mont-clair	Dover
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	s 9.23	s 9.40	s 9.41	.....	s 9.56	s 10.01
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	s 9.30	.....	.....	.....
0.66						
NEWARK.....	s 9.10	s 9.27	s 9.28	.....	s 9.43	s 9.47
1.23						
ROSEVILLE AVENUE...	9.08	s 9.24	9.26	.....	s 9.40	9.45
0.66						
AMPERE.....	.....	s 9.22	.....	.....	s 9.38	.....
1.23						
WATSESSING AVE.....	.....	s 9.20	.....	.....	s 9.36	.....
0.70						
BLOOMFIELD.....	.....	s 9.18	.....	.....	s 9.34	.....
0.59						
GLEN RIDGE.....	.....	s 9.16	.....	.....	s 9.32	.....
0.92						
MONTCLAIR.....	.....	9.14	.....	.....	9.30	.....
0.54						
GROVE STREET.....	.....	.....	s 9.25	.....	.....	.....
0.45						
EAST ORANGE.....	.....	.....	s 9.23	.....	.....	.....
0.59						
BRICK CHURCH.....	.....	.....	s 9.21	.....	.....	.....
0.86						
ORANGE.....	9.05	.....	s 9.19	.....	.....	9.42
0.70						
HIGHLAND AVENUE...	.....	.....	s 9.17	.....	.....	.....
0.94						
MOUNTAIN STATION.	.....	.....	s 9.15	.....	.....	.....
0.75						
SOUTH ORANGE.....	9.02	.....	s 9.13	.....	.....	9.39
1.30						
MAPLEWOOD.....	.....	.....	s 9.10	.....	.....	.....
1.61						
MILLBURN.....	8.59	.....	s 9.07	.....	.....	9.35
1.08						
SHORT HILLS.....	s 8.57	.....	s 9.04	.....	.....	.....
2.27						
SUMMIT.....	s 8.53	.....	9.00	s 9.23	.....	s 9.30
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	s 9.20	.....	.....
1.59						
MURRAY HILL.....	.....	.....	.....	s 9.17	.....	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	.....	s **9.13**	.....	.....
1.38						
GILLETTE.....	.....	.....	.....	s 9.10	.....	.....
1.36						
STIRLING.....	.....	.....	.....	s 9.07	.....	.....
1.62						
MILLINGTON.....	.....	.....	.....	s 9.04	.....	.....
1.65						
LYONS.....	.....	.....	.....	s 9.01	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	.....	s 8.58	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	.....	s 8.56	.....	.....
2.65						
MINE BROOK.....	.....	.....	.....	f 8.52	.....	.....
1.50						
FAR HILLS.....	.....	.....	.....	s 8.49	.....	.....
2.39						
PEAPACK.....	.....	.....	.....	s 8.45	.....	.....
0.92						
GLADSTONE.....	.....	.....	.....	8.43	.....	.....
3.42						
CHATHAM.....	s 8.47	.....	.....	.....	.....	s 9.25
2.00						
MADISON.....	s 8.43	.....	.....	.....	.....	s 9.21
2.16						
CONVENT.....	s 8.39	.....	.....	.....	.....	s 9.18
2.10						
MORRISTOWN.....	s 8.36	.....	.....	.....	.....	s 9.15
2.21						
MORRIS PLAINS.....	s 8.32	.....	.....	.....	.....	s 9.11
3.71						
MOUNT TABOR.....	s 8.26	.....	.....	.....	.....	s 9.05
0.59						
DENVILLE.....Lv	s 8.24	.....	.....	.....	.....	s 9.03
Roseville Ave. and Newark.	2	2	2	.....	2	2
Orange and Roseville Ave.	2	.....	2	.....	.....	2
Millburn and Orange.....	2	.....	2	.....	.....	2
	AM	AM	AM	AM	AM	AM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
	610	**132**	**310**	**412**	**134**	**612**

See Local Instruction 101

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

10.15AM 10.15AM	10.30AM 10.35AM	10.45AM 10.48AM	10.45AM 10.48AM	11.00AM 11.00AM	11.15AM 11.18AM	11.30AM 11.35AM	....	11.45AM 11.50AM
312	**136**	**26**	**512**	**138**	**614**	**140**	**414**	**514**
Summit	Mont-clair	Scranton	Morris-town	Mont-clair	Dover	Mont-clair	Glad-stone	Morris-town
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
s 10.12	s 10.26	s 10.35	s 10.41	s 10.56	s 11.11	s 11.26	.....	s 11.41
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 10.45	.....	.....	.....	.....
s 10.00	s 10.13	s 10.20	s 10.28	s 10.43	s 10.58	s 11.13	.....	s 11.28
s 9.57	s 10.10	10.18	s 10.25	s 10.40	s 10.55	s 11.10	.....	s 11.25
.....	s 10.08	.....	.....	s 10.38	.....	s 11.08	.....	.....
.....	s 10.06	.....	.....	s 10.36	.....	s 11.06	.....	.....
.....	s 10.04	.....	.....	s 10.34	.....	s 11.04	.....	.....
.....	s 10.02	.....	.....	s 10.32	.....	s 11.02	.....	.....
.....	10.00	.....	.....	10.30	.....	11.00	.....	.....
s 9.55	.....	.....	s 10.23	.....	s 10.53	.....	.....	s 11.23
s 9.53	.....	.....	s 10.22	.....	s 10.52	.....	.....	s 11.22
s 9.51	.....	.....	s 10.20	.....	s 10.50	.....	.....	s 11.20
s 9.49	.....	10.14	s 10.18	.....	s 10.48	.....	.....	s 11.18
s 9.47	.....	.....	s 10.16	.....	s 10.46	.....	.....	s 11.16
s 9.45	.....	.....	s 10.14	.....	s 10.44	.....	.....	s 11.14
s 9.43	.....	10.11	s 10.12	.....	s 10.42	.....	.....	s 11.12
s 9.40	.....	.....	s 10.09	.....	s 10.39	.....	.....	s 11.09
s 9.37	.....	10.08	s 10.06	.....	s 10.36	.....	.....	s 11.06
s 9.35	.....	.....	s 10.04	.....	s 10.34	.....	.....	s 11.04
9.31	.....	10.02	s 10.00	.....	s 10.30	.....	s 10.58	s 11.00
.....	.....	.....	.....	.....	.....	.....	**10.56**	.....
.....	.....	.....	.....	.....	.....	.....	s 10.55	.....
.....	.....	.....	.....	.....	.....	.....	s 10.52	.....
.....	.....	.....	.....	.....	.....	.....	s 10.48	.....
.....	.....	.....	.....	.....	.....	.....	s 10.45	.....
.....	.....	.....	.....	.....	.....	.....	s 10.42	.....
.....	.....	.....	.....	.....	.....	.....	s 10.39	.....
.....	.....	.....	.....	.....	.....	.....	s 10.36	.....
.....	.....	.....	.....	.....	.....	.....	s 10.33	.....
.....	.....	.....	.....	.....	.....	.....	s 10.31	.....
.....	.....	.....	.....	.....	.....	.....	f 10.27	.....
.....	.....	.....	.....	.....	.....	.....	s 10.24	.....
.....	.....	.....	.....	.....	.....	.....	s 10.20	.....
.....	.....	.....	.....	.....	.....	.....	10.18	.....
.....	.....	.....	s 9.54	.....	s 10.24	.....	.....	s 10.54
.....	.....	.....	s 9.50	.....	s 10.20	.....	.....	s 10.50
.....	.....	.....	s 9.47	.....	s 10.17	.....	.....	s 10.47
.....	.....	9.51	9.44	.....	s 10.14	.....	.....	10.44
.....	.....	.....	.....	.....	s 10.10	.....	.....	.....
.....	.....	.....	.....	.....	s 10.04	.....	.....	.....
.....	.....	9.43	.....	.....	s 10.02	.....	.....	.....
2	2	1	2	2	2	2	.....	2
2	.....	1	2	.....	2	.....	.....	2
2	.....	1	2	.....	2	.....	.....	2
AM	AM	AM	AM	AM	AM	AM	AM	AM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
312	**136**	**26**	**512**	**138**	**614**	**140**	**414**	**514**

Will not operate Thanksgiving Day, Christmas Day, New Year's Day, Memorial Day, Independence Day, Labor Day

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST. CHRISTOPHER ST.	12.00M 12.00M	12.15PM 12.15PM	12.30PM 12.35PM	12.45PM 12.50PM	1.00PM 1.05PM	.....
	142	**616**	**144**	**516**	**148**	**416**
STATIONS	Mont-clair	Dover	Mont-clair	Morris-town	Mont-clair	Glad-stone
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	AM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 11.56	s 12.11	s 12.26	s 12.41	s 12.56	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	f 12.15	.....	.....	.....
0.66						
NEWARK.....	s 11.43	s 11.58	s 12.13	s 12.28	s 12.43	.....
1.23						
ROSEVILLE AVENUE...	s 11.40	s 11.55	s 12.10	s 12.25	s 12.40	.....
0.66						
AMPERE.....	s 11.38	.....	s 12.08	.....	s 12.38	.....
1.23						
WATSESSING AVE.....	s 11.36	.....	s 12.06	.....	s 12.36	.....
0.70						
BLOOMFIELD.....	s 11.34	.....	s 12.04	.....	s 12.34	.....
0.59						
GLEN RIDGE.....	s 11.32	.....	s 12.02	.....	s 12.32	.....
0.92						
MONTCLAIR.....	11.30	.....	12.00	.....	12.30	.....
0.54						
GROVE STREET.....	.....	s 11.53	.....	s 12.23	.....	.....
0.45						
EAST ORANGE.....	.....	s 11.52	.....	s 12.22	.....	.....
0.59						
BRICK CHURCH.....	.....	s 11.50	.....	s 12.20	.....	.....
0.86						
ORANGE.....	.....	s 11.48	.....	s 12.18	.....	.....
0.70						
HIGHLAND AVENUE...	.....	s 11.46	.....	s 12.16	.....	.....
0.94						
MOUNTAIN STATION.	.....	s 11.44	.....	s 12.14	.....	.....
0.75						
SOUTH ORANGE.....	.....	s 11.42	.....	s 12.12	.....	.....
1.30						
MAPLEWOOD.....	.....	s 11.39	.....	s 12.09	.....	.....
1.61						
MILLBURN.....	.....	s 11.36	.....	s 12.06	.....	.....
1.08						
SHORT HILLS.....	.....	s 11.34	.....	s 12.04	.....	.....
2.27						
SUMMIT.....	.....	s 11.30	.....	s 12.00	.....	s 12.28
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	**12.26**
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	s 12.25
1.59						
MURRAY HILL.....	.....	.....	.....	.....	.....	s 12.22
2.38						
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....	s 12.18
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	s 12.15
1.36						
STIRLING.....	.....	.....	.....	.....	.....	s 12.12
1.62						
MILLINGTON.....	.....	.....	.....	.....	.....	s 12.09
1.65						
LYONS.....	.....	.....	.....	.....	.....	s 12.06
1.87						
BASKING RIDGE.....	.....	.....	.....	.....	.....	s 12.03
1.16						
BERNARDSVILLE.....	.....	.....	.....	.....	.....	s 12.01
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	f 11.57
1.50						
FAR HILLS.....	.....	.....	.....	.....	.....	s 11.54
2.39						
PEAPACK.....	.....	.....	.....	.....	.....	s 11.50
0.92						
GLADSTONE.....	.....	.....	.....	.....	.....	11.48
3.42						
CHATHAM.....	.....	s 11.24	.....	s 11.54	.....	
2.00						
MADISON.....	.....	s 11.20	.....	s 11.50	.....	
2.16						
CONVENT.....	.....	s 11.17	.....	s 11.47	.....	
2.10						
MORRISTOWN.....	.....	s 11.14	.....	11.44	.....	
2.21						
MORRIS PLAINS.....	.....	s 11.10	.....	.....	.....	
3.71						
MOUNT TABOR.....	.....	s 11.04	.....	.....	.....	
0.59						
DENVILLE.....Lv	.....	s 11.02	.....	.....	.....	
Roseville Ave. and Newark.	2	2 2 2	2	2 2 2	2	.....
Orange and Roseville Ave.	.....	.....	.....	.....	.....	.....
Millburn and Orange.....	.....	.....	.....	.....	.....	.....
	AM	AM	NOON	AM	PM	AM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	142	**616**	**144**	**516**	**148**	**416**

See Local Instruction 101

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

1.15PM 1.22PM	1.30PM 1.30PM	1.45PM 1.47PM	2.00PM 2.05PM	2.15PM 2.20PM	2.30PM 2.30PM	2.30PM 2.30PM	.....	2.45PM 2.45PM
618	**150**	**518**	**152**	**2**	**620**	**154**	**420**	**522**
Dover	Mont-clair	Morris-town	Mont-clair	Buffalo	Dover	Mont-clair	Glad-stone	Morris-town
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 1.11	s 1.26	s 1.41	s 1.56	s 2.10	s 2.21	s 2.26	.....	s 2.41
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	f 1.15	.....	.....	.....	s 2.10	s 2.15	.....	.....
s 12.58	s 1.13	s 1.28	s 1.43	s 1.51	s 2.08	s 2.13	.....	s 2.28
s 12.55	s 1.10	s 1.25	s 1.40	1.44	s 2.05	s 2.10	.....	s 2.25
.....	s 1.08	.....	s 1.38	.....	.....	s 2.08	.....	.....
.....	s 1.06	.....	s 1.36	.....	.....	s 2.06	.....	.....
.....	s 1.04	.....	s 1.34	.....	.....	s 2.04	.....	.....
.....	s 1.02	.....	s 1.32	.....	.....	s 2.02	.....	.....
.....	1.00	.....	1.30	.....	.....	2.00	.....	.....
s 12.53	.....	s 1.23	.....	.....	s 2.03	.....		s 2.23
s 12.52	.....	s 1.22	.....	.....	s 2.02	.....		s 2.22
s 12.50	.....	s 1.20	.....	s 1.41	s 2.00	.....		s 2.20
s 12.48	.....	s 1.18	.....	.....	s 1.58	.....		s 2.18
s 12.46	.....	s 1.16	.....	.....	s 1.56	.....		s 2.16
s 12.44	.....	s 1.14	.....	.....	s 1.54	.....		s 2.14
s 12.42	.....	s 1.12	.....	1.36	s 1.52	.....		s 2.12
s 12.39	.....	s 1.09	.....	.....	s 1.49	.....		s 2.09
s 12.36	.....	s 1.06	.....	1.33	s 1.46	.....		s 2.06
s 12.34	.....	s 1.04	.....	.....	s 1.44	.....		s 2.04
s 12.30	.....	s 1.00	.....	ss 1.28	s 1.40	.....	s 1.58	s 2.00
.....	.....	.....	.....		.....	.....	**1.56**	.....
.....	.....	.....	.....		.....	.....	s 1.55	.....
.....	.....	.....	.....		.....	.....	s 1.52	.....
.....	.....	.....	.....		.....	.....	s 1.48	.....
.....	.....	.....	.....		.....	.....	s 1.45	.....
.....	.....	.....	.....		.....	.....	s 1.42	.....
.....	.....	.....	.....		.....	.....	s **1.39**	.....
.....	.....	.....	.....		.....	.....	s **1.37**	.....
.....	.....	.....	.....		.....	.....	s 1.34	.....
.....	.....	.....	.....		.....	.....	s 1.30	.....
.....	.....	.....	.....		.....	.....	f 1.26	.....
.....	.....	.....	.....		.....	.....	s 1.23	.....
.....	.....	.....	.....		.....	.....	s 1.20	.....
.....	.....	.....	.....		.....	.....	1.18	.....
s 12.24	.....	s 12.54	.....	.....	s 1.34	.....		s 1.54
s 12.20	.....	s 12.50	.....	.....	s 1.30	.....		s 1.50
s 12.17	.....	s 12.47	.....	.....	s 1.27	.....		s 1.47
s 12.14	.....	12.44	.....	ss 1.16	s 1.24	.....		1.44
s 12.10	.....	.....	.....	.....	s 1.20	.....		.....
f 12.04	.....	.....	.....	.....	s 1.14	.....		.....
s 12.02	.....	.....	.....	1.07	s 1.12	.....		.....
2 2 2	2	2 2 2	2	2 2 2	2 2 2	2	.....	2 2 2
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
618	**150**	**518**	**152**	**2**	**620**	**154**	**420**	**522**

Meeting point for Nos. 420-413 Lyons Siding

See Notes Page 97

See Local Instruction 101

EASTWARD. First Class. **MORRISTOWN LINE, MONTCLAIR**

STATIONS						
FERRY CONNECTION BARCLAY ST. / CHRISTOPHER ST	3.00PM 3.02PM	3.15PM 3.20PM	3.30PM 3.35PM	3.45PM 3.44PM	4.00PM 4.06PM	....
	156	**622**	**158**	**524**	**160**	**422**
	Mont-clair	Dover	Mont-clair	Morris-town	Mont-clair	Glad-stone
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 2.56	s 3.11	s 3.26	s 3.41	s 3.56	.....
1.92						
WEST END	.....	.....	.....	.....	.....	.....
5.21						
HARRISON	s 2.45	s 3.00	s 3.15	s 3.30	s 3.45	.....
0.66						
NEWARK	s 2.43	s 2.58	s 3.13	s 3.28	s 3.43	.....
1.23						
ROSEVILLE AVENUE	s 2.40	s 2.55	s 3.10	s 3.25	s 3.40	.....
0.66						
AMPERE	s 2.38	.....	s 3.08	.....	s 3.38	.....
1.23						
WATSESSING AVE.	s 2.36	.....	s 3.06	.....	s 3.36	.....
0.70						
BLOOMFIELD	s 2.34	.....	s 3.04	.....	s 3.34	.....
0.59						
GLEN RIDGE	s 2.32	.....	s 3.02	.....	s 3.32	.....
0.92						
MONTCLAIR	2.30	.....	3.00	.....	3.30	.....
0.54						
GROVE STREET	.....	s 2.53	.....	s 3.23	.....	.....
0.45						
EAST ORANGE	.....	s 2.52	.....	s 3.22	.....	.....
0.59						
BRICK CHURCH	.....	s 2.50	.....	s 3.20	.....	.....
0.66						
ORANGE	.....	s 2.48	.....	s 3.18	.....	.....
0.70						
HIGHLAND AVENUE	.....	s 2.46	.....	s 3.16	.....	.....
0.94						
MOUNTAIN STATION	.....	s 2.44	.....	s 3.14	.....	.....
0.75						
SOUTH ORANGE	.....	s 2.42	.....	s 3.12	.....	.....
1.30						
MAPLEWOOD	.....	s 2.39	.....	s 3.09	.....	.....
1.61						
MILLBURN	.....	s 2.36	.....	s 3.06	.....	.....
1.08						
SHORT HILLS	.....	s 2.34	.....	s 3.04	.....	.....
2.27						
SUMMIT	.....	s 2.30	.....	s 3.00	.....	s 3.28
1.12						
WEST SUMMIT SIDING	.....		.....	.....	.....	.....
0.56						
NEW PROVIDENCE	.....		.....	.....	.....	s 3.25
1.59						
MURRAY HILL	.....		.....	.....	.....	s **3.22**
2.38						
BERKELEY HEIGHTS	.....		.....	.....	.....	s 3.18
1.38						
GILLETTE	.....		.....	.....	.....	s 3.15
1.36						
STIRLING	.....		.....	.....	.....	s 3.12
1.62						
MILLINGTON	.....		.....	.....	.....	s 3.09
1.65						
LYONS	.....		.....	.....	.....	s 3.06
1.87						
BASKING RIDGE	.....		.....	.....	.....	s 3.03
1.16						
BERNARDSVILLE	.....		.....	.....	.....	s 3.01
2.65						
MINE BROOK	.....		.....	.....	.....	f 2.57
1.50						
FAR HILLS	.....		.....	.....	.....	s **2.54**
2.39						
PEAPACK	.....		.....	.....	.....	s 2.50
0.92						
GLADSTONE	.....		.....	.....	.....	2.48
3.42						
CHATHAM	.....	s 2.24	.....	s 2.54	.....	
2.00						
MADISON	.....	s 2.20	.....	s 2.50	.....	
2.16						
CONVENT	.....	s 2.17	.....	s 2.47	.....	
2.10						
MORRISTOWN	.....	s 2.14	.....	2.44	.....	
2.21						
MORRIS PLAINS	.....	s 2.10	.....	.....	.....	
3.71						
MOUNT TABOR	.....	s 2.04	.....	.....	.....	
0.59						
DENVILLE.....Lv	.....	s 2.02	.....	.....	.....	
Roseville Ave. and Newark.	2	2	2	2	2	.....
Orange and Roseville Ave.	.....	2	.....	2	.....	.....
Millburn and Orange	.....	2	.....	2	.....	.....
	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	156	**622**	**158**	**524**	**160**	**422**

See Local Instruction 130

See Local Instruction 101

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

4.20PM 4.30PM	4.28PM 4.30PM	....	4.43PM 4.45PM	....	5.20PM 5.15PM	5.20PM 5.22PM	5.30PM 5.30PM	6.00PM 5.52PM
624	**162**	**X24**	**526**	**424**	**626**	**164**	**226**	**166**
Dover	Mont-clair	South Orange	Morris-town	Glad-stone	Dover	Mont-clair	South Orange	Mont-clair
Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 4.20	s 4.26	s 4.30	s 4.41	.....	s 5.12	s 5.18	s 5.27	s 5.46
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 4.15	.....	.....	.....	.....	s 5.07	.....	s 5.30
s 4.06	s 4.13	.....	s 4.28	.....	s 5.00	s 5.05	s 5.14	s 5.28
s 4.03	s 4.10	.....	s 4.25	.....	4.58	s 5.02	s 5.11	s 5.25
.....	s 4.08	.....	.....	.....	.....	s 5.00	.....	s 5.23
.....	s 4.06	.....	.....	.....	.....	s 4.58	.....	s 5.20
.....	s 4.04	.....	.....	.....	.....	s 4.56	.....	s 5.17
.....	s 4.02	.....	.....	.....	.....	s 4.54	.....	s 5.15
.....	4.00	.....	.....	.....	.....	4.52	.....	5.13
s 4.01	.....	.....	s 4.23	.....	.....	.....	s 5.09	.....
s 4.00	.....	.....	s 4.22	.....	.....	.....	s 5.08	.....
s 3.57	.....	.....	s 4.20	.....	s 4.54	.....	s 5.06	.....
s 3.55	.....	.....	s 4.18	.....	s 4.52	.....	s 5.04	.....
s 3.52	.....	.....	s 4.16	.....	.....	.....	s 5.02	.....
s 3.50	.....	.....	s 4.14	.....	.....	.....	s 5.00	.....
s 3.48	.....	4.07	s 4.12	.....	s 4.47	.....	4.58	.....
s 3.45	.....	.....	s 4.09	.....	s 4.45	.....	.....	.....
s 3.42	.....	.....	s 4.06	.....	s 4.42	.....	.....	.....
s 3.40	.....	.....	s 4.04	.....	s 4.40	.....	.....	.....
s 3.36	.....	.....	s 4.00	s 4.34	s 4.36	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 4.31	.....	.....	.....	.....
.....	.....	.....	.....	s 4.28	.....	.....	.....	.....
.....	.....	.....	.....	s 4.24	.....	.....	.....	.....
.....	.....	.....	.....	s 4.21	.....	.....	.....	.....
.....	.....	.....	.....	s 4.19	.....	.....	.....	.....
.....	.....	.....	.....	s 4.16	.....	.....	.....	.....
.....	.....	.....	.....	s 4.14	.....	.....	.....	.....
.....	.....	.....	.....	s 4.11	.....	.....	.....	.....
.....	.....	.....	.....	s 4.09	.....	.....	.....	.....
.....	.....	.....	.....	f 4.05	.....	.....	.....	.....
.....	.....	.....	.....	s 4.03	.....	.....	.....	.....
.....	.....	.....	.....	s 3.59	.....	.....	.....	.....
.....	.....	.....	.....	**3.57**	.....	.....	.....	.....
s 3.30	.....	.....	s 3.54	.....	s 4.30	.....	.....	.....
s 3.26	.....	.....	s 3.50	.....	s 4.26	.....	.....	.....
s 3.22	.....	.....	s 3.47	.....	s 4.23	.....	.....	.....
s 3.19	.....	.....	3.44	.....	s 4.20	.....	.....	.....
s 3.13	.....	.....	.....	.....	s 4.17	.....	.....	.....
s 3.08	.....	.....	.....	.....	s 4.12	.....	.....	.....
s 3.07	.....	.....	.....	.....	s 4.10	.....	.....	.....
2	2	2	2	.....	2	2	2	2
2	.....	2	2	.....	2	.....	2	.....
2	.....	2	2	.....	2	.....	2	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
624	**162**	**X24**	**526**	**424**	**626**	**164**	**226**	**166**

Deadhead Equipment

Saturdays stop at Mountain Station, Highland Ave., East Orange and Grove St.

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

STATIONS													
FERRY CONNECTION	6.00PM	6.00PM	.....	6.15PM	.....	6.30PM	6.30PM	6.45PM	6.45PM	.....	6.45PM	.....	7.00PM	.....	7.15PM
BARCLAY ST	5.52PM	6.00PM	.....	6.14PM	.....	6.24PM	6.36PM	6.36PM	6.36PM	.....	6.48PM	.....	7.00PM	.....	7.24PM
CHRISTOPHER ST															
	630	**228**	**X26**	**168**	**X4**	**6**	**426**	**632**	**170**	**X28**	**230**	**X32**	**172**	**X34**	**528**
	Dover	South Orange	South Orange	Mont-clair	Mont-clair	Buffalo	Glad-stone	Dover	Mont-clair	Millburn	South Orange	Millburn	Mont-clair	South Orange	Morris-town
	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 5.48	s 5.58	s 6.00	s 6.06	s 6.11	s 6.15	s 6.26	s 6.31	s 6.34	.....	s 6.43	.....	s 6.56	s 7.06	s 7.13
1.92															
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21															
HARRISON.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.23	.....	.....	.....	.....	.....	.....
0.66															
NEWARK.....	s 5.34	s 5.45	.....	s 5.53	.....	s 6.01	s 6.12	s 6.19	s 6.21	.....	s 6.30	.....	s 6.42	.....	s 7.00
1.23															
ROSEVILLE AVENUE...	5.31	s 5.42	.....	s 5.50	.....	5.55	s 6.09	6.16	s 6.18	.....	s 6.27	.....	s 6.39	.....	s 6.57
0.66															
AMPERE.....	.....	.....	.....	s 5.48	.....	.....	Meeting Point Nos. 426-425 Lyons Siding	.....	s 6.16	.....	.....	.....	s 6.37	.....	.....
1.23															
WATSESSING AVE.....	.....	.....	.....	s 5.46	.....	.....		.....	s 6.13	.....	.....	.....	s 6.34	.....	.....
0.70															
BLOOMFIELD.....	.....	.....	.....	s 5.44	.....	.....		.....	s 6.11	.....	.....	.....	s 6.32	.....	.....
0.59															
GLEN RIDGE.....	.....	.....	.....	s 5.42	.....	.....		.....	s 6.09	.....	.....	.....	s 6.30	.....	.....
0.92															
MONTCLAIR.....	.....	.....	.....	5.40	5.49	.....		.....	6.07	.....	.....	.....	6.28	.....	.....
0.54															
GROVE STREET.....	.....	s 5.40	.....	.....	.....	.....	s 6.07	.....	.....	.....	s 6.25	.....	.....	.....	s 6.55
0.45															
EAST ORANGE.....	.....	s 5.39	.....	.....	.....	.....	s 6.04	.....	.....	.....	s 6.24	.....	.....	.....	s 6.53
0.59															
BRICK CHURCH.....	.....	s 5.37	.....	.....	.....	s 5.52	s 6.02	.....	.....	.....	s 6.22	.....	.....	.....	s 6.51
0.86															
ORANGE.....	5.28	s 5.35	.....	.....	.....	.....	s 6.00	6.13	.....	.....	s 6.20	.....	.....	.....	s 6.49
0.70															
HIGHLAND AVENUE...	s 5.27	s 5.33	.....	.....	.....	.....	s 5.58	.....	.....	.....	s 6.18	.....	.....	.....	s 6.47
0.94															
MOUNTAIN STATION.	.....	s 5.31	.....	.....	.....	.....	s 5.56	.....	.....	.....	s 6.16	.....	.....	.....	s 6.45
0.75															
SOUTH ORANGE.....	s 5.24	5.29	5.37	.....	.....	5.47	s 5.54	s 6.10	.....	s 6.14	6.14	s 6.27	.....	6.40	s 6.43
1.30															
MAPLEWOOD.....	s 5.21	.....	.....	.....	.....	.....	s 5.51	s 6.07	.....	.....	.....	.....	.....	.....	s 6.40
1.61															
MILLBURN.....	s 5.18	.....	.....	.....	.....	5.44	s 5.48	s 6.04	.....	6.10	.....	6.23	.....	.....	s 6.37
1.08															
SHORT HILLS.....	s 5.15	.....	.....	.....	.....	.....	s 5.46	s 6.02	.....	.....	.....	.....	.....	.....	s 6.35
2.27															
SUMMIT.....	s 5.11 5.08	.....	.....	.....	.....	s 5.39	s 5.42	s 5.58	.....	.....	.....	.....	.....	.....	s 6.31
1.12															
WEST SUMMIT SIDING		.....		.....		.....	.....	.....	.....		.....		.....		.....
0.56															
NEW PROVIDENCE....		.....		.....		.....	s 5.39	.....	.....		.....		.....		.....
1.59															
MURRAY HILL.....		.....		.....		.....	s 5.36	.....	.....		.....		.....		.....
2.38															
BERKELEY HEIGHTS.		.....		.....		.....	s 5.32	.....	.....		.....		.....		.....
1.38															
GILLETTE.....		.....		.....		.....	s 5.29	.....	.....		.....		.....		.....
1.36															
STIRLING.....		.....		.....		.....	**s 5.26**	.....	.....		.....		.....		.....
1.62															
MILLINGTON.....		.....		.....		.....	**s 5.18**	.....	.....		.....		.....		.....
1.65															
LYONS.....		.....		.....		.....	**s 5.13**	.....	.....		.....		.....		.....
1.87															
BASKING RIDGE.....		.....		.....		.....	**s 5.07**	.....	.....		.....		.....		.....
1.16															
BERNARDSVILLE.....		.....		.....		.....	s 5.03	.....	.....		.....		.....		.....
2.65															
MINE BROOK.....		.....		.....		.....	f 4.57	.....	.....		.....		.....		.....
1.50															
FAR HILLS.....		.....		.....		.....	s 4.54	.....	.....		.....		.....		.....
2.39															
PEAPACK.....		.....		.....		.....	s 4.50	.....	.....		.....		.....		.....
0.92															
GLADSTONE.....		.....		.....		.....	4.48	.....	.....		.....		.....		.....
3.42															
CHATHAM.....	s 5.02	.....	.....	.....	.....	.....		s 5.52	.....	.....	.....	.....	.....	.....	s 6.25
2.00															
MADISON.....	s 4.59	.....	.....	.....	.....	.....		s 5.48	.....	.....	.....	.....	.....	.....	s 6.21
2.16															
CONVENT.....	s 4.55	.....	.....	.....	.....	.....		s 5.45	.....	.....	.....	.....	.....	.....	s 6.18
2.10															
MORRISTOWN.....	s 4.52	.....	.....	.....	.....	5.28		s 5.42	.....	.....	.....	.....	.....	.....	6.15
2.21															
MORRIS PLAINS.....	s 4.48	.....	.....	.....	.....	.....		s 5.38	.....	.....	.....	.....	.....	.....	.....
3.71															
MOUNT TABOR.....	s 4.43	.....	.....	.....	.....	.....		s 5.33	.....	.....	.....	.....	.....	.....	.....
0.59															
DENVILLE.....Lv	s 4.41	.....	.....	.....	.....	5.20		s 5.31	.....	.....	.....	.....	.....	.....	.....
Roseville Ave. and Newark.	2	2	2	2	2	2		2	2	.....	2	.....	2	2	2
Orange and Roseville Ave.	2	2	2	.....	.....	2		2	.....	.....	2	.....	.....	2	2
Millburn and Orange.....	2	2	2	.....	.....	2		2	.....	2	2	1	.....	2	2
	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday		Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday
	630	**228**	**X26**	**168**	**X4**	**6**		**426**	**632**	**170**	**X28**	**230**	**X32**	**172**	**X34**	**528**

Saturdays, Stop Mt. Station, Orange, Brick Church, East Orange, Grove Street

Deadhead Equipment

Deadhead Equipment

Deadhead Equipment

Deadhead Equipment

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

STATIONS							
FERRY CONNECTION BARCLAY ST. / CHRISTOPHER ST.	7.30PM 7.36PM	7.45PM 7.48PM	....	....	8.15PM 8.12PM	....	
	174	634	X50	1050	176	X36	
	Mont-clair	Dover	Morris Plains	Branch-ville	Mont-clair	Millburn	
	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	
	PM	PM	PM	PM	PM	PM	
HOBOKEN.....Ar	s 7.26	s 7.38	.....	s 7.55	s 8.02	.....	
1.92							
WEST END.....	.....	.....	.....	.....	.....	.....	
5.21							
HARRISON.....	s 7.15	.....	.....	.....	.....	.....	
0.66							
NEWARK.....	s 7.13	s 7.25	.....	s 7.40	s 7.48	.....	
1.23							
ROSEVILLE AVENUE...	s 7.10	s 7.22	.....	7.32	s 7.45	.....	
0.66							
AMPERE.....	s 7.08	.....	.....	.....	s 7.43	.....	
1.23							
WATSESSING AVE.....	s 7.06	.....	.....	.....	s 7.41	.....	
0.70							
BLOOMFIELD.....	s 7.04	.....	.....	.....	s 7.39	.....	
0.59							
GLEN RIDGE.....	s 7.02	.....	.....	.....	s 7.37	.....	
0.92							
MONTCLAIR.....	7.00	.....	.....	.....	7.35	.....	
0.54							
GROVE STREET.....	.....	s 7.20	.....	.....	.....	.....	
0.45							
EAST ORANGE.....	.....	s 7.18	.....	s 7.30	.....	.....	
0.59							
BRICK CHURCH.....	.....	s 7.16	.....	.....	.....	.....	
0.86							
ORANGE.....	.....	s 7.14	.....	s {7.10 / 6.34	.....	.....	
0.70							
HIGHLAND AVENUE...	.....	s 7.12	.....	.....	.....	.....	
0.94							
MOUNTAIN STATION..	.....	s 7.10	.....	.....	.....	.....	
0.75							
SOUTH ORANGE.....	.....	s 7.08	.....	s 6.29	.....	s 7.19	
1.30							
MAPLEWOOD.....	.....	s 7.05	.....	s 6.25	.....	.....	
1.61							
MILLBURN.....	.....	s 7.02	.....	6.22	.....	7.14	
1.08							
SHORT HILLS.....	.....	s 7.00	.....	.....	.....	.....	
2.27							
SUMMIT	.....	s 6.56	.....	s 6.17	.....	.....	
1.12							
WEST SUMMIT SIDING	.....	.....		.....	.....	.....	
0.56							
NEW PROVIDENCE....	.....	.....		.....	.....	.....	
1.59							
MURRAY HILL.....	.....	.....		.....	.....	.....	
2.38							
BERKELEY HEIGHTS..	.....	.....		.....	.....	.....	
1.38							
GILLETTE.....	.....	.....		.....	.....	.....	
1.36							
STIRLING.....	.....	.....		.....	.....	.....	
1.62							
MILLINGTON.....	.....	.....		.....	.....	.....	
1.65							
LYONS.....	.....	.....		.....	.....	.....	
1.87							
BASKING RIDGE.....	.....	.....		.....	.....	.....	
1.16							
BERNARDSVILLE.....	.....	.....		.....	.....	.....	
2.65							
MINE BROOK.....	.....	.....		.....	.....	.....	
1.50							
FAR HILLS.....	.....	.....		.....	.....	.....	
2.39							
PEAPACK.....	.....	.....		.....	.....	.....	
0.92							
GLADSTONE.....	.....	.....		.....	.....	.....	
3.42							
CHATHAM.....	.....	s 6.50		s 6.05	.....	.....	
2.00							
MADISON.....	.....	s 6.46		s 6.00	.....	.....	
2.16							
CONVENT.....	.....	s 6.43		.....	.....	.....	
2.10							
MORRISTOWN.....	.....	s 6.40	s 6.56	s 5.51	.....	.....	
2.21							
MORRIS PLAINS.....	.....	s 6.36	6.52	s 5.46	.....	.....	
3.71							
MOUNT TABOR.....	.....	f 6.31	.....	.....	.....	.....	
0.59							
DENVILLE.....Lv	.....	s 6.29	.....	5.39	.....	.....	
Roseville Ave. and Newark.	2	2	.....	2	2	.....	
Orange and Roseville Ave.	.....	2	.....	1	.....	.....	
Millburn and Orange.....	.....	2	.....	2	.....	1	
	PM	PM	PM	PM	PM	PM	
	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	
	174	634	X50	1050	176	X36	

Deadhead Equipment

No passengers

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

8.15PM 8.24PM	8.45PM 8.48PM	8.45PM 8.48PM	....	9.15PM 9.13PM	9.30PM 9.35PM	10.00PM 10 00PM	10.00PM 10.00PM	10.30PM 10.24PM
636	178	314	428	638	180	316	182	640
Dover	Mont-clair	Summit	Glad-stone	Dover	Mont-clair	Summit	Mont-clair	Dover
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 8.11	s 8.39	s 8.41	.....	s 9.11	s 9.26	s 9.41	s 9.56	s 10.11
.....	.....	.....	.....	.....	.....	.....	.....	.....
f 8.00	.....	f 8.31	.....	.....	.....	.....	.....	.....
s 7.58	s 8.25	s 8.29	.....	s 8.59	s 9.13	s 9.29	s 9.43	s 9.59
s 7.55	s 8.22	s 8.26	.....	s 8.56	s 9.10	s 9.26	s 9.40	s 9.56
.....	s 8.20	.....	.....	.....	s 9.08	.....	s 9.38	.....
.....	s 8.18	.....	.....	.....	s 9.06	.....	s 9.36	.....
.....	s 8.16	.....	.....	.....	s 9.04	.....	s 9.34	.....
.....	s 8.14	.....	.....	.....	s 9.02	.....	s 9.32	.....
.....	8.12	.....	.....	.....	9.00	.....	9.30	.....
s 7.53	.....	s 8.24	.....	s 8.54	.....	s 9.24	.....	s 9.54
s 7.52	.....	s 8.23	.....	s 8.53	.....	s 9.23	.....	s 9.53
s 7.50	.....	s 8.21	.....	s 8.51	.....	s 9.21	.....	s 9.51
s 7.48	.....	s 8.19	.....	s 8.49	.....	s 9.19	.....	s 9.49
s 7.46	.....	s 8.17	.....	s 8.47	.....	s 9.17	.....	s 9.47
s 7.44	.....	s 8.15	.....	s 8.45	.....	s 9.15	.....	s 9.45
s 7.42	.....	s 8.13	.....	s 8.43	.....	s 9.13	.....	s 9.43
s 7.39	.....	s 8.10	.....	s 8.40	.....	s 9.10	.....	s 9.40
s 7.36	.....	s 8.07	.....	s 8.37	.....	s 9.07	.....	s 9.37
s 7.34	.....	s 8.05	.....	s 8.35	.....	s 9.05	.....	s 9.35
s 7.30	.....	8.01	s 8.28	s 8.31	.....	9.01	.....	s 9.31
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 8.25	.....	.....	.....	.....	.....
.....	.....	.....	s 8.22	.....	.....	.....	.....	.....
.....	.....	.....	s 8.18	.....	.....	.....	.....	.....
.....	.....	.....	s 8.15	.....	.....	.....	.....	.....
.....	.....	.....	s 8.12	.....	.....	.....	.....	.....
.....	.....	.....	s 8.09	.....	.....	.....	.....	.....
.....	.....	.....	s 8.06	.....	.....	.....	.....	.....
.....	.....	.....	s 8.03	.....	.....	.....	.....	.....
.....	.....	.....	s 8.01	.....	.....	.....	.....	.....
.....	.....	.....	f 7.57	.....	.....	.....	.....	.....
.....	.....	.....	s 7.54	.....	.....	.....	.....	.....
.....	.....	.....	s 7.50	.....	.....	.....	.....	.....
.....	.....	.....	7.48	.....	.....	.....	.....	.....
s 7.24	.....	.....		s 8.25	.....	.....	.....	s 9.25
s 7.20	.....	.....		s 8.21	.....	.....	.....	s 9.21
s 7.17	.....	.....		s 8.18	.....	.....	.....	s 9.18
s 7.14	.....	.....		s 8.15	.....	.....	.....	s 9.15
s 7.10	.....	.....		s 8.11	.....	.....	.....	s 9.11
f 7.04	.....	.....		f 8.06	.....	.....	.....	f 9.06
s 7.02	.....	.....		s 8.04	.....	.....	.....	s 9.04
2	2	2	.....	2	2	2	2	2
2	.....	2	.....	2	.....	2	.....	2
2	.....	2	.....	2	.....	2	.....	2
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
636	178	314	428	638	180	316	182	640

See Local Instruction 101

EASTWARD. First Class. MORRISTOWN LINE, MONTCLAIR

FERRY CONNECTION BARCLAY ST. / CHRISTOPHER ST.	10.30PM 10.48PM	11.00PM 10.48PM	11.00PM 11.08PM	....	11.30PM 11.30PM	....
	184	**318**	**186**	**430**	**642**	**X60**
STATIONS	Mont-clair	Summit	Mont-clair	Glad-stone	Dover	Dover
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Mond'y
	PM	PM	PM	PM	PM	AM
HOBOKEN.....Ar	s 10.26	s 10.41	s 10.56	.....	s 11.11	s 12.19
1.92						
WEST END	.....	.....	.....	.....	.....	.....
5.21						
HARRISON	.....	.....	f 10.45	.....	.....	.....
0.66						
NEWARK	s 10.13	s 10.29	s 10.43	.....	s 10.59	11.55
1.23						
ROSEVILLE AVENUE	s 10.10	s 10.26	s 10.40	.....	s 10.56	11.53
0.66						
AMPERE	s 10.08	.....	s 10.38	.....	.....	.....
1.23						
WATSESSING AVE.	s 10.06	.....	s 10.36	.....	.....	.....
0.70						
BLOOMFIELD	s 10.04	.....	s 10.34	.....	.....	.....
0.59						
GLEN RIDGE	s 10.02	.....	s 10.32	.....	.....	.....
0.92						
MONTCLAIR	10.00	.....	10.30	.....	.....	.....
0.54						
GROVE STREET	.....	s 10.24	.....	.....	s 10.54	.....
0.45						
EAST ORANGE	.....	s 10.23	.....	.....	s 10.53	.....
0.59						
BRICK CHURCH	.....	s 10.21	.....	.....	s 10.51	.....
0.86						
ORANGE	.....	s 10.19	.....	.....	s 10.49	s 11.48 / 11.06
0.70						
HIGHLAND AVENUE	.....	s 10.17	.....	.....	s 10.47	.....
0.94						
MOUNTAIN STATION	.....	s 10.15	.....	.....	s 10.45	.....
0.75						
SOUTH ORANGE	.....	s 10.13	.....	.....	s 10.43	11.03
1.30						
MAPLEWOOD	.....	s 10.10	.....	.....	s 10.40	.....
1.61						
MILLBURN	.....	s 10.07	.....	.....	s 10.37	11.00
1.08						
SHORT HILLS	.....	s 10.05	.....	.....	s 10.35	.....
2.27						
SUMMIT	.....	10.01	.....	s 10.28	s 10.31	s 10.55
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE	.....	.....	.....	s 10.25	.....	.....
1.59						
MURRAY HILL	.....	.....	.....	s 10.22	.....	.....
2.38						
BERKELEY HEIGHTS	.....	.....	.....	s 10.18	.....	.....
1.38						
GILLETTE	.....	.....	.....	s 10.15	.....	.....
1.36						
STIRLING	.....	.....	.....	s 10.12	.....	.....
1.62						
MILLINGTON	.....	.....	.....	s 10.09	.....	.....
1.65						
LYONS	.....	.....	.....	s 10.06	.....	.....
1.87						
BASKING RIDGE	.....	.....	.....	s 10.03	.....	.....
1.16						
BERNARDSVILLE	.....	.....	.....	s 10.01	.....	.....
2.65						
MINE BROOK	.....	.....	.....	f 9.57	.....	.....
1.50						
FAR HILLS	.....	.....	.....	s 9.54	.....	.....
2.39						
PEAPACK	.....	.....	.....	s 9.50	.....	.....
0.92						
GLADSTONE	.....	.....	.....	9.48	.....	.....
3.42						
CHATHAM	.....	.....			s 10.25	.....
2.00						
MADISON	.....	.....			s 10.21	.....
2.16						
CONVENT	.....	.....			s 10.18	.....
2.10						
MORRISTOWN	.....	.....			s 10.15	s 10.28
2.21						
MORRIS PLAINS	.....	.....			s 10.11	.....
3.71						
MOUNT TABOR	.....	.....			f 10.06	.....
0.59						
DENVILLE.....Lv	.....	.....			s 10.04	10.08
Roseville Ave. and Newark.	2	2	2	.....	2	2
Orange and Roseville Ave.	.....	2	.....	.....	2	2
Millburn and Orange	.....	2	.....	.....	2	2
	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	184	**318**	**186**	**430**	**642**	**X60**

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS. EASTWARD. First Class.

11.30PM 11.30PM	12.00MN 11.52PM	12.00MN 12.15AM	xxx 12.15AM	....					
188	**320**	**190**	**644**	**432**					
Mont-clair	Summit	Mont-clair	Dover	Glad-stone					
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Mond'y	Sun. Only					
PM	PM	PM	AM	AM					
s 11.26	s 11.41	s 11.56	s 12.12	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	f 11.31	.....	.....	.....	.....	.....	.....	.....	.....
s 11.13	s 11.29	s 11.43	s 12.00	.....	.....	.....	.....	.....	.....
s 11.10	s 11.26	s 11.40	s 11.57	.....	.....	.....	.....	.....	.....
s 11.08	.....	s 11.38	.....	.....	.....	.....	.....	.....	.....
s 11.06	.....	s 11.36	.....	.....	.....	.....	.....	.....	.....
s 11.04	.....	s 11.34	.....	.....	.....	.....	.....	.....	.....
s 11.02	.....	s 11.32	.....	.....	.....	.....	.....	.....	.....
11.00	.....	11.30	.....	.....	.....	.....	.....	.....	.....
.....	s 11.24	.....	s 11.55	.....	.....	.....	.....	.....	.....
.....	s 11.23	.....	s 11.54	.....	.....	.....	.....	.....	.....
.....	s 11.21	.....	s 11.52	.....	.....	.....	.....	.....	.....
.....	s 11.19	.....	s 11.50	.....	.....	.....	.....	.....	.....
.....	s 11.17	.....	s 11.48	.....	.....	.....	.....	.....	.....
.....	s 11.15	.....	s 11.46	.....	.....	.....	.....	.....	.....
.....	s 11.13	.....	s 11.44	.....	.....	.....	.....	.....	.....
.....	s 11.10	.....	s 11.41	.....	.....	.....	.....	.....	.....
.....	s 11.07	.....	s 11.38	.....	.....	.....	.....	.....	.....
.....	s 11.05	.....	s 11.36	.....	.....	.....	.....	.....	.....
.....	11.01	.....	s 11.32	s 12.28	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.25	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.22	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 12.18	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.15	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 12.12	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.09	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.06	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.03	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 12.01	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 11.57	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 11.54	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 11.50	.....	.....	.....	.....	.....
.....	.....	.....	.....	11.48	.....	.....	.....	.....	.....
.....	.....		s 11.26		.....	.....	.....	.....	.....
.....	.....		s 11.23		.....	.....	.....	.....	.....
.....	.....		f 11.20		.....	.....	.....	.....	.....
.....	.....		s 11.17		.....	.....	.....	.....	.....
.....	.....		s 11.13		.....	.....	.....	.....	.....
.....	.....		f 11.08		.....	.....	.....	.....	.....
.....	.....		s 11.06		.....	.....	.....	.....	.....
2	2	2	2	.....	.....	.....	.....	.....	.....
.....	2	.....	2	.....	.....	.....	.....	.....	.....
.....	2	.....	2	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM					
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only					
188	**320**	**190**	**644**	**432**					

See Local Instruction 130

See Local Instruction 101

MORRISTOWN LINE,

WESTWARD. First Class.

Station Numbers	Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	STATIONS	301 Summit Ex.Su&Mo	193 Mont-clair Ex.Su&Mo	657 Dover Ex.Su&Mo
N-0	.....	.....	HOBOKEN.....Lv	AM 12.03	AM 12.15	AM 12.22
			1.92			
N-2	.....	1.92	WEST END.....N	.....	.....	.....
			5.21			
N-7	.....	7.13	HARRISON.....N	s 12.15	s 12.26	.....
			0.66			
N-8	.....	7.79	NEWARK.....N	s 12.17	s 12.28	12.33
			1.23			
N-9	.....	9.02	ROSEVILLE AVENUE.N	s 12.20	s 12.31	12.35
			0.66 T			
M-1	.....	9.68	AMPERE.....D	.....	s 12.33	.....
			1.23			
M-2	.....	10.91	WATSESSING AVE....D	.....	s 12.35	.....
			0.70			
M-3	.....	11.61	BLOOMFIELD.....D	.....	s 12.37	.....
			0.59			
Mx-3	.....	12.20	GLEN RIDGE.....D	.....	s 12.39	.....
			0.92			
M-4	.....	13.12	MONTCLAIR.....N	.....	s 12.42	.....
			0.54			
N-10	.....	9.56	GROVE STREET.....D	s 12.21	.....	.....
			0.45			
Nx-10	.....	10.01	EAST ORANGE.....D	s 12.23	.....	.....
			0.59			
N-11	.....	10.60	BRICK CHURCH.....D	s 12.25	.....	.....
			0.86			
Nx-11	.....	11.46	ORANGE.....N	s 12.27	.....	12.38
			0.70			
N-12	.....	12.16	HIGHLAND AVENUE.D	s 12.29	.....	.....
			0.94			
N-13	.....	13.10	MOUNTAINSTATION D	s 12.31	.....	.....
			0.75			
N-14	.....	13.85	SOUTH ORANGE.....D	s 12.33	.....	12.41
			1.30			
N-15	.....	15.15	MAPLEWOOD.....D	s 12.35	.....	.....
			1.61			
N-17	.....	16.76	MILLBURN.....D	s 12.38	.....	12.44
			1.08			
N-18	.....	17.84	SHORT HILLS.....D	s 12.40	.....	.....
			2.27			
N-20	.....	20.11	SUMMIT.....N	s 12.44	.....	s 12.49
			1.12			
.....	48	21.23	WEST SUMMIT SIDING	.....	.....	.....
			0.56			
P-2	.....	21.79	NEW PROVIDENCE....	.....	.....	.....
			1.59 D			
P-3	17	23.38	MURRAY HILL.....T	.....	.....	.....
			2.38			
P-6	7	25.76	BERKELEY HEIGHTS D	.....	.....	.....
			1.38			
P-7	.....	27.14	GILLETTE.....	.....	.....	.....
			1.36 D			
P-8	20	28.50	STIRLING.....T	.....	.....	.....
			1.62 T			
P-10	.....	30.12	MILLINGTON.....D	.....	.....	.....
			1.65			
P-12	20	31.77	LYONS.....D	.....	.....	.....
			1.87 D			
P-14	3	33.64	BASKING RIDGE.....T	.....	.....	.....
			1.16 T			
P-15	18	34.80	BERNARDSVILLE.....D	.....	.....	.....
			2.65			
P-17	.....	37.45	MINE BROOK.....	.....	.....	.....
			1.50 D			
P-19	10	38.95	FAR HILLS.....T	.....	.....	.....
			2.39			
P-21	.....	41.34	PEAPACK.....	.....	.....	.....
			0.92 T			
P-22	.....	42.26	GLADSTONE.....D	.....	.....	.....
			3.42 T			
N-24	.....	23.53	CHATHAM.....D	See Local Instruction 130	.....	s 12.54
			2.00 T			
N-26	.....	25.53	MADISON.....D		.....	s 12.57
			2.16			
N-28	.....	27.69	CONVENT.....D		.....	s 1.01
			2.10			
N-30	.....	29.79	MORRISTOWN.....N		.....	s 1.05
			2.21 T			
N-32	.....	32.00	MORRIS PLAINS.....D		.....	s 1.09
			3.71			
N-36	.....	35.71	MOUNT TABOR.....		.....	f 1.14
			0.59			
Nx-36	.....	36.30	DENVILLE.....N		.....	s 1.16
				Ar		
			Newark and Roseville Ave. Roseville Ave. and Orange. Orange and Millburn.....	3 3 3 AM	3 .... AM	3 3 3 AM
				Ex.Su&Mo	Ex.Su&Mo	Ex.Su&Mo
				301	193	657

MONTCLAIR AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

WESTWARD. First Class.

601 Dover Mon. Only	303 Summit Ex.Su&Mo	195 Mont-clair Ex. Sunday	603 Dover Ex.Su&Mo	105 Mont-clair Ex.Su&Mo	501 Morris Plains Mon. Only	503 Morris Plains Ex.Su&Mo	1009 Branch-ville Ex. Sunday	403 Glad-stone Ex. Sunday
AM 12.30	AM 12.30	AM 12.45	AM 1.05	AM 1.50	AM 1.50	AM 2.20	AM 4.05	AM .....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 12.41	s 12.41	.....	f 1.17	.....	.....	.....	.....	.....
s 12.43	s 12.43	s 12.58	s 1.19	s 2.03	s 2.03	s 2.33	s 4.29	.....
s 12.46	s 12.46	s 1.01	s 1.22	s 2.06	s 2.06	s 2.36	s 4.34	.....
.....	.....	s 1.03	.....	s 2.08	.....	.....	.....	.....
.....	.....	s 1.05	.....	s 2.10	.....	.....	.....	.....
.....	.....	s 1.07	.....	s 2.12	.....	.....	.....	.....
.....	.....	s 1.09	.....	s 2.14	.....	.....	.....	.....
.....	.....	s 1.12	.....	s 2.17	.....	.....	.....	.....
s 12.47	s 12.47	.....	s 1.23	.....	s 2.07	s 2.37	.....	.....
s 12.49	s 12.49	.....	s 1.25	.....	s 2.09	s 2.39	s 4.42	.....
s 12.51	s 12.51	.....	s 1.27	.....	s 2.11	s 2.41	.....	.....
s 12.53	s 12.53	.....	s 1.29	.....	s 2.13	s 2.43	s 4.51	.....
s 12.55	s 12.55	.....	s 1.31	.....	s 2.15	s 2.45	.....	.....
s 12.57	s 12.57	.....	s 1.33	.....	s 2.17	s 2.47	.....	.....
s 12.59	s 12.59	.....	s 1.35	.....	s 2.19	s 2.49	s 4.58	.....
s 1.01	s 1.01	.....	s 1.37	.....	s 2.21	s 2.51	s 5.04	.....
s 1.04	s 1.04	.....	s 1.40	.....	s 2.24	s 2.54	5.07	.....
s 1.06	s 1.06	.....	s 1.42	.....	s 2.26	s 2.56	.....	.....
s 1.10	s 1.10	.....	s 1.46	.....	s 2.30	s 3.00	s 5.21	5.45
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	f 5.48
.....	.....	.....	.....	.....	.....	.....	.....	s 5.51
.....	.....	.....	.....	.....	.....	.....	.....	f 5.55
.....	.....	.....	.....	.....	.....	.....	.....	f 5.58
.....	.....	.....	.....	.....	.....	.....	.....	f 6.00
.....	.....	.....	.....	.....	.....	.....	.....	f 6.03
.....	.....	.....	.....	.....	.....	.....	.....	f 6.06
.....	.....	.....	.....	.....	.....	.....	.....	f 6.09
.....	.....	.....	.....	.....	.....	.....	.....	s 6.13
.....	.....	.....	.....	.....	.....	.....	.....	f 6.17
.....	.....	.....	.....	.....	.....	.....	.....	s **6.22**
.....	.....	.....	.....	.....	.....	.....	.....	f 6.26
.....	.....	.....	.....	.....	.....	.....	.....	s 6.28
s 1.16	.....	.....	s 1.52	.....	s 2.36	s 3.05	s 5.27	See Local Instruction 101
s 1.20	.....	.....	s 1.56	.....	s 2.39	s 3.08	s 5.33	
s 1.23	.....	.....	s 1.59	.....	s 2.42	f 3.11	.....	
s 1.27	.....	.....	s 2.03	.....	s 2.46	s 3.14	s 5.48	
s 1.31	.....	.....	s 2.07	.....	s 2.50	s 3.17	s 5.54	
f 1.37	.....	.....	f 2.13	.....	.....	.....	f 6.01	
s 1.39	.....	.....	s 2.15	.....	.....	.....	s 6.03	
3 3 3 AM	3 3 3 AM	3 .... AM	3 3 3 AM	3 .... AM	3 3 3 AM	3 3 3 AM	3 3 3 AM	AM
Mon. Only	Ex.Su&Mo	Ex. Sunday	Ex.Su&Mo	Ex.Su&Mo	Mon. Only	Ex.Su&Mo	Ex. Sunday	Ex. Sunday
601	303	195	603	105	501	503	1009	403

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	Miles	505 Morristown Ex. Sunday	107 Montclair Ex.Sa.&Su.	109 Montclair Ex. Sunday	X21 Millburn Ex. Sunday	405 Gladstone Ex. Sunday	X23 Millburn Ex.Sa.&Su.
		AM	AM	AM	AM	AM	AM
HOBOKEN Lv		6.15	6.17	6.50	....	7.00	....
WEST END	1.92	....	....	....	....	....	....
HARRISON	5.21	f 6.26	s 6.27	s 7.01	....	....	....
NEWARK	0.66	s 6.30	s 6.37	s 7.05	....	s 7.13	....
ROSEVILLE AVENUE...	1.23	s 6.33	s 6.41	s 7.08	....	s 7.16	....
AMPERE	0.66	....	s 6.43	s 7.10	....	Meeting point for Nos. 410-405 Lyons Siding	....
WATSESSING AVE.	1.23	....	s 6.45	s 7.12	....		....
BLOOMFIELD	0.70	....	s 6.53	s 7.15	....		....
GLEN RIDGE	0.59	....	f 6.56	s 7.18	....		....
MONTCLAIR	0.92	....	s 7.00	s 7.21	....		....
GROVE STREET	0.54	s 6.35	....	....	....	s 7.17	....
EAST ORANGE	0.45	s 6.38	....	....	....	s 7.19	....
BRICK CHURCH	0.59	s 6.40	....	....	....	s 7.21	....
ORANGE	0.86	s 6.43	....	....	....	s 7.23	....
HIGHLAND AVENUE...	0.70	s 6.45	....	....	....	s 7.25	....
MOUNTAIN STATION..	0.94	s 6.47	....	....	....	s 7.27	....
SOUTH ORANGE	0.75	s 6.50	....	....	7.20	s 7.29	7.30
MAPLEWOOD	1.30	s 6.53	....	....	....	s 7.31	....
MILLBURN	1.61	s 6.56	....	....	s 7.24	s 7.34	s 7.40
SHORT HILLS	1.08	s 6.59	....	....	....	s 7.37	....
SUMMIT	2.27	s 7.05	....	....	....	s **7.46**	....
WEST SUMMIT SIDING	1.12	....	....	....	Equipment for No. 210	....	Equipment for No. 214
NEW PROVIDENCE....	0.56	....	....	....		s 7.49	
MURRAY HILL	1.59	....	....	....		s 7.52	
BERKELEY HEIGHTS .	2.38	....	....	....		s **8.00**	
GILLETTE	1.38	....	....	....		f 8.02	
STIRLING	1.36	....	....	....		s 8.05	
MILLINGTON	1.62	....	....	....		s **8.08**	
LYONS	1.65	....	....	....		s **8.18**	
BASKING RIDGE	1.87	....	....	....		s 8.22	
BERNARDSVILLE	1.16	....	....	....		s 8.25	
MINE BROOK	2.65	....	....	....		f 8.29	
FAR HILLS	1.50	....	....	....		s 8.32	
PEAPACK	2.39	....	....	....		s 8.36	
GLADSTONE	0.92	....	....	....		s 8.38	
CHATHAM	3.42	s 7.11	....	....	....	See Local Instruction 101	....
MADISON	2.00	s 7.14	....	....	....		....
CONVENT	2.16	s 7.18	....	....	....		....
MORRISTOWN	2.10	s 7.22	....	....	....		....
MORRIS PLAINS	2.21	....	....	....	....		....
MOUNT TABOR	3.71	....	....	....	....		....
DENVILLE .... Ar	0.59	....	....	....	....		....
Newark and Roseville Ave.		3	3	3	....	3	....
Roseville Ave. and Orange.		3	....	....	....	3	....
Orange and Millburn		3	....	....	3	3	3
		AM	AM	AM	AM	AM	AM
		Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.
		505	107	109	X21	405	X23

STATIONS	Miles	X51 Morris Plains Ex.Sa.&Su.	X31 Summit Ex. Sunday	605 Dover Ex. Sunday	X1 Montclair Ex.Sa.&Su.	111 Montclair Ex. Sunday	305 Summit Ex. Sunday	X3 Montclair Ex.Sa.&Su.	113 Montclair Ex. Sunday	X27 South Orange Ex.Sa.&Su.
		AM	AM	AM	AM	AM	AM	AM	AM	AM
HOBOKEN Lv		....	6.55	7.05	7.10	7.15	7.30	7.43	7.48	7.52
WEST END	1.92	....	....	....	....	....	....	....	....	....
HARRISON	5.21	....	....	....	....	s 7.27	s 7.41	....	s 8.00	....
NEWARK	0.66	....	....	s 7.22	....	s 7.29	s 7.43	....	s 8.05	....
ROSEVILLE AVENUE...	1.23	....	....	s 7.25	....	s 7.32	s 7.46	....	s 8.08	....
AMPERE	0.66	....	....	....	....	s 7.34	....	....	s 8.10	....
WATSESSING AVE.	1.23	....	....	....	....	s 7.36	....	....	s 8.12	....
BLOOMFIELD	0.70	....	....	....	....	s 7.38	....	....	s 8.14	....
GLEN RIDGE	0.59	....	....	....	....	s 7.40	....	....	s 8.16	....
MONTCLAIR	0.92	....	....	....	s 7.30	s 7.43	....	s 8.03	s 8.19	....
GROVE STREET	0.54	....	....	....	....	....	s 7.47	....	....	....
EAST ORANGE	0.45	....	....	s 7.28	....	....	s 7.49	....	....	....
BRICK CHURCH	0.59	....	....	s 7.30	....	....	s 7.51	....	....	....
ORANGE	0.86	....	....	s 7.37	....	....	s 7.53	....	....	....
HIGHLAND AVENUE...	0.70	....	....	....	....	....	s 7.55	....	....	....
MOUNTAIN STATION..	0.94	....	....	s 7.40	....	....	s 7.57	....	....	....
SOUTH ORANGE	0.75	....	s 7.35	s 7.42	....	....	s 7.59	....	....	s 8.15
MAPLEWOOD	1.30	....	....	s 7.46	....	....	s 8.02	....	....	....
MILLBURN	1.61	....	....	s 7.49	....	....	s 8.05	....	....	....
SHORT HILLS	1.08	....	....	....	....	....	s 8.08	....	....	....
SUMMIT	2.27	....	s 7.48	s 7.59	....	....	s 8.13	....	....	....
WEST SUMMIT SIDING	1.12	Equipment for No. 510	Equipment for No. 304	....	Equipment for No. 116	....	....	Equipment for No. 126	....	Equipment for No. 220
NEW PROVIDENCE....	0.56			....		....	....		....	
MURRAY HILL	1.59			....		....	....		....	
BERKELEY HEIGHTS .	2.38			....		....	....		....	
GILLETTE	1.38			....		....	....		....	
STIRLING	1.36			....		....	....		....	
MILLINGTON	1.62			....		....	....		....	
LYONS	1.65			....		....	....		....	
BASKING RIDGE	1.87			....		....	....		....	
BERNARDSVILLE	1.16			....		....	....		....	
MINE BROOK	2.65			....		....	....		....	
FAR HILLS	1.50			....		....	....		....	
PEAPACK	2.39			....		....	....		....	
GLADSTONE	0.92			....		....	....		....	
CHATHAM	3.42	....	Saturday operates from So. Orange	s 8.05	....	....	....	....	....	....
MADISON	2.00	....		s 8.12	....	....	....	....	....	....
CONVENT	2.16	....		s 8.16	....	....	....	....	....	....
MORRISTOWN	2.10	8.00		s 8.24	....	....	....	....	....	....
MORRIS PLAINS	2.21	s 8.06		s 8.28	....	....	....	....	....	....
MOUNT TABOR	3.71	....		s 8.34	....	....	....	....	....	....
DENVILLE .... Ar	0.59	....		s 8.37	....	....	....	....	....	....
Newark and Roseville Ave.		....	3	3	1	3	3	3	3	3
Roseville Ave. and Orange.		....	3	3	....	....	3	....	....	3
Orange and Millburn		....	3	3	....	....	3	....	....	3
		AM	AM	AM	AM	AM	AM	AM	AM	AM
		Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.
		X51	X31	605	X1	111	305	X3	113	X27

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	X29 South Orange Ex.Sa.&Su.	X33 Summit Ex.Sa.&Su.	201 Millburn Ex.Sunday	115 Mont-clair Ex. Sunday	607 Dover Ex. Sunday	407 Glad-stone Ex. Sunday	117 Mont-clair Ex. Sunday	X53 Morris-town Ex. Sunday	609 Dover Ex. Sunday	119 Mont-clair Ex. Sunday	507 Morris-town Ex. Sunday	121 Mont-clair Ex. Sunday	611 Dover Ex. Sunday	409 Glad-stone Ex. Sunday	123 Mont-clair Ex. Sunday
HOBOKEN.....Lv	AM 7.57	AM 8.07	AM 8.08	AM 8.10	AM 8.15	.....	AM 8.35	AM 8.40	AM 9.00	AM 9.15	AM 9.30	AM 9.45	AM 10.00	AM 10.05	AM 10.15
1.92															
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21															
HARRISON.....	.....	.....	.....	s 8.21	.....	.....	s 8.46	.....	.....	f 9.26	.....	.....	.....	f 10.16	.....
0.66															
NEWARK.....	.....	.....	8.19	s 8.23	s 8.28	.....	s 8.48	.....	s 9.13	s 9.28	s 9.43	s 9.58	s 10.13	s 10.18	s 10.28
1.23															
ROSEVILLE AVENUE...	.....	.....	8.21	s 8.26	s 8.31	.....	s 8.51	.....	s 9.16	s 9.31	s 9.46	s 10.01	s 10.16	10.20	s 10.31
0.66															
AMPERE.....	.....	.....	.....	s 8.28	.....	.....	s 8.53	.....	.....	s 9.33	.....	s 10.03	.....	.....	s 10.33
1.23															
WATSESSING AVE....	.....	.....	.....	s 8.30	.....	.....	s 8.55	.....	.....	s 9.35	.....	s 10.05	.....	.....	s 10.35
0.70															
BLOOMFIELD.....	.....	.....	.....	s 8.32	.....	.....	s 8.57	.....	.....	s 9.37	.....	s 10.07	.....	.....	s 10.37
0.59															
GLEN RIDGE.....	.....	.....	.....	f 8.34	.....	.....	s 8.59	.....	.....	s 9.39	.....	s 10.09	.....	.....	s 10.39
0.92															
MONTCLAIR.....	.....	.....	.....	s 8.37	.....	.....	s 9.02	.....	.....	s 9.42	.....	s 10.12	.....	.....	s 10.42
0.54															
GROVE STREET.....	.....	.....	.....	.....	s 8.32	.....	.....	.....	s 9.17	.....	s 9.47	.....	s 10.17	.....	.....
0.45															
EAST ORANGE.....	.....	.....	.....	.....	s 8.34	.....	.....	.....	s 9.19	.....	s 9.49	.....	s 10.19	s 10.23	.....
0.59															
BRICK CHURCH.....	.....	.....	.....	.....	s 8.36	.....	.....	.....	s 9.21	.....	s 9.51	.....	s 10.21	s 10.25	.....
0.86															
ORANGE.....	.....	.....	s 8.26	.....	s 8.38	.....	.....	.....	s 9.23	.....	s 9.53	.....	s 10.23	s 10.28	.....
0.70															
HIGHLAND AVENUE...	.....	.....	.....	.....	s 8.40	.....	.....	.....	s 9.25	.....	s 9.55	.....	s 10.25	.....	.....
0.94															
MOUNTAIN STATION..	.....	.....	.....	.....	s 8.42	.....	.....	.....	s 9.27	.....	s 9.57	.....	s 10.27	.....	.....
0.75															
SOUTH ORANGE.....	s 8.20	.....	8.29	.....	s 8.44	.....	.....	.....	s 9.29	.....	s 9.59	.....	s 10.29	s 10.32	.....
1.30															
MAPLEWOOD.....	.....	.....	.....	.....	s 8.46	.....	.....	.....	s 9.31	.....	s 10.01	.....	s 10.31	s 10.35	.....
1.61															
MILLBURN.....	.....	.....	s 8.39	.....	s 8.49	.....	.....	.....	s 9.34	.....	s 10.04	.....	s 10.34	s 10.38	.....
1.08															
SHORT HILLS.....	.....	.....	.....	.....	s 8.51	.....	.....	.....	s 9.36	.....	s 10.06	.....	s 10.36	s 10.40	.....
2.27															
SUMMIT.....	.....	s 8.40	.....	.....	s 8.55	9.00	.....	.....	s 9.40	.....	s 10.10	.....	s 10.40	s 10.50	.....
1.12															
WEST SUMMIT SIDING	Equipment for No. 222	Equipment for No. 310	Equipment for No. 224 from Millburn. No passengers west of Orange	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**10.56**	.....
0.56															
NEW PROVIDENCE....				.....	.....	s 9.03	.....	.....	.....	.....	.....	.....	.....	s 10.57	.....
1.59															
MURRAY HILL.....				.....	.....	s 9.06	.....	.....	.....	.....	.....	.....	.....	s 11.00	.....
2.38															
BERKELEY HEIGHTS.				.....	.....	s **9.13**	.....	.....	.....	.....	.....	.....	.....	s 11.04	.....
1.38															
GILLETTE.....				.....	.....	s 9.15	.....	.....	.....	.....	.....	.....	.....	s 11.07	.....
1.36															
STIRLING.....				.....	.....	s 9.18	.....	.....	.....	.....	.....	.....	.....	s 11.10	.....
1.62															
MILLINGTON.....				.....	.....	s 9.22	.....	.....	.....	.....	.....	.....	.....	s 11.13	.....
1.65															
LYONS.....				.....	.....	s 9.25	.....	.....	.....	.....	.....	.....	.....	s 11.17	.....
1.87															
BASKING RIDGE.....				.....	.....	s 9.28	.....	.....	.....	.....	.....	.....	.....	s 11.20	.....
1.16															
BERNARDSVILLE.....				.....	.....	s 9.31	.....	.....	.....	.....	.....	.....	.....	s 11.23	.....
2.65															
MINE BROOK.....				.....	.....	f 9.35	.....	.....	.....	.....	.....	.....	.....	f 11.27	.....
1.50															
FAR HILLS.....				.....	.....	s 9.38	.....	.....	.....	.....	.....	.....	.....	s 11.30	.....
2.39															
PEAPACK.....				.....	.....	s 9.42	.....	.....	.....	.....	.....	.....	.....	s 11.34	.....
0.92															
GLADSTONE.....				.....	.....	s 9.44	.....	.....	.....	.....	.....	.....	.....	s 11.36	.....
3.42															
CHATHAM.....	.....	.....	Saturday operates from So. Orange	See Local Instruction 130	s 9.01	.....	.....	.....	s 9.46	.....	s 10.16	.....	s 10.46	See Local Instruction 101	.....
2.00															
MADISON.....	.....	.....			s 9.04	.....	.....	.....	s 9.49	.....	s 10.19	.....	s 10.49		.....
2.16															
CONVENT.....	.....	.....			s 9.08	.....	.....	.....	s 9.53	.....	s 10.23	.....	s 10.53		.....
2.10															
MORRISTOWN.....	.....	.....			s 9.12	.....	.....	s 9.30	s 9.57	.....	s 10.27	.....	s 10.57		.....
2.21															
MORRIS PLAINS.....	.....	.....			s 9.16	.....	.....	.....	s 10.01	.....	.....	.....	s 11.01		.....
3.71															
MOUNT TABOR.....	.....	.....			f 9.22	.....	.....	.....	s 10.07	.....	.....	.....	f 11.07		.....
0.59															
DENVILLE.....Ar	.....	.....			s 9.24	.....	.....	.....	s 10.09	.....	.....	.....	s 11.09		.....
Newark and Roseville Ave.	3	.....					3	.....		3		3			3
Roseville Ave. and Orange.	.....	.....					.....	.....		.....		.....			.....
Orange and Millburn.....	.....	.....					.....	.....		.....		.....			.....
	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM	CHECK AM
	Ex.Sa.&Su.	Ex.Sa.&Su	Ex.Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	X29	X33	201	115	607	407	117	X53	609	119	507	121	611	409	123

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	3	509	125	613	127	511
	Buffalo	Morris-town	Mont-clair	Dover	Mont-clair	Morris-town
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	10.30	10.35	10.45	11.00	11.15	11.30
1.92						
WEST END						
5.21						
HARRISON						
0.66						
NEWARK	s 10.44	s 10.48	s 10.58	s 11.13	s 11.28	s 11.44
1.23						
ROSEVILLE AVENUE	10.46	s 10.51	s 11.01	s 11.16	s 11.31	s 11.47
0.66						
AMPERE			s 11.03		s 11.33	
1.23						
WATSESSING AVE.			s 11.05		s 11.35	
0.70						
BLOOMFIELD			s 11.07		s 11.37	
0.59						
GLEN RIDGE			s 11.09		s 11.39	
0.92						
MONTCLAIR			s 11.12		s 11.42	
0.54						
GROVE STREET		s 10.52		s 11.17		s 11.49
0.45						
EAST ORANGE		s 10.54		s 11.19		s 11.51
0.59						
BRICK CHURCH	s 10.51	s 10.56		s 11.21		s 11.53
0.86						
ORANGE	10.52	s 10.58		s 11.23		s 11.56
0.70						
HIGHLAND AVENUE		s 11.00		s 11.25		s 11.58
0.94						
MOUNTAIN STATION		s 11.02		s 11.27		s 12.00
0.75						
SOUTH ORANGE	10.55	s 11.04		s 11.29		s 12.02
1.30						
MAPLEWOOD		s 11.06		s 11.31		s 12.04
1.61						
MILLBURN	10.58	s 11.09		s 11.34		s 12.07
1.08						
SHORT HILLS		s 11.11		s 11.36		s 12.09
2.27						
SUMMIT	s 11.05	s 11.15		s 11.40		s 12.14
1.12						
WEST SUMMIT SIDING						
0.56						
NEW PROVIDENCE						
1.59						
MURRAY HILL						
2.38						
BERKELEY HEIGHTS						
1.38						
GILLETTE						
1.36						
STIRLING						
1.62						
MILLINGTON						
1.65						
LYONS						
1.87						
BASKING RIDGE						
1.16						
BERNARDSVILLE						
2.65						
MINE BROOK						
1.50						
FAR HILLS						
2.39						
PEAPACK						
0.92						
GLADSTONE						
3.42						
CHATHAM		s 11.21		s 11.46		s 12.20
2.00						
MADISON		s 11.24		s 11.49		s 12.23
2.16						
CONVENT		s 11.28		s 11.53		s 12.27
2.10						
MORRISTOWN	11.16	s 11.32		s 11.57		s 12.31
2.21						
MORRIS PLAINS				s 12.01		
3.71						
MOUNT TABOR				s 12.07		
0.59						
DENVILLE.....Ar	11.25			s 12.09		
Newark and Roseville Ave.	3		3		3	
Roseville Ave. and Orange.	1					
Orange and Millburn	1					
	AM	AM	AM	PM	AM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	3	509	125	613	127	511

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

WESTWARD. First Class.

411	129	615	617	131	619	513	133	413
Glad-stone	Mont-clair	Dover	Dover	Mont-clair	Dover	Morris-town	Mont-clair	Glad-stone
Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex. Sunday	Sat. Only	Ex. Sunday	Ex. Sunday	Sat. Only
PM	AM	NOON	PM	PM	PM	PM	PM	PM
.....	11.45	12.00	12.10	12.15	12.17	12.30	12.45	12.47
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 11.56	.....	.....	.....	f 12.28	.....	f 12.56	.....
.....	s 11.58	s 12.13	s 12.23	s 12.28	s 12.30	s 12.43	s 12.58	s 1.00
.....	s 12.01	s 12.16	12.25	s 12.31	s 12.33	s 12.46	s 1.01	1.02
.....	s 12.03	.....	.....	s 12.33	.....	Stop at Harrison Saturdays only	s 1.03	Meeting point Nos. 420-413 Lyons Siding
.....	s 12.05	.....	.....	s 12.35	.....		s 1.05	
.....	s 12.07	.....	.....	s 12.37	.....		s 1.07	
.....	s 12.09	.....	.....	s 12.39	.....		s 1.09	
.....	s 12.12	.....	.....	s 12.42	.....		s 1.12	
.....	.....	s 12.17	.....	.....	s 12.34	s 12.47	.....	.....
.....	.....	s 12.19	.....	.....	s 12.36	s 12.49	.....	.....
.....	.....	s 12.21	.....	.....	s 12.38	s 12.51	.....	.....
.....	.....	s 12.23	12.28	.....	s 12.40	s 12.53	.....	1.05
.....	.....	s 12.25	.....	.....	s 12.42	s 12.55	.....	.....
.....	.....	s 12.27	.....	.....	s 12.44	s 12.57	.....	.....
.....	.....	s 12.29	12.31	.....	s 12.46	s 12.59	.....	1.08
.....	.....	s 12.31	.....	.....	s 12.48	s 1.01	.....	.....
.....	.....	s 12.34	12.34	.....	s 12.51	s 1.04	.....	1.11
.....	.....	s 12.36	.....	.....	s 12.53	s 1.06	.....	s 1.13
12.20	.....	s 12.40	s 12.39	.....	s 12.57	s 1.10	.....	s 1.18
12.26	.....	.....	.....	.....	.....	.....	.....	.....
s 12.27	.....	.....	.....	.....	.....	.....	.....	s 1.21
s 12.30	.....	.....	.....	.....	.....	.....	.....	s 1.24
s 12.34	.....	.....	.....	.....	.....	.....	.....	s 1.27
s 12.37	.....	.....	.....	.....	.....	.....	.....	s 1.30
s 12.39	.....	.....	.....	.....	.....	.....	.....	s 1.32
s 12.42	.....	.....	.....	.....	.....	.....	.....	s **1.35**
s 12.45	.....	.....	.....	.....	.....	.....	.....	s **1.41**
s 12.50	.....	.....	.....	.....	.....	.....	.....	s 1.44
s 12.53	.....	.....	.....	.....	.....	.....	.....	s 1.47
f 12.57	.....	.....	.....	.....	.....	.....	.....	f 1.51
s 1.00	.....	.....	.....	.....	.....	.....	.....	s 1.54
s 1.04	.....	.....	.....	.....	.....	.....	.....	s 1.58
s 1.06	.....	.....	.....	.....	.....	.....	.....	s 2.00
See Local Instruction 101	See Local Instruction 130	s 12.46	s 12.44	.....	s 1.03	s 1.16	.....	See Local Instruction 101
		s 12.49	s 12.47	.....	s 1.06	s 1.19	.....	
		s 12.53	s 12.51	.....	s 1.10	s 1.23	.....	
		s 12.57	s 12.55	.....	s 1.14	s 1.27	.....	
		s 1.01	s 12.59	.....	s 1.18	.....	.....	
		s 1.07	f 1.05	.....	f 1.24	.....	.....	
		s 1.09	s 1.07	.....	s 1.26	.....	.....	
.....	3		3	3			3	3
.....	.....			.....			.....	1
.....	.....			.....			.....	
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex. Sunday	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex. Sunday	Sat. Only	Ex. Sunday	Ex. Sunday	Sat. Only
411	129	615	617	131	619	513	133	413

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	307	621	417	515	623	203
	Summit	Dover	Gladstone	Morristown	Dover	South Orange
	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su	Sat. Only	Sat. Only	Sat. Only
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	12.47	1.00	.....	1.03	1.05	1.07
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	s 1.16	.....
0.66						
NEWARK.....	12.59	s 1.14	.....	s 1.16	s 1.18	s 1.20
1.23						
ROSEVILLE AVENUE...	1.01	s 1.17	.....	1.18	1.20	s 1.23
0.66						
AMPERE.....	.....	.....	.....	.....	.....	.....
1.23						
WATSESSING AVE.....	.....	.....	.....	.....	.....	.....
0.70						
BLOOMFIELD.....	.....	.....	.....	.....	.....	.....
0.59						
GLEN RIDGE.....	.....	.....	.....	.....	.....	.....
0.92						
MONTCLAIR.....	.....	.....	.....	.....	.....	.....
0.54						
GROVE STREET.....	s 1.02	s 1.18	.....	.....	.....	s 1.25
0.45						
EAST ORANGE.....	s 1.04	s 1.20	.....	.....	.....	s 1.27
0.59						
BRICK CHURCH.....	s 1.06	s 1.22	.....	.....	.....	s 1.29
0.86						
ORANGE.....	s 1.08	s 1.25	.....	1.21	s 1.24	s 1.31
0.70						
HIGHLAND AVENUE...	s 1.10	s 1.27	.....	.....	.....	s 1.33
0.94						
MOUNTAIN STATION..	s 1.12	s 1.29	.....	.....	.....	s 1.35
0.75						
SOUTH ORANGE.....	s 1.14	s 1.32	.....	1.24	1.27	s 1.37
1.30						
MAPLEWOOD.....	s 1.17	s 1.35	.....	.....	s 1.30	.....
1.61						
MILLBURN.....	s 1.20	s 1.38	.....	1.27	s 1.33	.....
1.08						
SHORT HILLS.....	s 1.22	s 1.40	.....	.....	s 1.36	.....
2.27						
SUMMIT.....	s 1.26	s 1.45	1.50	1.32	s 1.41	.....
1.12						
WEST SUMMIT SIDING	.....	.....	**1.56**	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	s 1.57	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	s 2.00	.....	.....	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	s 2.04	.....	.....	.....
1.38						
GILLETTE.....	.....	.....	s 2.07	.....	.....	.....
1.36						
STIRLING.....	.....	.....	s 2.10	.....	.....	.....
1.62						
MILLINGTON.....	.....	.....	s 2.13	.....	.....	.....
1.65						
LYONS.....	.....	.....	s 2.17	.....	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	s 2.20	.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	s 2.23	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	f 2.27	.....	.....	.....
1.50						
FAR HILLS.....	.....	.....	s 2.30	.....	.....	.....
2.39						
PEAPACK.....	.....	.....	s 2.34	.....	.....	.....
0.92						
GLADSTONE.....	.....	.....	s 2.36	.....	.....	.....
3.42						
CHATHAM.....	.....	s 1.51		s 1.37	s 1.47	.....
2.00						
MADISON.....	.....	s 1.54		s 1.41	s 1.51	.....
2.16						
CONVENT.....	.....	s 1.58		s 1.45	.....	.....
2.10						
MORRISTOWN.....	.....	s 2.02		s 1.49	s 1.59	.....
2.21						
MORRIS PLAINS.....	.....	s 2.06		.....	s 2.03	.....
3.71						
MOUNT TABOR.....	.....	s 2.12		.....	f 2.09	.....
0.59						
DENVILLE.....Ar	.....	s 2.14		.....	s 2.11	.....

See Local Instruction 101

Newark and Roseville Ave.	1 3 5	3 5 5	.....	1 1 1	5 5 5	5 5 5
Roseville Ave. and Orange.	3 3 5	3 5 5	.....	1 1 1	5 5 5	5 5 5
Orange and Millburn.....	3 3 5	3 5 5	.....	1 1 1	5 5 5	5 5 5
	PM	PM	PM	PM	PM	PM
	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.	Sat. Only	Sat. Only	Sat. Only
	307	621	417	515	623	203

AND GLADSTONE BRANCHES. WEEK-DAY TRAINS.

WESTWARD. First Class.

135	309	517	625	419	139	627	143	
Montclair	Summit	Morristown	Dover	Gladstone	Montclair	Dover	Montclair	
Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Sat. Only	Sat. Only	Ex. Sunday	Ex. Sunday	Ex. Sunday	
PM	PM	PM	PM	PM	PM	PM	PM	
1.15	1.30	1.30	1.39	.....	1.45	2.00	2.15	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 1.41	.....	.....	.....	s 1.56	.....	.....	.....
s 1.28	s 1.43	s 1.43	s 1.52	.....	s 1.58	s 2.13	s 2.28	.....
s 1.31	s 1.45	s 1.46	1.55	.....	s 2.01	s 2.16	s 2.31	.....
s 1.33	.....	.....	.....	.....	s 2.03	.....	s 2.33	.....
s 1.35	.....	.....	.....	.....	s 2.05	.....	s 2.35	.....
s 1.37	.....	.....	.....	.....	s 2.07	.....	s 2.37	.....
s 1.39	.....	.....	.....	.....	s 2.09	.....	s 2.39	.....
s 1.42	.....	.....	.....	.....	s 2.12	.....	s 2.42	.....
.....	s 1.47	s 1.47	.....	.....	.....	s 2.17	.....	.....
.....	s 1.49	s 1.49	.....	.....	.....	s 2.19	.....	.....
.....	s 1.51	s 1.51	.....	.....	.....	s 2.21	.....	.....
.....	s 1.53	s 1.53	1.58	.....	.....	s 2.23	.....	.....
.....	s 1.55	s 1.55	.....	.....	.....	s 2.25	.....	.....
.....	s 1.57	s 1.57	.....	.....	.....	s 2.27	.....	.....
.....	s 1.59	s 1.59	2.01	.....	.....	s 2.29	.....	.....
.....	s 2.01	s 2.01	.....	.....	.....	s 2.31	.....	.....
.....	s **2.05**	s 2.04	**2.04**	.....	.....	s 2.34	.....	.....
.....	s 2.08	s 2.06	s 2.06	.....	.....	s 2.36	.....	.....
.....	s 2.12	s 2.10	s 2.10	2.15	.....	s 2.40	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 2.18	.....	.....	.....	.....
.....	.....	.....	.....	s 2.22	.....	.....	.....	.....
.....	.....	.....	.....	s 2.26	.....	.....	.....	.....
.....	.....	.....	.....	s 2.28	.....	.....	.....	.....
.....	.....	.....	.....	s 2.31	.....	.....	.....	.....
.....	.....	.....	.....	s 2.34	.....	.....	.....	.....
.....	.....	.....	.....	s 2.37	.....	.....	.....	.....
.....	.....	.....	.....	s 2.40	.....	.....	.....	.....
.....	.....	.....	.....	s 2.43	.....	.....	.....	.....
.....	.....	.....	.....	f 2.47	.....	.....	.....	.....
.....	.....	.....	.....	s **2.54**	.....	.....	.....	.....
.....	.....	.....	.....	s 2.58	.....	.....	.....	.....
.....	.....	.....	.....	s 3.00	.....	.....	.....	.....
.....	.....	s 2.16	s 2.16	.....	.....	s 2.46	.....	.....
.....	.....	s 2.19	s 2.20	.....	.....	s 2.49	.....	.....
.....	.....	s 2.23	s 2.24	.....	.....	s 2.53	.....	.....
.....	.....	s 2.27	s 2.28	.....	.....	s 2.57	.....	.....
.....	.....	.....	s 2.32	.....	.....	s 3.01	.....	.....
.....	.....	.....	f 2.38	.....	.....	s 3.07	.....	.....
.....	.....	.....	s 2.40	.....	.....	s 3.09	.....	.....
3	5 5 5	5 5 5	3 1 1	.....	3	5 5 5	3	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	
Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Sat. Only	Sat. Only	Ex. Sunday	Ex. Sunday	Ex. Sunday	
135	309	517	625	419	139	627	143	

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	521 Morristown	421 Gladstone	145 Montclair	629 Dover	147 Montclair	209 South Orange	631 Dover	211 South Orange	11 Scranton	149 Montclair	633 Dover	423 Gladstone	425 Gladstone	311 Summit	213 South Orange
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Sat. Only
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
HOBOKEN....Lv	2.30	.....	2.45	3.00	3.15	3.30	3.40	3.52	3.55	4.03	4.15	.....	.....	4.17	4.19
1.92															
WEST END	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21															
HARRISON	.....	.....	f 2.56	f 3.12	f 3.26	s 3.41	.....	s 4.03	.....	s 4.15	.....	.....	.....	s 4.28	s 4.30
0.66															
NEWARK	s 2.43	.....	s 2.58	s 3.14	s 3.28	s 3.43	s 3.53	s 4.05	s 4.09	s 4.17	s 4.28	.....	.....	s 4.31	s 4.32
1.23															
ROSEVILLE AVENUE	s 2.46	.....	s 3.01	s 3.17	s 3.31	s 3.46	3.55	s 4.08	4.11	s 4.20	4.30	.....	.....	s 4.34	s 4.35
0.66															
AMPERE	.....	.....	s 3.03	.....	s 3.33	.....	.....	.....	See Notes Page 97	s 4.22	.....	.....	Meeting Point Nos. 425-426 Lyons Siding	.....	.....
1.23															
WATSESSING AVE.	.....	.....	s 3.05	.....	s 3.35	.....	.....	.....		s 4.24	.....	.....		.....	.....
0.70															
BLOOMFIELD	.....	.....	s 3.07	.....	s 3.37	.....	.....	.....		s 4.26	.....	.....		.....	.....
0.59															
GLEN RIDGE	.....	.....	s 3.09	.....	s 3.39	.....	.....	.....		s 4.28	.....	.....		.....	.....
0.92															
MONTCLAIR	.....	.....	s 3.12	.....	s 3.42	.....	.....	.....		s 4.31	.....	.....		.....	.....
0.54															
GROVE STREET	s 2.47	.....	.....	s 3.19	.....	s 3.47	.....	s 4.09	.....	.....	.....	.....	.....	s 4.35	s 4.36
0.45															
EAST ORANGE	s 2.49	.....	.....	s 3.22	.....	s 3.49	.....	s 4.11	.....	.....	.....	.....	.....	s 4.37	s 4.38
0.59															
BRICK CHURCH	s 2.51	.....	.....	s 3.24	.....	s 3.51	.....	s 4.13	s 4.16	.....	.....	.....	.....	s 4.39	s 4.40
0.86															
ORANGE	s 2.53	.....	.....	s 3.28	.....	s 3.53	3.58	s 4.15	4.17	.....	4.33	.....	.....	s 4.41	s 4.42
0.70															
HIGHLAND AVENUE	s 2.55	.....	.....	s 3.30	.....	s 3.55	.....	s 4.17	.....	.....	.....	.....	.....	s 4.43	s 4.44
0.94															
MOUNTAIN STATION	s 2.57	.....	.....	s 3.32	.....	s 3.57	.....	s 4.19	.....	.....	.....	.....	.....	s 4.45	s 4.46
0.75															
SOUTH ORANGE	s 2.59	.....	.....	s 3.35	.....	s 3.59	s 4.02	s 4.21	4.20	.....	4.36	.....	.....	s 4.47	s 4.48
1.30															
MAPLEWOOD	s 3.01	.....	.....	s 3.38	.....	.....	s 4.05	.....	.....	.....	.....	.....	.....	s 4.50	.....
1.61															
MILLBURN	s 3.04	.....	.....	s 3.41	.....	.....	s 4.08	.....	4.23	.....	4.39	.....	.....	s 4.53	.....
1.08															
SHORT HILLS	s 3.06	.....	.....	s 3.43	.....	.....	s 4.11	.....	.....	.....	s 4.41	.....	.....	s 4.55	.....
2.27															
SUMMIT	s 3.10	3.13	.....	s 3.48	.....	.....	s 4.16	.....	ss 4.30	.....	s 4.46	4.48	4.52	s 5.00	.....
1.12															
WEST SUMMIT SIDING		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56															
NEW PROVIDENCE		s 3.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 4.55	.....	.....
1.59															
MURRAY HILL		s **3.22**	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.53	s 4.58	.....	.....
2.38															
BERKELEY HEIGHTS		s 3.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.56	s 5.01	.....	.....
1.38															
GILLETTE		s 3.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.04	.....	.....
1.36															
STIRLING		s 3.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.00	s 5.07	.....	.....
1.62															
MILLINGTON		s 3.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.02	s **5.10**	.....	.....
1.65															
LYONS		s 3.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.04	s **5.15**	.....	.....
1.87															
BASKING RIDGE		s 3.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	s **5.07**	s 5.18	.....	.....
1.16															
BERNARDSVILLE		s 3.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.10	s 5.21	.....	.....
2.65															
MINE BROOK		f 3.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.14	f 5.25	.....	.....
1.50															
FAR HILLS		s 3.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.17	s 5.28	.....	.....
2.39															
PEAPACK		s 3.51	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.21	s 5.32	.....	.....
0.92															
GLADSTONE		s **3.53**	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.23	s 5.34	.....	.....
3.42															
CHATHAM	s 3.16	.....	.....	s 3.53	.....	.....	s 4.22	.....	.....	.....	s 4.52	.....	.....	.....	.....
2.00															
MADISON	s 3.19	.....	.....	s 3.56	.....	.....	s 4.25	.....	.....	.....	s 4.55	.....	.....	.....	.....
2.16															
CONVENT	s 3.23	.....	.....	s 4.00	.....	.....	s 4.29	.....	.....	.....	s 4.59	.....	.....	.....	.....
2.10															
MORRISTOWN	s 3.27	.....	.....	s 4.04	.....	.....	s 4.33	.....	4.41	.....	s 5.03	.....	.....	.....	.....
2.21															
MORRIS PLAINS	.....	.....	.....	s 4.08	.....	.....	s 4.37	.....	.....	.....	s 5.13	.....	.....	.....	.....
3.71															
MOUNT TABOR	.....	.....	.....	f 4.13	.....	.....	s 4.43	.....	.....	.....	s 5.19	.....	.....	.....	.....
0.59															
DENVILLE....Ar	.....	.....	.....	s 4.15	.....	.....	s 4.45	.....	4.50	.....	s 5.21	.....	.....	.....	.....
Newark and Roseville Ave.		.....	3		3					3		.....	.....		
Roseville Ave. and Orange.		.....	.....		.....					.....		.....	.....		
Orange and Millburn		.....	.....		.....					.....		.....	.....		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Sat. Only
	521	421	145	629	147	209	631	211	11	149	633	423	425	311	213

Stops at Harrison Saturdays only

See Local Instruction 101

See Local Instruction 130

Will not operate Thanksgiving Day, Christmas Day, New Year's Day, Memorial Day, Independence Day, Labor Day

Saturdays only Track 3 from South Orange, Stops Brick Church, South Orange, Maplewood and Millburn

See Local Instruction 130

See Local Instruction 101

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	635	427	151	5	217	523
	Dover	Gladstone	Montclair	Buffalo	South Orange	Morristown
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	4.35	.....	4.37	4.40	4.45	4.55
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	s 4.46	.....	s 4.48	.....	s 4.56	.....
0.66						
NEWARK.....	s 4.48	.....	s 4.50	s 4.55	s 4.58	s 5.08
1.23						
ROSEVILLE AVENUE...	4.50	.....	4.52	4.58	s 5.01	5.10
0.66						
AMPERE.....	.....	.....	s 4.54	.....	.....	.....
1.23						
WATSESSING AVE.....	.....	.....	s 4.56	.....	.....	.....
0.70						
BLOOMFIELD.....	.....	.....	s 4.58	.....	.....	.....
0.59						
GLEN RIDGE.....	.....	.....	s 5.00	.....	.....	.....
0.92						
MONTCLAIR.....	.....	.....	s 5.03	.....	.....	.....
0.54						
GROVE STREET.....	.....	.....	.....	.....	s 5.04	.....
0.45						
EAST ORANGE.....	.....	.....	.....	.....	s 5.06	.....
0.59						
BRICK CHURCH.....	.....	.....	.....	s 5.02	s 5.08	.....
0.86						
ORANGE.....	4.53	.....	.....	5.04	s 5.10	5.13
0.70						
HIGHLAND AVENUE...	.....	.....	.....	.....	s 5.12	.....
0.94						
MOUNTAIN STATION..	.....	.....	.....	.....	s 5.14	.....
0.75						
SOUTH ORANGE.....	4.56	.....	.....	5.07	s 5.16	s 5.18
1.30						
MAPLEWOOD.....	.....	.....	.....	.....	.....	s 5.21
1.61						
MILLBURN.....	4.59	.....	.....	5.10	.....	s 5.24
1.08						
SHORT HILLS.....	.....	.....	.....	.....	.....	s 5.27
2.27						
SUMMIT.....	s 5.05	5.09	.....	ss 5.16	.....	s 5.32
1.12						
WEST SUMMIT SIDING	.....	.....	.....	See Notes Page 97	.....	TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN
0.56						
NEW PROVIDENCE....	.....	s 5.12	.....		.....	
1.59						
MURRAY HILL.....	.....	s 5.15	.....		.....	
2.38						
BERKELEY HEIGHTS.	.....	s 5.19	.....		.....	
1.38						
GILLETTE.....	.....	s 5.22	.....		.....	
1.36						
STIRLING.....	.....	s **5.26**	.....		.....	
1.62						
MILLINGTON.....	.....	s 5.29	.....		.....	
1.65						
LYONS.....	.....	s 5.32	.....		.....	
1.87						
BASKING RIDGE.....	.....	s 5.35	.....		.....	
1.16						
BERNARDSVILLE.....	.....	s 5.39	.....		.....	
2.65						
MINE BROOK.....	.....	f 5.43	.....		.....	
1.50						
FAR HILLS.....	.....	s 5.46	.....		.....	
2.39						
PEAPACK.....	.....	s 5.51	.....		.....	
0.92						
GLADSTONE.....	.....	s 5.53	.....		.....	
3.42						
CHATHAM.....	s 5.10	See Local Instruction 101	.....	.....	.....	s 5.37
2.00						
MADISON.....	s 5.13		.....	.....	.....	s 5.41
2.16						
CONVENT.....	s 5.17		.....	.....	.....	s 5.45
2.10						
MORRISTOWN.....	s 5.21		.....	5.28	.....	s 5.48
2.21						
MORRIS PLAINS.....	s 5.25		.....	.....	.....	.....
3.71						
MOUNT TABOR.....	s 5.31		.....	.....	.....	.....
0.59						
DENVILLE.....Ar	s 5.33		.....	5.37	.....	.....
Newark and Roseville Ave.	3	.....	3	3	⑤⑥⑦	3
Roseville Ave. and Orange.	1	.....	.....	1	.....	1
Orange and Millburn.....	1	.....	.....	1	.....	See Note
	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	635	427	151	5	217	523

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

219	153	637	527	155	221	529	429	431
South Orange	Montclair	Dover	Morristown	Montclair	South Orange	Morristown	Gladstone	Gladstone
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.
PM	PM	PM	PM	PM	PM	PM	PM	PM
5.00	5.03	5.07	5.15	5.15	5.15	5.15	5.17	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 5.15	.....	.....	s 5.26	s 5.28	s 5.28	.....	.....
s 5.12	s 5.17	s 5.20	5.27	s 5.28	5.29	s 5.30	s 5.30	.....
5.14	s 5.20	5.22	5.29	s 5.31	5.31	s 5.33	5.32	.....
.....	s 5.22	.....	.....	s 5.34	.....	.....	.....	.....
.....	s 5.24	.....	.....	s 5.37	.....	.....	.....	.....
.....	s 5.26	.....	.....	s 5.39	.....	.....	.....	.....
.....	s 5.28	.....	.....	s 5.41	.....	.....	.....	.....
.....	s 5.31	.....	.....	s 5.44	.....	.....	.....	.....
s 5.16	.....	.....	.....	.....	s 5.33	s 5.34	.....	.....
s 5.18	.....	.....	.....	.....	s 5.35	s 5.36	.....	.....
s 5.20	.....	.....	.....	.....	s 5.37	s 5.38	.....	.....
s 5.22	.....	5.25	5.32	.....	s 5.39	s 5.40	5.35	.....
s 5.24	.....	.....	.....	.....	s 5.41	s 5.42	.....	.....
s 5.26	.....	.....	.....	.....	s 5.43	s 5.44	.....	.....
s 5.28	.....	.....	5.35	.....	s 5.45	s 5.46	5.38	.....
.....	.....	s 5.31	.....	.....	.....	s 5.48	.....	.....
.....	.....	s 5.34	5.38	.....	.....	s 5.51	5.41	.....
.....	.....	s 5.36	.....	.....	.....	s 5.53	.....	.....
.....	.....	5.40	s 5.44	.....	.....	s 5.57	s 5.47	5.50
.....	.....	TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN		.....	.....	.....	.....	.....
.....	.....			.....	.....	.....	.....	s 5.52
.....	.....			.....	.....	.....	5.52	s 5.56
.....	.....			.....	.....	.....	5.55	s 6.00
.....	.....			.....	.....	.....	.....	s 6.03
.....	.....			.....	.....	.....	5.58	s 6.05
.....	.....			.....	.....	.....	.....	s 6.08
.....	.....			.....	.....	.....	.....	s 6.11
.....	.....			.....	.....	.....	s 6.05	s 6.13
.....	.....			.....	.....	.....	s 6.08	s 6.17
.....	.....			.....	.....	.....	s 6.12	f 6.20
.....	.....			.....	.....	.....	s 6.15	f 6.24
.....	.....			.....	.....	.....	s 6.19	f 6.28
.....	.....			.....	.....	.....	s 6.21	s 6.30
.....	.....	s 5.45	s 5.50	.....	.....	s 6.02	See Local Instruction 101	See Local Instruction 101
.....	.....	s 5.48	s 5.53	.....	.....	s 6.05		
.....	.....	s 5.52	s 5.57	.....	.....	s 6.09		
.....	.....	s 5.56	s 6.01	.....	.....	s 6.12		
.....	.....	s 6.00	.....	.....	.....	.....		
.....	.....	s 6.06	.....	.....	.....	.....		
.....	.....	s 6.08	.....	.....	.....	.....		
⑤⑥⑦	3	3	1	3	1	⑤⑥⑦	1	.....
.....	.....	1	1	.....	.....	.....	1	.....
.....	.....	See Note	1	.....	.....	.....	1	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.
219	153	637	527	155	221	529	429	431

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	531 Morristown Ex.Sa.&Su.	223 South Orange Ex.Sa.&Su.	639 Dover Ex.Sa.&Su.	157 Montclair Ex.Sa.&Su.	225 Millburn Ex.Sa.&Su.	227 South Orange Ex. Sunday	159 Montclair Ex.Sa.&Su.	641 Dover Ex. Sunday	229 Millburn Ex.Sa.&Su.	163 Montclair Ex. Sunday	231 South Orange Ex.Sa.&Su.	533 Morris Plains Ex.Sa.&Su.	433 Gladstone Ex. Sunday	233 South Orange Ex.Sa.&Su.	165 Montclair Ex.Sa.&Su.
HOBOKEN.....Lv	PM 5.22	PM 5.25	PM 5.30	PM 5.30	PM 5.32	PM 5.36	PM 5.37	PM 5.37	PM 5.45	PM 5.45	PM 5.47	PM 5.51	PM 5.53	PM 5.55	PM 6.00
1.92															
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21															
HARRISON.....	.....	$ 5.38	.....	.....	.....	.....	.....	.....	.....	$ 5.57	.....	.....	.....	$ 6.06	.....
0.66															
NEWARK.....	$ 5.36	$ 5.40	5.41	5.42	5.44	$ 5.48	5.49	$ 5.51	$ 5.57	$ 5.59	6.00	$ 6.03	$ 6.05	6.07	6.12
1.23															
ROSEVILLE AVENUE...	5.38	$ 5.43	5.43	5.44	5.46	5.50	$ 5.52	5.53	5.59	$ 6.02	6.02	6.05	6.07	$ 6.09	6.14
0.66															
AMPERE.....	.....	.....	.....	.....	.....	.....	$ 5.55	Saturday only Stop at Maplewood and Millburn	.....	$ 6.04	.....	.....	Sat. only Stops Summit	.....	.....
1.23															
WATSESSING AVE....	.....	.....	.....	.....	.....	.....	$ 5.58		.....	$ 6.06	.....	.....		.....	.....
0.70															
BLOOMFIELD.....	.....	.....	.....	.....	.....	.....	$ 6.00		.....	$ 6.09	.....	.....		.....	.....
0.59															
GLEN RIDGE.....	.....	.....	.....	$ 5.49	.....	.....	$ 6.02		.....	$ 6.11	.....	.....		.....	$ 6.19
0.92															
MONTCLAIR.....	.....	.....	.....	$ 5.52	.....	.....	$ 6.05		.....	$ 6.14	.....	.....		.....	$ 6.22
0.54															
GROVE STREET.....	.....	.....	.....	.....	.....	$ 5.52	.....	.....	.....	.....	$ 6.04	.....	.....	$ 6.11	.....
0.45															
EAST ORANGE.....	.....	$ 5.45	.....	.....	$ 5.49	.....	.....	.....	$ 6.02	.....	.....	.....	.....	.....	.....
0.59															
BRICK CHURCH.....	.....	$ 5.47	.....	.....	.....	$ 5.56	.....	.....	.....	.....	$ 6.07	.....	.....	$ 6.14	.....
0.86															
ORANGE.....	5.42	$ 5.49	5.46	.....	5.51	$ 5.58	.....	5.58	$ 6.05	.....	.....	6.08	6.10	$ 6.16	.....
0.70															
HIGHLAND AVENUE...	.....	$ 5.51	.....	.....	.....	$ 6.00	.....	.....	.....	.....	$ 6.11	.....	.....	$ 6.18	.....
0.94															
MOUNTAIN STATION..	.....	$ 5.53	.....	.....	.....	$ 6.02	.....	.....	.....	.....	$ 6.13	.....	.....	$ 6.20	.....
0.75															
SOUTH ORANGE.....	$ 5.46	$ 5.55	5.49	.....	.....	$ 6.04	.....	6.01	$ 6.09	.....	$ 6.15	6.11	6.13	$ 6.22	.....
1.30															
MAPLEWOOD.....	$ 5.49	.....	.....	.....	$ 5.56	.....	.....	.....	$ 6.12	.....	.....	.....	.....	.....	.....
1.61															
MILLBURN.....	$ **5.53**	.....	**5.52**	.....	$ 5.59	.....	.....	6.05	$ 6.16	.....	.....	6.15	6.17	.....	.....
1.08															
SHORT HILLS.....	$ 5.55	.....	.....	.....	.....	.....	.....	$ 6.07	.....	.....	.....	.....	$ 6.19	.....	.....
2.27															
SUMMIT.....	$ 6.01	.....	5.57	.....	.....	.....	.....	$ 6.12	.....	.....	.....	$ 6.22	6.24	.....	.....
1.12															
WEST SUMMIT SIDING	TRACK ONE ORANGE TO SOUTH ORANGE TRACK THREE TO MILLBURN				Track One Orange to South Orange Track Three to Millburn	Stops at Roseville Avenue and East Orange—Saturday only	.....	Track One Orange to South Orange Track Three to Millburn	.....	.....	.....	.....	.....	.....	.....
0.56															
NEW PROVIDENCE....							.....		.....	.....	.....	.....	$ 6.27	.....	.....
1.59															
MURRAY HILL.....							.....		.....	.....	.....	.....	$ 6.30	.....	.....
2.38															
BERKELEY HEIGHTS.							.....		.....	.....	.....	.....	$ 6.34	.....	.....
1.38															
GILLETTE.....							.....		.....	.....	.....	.....	$ 6.37	.....	.....
1.36															
STIRLING.....							.....		.....	.....	.....	.....	$ 6.39	.....	.....
1.62															
MILLINGTON.....							.....		.....	.....	.....	.....	$ 6.42	.....	.....
1.65															
LYONS.....							.....		.....	.....	.....	.....	$ 6.45	.....	.....
1.87															
BASKING RIDGE.....							.....		.....	.....	.....	.....	$ 6.48	.....	.....
1.16															
BERNARDSVILLE.....							.....		.....	.....	.....	.....	$ 6.51	.....	.....
2.65															
MINE BROOK.....							.....		.....	.....	.....	.....	f 6.55	.....	.....
1.50															
FAR HILLS.....							.....		.....	.....	.....	.....	$ 6.58	.....	.....
2.39															
PEAPACK.....							.....		.....	.....	.....	.....	$ 7.02	.....	.....
0.92															
GLADSTONE.....							.....		.....	.....	.....	.....	$ 7.04	.....	.....
3.42															
CHATHAM.....	$ 6.06	.....	6.01	.....	.....	.....	.....	$ 6.17	.....	.....	.....	$ 6.27	See Local Instruction 101	.....	.....
2.00															
MADISON.....	$ 6.09	.....	$ 6.04	.....	.....	.....	.....	$ 6.21	.....	.....	.....	$ 6.30		.....	.....
2.16															
CONVENT.....	.....	.....	$ 6.08	.....	.....	.....	.....	$ 6.25	.....	.....	.....	$ 6.34		.....	.....
2.10															
MORRISTOWN.....	$ 6.17	.....	$ 6.12	.....	.....	.....	.....	$ 6.29	.....	.....	.....	$ 6.38		.....	.....
2.21															
MORRIS PLAINS.....	.....	.....	$ 6.19	.....	.....	.....	.....	$ 6.33	.....	.....	.....	$ 6.42		.....	.....
3.71															
MOUNT TABOR.....	.....	.....	$ 6.24	.....	.....	.....	.....	$ 6.38	.....	.....	.....	.....		.....	.....
0.59															
DENVILLE.....Ar	.....	.....	$ 6.26	.....	.....	.....	.....	$ 6.40	.....	.....	.....	.....		.....	.....
Newark and Roseville Ave.	3 1	3 3	1 1	3	1 1	3 3	1	3 1	3 3	3	1 3	3 1	3 1	1 3	1 .....
Roseville Ave. and Orange.															
Orange and Millburn.....	See Note				See Note			See Note							
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.
	531	223	639	157	225	227	159	641	229	163	231	533	433	233	165

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

Miles	STATIONS	435	437	167	235	313	239
		Gladstone	Gladstone	Montclair	South Orange	Summit	South Orange
		Ex.Sa.&Su.	Sat. Only	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
	HOBOKEN Lv	PM 6.00	PM 6.00	PM 6.05	PM 6.05	PM 6.15	PM 6.15
1.92	WEST END	....	....	....	....	....	....
5.21	HARRISON	....	....	....	....	....	....
0.66	NEWARK	s 6.13	s 6.13	s 6.18	s 6.20	s 6.27	6.28
1.23	ROSEVILLE AVENUE	6.16	s 6.16	s 6.21	6.22	6.29	s 6.30
0.66	AMPERE	Track One Orange to South Orange and Track Three to Millburn	....	s 6.23	....	....	....
1.23	WATSESSING AVE.		....	s 6.25	....	....	....
0.70	BLOOMFIELD		....	s 6.28	....	....	....
0.59	GLEN RIDGE		....	s 6.30	....	....	....
0.92	MONTCLAIR		....	s 6.33	....	....	....
0.54	GROVE STREET	....	s 6.17	....	s 6.25	....	s 6.31
0.45	EAST ORANGE	s 6.18	s 6.19	....	s 6.27	....	s 6.33
0.59	BRICK CHURCH	....	s 6.21	....	s 6.29	....	s 6.35
0.86	ORANGE	6.21	s 6.23	....	s 6.31	6.32	s 6.37
0.70	HIGHLAND AVENUE	....	s 6.25	....	s 6.33	....	s 6.39
0.94	MOUNTAIN STATION	....	s 6.27	....	s 6.35	....	s 6.41
0.75	SOUTH ORANGE	s 6.25	s 6.29	....	s 6.37	6.35	s 6.43
1.30	MAPLEWOOD	s 6.28	s 6.31	....	....	s 6.37	....
1.61	MILLBURN	s 6.31	s 6.34	....	....	s **6.42**	....
1.08	SHORT HILLS	s 6.33	s 6.36	....	....	s 6.45	....
2.27	SUMMIT	s {6.37 / 6.50	s {6.40 / 6.55	....	....	s 6.50	....
1.12	WEST SUMMIT SIDING	....	....	....	....	Track 1 Orange to South Orange Track 3 South Orange to Millburn	ON SATURDAY STOPS AT NEWARK. TRACK 3
0.56	NEW PROVIDENCE	s 6.53	s 6.58	....	....		
1.59	MURRAY HILL	s 6.56	s 7.01	....	....		
2.38	BERKELEY HEIGHTS	s 7.00	s 7.05	....	....		
1.38	GILLETTE	s 7.03	s 7.08	....	....		
1.36	STIRLING	s 7.05	s 7.10	....	....		
1.62	MILLINGTON	s 7.08	s 7.13	....	....		
1.65	LYONS	s 7.11	s 7.16	....	....		
1.87	BASKING RIDGE	s 7.14	s 7.19	....	....		
1.16	BERNARDSVILLE	s 7.17	s 7.22	....	....		
2.65	MINE BROOK	f 7.21	f 7.26	....	....		
1.50	FAR HILLS	s 7.26	s 7.29	....	....		
2.39	PEAPACK	s 7.30	s 7.33	....	....		
0.92	GLADSTONE	s 7.32	s 7.35	....	....		
3.42	CHATHAM	See Local Instruction 101	See Local Instruction 101	....	....	....	....
2.00	MADISON			....	....	....	....
2.16	CONVENT			....	....	....	....
2.10	MORRISTOWN			....	....	....	....
2.21	MORRIS PLAINS			....	....	....	....
3.71	MOUNT TABOR			....	....	....	....
0.59	DENVILLE .... Ar	....	....	....	....	....	....
	Newark and Roseville Ave.	3	3	3	3	3	1
	Roseville Ave. and Orange.	1	3	....	3	1	3
	Orange and Millburn	See Note	3	....	3	See Note	3
		PM	PM	PM	PM	PM	PM
		Ex.Sa.&Su.	Sat. Only	Ex. Sunday	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday
		435	437	167	235	313	239

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	645	X35	169	241	535	171	647	173	315
	Dover	Summit	Montclair	Millburn	Morristown	Montclair	Dover	Montclair	Summit
	Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
HOBOKEN	PM 6.17	PM	PM 6.23	PM 6.30	PM 6.45	PM 6.45	PM 7.15	PM 7.17	PM 7.30
WEST END	....	....	....	....	....	....	....	....	....
HARRISON	....	....	....	s 6.41	....	s 6.57	....	....	s 7.41
NEWARK	s 6.30	....	6.36	s 6.43	s 6.58	s 6.59	s 7.27	s 7.30	s 7.43
ROSEVILLE AVENUE	6.32	....	6.38	s 6.46	7.00	s 7.02	7.29	s 7.33	s 7.45
AMPERE	....	....	s 6.40	....	....	s 7.04	....	s 7.35	....
WATSESSING AVE.	....	....	s 6.42	....	....	s 7.06	....	s 7.37	....
BLOOMFIELD	....	....	s 6.44	....	....	s 7.08	....	s 7.39	....
GLEN RIDGE	....	....	s 6.46	....	....	s 7.10	....	s 7.41	....
MONTCLAIR	....	....	s 6.49	....	....	s 7.13	....	s 7.43	....
GROVE STREET	....	....	....	s 6.48	s 7.02	....	....	....	s 7.47
EAST ORANGE	....	....	....	s 6.50	s 7.04	....	....	....	s 7.49
BRICK CHURCH	....	....	....	s 6.52	s 7.06	....	s 7.32	....	s 7.51
ORANGE	6.35	....	....	s 6.54	s 7.08	....	....	....	s 7.53
HIGHLAND AVENUE	....	....	....	s 6.56	s 7.10	....	....	....	s 7.55
MOUNTAIN STATION	....	....	....	s 6.58	s 7.12	....	....	....	s 7.57
SOUTH ORANGE	6.38	.. 6.44	....	s 7.00	s 7.14	....	s 7.36	....	s 7.59
MAPLEWOOD	....	....	....	s 7.03	s 7.16	....	s 7.39	....	s 8.02
MILLBURN	**6.41**	6.47	....	s 7.06	s 7.19	....	s 7.42	....	s 8.05
SHORT HILLS	....	....	....	....	s 7.21	....	s 7.44	....	s 8.07
SUMMIT	s 6.48	s 6.54	....	....	s 7.25	....	s 7.48	....	s 8.12
WEST SUMMIT SIDING	Saturdays only, Track 3 from South Orange, stops Maplewood, Millburn and Short Hills	Equipment for No. 314	....	....	Satuday only, stop Roseville Ave.	....	....	....	....
NEW PROVIDENCE			....	....		....	....	....	....
MURRAY HILL			....	....		....	....	....	....
BERKELEY HEIGHTS			....	....		....	....	....	....
GILLETTE			....	....		....	....	....	....
STIRLING			....	....		....	....	....	....
MILLINGTON			....	....		....	....	....	....
LYONS			....	....		....	....	....	....
BASKING RIDGE			....	....		....	....	....	....
BERNARDSVILLE			....	....		....	....	....	....
MINE BROOK			....	....		....	....	....	....
FAR HILLS			....	....		....	....	....	....
PEAPACK			....	....		....	....	....	....
GLADSTONE			....	....		....	....	....	....
CHATHAM	s 6.53	....	....	....	s 7.31	....	s 7.53	....	....
MADISON	s 6.56	....	....	....	s 7.34	....	s 7.56	....	....
CONVENT	s 7.00	....	....	....	s 7.38	....	s 8.00	....	....
MORRISTOWN	s 7.04	....	....	....	s 7.42	....	s 8.04	....	....
MORRIS PLAINS	s 7.08	....	....	....	....	....	s 8.08	....	....
MOUNT TABOR	s 7.15	....	....	....	....	....	f 8.14	....	....
DENVILLE	s 7.17	....	....	....	....	....	s 8.16	....	....
Newark and Roseville Ave.	3	....	1	3	3	3	3	3	3
Roseville Ave. and Orange.	1	....		3	3	....	3	....	3
Orange and Millburn	1	....		3	3	....	3	....	3
	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Ex. Sunday	Sat. Only	Ex.Sa.&Su.	Ex.Sa.&Su.	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	645	X35	169	241	535	171	647	173	315

MORRISTOWN LINE, MONTCLAIR

WESTWARD — First Class.

STATIONS	175	649	439	7	177	651
	Mont-clair	Dover	Glad-stone	Buffalo	Mont-clair	Dover
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
HOBOKEN.....Lv	PM 7.45	PM 8.00	.....	PM 8.15	PM 8.20	PM 8.30
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	f 8.31	.....
0.66						
NEWARK.....	s 7.58	s 8.13	.....	s 8.29	s 8.33	s 8.45
1.23						
ROSEVILLE AVENUE..	s 8.01	8.15	.....	8.31	s 8.36	s 8.48
0.66						
AMPERE.....	s 8.03	.....	.....	.....	s 8.38	.....
1.23						
WATSESSING AVE.....	s 8.05	.....	.....	.....	s 8.40	.....
0.70						
BLOOMFIELD.....	s 8.07	.....	.....	.....	s 8.42	.....
0.59						
GLEN RIDGE.....	s 8.09	.....	.....	.....	s 8.44	.....
0.92						
MONTCLAIR.....	s 8.12	.....	.....	.....	s 8.47	.....
0.54						
GROVE STREET.....	.....	.....	.....	.....	.....	s 8.49
0.45						
EAST ORANGE.....	.....	s 8.17	.....	.....	.....	s 8.52
0.59						
BRICK CHURCH.....	.....	s 8.19	.....	s 8.36	.....	s 8.54
0.86						
ORANGE.....	.....	s 8.21	.....	8.37	.....	s 8.56
0.70						
HIGHLAND AVENUE...	.....	s 8.23	.....	.....	.....	s 8.58
0.94						
MOUNTAIN STATION..	.....	s 8.25	.....	.....	.....	s 9.00
0.75						
SOUTH ORANGE.....	.....	s 8.27	.....	8.40	.....	s 9.02
1.30						
MAPLEWOOD.....	.....	s 8.29	.....	.....	.....	s 9.05
1.61						
MILLBURN.....	.....	s 8.32	.....	8.43	.....	s 9.08
1.08						
SHORT HILLS.....	.....	s 8.34	.....	.....	.....	s 9.10
2.27						
SUMMIT.....	.....	s 8.38	8.41	s 8.50	.....	s 9.15
1.12						
WEST SUMMIT SIDING	.....	.....	.....		.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	s 8.44		.....	.....
1.59						
MURRAY HILL.....	.....	.....	s 8.47		.....	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	s 8.51		.....	.....
1.38						
GILLETTE.....	.....	.....	s 8.54		.....	.....
1.36						
STIRLING.....	.....	.....	s 8.56		.....	.....
1.62						
MILLINGTON.....	.....	.....	s 8.59		.....	.....
1.65						
LYONS.....	.....	.....	s 9.02		.....	.....
1.87						
BASKING RIDGE.....	.....	.....	s 9.05		.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	s 9.08		.....	.....
2.65						
MINE BROOK.....	.....	.....	f 9.12		.....	.....
1.50						
FAR HILLS.....	.....	.....	s 9.15		.....	.....
2.39						
PEAPACK.....	.....	.....	s 9.19		.....	.....
0.92						
GLADSTONE.....	.....	.....	s 9.21		.....	.....
3.42						
CHATHAM.....	.....	s 8.43		.....	.....	s 9.20
2.00						
MADISON.....	.....	s 8.46		.....	.....	s 9.23
2.16						
CONVENT.....	.....	s 8.50		.....	.....	s 9.27
2.10						
MORRISTOWN.....	.....	s 8.54		9.01	.....	s 9.31
2.21						
MORRIS PLAINS.....	.....	s 8.58		.....	.....	s 9.35
3.71						
MOUNT TABOR.....	.....	f 9.03		.....	.....	f 9.40
0.59						
DENVILLE.....Ar	.....	s 9.05		9.10	.....	s 9.42
Newark and Roseville Ave.	3				3	
Roseville Ave. and Orange.	.....				.....	
Orange and Millburn.....	.....				.....	
	PM				PM	
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
	175	649	439	7	177	651

See Local Instruction 101

See Notes Page 97

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. — First Class.

179	319	181	653	183	441	185	655	187
Mont-clair	Summit	Mont-clair	Dover	Mont-clair	Glad-stone	Mont-clair	Dover	Mont-clair
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
PM 8.45	PM 9.00	PM 9.15	PM 9.30	PM 9.45	PM 10.00	PM 10.15	PM 10.30	PM 10.45
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	f 9.27	.....	.....	.....	f 10.26	.....	.....
s 8.58	s 9.13	s 9.29	s 9.43	s 9.58	s 10.13	s 10.28	s 10.43	s 10.58
s 9.01	s 9.16	s 9.32	s 9.46	s 10.01	s 10.16	s 10.31	s 10.46	s 11.01
s 9.03	.....	s 9.35	.....	s 10.03	.....	s 10.33	.....	s 11.03
s 9.05	.....	s 9.37	.....	s 10.05	.....	s 10.35	.....	s 11.05
s 9.07	.....	s 9.39	.....	s 10.07	.....	s 10.37	.....	s 11.07
s 9.09	.....	s 9.41	.....	s 10.09	.....	s 10.39	.....	s 11.09
s 9.12	.....	s 9.44	.....	s 10.12	.....	s 10.42	.....	s 11.12
.....	s 9.17	.....	s 9.47	.....	s 10.18	.....	s 10.47	.....
.....	s 9.19	.....	s 9.49	.....	s 10.20	.....	s 10.49	.....
.....	s 9.21	.....	s 9.51	.....	s 10.22	.....	s 10.51	.....
.....	s 9.23	.....	s 9.54	.....	s 10.24	.....	s 10.53	.....
.....	s 9.25	.....	s 9.56	.....	s 10.26	.....	s 10.55	.....
.....	s 9.27	.....	s 9.58	.....	s 10.28	.....	s 10.57	.....
.....	s 9.29	.....	s 10.00	.....	s 10.30	.....	s 10.59	.....
.....	s 9.31	.....	s 10.02	.....	s 10.32	.....	s 11.01	.....
.....	s 9.34	.....	s 10.05	.....	s 10.35	.....	s 11.04	.....
.....	s 9.36	.....	s 10.07	.....	s 10.37	.....	s 11.06	.....
.....	s 9.40	.....	s 10.12	.....	s 10.45	.....	s 11.10	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	s 10.48	.....	.....	.....
.....	.....	.....	.....	.....	s 10.51	.....	.....	.....
.....	.....	.....	.....	.....	s 10.55	.....	.....	.....
.....	.....	.....	.....	.....	s 10.58	.....	.....	.....
.....	.....	.....	.....	.....	s 11.00	.....	.....	.....
.....	.....	.....	.....	.....	s 11.03	.....	.....	.....
.....	.....	.....	.....	.....	s 11.06	.....	.....	.....
.....	.....	.....	.....	.....	s 11.09	.....	.....	.....
.....	.....	.....	.....	.....	s 11.12	.....	.....	.....
.....	.....	.....	.....	.....	f 11.16	.....	.....	.....
.....	.....	.....	.....	.....	s 11.19	.....	.....	.....
.....	.....	.....	.....	.....	s 11.23	.....	.....	.....
.....	.....	.....	.....	.....	s 11.25	.....	.....	.....
.....	.....	.....	s 10.18	.....		.....	s 11.16	.....
.....	.....	.....	s 10.22	.....		.....	s 11.19	.....
.....	.....	.....	s 10.26	.....		.....	s 11.23	.....
.....	.....	.....	s 10.30	.....		.....	s 11.27	.....
.....	.....	.....	s 10.34	.....		.....	s 11.31	.....
.....	.....	.....	f 10.40	.....		.....	f 11.37	.....
.....	.....	.....	s 10.42	.....		.....	s 11.39	.....
3		3		3		3		3
.....		.....		.....		.....		.....
.....		.....		.....		.....		.....
PM		PM		PM		PM		PM
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday
179	319	181	653	183	441	185	655	187

See Local Instruction 130

See Local Instruction 101

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	537 Morristown Ex. Sunday	189 Montclair Ex. Sunday	539 Morris Plains Ex. Sunday	191 Montclair Ex. Sunday		
HOBOKEN.....Lv	PM 11.00	PM 11.15	PM 11.30	PM 11.45	.....	.....
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	f 11.11	.....	.....	.....	.....	.....
0.66						
NEWARK.....	s 11.14	s 11.32	s 11.43	s 11.58	.....	.....
1.23						
ROSEVILLE AVENUE...	s 11.17	s 11.35	s 11.46	s 12.01	.....	.....
0.66						
AMPERE.....	.....	s 11.37	.....	s 12.03	.....	.....
1.23						
WATSESSING AVE.....	.....	s 11.39	.....	s 12.05	.....	.....
0.70						
BLOOMFIELD.....	.....	s 11.43	.....	s 12.07	.....	.....
0.59						
GLEN RIDGE.....	.....	s 11.45	.....	s 12.09	.....	.....
0.92						
MONTCLAIR.....	.....	s 11.48	.....	s 12.12	.....	.....
0.54						
GROVE STREET.....	s 11.18	.....	s 11.47	.....	.....	.....
0.45						
EAST ORANGE.....	s 11.20	.....	s 11.49	.....	.....	.....
0.59						
BRICK CHURCH.....	s 11.22	.....	s 11.51	.....	.....	.....
0.86						
ORANGE.....	s 11.24	.....	s 11.53	.....	.....	.....
0.70						
HIGHLAND AVENUE...	s 11.26	.....	s 11.55	.....	.....	.....
0.94						
MOUNTAIN STATION..	s 11.28	.....	s 11.57	.....	.....	.....
0.75						
SOUTH ORANGE.....	s 11.30	.....	s 11.59	.....	.....	.....
1.30						
MAPLEWOOD.....	s 11.32	.....	s 12.02	.....	.....	.....
1.61						
MILLBURN.....	s 11.35	.....	s 12.05	.....	.....	.....
1.08						
SHORT HILLS.....	s 11.37	.....	s 12.07	.....	.....	.....
2.27						
SUMMIT.....	s 11.41	.....	s 12.11	.....	.....	.....
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	.....	.....	.....	.....
2.38						
BERKELEY HEIGHTS..	.....	.....	.....	.....	.....	.....
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	.....
1.36						
STIRLING.....	.....	.....	.....	.....	.....	.....
1.62						
MILLINGTON.....	.....	.....	.....	.....	.....	.....
1.65						
LYONS.....	.....	.....	.....	.....	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	.....	.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	.....	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	.....
1.50						
FAR HILLS.....	.....	.....	.....	.....	.....	.....
2.39						
PEAPACK.....	.....	.....	.....	.....	.....	.....
0.92						
GLADSTONE.....	.....	.....	.....	.....	.....	.....
3.42						
CHATHAM.....	s 11.46		s 12.16		.....	.....
2.00						
MADISON.....	s 11.49		s 12.19		.....	.....
2.16						
CONVENT.....	s 11.53		s 12.23		.....	.....
2.10						
MORRISTOWN.....	s 11.57		s 12.27		.....	.....
2.21						
MORRIS PLAINS.....	.....		s 12.31		.....	.....
3.71						
MOUNT TABOR.....	.....		.....		.....	.....
0.59						
DENVILLE.....Ar	.....		.....		.....	.....
Newark and Roseville Ave.	3	3	3	3	.....	.....
Roseville Ave. and Orange.	See Local Instruction 130	.....	See Local Instruction 130	.....	.....	.....
Orange and Millburn.....		.....		.....	.....	.....
	PM	PM	AM	AM		
	Ex. Sunday	Ex. Sunday	Ex. Mond'y	Ex. Mond'y		
	537	189	539	191		

AND GLADSTONE BRANCHES.

WEEK-DAY TRAINS.

WESTWARD. First Class.

MORRISTOWN LINE,

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	STATIONS	192 Mont-clair Sunday	X52 Morris-town Sunday	194 Mont-clair Sunday	646 Dover Sunday
			AM	AM	AM	AM
.....	.....	HOBOKEN.....Ar	s 12.30	s 12.50	s 12.56	s 1.11
		1.92				
.....	1.92	WEST END.....N	.....	.....	.....	.....
		5.21				
.....	7.13	HARRISON.....N	f 12.19	.....	.....	.....
		0.66				
.....	7.79	NEWARK.....N	s 12.17	.....	s 12.43	s 12.59
		1.23				
.....	9.02	ROSEVILLE AVENUE.N	s 12.14	.....	s 12.40	s 12.56
		0.66 T				
.....	9.68	AMPERE.....D	s 12.12	.....	s 12.38	.....
		1.23				
.....	10.91	WATSESSING AVE...D	s 12.10	.....	s 12.36	.....
		0.70				
.....	11.61	BLOOMFIELD.....D	s 12.08	.....	s 12.34	.....
		0.59				
.....	12.20	GLEN RIDGE.....D	s 12.06	.....	s 12.32	.....
		0.92				
.....	13.12	MONTCLAIR.....N	12.04	.....	12.30	.....
		0.54				
.....	9.56	GROVE STREET.....D	.....	.....	.....	s 12.54
		0.45				
.....	10.01	EAST ORANGE.....D	.....	.....	.....	s 12.53
		0.59				
.....	10.60	BRICK CHURCH.....D	.....	.....	.....	s 12.51
		0.86				
.....	11.46	ORANGE.....N	.....	.....	.....	s 12.49
		0.70				
.....	12.16	HIGHLAND AVENUE.D	.....	.....	.....	s 12.47
		0.94				
.....	13.10	MOUNTAIN STATION D	.....	.....	.....	s 12.45
		0.75				
.....	13.85	SOUTH ORANGE.....D	.....	.....	.....	s 12.43
		1.30				
.....	15.15	MAPLEWOOD.....D	.....	.....	.....	s 12.40
		1.61				
.....	16.76	MILLBURN.....D	.....	.....	.....	s 12.37
		1.08				
.....	17.84	SHORT HILLS.....D	.....	.....	.....	s 12.35
		2.27				
.....	20.11	SUMMIT.....N	.....	.....	.....	s 12.31
		1.12				
48	21.23	WEST SUMMIT SIDING	.....	.....	.....	.....
		0.56				
.....	21.79	NEW PROVIDENCE....	.....	.....	.....	.....
		1.59 D				
17	23.38	MURRAY HILL.....T	.....	.....	.....	.....
		2.38				
7	25.76	BERKELEY HEIGHTSD	.....	.....	.....	.....
		1.38				
.....	27.14	GILLETTE.....	.....	.....	.....	.....
		1.36 D				
20	28.50	STIRLING.....T	.....	.....	.....	.....
		1.62 T				
.....	30.12	MILLINGTON.....D	.....	.....	.....	.....
		1.65				
20	31.77	LYONS.....D	.....	.....	.....	.....
		1.87 D				
3	33.64	BASKING RIDGE.....T	.....	.....	.....	.....
		1.16 T				
18	34.80	BERNARDSVILLE.....D	.....	.....	.....	.....
		2.65				
.....	37.45	MINE BROOK.....	.....	.....	.....	.....
		1.50 D				
10	38.95	FAR HILLS.....T	.....	.....	.....	.....
		2.39				
.....	41.34	PEAPACK.....	.....	.....	.....	.....
		0.92 T				
.....	42.26	GLADSTONE.....D	.....	.....	.....	.....
		3.42 T				
.....	23.53	CHATHAM.....D	.....	.....	.....	s 12.25
		2.00				
.....	25.53	MADISON.....D	.....	.....	.....	s 12.21
		2.16				
.....	27.69	CONVENT.....D	.....	.....	.....	f 12.18
		2.10				
.....	29.79	MORRISTOWN.....N	.....	12.05	.....	s 12.15
		2.21 D				
.....	32.00	MORRIS PLAINS.....T	.....	.....	.....	s 12.11
		3.71				
.....	35.71	MOUNT TABOR.....	.....	.....	.....	f 12.06
		0.59				
.....	36.30	DENVILLE.....N	.....	.....	.....	s 12.04
			Lv			
		Roseville Ave. and Newark.	2	2	2	2
		Orange and Roseville Ave.	.....	2	.....	2
		Millburn and Orange.....	.....	2	.....	2
			AM	AM	AM	AM
			Sunday	Sunday	Sunday	Sunday
			192	X52	194	646

MONTCLAIR AND GLADSTONE BRANCHES. SUNDAY TRAINS.

EASTWARD. First Class.

102 Mont-clair Sunday	530 Morris Plains Sunday	104 Mont-clair Sunday	300 Summit Sunday	106 Mont-clair Sunday	570 Morris Plains Sunday	904 Dover Sunday	8 Buffalo Sunday	702 Mont-clair Sunday
AM	AM	AM	AM	AM	AM	AM	AM	AM
s 1.27	s 1.41	s 1.56	s 2.31	s 3.06	s 4.26	s 7.11	s 7.30	s 7.42
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	s 7.00	.....	s 7.30
s 1.14	s 1.28	s 1.43	s 2.18	s 2.53	s 4.13	s 6.58	s 7.16	s 7.28
s 1.11	s 1.25	s 1.40	s 2.15	s 2.50	s 4.10	s 6.55	7.10	s 7.25
s 1.09	.....	s 1.38	.....	s 2.48	.....	.....	.....	s 7.23
s 1.07	.....	s 1.36	.....	s 2.46	.....	.....	.....	s 7.21
s 1.05	.....	s 1.34	.....	s 2.44	.....	.....	.....	s 7.19
s 1.03	.....	s 1.32	.....	s 2.42	.....	.....	.....	s 7.17
1.01	.....	1.30	.....	2.40	.....	.....	.....	7.15
.....	s 1.23	.....	s 2.13	.....	s 4.08	s 6.53	.....	.....
.....	s 1.22	.....	s 2.12	.....	s 4.07	s 6.52	.....	.....
.....	s 1.20	.....	s 2.10	.....	s 4.05	s 6.50	s 7.07	.....
.....	s 1.18	.....	s 2.08	.....	s 4.03	s 6.48	.....	.....
.....	s 1.16	.....	s 2.06	.....	s 4.01	s 6.46	.....	.....
.....	s 1.14	.....	s 2.04	.....	s 3.59	s 6.44	.....	.....
.....	s 1.12	.....	s 2.02	.....	s 3.57	s 6.42	7.00	.....
.....	s 1.09	.....	s 1.59	.....	s 3.54	s 6.39	.....	.....
.....	s 1.06	.....	s 1.56	.....	s 3.51	s 6.36	6.56	.....
.....	s 1.04	.....	s 1.54	.....	s 3.49	s 6.34	.....	.....
.....	s 1.00	.....	1.50	.....	s 3.45	s 6.30	s 6.50	.....
.....	.....	.....	.....	.....	.....	See Local Instruction 130	.....	See Local Instruction 130
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
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.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	.....	.....	.....	.....	.....		.....	
.....	s 12.54	.....	.....	.....	s 3.39	s 6.24	.....	.....
.....	s 12.50	.....	.....	.....	s 3.36	s 6.20	.....	.....
.....	f 12.47	.....	.....	.....	f 3.33	s 6.17	.....	.....
.....	s 12.44	.....	.....	.....	s 3.30	s 6.14	6.36	.....
.....	12.40	.....	.....	.....	3.26	s 6.10	.....	.....
.....	.....	.....	.....	.....	.....	f 6.04	.....	.....
.....	.....	.....	.....	.....	.....	s 6.03	6.26	.....
2	2	2	2	2	2	2	2	2
.....	2	.....	2	.....	2	2	2	.....
.....	2	.....	2	.....	2	2	2	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
102	530	104	300	106	570	904	8	702

MORRISTOWN LINE, MONTCLAIR

EASTWARD. First Class.

STATIONS	906	704	804	908	706	910
	Dover	Mont-clair	Glad-stone	Dover	Mont-clair	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Ar	s 8.07	s 8.41	.....	s 9.11	s 9.41	s 10.11
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	s 7.55	.....	.....	f 9.00	f 9.30	.....
0.66						
NEWARK.....	s 7.53	s 8.28	.....	s 8.58	s 9.28	s 9.58
1.23						
ROSEVILLE AVENUE...	s 7.50	s 8.25	.....	s 8.55	s 9.25	s 9.55
0.66						
AMPERE.....	.....	s 8.23	.....	.....	s 9.23	.....
1.23						
WATSESSING AVE.....	.....	s 8.21	.....	.....	s 9.21	.....
0.70						
BLOOMFIELD.....	.....	s 8.19	.....	.....	s 9.19	.....
0.59						
GLEN RIDGE.....	.....	s 8.17	.....	.....	s 9.17	.....
0.92						
MONTCLAIR.....	.....	8.15	.....	.....	9.15	.....
0.54						
GROVE STREET.....	s 7.48	.....	.....	s 8.53	.....	s 9.53
0.45						
EAST ORANGE.....	s 7.47	.....	.....	s 8.52	.....	s 9.52
0.59						
BRICK CHURCH.....	s 7.45	.....	.....	s 8.50	.....	s 9.50
0.86						
ORANGE.....	s 7.43	.....	.....	s 8.48	.....	s 9.48
0.70						
HIGHLAND AVENUE...	s 7.41	.....	.....	s 8.46	.....	s 9.46
0.94						
MOUNTAIN STATION..	s 7.39	.....	.....	s 8.44	.....	s 9.44
0.75						
SOUTH ORANGE.....	s 7.37	.....	.....	s 8.42	.....	s 9.42
1.30						
MAPLEWOOD.....	s 7.34	.....	.....	s 8.39	.....	s 9.39
1.61						
MILLBURN.....	s 7.31	.....	.....	s 8.36	.....	s 9.36
1.08						
SHORT HILLS.....	s 7.29	.....	.....	s 8.34	.....	s 9.34
2.27						
SUMMIT.....	s 7.25	.....	s 8.28	s 8.30	.....	s 9.30
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	s 8.25	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	s 8.22	.....	.....	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	s 8.18	.....	.....	.....
1.38						
GILLETTE.....	.....	.....	s 8.15	.....	.....	.....
1.36						
STIRLING.....	.....	.....	s 8.12	.....	.....	.....
1.62						
MILLINGTON.....	.....	.....	s 8.09	.....	.....	.....
1.65						
LYONS.....	.....	.....	s 8.06	.....	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	s 8.03	.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	s 8.01	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	f 7.57	.....	.....	.....
1.50						
FAR HILLS.....	.....	.....	s 7.54	.....	.....	.....
2.39						
PEAPACK.....	.....	.....	s 7.50	.....	.....	.....
0.92						
GLADSTONE.....	.....	.....	7.48	.....	.....	.....
3.42						
CHATHAM.....	s 7.19	.....	.....	s 8.24		s 9.24
2.00						
MADISON.....	s 7.15	.....	.....	s 8.20		s 9.20
2.16						
CONVENT.....	s 7.12	.....	.....	s 8.17		s 9.17
2.10						
MORRISTOWN.....	s 7.09	.....	.....	s 8.14		s 9.14
2.21						
MORRIS PLAINS.....	s 7.05	.....	.....	s 8.10		s 9.10
3.71						
MOUNT TABOR.....	f 6.59	.....	.....	f 8.04		f 9.04
0.59						
DENVILLE.....Lv	s 6.57	.....	.....	s 8.02		s 9.02
Roseville Ave. and Newark.	2	2	.....	2	2	2
Orange and Roseville Ave.	2	.....	.....	2	.....	2
Millburn and Orange.....	2	.....	.....	2	.....	2
	AM	AM	AM	AM	AM	AM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	906	704	804	908	706	910

See Local Instruction 130

AND GLADSTONE BRANCHES. SUNDAY TRAINS.

EASTWARD. First Class.

708	912	710	806	914	712	916	714	808
Mont-clair	Dover	Mont-clair	Glad-stone	Dover	Mont-clair	Dover	Mont-clair	Glad-stone
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
AM	AM	AM	AM	PM	PM	PM	PM	PM
s 10.41	s 11.11	s 11.41	.....	s 12.11	s 12.41	s 1.11	s 1.41	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	f 12.00	.....	f 1.00	.....	.....
s 10.28	s 10.58	s 11.28	.....	s 11.58	s 12.28	s 12.58	s 1.28	.....
s 10.25	s 10.55	s 11.25	.....	s 11.55	s 12.25	s 12.55	s 1.25	.....
s 10.23	.....	s 11.23	.....	.....	s 12.23	.....	s 1.23	.....
s 10.21	.....	s 11.21	.....	.....	s 12.21	.....	s 1.21	.....
s 10.19	.....	s 11.19	.....	.....	s 12.19	.....	s 1.19	.....
s 10.17	.....	s 11.17	.....	.....	s 12.17	.....	s 1.17	.....
10.15	.....	11.15	.....	.....	12.15	.....	1.15	.....
.....	s 10.53	.....	.....	s 11.53	.....	s 12.53	.....	.....
.....	s 10.52	.....	.....	s 11.52	.....	s 12.52	.....	.....
.....	s 10.50	.....	.....	s 11.50	.....	s 12.50	.....	.....
.....	s 10.48	.....	.....	s 11.48	.....	s 12.48	.....	.....
.....	s 10.46	.....	.....	s 11.46	.....	s 12.46	.....	.....
.....	s 10.44	.....	.....	s 11.44	.....	s 12.44	.....	.....
.....	s 10.42	.....	.....	s 11.42	.....	s 12.42	.....	.....
.....	s 10.39	.....	.....	s 11.39	.....	s 12.39	.....	.....
.....	s 10.36	.....	.....	s 11.36	.....	s 12.36	.....	.....
.....	s 10.34	.....	.....	s 11.34	.....	s 12.34	.....	.....
.....	s 10.30	.....	s 11.28	s 11.30	.....	s 12.30	.....	s 1.28
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	s 11.25	.....	.....	.....	.....	s 1.25
.....	.....	.....	s 11.22	.....	.....	.....	.....	s 1.22
.....	.....	.....	s 11.18	.....	.....	.....	.....	s 1.18
.....	.....	.....	s 11.15	.....	.....	.....	.....	s 1.15
.....	.....	.....	s 11.12	.....	.....	.....	.....	s 1.12
.....	.....	.....	s 11.09	.....	.....	.....	.....	s 1.09
.....	.....	.....	s 11.06	.....	.....	.....	.....	s 1.06
.....	.....	.....	s 11.03	.....	.....	.....	.....	s 1.03
.....	.....	.....	s 11.01	.....	.....	.....	.....	s 1.01
.....	.....	.....	f 10.57	.....	.....	.....	.....	f 12.57
.....	.....	.....	s 10.54	.....	.....	.....	.....	s 12.54
.....	.....	.....	s 10.50	.....	.....	.....	.....	s 12.50
.....	.....	.....	10.48	.....	.....	.....	.....	12.48
.....	s 10.24	.....	.....	s 11.24	.....	s 12.24	.....	
.....	s 10.20	.....	.....	s 11.20	.....	s 12.20	.....	
.....	s 10.17	.....	.....	s 11.17	.....	s 12.17	.....	
.....	s 10.14	.....	.....	s 11.14	.....	s 12.14	.....	
.....	s 10.10	.....	.....	s 11.10	.....	s 12.10	.....	
.....	f 10.04	.....	.....	f 11.04	.....	f 12.04	.....	
.....	s 10.02	.....	.....	s 11.02	.....	s 12.02	.....	
2	2	2	.....	2	2	2	2	.....
.....	2	.....	.....	2	.....	2	.....	.....
.....	2	.....	.....	2	.....	2	.....	.....
AM	AM	AM	AM	AM	PM	PM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
708	912	710	806	914	712	916	714	808

See Local Instruction 101

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

EASTWARD. First Class. SUNDAY TRAINS.

STATIONS	2	918	716	920	718	922	720	924	722	810	926	6	724	928	X92
	Buffalo	Dover	Montclair	Dover	Montclair	Dover	Montclair	Dover	Montclair	Gladstone	Dover	Buffalo	Montclair	Dover	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
HOBOKEN.....Ar	PM s 2.10	PM s 2.21	PM s 2.41	PM s 3.11	PM s 3.41	PM s 4.11	PM s 4.41	PM s 5.11	PM s 5.41	PM s 5.59	PM s 6.06	PM s 6.15	PM s 6.41	PM s 6.52	PM
1.92															
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.21															
HARRISON.....	.....	.....	.....	.....	s 3.30	.....	.....	.....	f 5.30	.....	.....	.....	.....	.....	.....
0.66															
NEWARK.....	s 1.51	s 2.08	s 2.28	s 2.58	s 3.28	s 3.58	s 4.28	s 4.58	s 5.28	s 5.47	s 5.53	s 6.01	s 6.28	s 6.39	.....
1.23															
ROSEVILLE AVENUE...	1.44	s 2.05	s 2.25	s 2.55	s 3.25	s 3.55	s 4.25	s 4.55	s 5.25	5.44	s 5.50	5.55	s 6.25	s 6.36	.....
0.66															
AMPERE.....	.....	.....	s 2.23	.....	s 3.23	.....	s 4.23	.....	s 5.23	.....	.....	.....	s 6.23	.....	.....
1.23															
WATSESSING AVE....	.....	.....	s 2.21	.....	s 3.21	.....	s 4.21	.....	s 5.21	.....	.....	.....	s 6.21	.....	.....
0.70															
BLOOMFIELD.....	.....	.....	s 2.19	.....	s 3.19	.....	s 4.19	.....	s 5.19	.....	.....	.....	s 6.19	.....	.....
0.59															
GLEN RIDGE.....	.....	.....	s 2.17	.....	s 3.17	.....	s 4.17	.....	s 5.17	.....	.....	.....	s 6.17	.....	.....
0.92															
MONTCLAIR.....	.....	.....	2.15	.....	3.15	.....	4.15	.....	5.15	.....	.....	.....	6.15	.....	.....
0.54															
GROVE STREET.....	.....	s 2.03	.....	s 2.53	.....	s 3.53	.....	s 4.53	.....	.....	s 5.48	.....	.....	s 6.34	.....
0.45															
EAST ORANGE.....	.....	s 2.02	.....	s 2.52	.....	s 3.52	.....	s 4.52	.....	s 5.42	s 5.47	.....	.....	s 6.33	.....
0.59															
BRICK CHURCH.....	s 1.41	s 2.00	.....	s 2.50	.....	s 3.50	.....	s 4.50	.....	s 5.40	s 5.45	s 5.52	.....	s 6.31	.....
0.86															
ORANGE.....	.....	s 1.58	.....	s 2.48	.....	s 3.48	.....	s 4.48	.....	.....	s 5.43	.....	.....	s 6.29	s 6.32
0.70															
HIGHLAND AVENUE...	.....	s 1.56	.....	s 2.46	.....	s 3.46	.....	s 4.46	.....	.....	s 5.41	.....	.....	s 6.27	.....
0.94															
MOUNTAIN STATION..	.....	s 1.54	.....	s 2.44	.....	s 3.44	.....	s 4.44	.....	.....	s 5.39	.....	.....	s 6.25	.....
0.75															
SOUTH ORANGE.....	1.36	s 1.52	.....	s 2.42	.....	s 3.42	.....	s 4.42	.....	s 5.35	s 5.37	5.47	.....	s 6.23	6.28
1.30															
MAPLEWOOD.....	.....	s 1.49	.....	s 2.39	.....	s 3.39	.....	s 4.39	.....	s 5.32	s 5.34	.....	.....	s 6.20	.....
1.61															
MILLBURN.....	1.33	s 1.46	.....	s 2.36	.....	s 3.36	.....	s 4.36	.....	s 5.29	s 5.31	5.44	.....	s 6.17	6.25
1.08															
SHORT HILLS.....	.....	s 1.44	.....	s 2.34	.....	s 3.34	.....	s 4.34	.....	.....	s 5.29	.....	.....	s 6.15	.....
2.27															
SUMMIT.....	ss 1.28	s 1.40	.....	s 2.30	.....	s 3.30	.....	s 4.30	.....	s 5.23	s 5.25	s 5.39	.....	s 6.11	6.20
1.12															
WEST SUMMIT SIDING	See Notes Page 97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56															
NEW PROVIDENCE....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.59															
MURRAY HILL.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.20	.....	.....	.....	.....	.....
2.38															
BERKELEY HEIGHTS.		.....	.....	.....	.....	.....	.....	.....	.....	s 5.17	.....	.....	.....	.....	.....
1.38															
GILLETTE.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.13	.....	.....	.....	.....	.....
1.36															
STIRLING.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.10	.....	.....	.....	.....	.....
1.62															
MILLINGTON.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.07	.....	.....	.....	.....	.....
1.65															
LYONS.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.04	.....	.....	.....	.....	.....
1.87															
BASKING RIDGE.....		.....	.....	.....	.....	.....	.....	.....	.....	s 5.01	.....	.....	.....	.....	.....
1.16															
BERNARDSVILLE.....		.....	.....	.....	.....	.....	.....	.....	.....	s 4.58	.....	.....	.....	.....	.....
2.65															
MINE BROOK.....		.....	.....	.....	.....	.....	.....	.....	.....	s 4.56	.....	.....	.....	.....	.....
1.50															
FAR HILLS.....		.....	.....	.....	.....	.....	.....	.....	.....	f 4.52	.....	.....	.....	.....	.....
2.39															
PEAPACK.....		.....	.....	.....	.....	.....	.....	.....	.....	s 4.49	.....	.....	.....	.....	.....
0.92															
GLADSTONE.....		.....	.....	.....	.....	.....	.....	.....	.....	s 4.45	.....	.....	.....	.....	.....
3.42										4.43					
CHATHAM.....	.....	s 1.34	.....	s 2.24	See Local Instruction 130	s 3.24	.....	s 4.24	.....	.....	s 5.19	.....	.....	s 6.05	.....
2.00															
MADISON.....	.....	s 1.30	.....	s 2.20		s 3.20	.....	s 4.20	.....	.....	s 5.15	.....	.....	s 6.01	.....
2.16															
CONVENT.....	.....	s 1.27	.....	s 2.17		s 3.17	.....	s 4.17	.....	.....	s 5.12	.....	.....	s 5.58	.....
2.10															
MORRISTOWN.....	ss 1.16	s 1.24	.....	s 2.14		s 3.14	.....	s 4.14	.....	.....	s 5.10	5.28	.....	s 5.55	6.08
2.21															
MORRIS PLAINS.....	.....	s 1.20	.....	s 2.10		s 3.10	.....	s 4.10	.....	.....	s 5.05	.....	.....	s 5.51	.....
3.71															
MOUNT TABOR.....	.....	f 1.14	.....	f 2.04		f 3.04	.....	f 4.04	.....	.....	f 4.59	.....	.....	f 5.46	.....
0.59															
DENVILLE.....Lv	1.07	s 1.12	.....	s 2.02		s 3.02	.....	s 4.02	.....	.....	s 4.57	5.20	.....	s 5.44	6.00
Roseville Ave. and Newark.	2	2	2	2	2	2	2	2	2	2	2	2	2	2	.....
Orange and Roseville Ave.	2	2	.....	2	.....	2	.....	2	.....	2	2	2	.....	2	.....
Millburn and Orange.....	2	2	.....	2	.....	2	.....	2	.....	2	2	2	.....	2	2
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	2	918	716	920	718	922	720	924	722	810	926	6	724	928	X92

MORRISTOWN LINE, MONTCLAIR

EASTWARD. First Class.

STATIONS	726	728	930	730	572	732
	Mont-clair	Mont-clair	Dover	Mont-clair	Morris-town	Mont-clair
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Ar	s 7.41	s 8.11	s 8.12	s 8.41	s 8.42	s 9.11
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	.....	.....	.....	.....
0.66						
NEWARK.....	s 7.28	s 7.58	s 7.59	s 8.28	s 8.29	s 8.58
1.23						
ROSEVILLE AVENUE...	s 7.25	s 7.55	s 7.56	s 8.25	s 8.26	s 8.55
0.66						
AMPERE.....	s 7.23	s 7.53	.....	s 8.23	.....	s 8.53
1.23						
WATSESSING AVE.....	s 7.21	s 7.51	.....	s 8.21	.....	s 8.51
0.70						
BLOOMFIELD.....	s 7.19	s 7.49	.....	s 8.19	.....	s 8.49
0.59						
GLEN RIDGE.....	s 7.17	s 7.47	.....	s 8.17	.....	s 8.47
0.92						
MONTCLAIR.....	7.15	7.45	.....	8.15	.....	8.45
0.54						
GROVE STREET.....	.....	.....	s 7.54	.....	s 8.24	.....
0.45						
EAST ORANGE.....	.....	.....	s 7.53	.....	s 8.23	.....
0.59						
BRICK CHURCH.....	.....	.....	s 7.51	.....	s 8.21	.....
0.86						
ORANGE.....	.....	.....	s 7.49	.....	s 8.19	.....
0.70						
HIGHLAND AVENUE...	.....	.....	s 7.47	.....	s 8.17	.....
0.94						
MOUNTAIN STATION.	.....	.....	s 7.45	.....	s 8.15	.....
0.75						
SOUTH ORANGE.....	.....	.....	s 7.43	.....	s 8.13	.....
1.30						
MAPLEWOOD.....	.....	.....	s 7.40	.....	s 8.10	.....
1.61						
MILLBURN.....	.....	.....	s 7.37	.....	s 8.07	.....
1.08						
SHORT HILLS.....	.....	.....	s 7.35	.....	s 8.05	.....
2.27						
SUMMIT.....	.....	.....	s 7.31	.....	s 8.01	.....
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	.....	.....	.....	.....
2.38						
BERKELEY HEIGHTS.	.....	.....	.....	.....	.....	.....
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	.....
1.36						
STIRLING.....	.....	.....	.....	.....	.....	.....
1.62						
MILLINGTON.....	.....	.....	.....	.....	.....	.....
1.65						
LYONS.....	.....	.....	.....	.....	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	.....	.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	.....	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	.....
1.50						
FAR HILLS.....	.....	.....	.....	.....	.....	.....
2.39						
PEAPACK.....	.....	.....	.....	.....	.....	.....
0.92						
GLADSTONE.....	.....	.....	.....	.....	.....	.....
3.42						
CHATHAM.....	.....	.....	s 7.25	.....	s 7.55	.....
2.00						
MADISON.....	.....	.....	s 7.21	.....	s 7.51	.....
2.16						
CONVENT.....	.....	.....	s 7.18	.....	s 7.48	.....
2.10						
MORRISTOWN.....	.....	.....	s 7.15	.....	7.45	.....
2.21						
MORRIS PLAINS.....	.....	.....	s 7.11	.....	.....	.....
3.71						
MOUNT TABOR.....	.....	.....	f 7.06	.....	.....	.....
0.59						
DENVILLE.....Lv	.....	.....	s 7.04	.....	.....	.....
Roseville Ave. and Newark.	2	2	2	2	2	2
Orange and Roseville Ave.	.....	.....	2	.....	2	.....
Millburn and Orange.....	.....	.....	2	.....	2	.....
	PM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	726	728	930	730	572	732

AND GLADSTONE BRANCHES — SUNDAY TRAINS.

EASTWARD. First Class.

932	734	574	X94	24	812	736	934	738
Dover	Mont-clair	Morris-town	Orange	Scranton	Glad-stone	Mont-clair	Dover	Mont-clair
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
s 9.12	s 9.41	s 9.42	.....	s 9.55	.....	s 10.11	s 10.12	s 10.41
.....	.....	.....	s 9.45	.....	.....	.....	.....	.....
.....	f 9.30	.....	.....	.....	.....	.....	.....	f 10.30
s 8.59	s 9.28	s 9.29	.....	s 9.40	.....	s 9.58	s 10.00	s 10.28
s 8.56	s 9.25	s 9.26	.....	9.38	.....	s 9.55	s 9.56	s 10.25
.....	s 9.23	.....	.....	.....	.....	s 9.53	.....	s 10.23
.....	s 9.21	.....	.....	.....	.....	s 9.51	.....	s 10.21
.....	s 9.19	.....	.....	.....	.....	s 9.49	.....	s 10.19
.....	s 9.17	.....	.....	.....	.....	s 9.47	.....	s 10.17
.....	9.15	.....	.....	.....	.....	9.45	.....	10.15
s 8.54	.....	s 9.24	.....	.....	.....	.....	s 9.54	.....
s 8.53	.....	s 9.23	.....	.....	.....	.....	s 9.53	.....
s 8.51	.....	s 9.21	.....	s 9.34	.....	.....	s 9.51	.....
s 8.49	.....	s 9.19	9.25	.....	.....	.....	s 9.49	.....
s 8.47	.....	s 9.17	.....	.....	.....	.....	s 9.47	.....
s 8.45	.....	s 9.15	.....	.....	.....	.....	s 9.45	.....
s 8.43	.....	s 9.13	.....	9.29	.....	.....	s 9.43	.....
s 8.40	.....	s 9.10	.....	.....	.....	.....	s 9.40	.....
s 8.37	.....	s 9.07	.....	9.26	.....	.....	s 9.37	.....
s 8.35	.....	s 9.05	.....	.....	.....	.....	s 9.35	.....
s 8.31	.....	s 9.01	.....	s 9.22	s 9.24	.....	s 9.31	.....
.....	.....	.....	.....	Will not operate Sept. 5, 1948 Will operate Monday, Sept. 6, 1948	.....	.....	.....	.....
.....	.....	.....	.....		s 9.21	.....	.....	.....
.....	.....	.....	.....		s 9.18	.....	.....	.....
.....	.....	.....	.....		s 9.14	.....	.....	.....
.....	.....	.....	.....		s 9.11	.....	.....	.....
.....	.....	.....	.....		s 9.08	.....	.....	.....
.....	.....	.....	.....		s 9.05	.....	.....	.....
.....	.....	.....	.....		s 9.02	.....	.....	.....
.....	.....	.....	.....		s 8.59	.....	.....	.....
.....	.....	.....	.....		s 8.57	.....	.....	.....
.....	.....	.....	.....		f 8.53	.....	.....	.....
.....	.....	.....	.....		s 8.50	.....	.....	.....
.....	.....	.....	.....		s 8.46	.....	.....	.....
.....	.....	.....	.....		8.44	.....	.....	.....
s 8.25	.....	s 8.55	.....	.....	.....	.....	s 9.25	
s 8.21	.....	s 8.51	.....	.....	.....	.....	s 9.21	
s 8.18	.....	s 8.48	.....	.....	.....	.....	s 9.18	
s 8.15	.....	8.45	.....	9.10	.....	.....	s 9.15	
s 8.11	.....	.....	.....	.....	.....	.....	s 9.11	
f 8.06	.....	.....	.....	.....	.....	.....	f 9.06	
s 8.04	.....	.....	.....	9.02	.....	.....	s 9.04	
2 2 2	2	2 2 2	2 2	2 2 2 2	.....	2	2 2 2	2
PM	PM	PM	PM	PM	PM	PM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
932	734	574	X94	24	812	736	934	738

See Local Instruction 130

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	936	740	X96	938		
	Dover	Montclair	Orange	Dover		
	Sunday	Sunday	Monday	Monday		
	PM	PM	AM	AM		
HOBOKEN............Ar	s 11.11	s 11.41	s 12.06	s 12.11		
1.92						
WEST END	....	....	....	....		
5.21						
HARRISON	....	....	....	....		
0.66						
NEWARK	s 10.59	s 11.28	11.51	s 11.59		
1.23						
ROSEVILLE AVENUE	s 10.56	s 11.25	11.48	s 11.56		
0.66						
AMPERE	....	s 11.23	....	....		
1.23						
WATSESSING AVE	....	s 11.21	....	....		
0.70						
BLOOMFIELD	....	s 11.19	....	....		
0.59						
GLEN RIDGE	....	s 11.17	....	....		
0.92						
MONTCLAIR	....	11.15	....	....		
0.54						
GROVE STREET	s 10.54	....	....	s 11.54		
0.45						
EAST ORANGE	s 10.53	....	....	s 11.53		
0.59						
BRICK CHURCH	s 10.51	....	....	s 11.51		
0.86						
ORANGE	s 10.49	....	11.40	s 11.49		
0.70						
HIGHLAND AVENUE	s 10.47	....	....	s 11.47		
0.94						
MOUNTAIN STATION	s 10.45	....	....	s 11.45		
0.75						
SOUTH ORANGE	s 10.43	....	....	s 11.43		
1.30						
MAPLEWOOD	s 10.40	....	....	s 11.40		
1.61						
MILLBURN	s 10.37	....	....	s 11.37		
1.08						
SHORT HILLS	s 10.35	....	....	s 11.35		
2.27						
SUMMIT	s 10.31	....	....	s 11.31		
1.12						
WEST SUMMIT SIDING	....		....			
0.56						
NEW PROVIDENCE	....	See Local Instruction 130	....	See Local Instruction 130		
1.59						
MURRAY HILL	....		....			
2.38						
BERKELEY HEIGHTS	....		....			
1.38						
GILLETTE	....		....			
1.36						
STIRLING	....		....			
1.62						
MILLINGTON	....		....			
1.65						
LYONS	....		....			
1.87						
BASKING RIDGE	....		....			
1.16						
BERNARDSVILLE	....		....			
2.65						
MINE BROOK	....		....			
1.50						
FAR HILLS	....		....			
2.39						
PEAPACK	....		....			
0.92						
GLADSTONE	....		....			
3.42						
CHATHAM	s 10.25	....	....	s 11.25		
2.00						
MADISON	s 10.21	....	....	s 11.21		
2.16						
CONVENT	s 10.18	....	....	s 11.18		
2.10						
MORRISTOWN	s 10.15	....	....	s 11.15		
2.21						
MORRIS PLAINS	s 10.11	....	....	s 11.11		
3.71						
MOUNT TABOR	f 10.06	....	....	f 11.06		
0.59						
DENVILLE............Lv	s 10.04	....	....	s 11.04		
Roseville Ave. and Newark	2	2	2	2		
Orange and Roseville Ave.	2	....	2	2		
Millburn and Orange	2	....	....	2		
	PM	PM	PM	PM		
	Sunday	Sunday	Sunday	Sunday		
	936	740	X96	938		

Every accident is a notice that something is wrong with material, method or man.

It is not enough to put your best foot forward. Put it in a safe place every time you step.

There is a right and wrong way to do every task. The wrong way is not worth trying.

THINK

MORRISTOWN LINE,

WESTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Station Numbers	Distance from Hoboken	STATIONS	301 Summit	193 Montclair	657 Dover
				Sunday	Sunday	Sunday
.....	N-0	.....	HOBOKEN.....Lv	AM 12.03	AM 12.15	AM 12.22
			1.92			
.....	.....	1.92	WEST END.....N	.....	.....	.....
			5.21			
.....	N-7	7.13	HARRISON.....N	s 12.15	s 12.26	.....
			0.66			
.....	N-8	7.79	NEWARK.....N	s 12.17	s 12.28	12.33
			1.23			
.....	N-9	9.02	ROSEVILLE AVENUE.N	s 12.20	s 12.31	12.35
			0.66 T			
.....	M-1	9.68	AMPERE.....D	.....	s 12.33	.....
			1.23			
.....	M-2	10.91	WATSESSING AVE...D	.....	s 12.35	.....
			0.70			
.....	M-3	11.61	BLOOMFIELD.....D	.....	s 12.37	.....
			0.59			
.....	MX-3	12.20	GLEN RIDGE.....D	.....	s 12.39	.....
			0.92			
.....	M-4	13.12	MONTCLAIR.....N	.....	s 12.42	.....
			0.54			
.....	N-10	9.56	GROVE STREET.....D	s 12.21	.....	.....
			0.45			
.....	NX-10	10.01	EAST ORANGE.....D	s 12.23	.....	.....
			0.59			
.....	N-11	10.60	BRICK CHURCH.....D	s 12.25	.....	.....
			0.86			
.....	NX-11	11.46	ORANGE.....N	s 12.27	.....	12.38
			0.70			
.....	N-12	12.16	HIGHLAND AVENUE.D	s 12.29	.....	.....
			0.94			
.....	N-13	13.10	MOUNTAIN STATION D	s 12.31	.....	.....
			0.75			
.....	N-14	13.85	SOUTH ORANGE.....D	s 12.33	.....	12.41
			1.30			
.....	N-15	15.15	MAPLEWOOD.....D	s 12.35	.....	.....
			1.61			
.....	N-17	16.76	MILLBURN.....D	s 12.38	.....	12.44
			1.08			
.....	N-18	17.84	SHORT HILLS.....D	s 12.40	.....	.....
			2.27			
.....	N-20	20.11	SUMMIT.....N	s 12.44	.....	s 12.49
			1.12			
48	.....	.....	WEST SUMMIT SIDING	.....	.....	.....
			0.56			
.....	P-2	21.79	NEW PROVIDENCE....	.....	.....	.....
			1.59 D			
17	P-3	23.38	MURRAY HILL.....T	.....	.....	.....
			2.38			
7	P-6	25.76	BERKELEY HEIGHTS D	.....	.....	.....
			1.38			
.....	P-7	27.14	GILLETTE.....	.....	.....	.....
			1.36 D			
20	P-8	28.50	STIRLING.....T	.....	.....	.....
			1.62 T			
.....	P-10	30.12	MILLINGTON.....D	.....	.....	.....
			1.65			
20	P-12	31.77	LYONS.....D	.....	.....	.....
			1.87 D			
3	P-14	33.64	BASKING RIDGE.....T	.....	.....	.....
			1.16 T			
18	P-15	34.80	BERNARDSVILLE.....D	.....	.....	.....
			2.65			
.....	P-17	37.45	MINE BROOK.....	.....	.....	.....
			1.50 D			
10	P-19	38.95	FAR HILLS.....T	.....	.....	.....
			2.39			
.....	P-21	41.34	PEAPACK.....	.....	.....	.....
			0.92 T			
.....	P-22	42.26	GLADSTONE.....D	.....	.....	.....
			3.42 T			
.....	N-24	23.53	CHATHAM.....D	See Local Instruction 130	.....	s 12.54
			2.00			
.....	N-26	25.53	MADISON.....D		.....	s 12.57
			2.16			
.....	N-28	27.69	CONVENT.....D		.....	s 1.01
			2.10			
.....	N-30	29.79	MORRISTOWN.....N		.....	s 1.05
			2.21 D			
.....	N-32	32.00	MORRIS PLAINS.....T		.....	s 1.09
			3.71			
.....	N-36	35.71	MOUNT TABOR.....		.....	f 1.14
			0.59			
.....	NX-36	36.30	DENVILLE.....N		.....	s 1.16
						Ar
			Newark and Roseville Ave.		3	
			Roseville Ave. and Orange.		.....	
			Orange and Millburn.....		.....	
				AM	AM	AM
				Sunday	Sunday	Sunday
				301	193	657

MONTCLAIR AND GLADSTONE BRANCHES. SUNDAY TRAINS.

WESTWARD. First Class.

303 Summit	195 Montclair	805 Gladstone	903 Dover	105 Montclair	571 Morris Plains	1105 Branchville	703 Montclair	905 Dover
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
AM 12.30	AM 12.45	AM	AM 1.05	AM 1.50	AM 2.20	AM 4.30	AM 7.30	AM 8.00
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 12.41	.....	.....	f 1.17	.....	.....	.....	.....	f 8.11
s 12.43	s 12.58	.....	s 1.19	s 2.03	s 2.33	s 4.44	s 7.43	s 8.13
s 12.46	s 1.01	.....	s 1.22	s 2.06	s 2.36	s 4.49	s 7.46	s 8.16
.....	s 1.03	.....	.....	s 2.08	.....	.....	s 7.48	.....
.....	s 1.05	.....	.....	s 2.10	.....	.....	s 7.50	.....
.....	s 1.07	.....	.....	s 2.12	.....	.....	s 7.52	.....
.....	s 1.09	.....	.....	s 2.14	.....	.....	s 7.54	.....
.....	s 1.12	.....	.....	s 2.17	.....	.....	s 7.57	.....
s 12.47	.....	.....	s 1.23	.....	s 2.37	.....	.....	s 8.17
s 12.49	.....	.....	s 1.25	.....	s 2.39	s 4.53	.....	s 8.19
s 12.51	.....	.....	s 1.27	.....	s 2.41	.....	.....	s 8.21
s 12.53	.....	.....	s 1.29	.....	s 2.43	s 4.58	.....	s 8.23
s 12.55	.....	.....	s 1.31	.....	s 2.45	.....	.....	s 8.25
s 12.57	.....	.....	s 1.33	.....	s 2.47	.....	.....	s 8.27
s 12.59	.....	.....	s 1.35	.....	s 2.49	s 5.03	.....	s 8.29
s 1.01	.....	.....	s 1.37	.....	s 2.51	s 5.07	.....	s 8.31
s 1.04	.....	.....	s 1.40	.....	s 2.54	5.10	.....	s 8.34
s 1.06	.....	.....	s 1.42	.....	s 2.56	.....	.....	s 8.36
s 1.10	.....	1.13	s 1.46	.....	s 3.00	s 5.16	.....	s 8.40
.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	s 1.16	.....	.....	.....	.....	.....	
.....	.....	s 1.19	.....	.....	.....	.....	.....	
.....	.....	s 1.23	.....	.....	.....	.....	.....	
.....	.....	s 1.26	.....	.....	.....	.....	.....	
.....	.....	s 1.28	.....	.....	.....	.....	.....	
.....	.....	s 1.31	.....	.....	.....	.....	.....	
.....	.....	s 1.34	.....	.....	.....	.....	.....	
.....	.....	s 1.37	.....	.....	.....	.....	.....	
.....	.....	s 1.40	.....	.....	.....	.....	.....	
.....	.....	f 1.44	.....	.....	.....	.....	.....	
.....	.....	s 1.47	.....	.....	.....	.....	.....	
.....	.....	s 1.51	.....	.....	.....	.....	.....	
.....	.....	s 1.53	.....	.....	.....	.....	.....	
.....	.....	.....	s 1.52	.....	s 3.05	s 5.22	.....	s 8.46
.....	.....	.....	s 1.56	.....	s 3.08	s 5.27	.....	s 8.50
.....	.....	.....	s 1.59	.....	s 3.11	.....	.....	s 8.53
.....	.....	.....	s 2.03	.....	s 3.14	s 5.35	.....	s 8.57
.....	.....	.....	s 2.07	.....	s 3.18	s 5.40	.....	s 9.01
.....	.....	.....	f 2.13	.....	.....	f 5.46	.....	f 9.07
.....	.....	.....	s 2.15	.....	.....	s 5.48	.....	s 9.09
See Local Instruction 130	3	.....	See Local Instruction 130	3	See Local Instruction 130	See Local Instruction 130	3	See Local Instruction 130
AM	AM	AM	AM	AM	AM	AM	AM	AM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
303	195	805	903	105	571	1105	703	905

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	807	705	907	707	909	3
	Gladstone	Montclair	Dover	Montclair	Dover	Buffalo
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	AM	AM	AM	AM	AM	AM
HOBOKEN.....Lv	.....	8.30	9.00	9.30	10.00	10.30
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	f 8.41	.....	.....	.....	.....
0.66						
NEWARK.....	.....	s 8.49	s 9.13	s 9.43	s 10.13	s 10.44
1.23						
ROSEVILLE AVENUE...	.....	s 8.52	s 9.16	s 9.46	s 10.16	10.46
0.66						
AMPERE.....	.....	s 8.54	.....	s 9.48	.....	.....
1.23						
WATSESSING AVE.....	.....	s 8.56	.....	s 9.50	.....	.....
0.70						
BLOOMFIELD.....	.....	s 9.02	.....	s 9.52	.....	.....
0.59						
GLEN RIDGE.....	.....	s 9.04	.....	s 9.54	.....	.....
0.92						
MONTCLAIR.....	.....	s 9.07	.....	s 9.57	.....	.....
0.54						
GROVE STREET.....	.....	.....	s 9.17	.....	s 10.17	.....
0.45						
EAST ORANGE.....	.....	.....	s 9.19	.....	s 10.19	.....
0.59						
BRICK CHURCH.....	.....	.....	s 9.21	.....	s 10.21	s 10.51
0.86						
ORANGE.....	.....	.....	s 9.23	.....	s 10.23	10.52
0.70						
HIGHLAND AVENUE...	.....	.....	s 9.25	.....	s 10.25	.....
0.94						
MOUNTAIN STATION.	.....	.....	s 9.27	.....	s 10.27	.....
0.75						
SOUTH ORANGE.....	.....	.....	s 9.29	.....	s 10.29	10.55
1.30						
MAPLEWOOD.....	.....	.....	s 9.31	.....	s 10.31	.....
1.61						
MILLBURN.....	.....	.....	s 9.34	.....	s 10.34	10.58
1.08						
SHORT HILLS.....	.....	.....	s 9.36	.....	s 10.36	.....
2.27						
SUMMIT.....	8.43	.....	s 9.40	.....	s 10.40	s 11.05
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	s 8.46	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	s 8.49	.....	.....	.....	.....	.....
2.38						
BERKELEY HEIGHTS .	s 8.53	.....	.....	.....	.....	.....
1.38						
GILLETTE.....	s 8.56	.....	.....	.....	.....	.....
1.36						
STIRLING.....	s 8.58	.....	.....	.....	.....	.....
1.62						
MILLINGTON.....	s 9.01	.....	.....	.....	.....	.....
1.65						
LYONS.....	s 9.04	.....	.....	.....	.....	.....
1.87						
BASKING RIDGE.....	s 9.07	.....	.....	.....	.....	.....
1.16						
BERNARDSVILLE.....	s 9.10	.....	.....	.....	.....	.....
2.65						
MINE BROOK.....	f 9.14	.....	.....	.....	.....	.....
1.50						
FAR HILLS.....	s 9.17	.....	.....	.....	.....	.....
2.39						
PEAPACK.....	s 9.21	.....	.....	.....	.....	.....
0.92						
GLADSTONE.....	s 9.23	.....	.....	.....	.....	.....
3.42						
CHATHAM.....	.....	.....	s 9.46	.....	s 10.46	.....
2.00						
MADISON.....	.....	.....	s 9.49	.....	s 10.49	.....
2.16						
CONVENT.....	.....	.....	s 9.53	.....	s 10.53	.....
2.10						
MORRISTOWN.....	.....	.....	s 9.57	.....	s 10.57	11.16
2.21						
MORRIS PLAINS.....	.....	.....	s 10.01	.....	s 11.01	.....
3.71						
MOUNT TABOR.....	.....	.....	f 10.07	.....	s 11.07	.....
0.59						
DENVILLE.....Ar	.....	.....	s 10.09	.....	s 11.09	11.25
Newark and Roseville Ave.	.....	3	3	3	3	3
Roseville Ave. and Orange.	.....	.....	.....	.....	.....	.....
Orange and Millburn.....	.....	.....	.....	.....	.....	.....
	AM	AM	AM	AM	AM	AM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	807	705	907	707	909	3

AND GLADSTONE BRANCHES.

SUNDAY TRAINS.

WESTWARD. First Class.

709	911	809	711	913	713	915	811	715
Montclair	Dover	Gladstone	Montclair	Dover	Montclair	Dover	Gladstone	Montclair
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
AM	AM	AM	AM	NOON	PM	PM	PM	PM
10.35	11.00	.....	11.30	12.00	12.30	1.00	.....	1.30
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 10.46	.....	.....	.....	.....	.....	f 1.11	.....	f 1.41
s 10.48	s 11.13	.....	s 11.43	s 12.13	s 12.43	s 1.13	.....	s 1.43
s 10.51	s 11.16	.....	s 11.46	s 12.16	s 12.46	s 1.16	.....	s 1.46
s 10.53	.....	.....	s 11.48	.....	s 12.48	.....	.....	s 1.48
s 10.55	.....	.....	s 11.50	.....	s 12.50	.....	.....	s 1.50
s 10.57	.....	.....	s 11.52	.....	s 12.52	.....	.....	s 1.52
s 10.59	.....	.....	s 11.54	.....	s 12.54	.....	.....	s 1.54
s 11.02	.....	.....	s 11.57	.....	s 12.57	.....	.....	s 1.57
.....	s 11.17	.....	.....	s 12.17	.....	s 1.17	.....	.....
.....	s 11.19	.....	.....	s 12.19	.....	s 1.19	.....	.....
.....	s 11.21	.....	.....	s 12.21	.....	s 1.21	.....	.....
.....	s 11.23	.....	.....	s 12.23	.....	s 1.23	.....	.....
.....	s 11.25	.....	.....	s 12.25	.....	s 1.25	.....	.....
.....	s 11.27	.....	.....	s 12.27	.....	s 1.27	.....	.....
.....	s 11.29	.....	.....	s 12.29	.....	s 1.29	.....	.....
.....	s 11.31	.....	.....	s 12.31	.....	s 1.31	.....	.....
.....	s 11.34	.....	.....	s 12.34	.....	s 1.34	.....	.....
.....	s 11.36	.....	.....	s 12.36	.....	s 1.36	.....	.....
.....	s 11.40	11.43	.....	s 12.40	.....	s 1.40	1.43	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	s 11.46	.....	.....	.....	.....	s 1.46	.....
.....	.....	s 11.49	.....	.....	.....	.....	s 1.49	.....
.....	.....	s 11.53	.....	.....	.....	.....	s 1.53	.....
.....	.....	s 11.56	.....	.....	.....	.....	s 1.56	.....
.....	.....	s 11.58	.....	.....	.....	.....	s 1.58	.....
.....	.....	s 12.01	.....	.....	.....	.....	s 2.01	.....
.....	.....	s 12.04	.....	.....	.....	.....	s 2.04	.....
.....	.....	s 12.07	.....	.....	.....	.....	s 2.07	.....
.....	.....	s 12.10	.....	.....	.....	.....	s 2.10	.....
.....	.....	f 12.14	.....	.....	.....	.....	f 2.14	.....
.....	.....	s 12.17	.....	.....	.....	.....	s 2.17	.....
.....	.....	s 12.21	.....	.....	.....	.....	s 2.21	.....
.....	.....	s 12.23	.....	.....	.....	.....	s 2.23	.....
.....	s 11.46	See Local Instruction 101	.....	s 12.46	See Local Instruction 130	s 1.46	.....	.....
.....	s 11.49		.....	s 12.49		s 1.49	.....	.....
.....	s 11.53		.....	s 12.53		s 1.53	.....	.....
.....	s 11.57		.....	s 12.57		s 1.57	.....	.....
.....	s 12.01		.....	s 1.01		s 2.01	.....	.....
.....	f 12.07		.....	f 1.07		f 2.07	.....	.....
.....	s 12.09		.....	s 1.09		s 2.09	.....	.....
3	3	.....	3	3	3	3	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
AM	PM	PM	AM	PM	PM	PM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
709	911	809	711	913	713	915	811	715

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	917	717	919	719	921	721
	Dover	Mont-clair	Dover	Mont-clair	Dover	Mont-clair
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	PM	PM	PM	PM	PM	PM
HOBOKEN.....Lv	2.00	2.30	3.00	3.30	4.00	4.30
1.92						
WEST END.....	.....	.....	.....	.....	.....	.....
5.21						
HARRISON.....	.....	.....	f 3.11	.....	.....	s 4.41
0.66						
NEWARK.....	s 2.13	s 2.43	s 3.13	s 3.43	s 4.13	s 4.43
1.23						
ROSEVILLE AVENUE...	s 2.16	s 2.46	s 3.16	s 3.46	s 4.16	s 4.46
0.66						
AMPERE.....	.....	s 2.48	.....	s 3.48	.....	s 4.48
1.23						
WATSESSING AVE.....	.....	s 2.50	.....	s 3.50	.....	s 4.50
0.70						
BLOOMFIELD.....	.....	s 2.52	.....	s 3.52	.....	s 4.52
0.59						
GLEN RIDGE.....	.....	s 2.54	.....	s 3.54	.....	s 4.54
0.92						
MONTCLAIR.....	.....	s 2.57	.....	s 3.57	.....	s 4.57
0.54						
GROVE STREET.....	s 2.17	.....	s 3.17	.....	s 4.17	.....
0.45						
EAST ORANGE.....	s 2.19	.....	s 3.19	.....	s 4.19	.....
0.59						
BRICK CHURCH.....	s 2.21	.....	s 3.21	.....	s 4.21	.....
0.86						
ORANGE.....	s 2.23	.....	s 3.24	.....	s 4.23	.....
0.70						
HIGHLAND AVENUE...	s 2.25	.....	s 3.26	.....	s 4.25	.....
0.94						
MOUNTAIN STATION.	s 2.27	.....	s 3.28	.....	s 4.27	.....
0.75						
SOUTH ORANGE.....	s 2.29	.....	s 3.30	.....	s 4.29	.....
1.30						
MAPLEWOOD.....	s 2.31	.....	s 3.32	.....	s 4.31	.....
1.61						
MILLBURN.....	s 2.34	.....	s 3.35	.....	s 4.34	.....
1.08						
SHORT HILLS.....	s 2.36	.....	s 3.37	.....	s 4.36	.....
2.27						
SUMMIT.....	s 2.40	.....	s 3.42	.....	s 4.40	.....
1.12						
WEST SUMMIT SIDING	.....	.....	.....	.....	.....	.....
0.56						
NEW PROVIDENCE....	.....	.....	.....	.....	.....	.....
1.59						
MURRAY HILL.....	.....	.....	.....	.....	.....	.....
2.38						
BERKELEY HEIGHTS .	.....	.....	.....	.....	.....	.....
1.38						
GILLETTE.....	.....	.....	.....	.....	.....	.....
1.36						
STIRLING.....	.....	.....	.....	.....	.....	.....
1.62						
MILLINGTON.....	.....	.....	.....	.....	.....	.....
1.65						
LYONS.....	.....	.....	.....	.....	.....	.....
1.87						
BASKING RIDGE.....	.....	.....	.....	.....	.....	.....
1.16						
BERNARDSVILLE.....	.....	.....	.....	.....	.....	.....
2.65						
MINE BROOK.....	.....	.....	.....	.....	.....	.....
1.50						
FAR HILLS.....	.....	.....	.....	.....	.....	.....
2.39						
PEAPACK.....	.....	.....	.....	.....	.....	.....
0.92						
GLADSTONE.....	.....	.....	.....	.....	.....	.....
3.42						
CHATHAM.....	s 2.46	.....	s 3.47		s 4.46	.....
2.00						
MADISON.....	s 2.49	.....	s 3.50		s 4.50	.....
2.16						
CONVENT.....	s 2.53	.....	s 3.54		s 4.53	.....
2.10						
MORRISTOWN.....	s 2.57	.....	s 3.58		s 4.57	.....
2.21						
MORRIS PLAINS.....	s 3.01	.....	s 4.02		s 5.01	.....
3.71						
MOUNT TABOR.....	f 3.07	.....	f 4.07		f 5.07	.....
0.59						
DENVILLE.....Ar	s 3.09	.....	s 4.09		s 5.09	.....
Newark and Roseville Ave.	CHANGE	3	CHANGE	3	CHANGE	3
Roseville Ave. and Orange.		.....		.....		.....
Orange and Millburn.....		.....		.....		.....
	PM	PM	PM	PM	PM	PM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
	917	717	919	719	921	721

See Local Instruction 130

AND GLADSTONE BRANCHES. SUNDAY TRAINS.

WESTWARD. First Class.

5	923	723	925	813	725	927	727	729
Buffalo	Dover	Mont-clair	Dover	Glad-stone	Mont-clair	Dover	Mont-clair	Mont-clair
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
PM	PM	PM	PM	PM	PM	PM	PM	PM
4.40	5.00	5.30	6.00	.....	6.30	7.00	7.00	7.30
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 4.55	s 5.15	s 5.43	s 6.13	.....	s 6.43	s 7.13	s 7.14	s 7.43
4.58	s 5.18	s 5.46	s 6.16	.....	s 6.46	s 7.16	s 7.17	s 7.46
.....	.....	s 5.48	.....	.....	s 6.48	.....	s 7.19	s 7.48
.....	.....	s 5.50	.....	.....	s 6.50	.....	s 7.21	s 7.50
.....	.....	s 5.52	.....	.....	s 6.52	.....	s 7.23	s 7.52
.....	.....	s 5.54	.....	.....	s 6.54	.....	s 7.25	s 7.54
.....	.....	s 5.57	.....	.....	s 6.57	.....	s 7.27	s 7.57
.....	s 5.19	.....	s 6.17	.....	.....	s 7.17	.....	.....
.....	s 5.22	.....	s 6.19	.....	.....	s 7.19	.....	.....
s 5.02	s 5.24	.....	s 6.21	.....	.....	s 7.21	.....	.....
5.04	s 5.26	.....	s 6.23	.....	.....	s 7.23	.....	.....
.....	s 5.28	.....	s 6.25	.....	.....	s 7.25	.....	.....
.....	s 5.30	.....	s 6.27	.....	.....	s 7.27	.....	.....
5.07	s 5.32	.....	s 6.29	.....	.....	s 7.29	.....	.....
.....	s 5.34	.....	s 6.31	.....	.....	s 7.31	.....	.....
5.10	s 5.37	.....	s 6.34	.....	.....	s 7.34	.....	.....
.....	s 5.39	.....	s 6.36	.....	.....	s 7.36	.....	.....
ss 5.16	s 5.45	.....	s 6.40	6.43	.....	s 7.40	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	s 6.46	.....	.....	.....	.....
.....	.....	.....	.....	s 6.49	.....	.....	.....	.....
.....	.....	.....	.....	s 6.53	.....	.....	.....	.....
.....	.....	.....	.....	s 6.56	.....	.....	.....	.....
.....	.....	.....	.....	s 6.58	.....	.....	.....	.....
.....	.....	.....	.....	s 7.01	.....	.....	.....	.....
.....	.....	.....	.....	s 7.04	.....	.....	.....	.....
.....	.....	.....	.....	s 7.07	.....	.....	.....	.....
.....	.....	.....	.....	s 7.10	.....	.....	.....	.....
.....	.....	.....	.....	f 7.14	.....	.....	.....	.....
.....	.....	.....	.....	s 7.17	.....	.....	.....	.....
.....	.....	.....	.....	s 7.21	.....	.....	.....	.....
.....	.....	.....	.....	s 7.23	.....	.....	.....	.....
.....	s 5.51	.....	s 6.46	.....	.....	s 7.46	.....	.....
.....	s 5.55	.....	s 6.50	.....	.....	s 7.50	.....	.....
.....	s 5.58	.....	s 6.53	.....	.....	s 7.53	.....	.....
5.28	s 6.02	.....	s 6.57	.....	.....	s 7.57	.....	.....
.....	s 6.06	.....	s 7.01	.....	.....	s 8.01	.....	.....
.....	f 6.12	.....	f 7.07	.....	.....	f 8.07	.....	.....
5.37	s 6.14	.....	s 7.09	.....	.....	s 8.09	.....	.....
CHANGE	CHANGE	3	CHANGE	.....	3	CHANGE	3	3
		.....		.....	.....		.....	.....
		.....		.....	.....		.....	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM
Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
5	923	723	925	813	725	927	727	729

See Notes Page 97

MORRISTOWN LINE, MONTCLAIR AND GLADSTONE BRANCHES.

WESTWARD. First Class. SUNDAY TRAINS.

STATIONS	573	929	731	7	575	733	931	735	815	577	737	933	739	X91	935
	Morristown	Dover	Montclair	Buffalo	Morristown	Montclair	Dover	Montclair	Gladstone	Morristown	Montclair	Dover	Montclair	West End	Dover
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday
HOBOKEN....Lv	PM 7.30	PM 8.00	PM 8.00	PM 8.15	PM 8.30	PM 8.30	PM 9.00	PM 9.00	PM	PM 9.30	PM 9.30	PM 10.00	PM 10.30	PM	PM 11.00
1.92															
WEST END.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.40	.....
5.21															
HARRISON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$ 9.42	.....	.....	.....	.....
0.66															
NEWARK.....	$ 7.44	$ 8.13	$ 8.14	$ 8.29	$ 8.43	$ 8.44	$ 9.13	$ 9.14	.....	$ 9.43	$ 9.44	$ 10.13	$ 10.43	10.52	$ 11.13
1.23															
ROSEVILLE AVENUE..	$ 7.47	8.15	$ 8.17	8.31	8.45	$ 8.47	$ 9.16	$ 9.17	.....	$ 9.46	$ 9.47	$ 10.16	$ 10.46	10.55	$ 11.16
0.66															
AMPERE.....	.....	.....	$ 8.19	.....	.....	$ 8.49	.....	$ 9.19	.....	.....	$ 9.49	.....	$ 10.48	.....	.....
1.23															
WATSESSING AVE....	.....	.....	$ 8.21	.....	.....	$ 8.51	.....	$ 9.21	.....	.....	$ 9.51	.....	$ 10.50	.....	.....
0.70															
BLOOMFIELD.....	.....	.....	$ 8.23	.....	.....	$ 8.53	.....	$ 9.23	.....	.....	$ 9.53	.....	$ 10.52	.....	.....
0.59															
GLEN RIDGE.....	.....	.....	$ 8.25	.....	.....	$ 8.55	.....	$ 9.25	.....	.....	$ 9.55	.....	$ 10.54	.....	.....
0.92															
MONTCLAIR.....	.....	.....	$ 8.27	.....	.....	$ 8.57	.....	$ 9.27	.....	.....	$ 9.57	.....	$ 10.57	.....	.....
0.54															
GROVE STREET.....	$ 7.48	.....	.....	.....	$ 8.46	.....	$ 9.17	.....	.....	$ 9.47	.....	$ 10.17	.....	.....	$ 11.17
0.45															
EAST ORANGE.....	$ 7.50	$ 8.17	.....	.....	$ 8.48	.....	$ 9.19	.....	.....	$ 9.49	.....	$ 10.19	.....	.....	$ 11.19
0.59															
BRICK CHURCH.....	$ 7.52	$ 8.19	.....	$ 8.36	$ 8.50	.....	$ 9.21	.....	.....	$ 9.51	.....	$ 10.21	.....	.....	$ 11.21
0.86															
ORANGE.....	$ 7.54	$ 8.21	.....	8.37	$ 8.52	.....	$ 9.23	.....	.....	$ 9.53	.....	$ 10.23	.....	$ 11.05	$ 11.23
0.70															
HIGHLAND AVENUE...	$ 7.56	$ 8.23	.....	.....	$ 8.54	.....	$ 9.25	.....	.....	$ 9.55	.....	$ 10.25	.....	.....	$ 11.25
0.94															
MOUNTAIN STATION.	$ 7.58	$ 8.25	.....	.....	$ 8.56	.....	$ 9.27	.....	.....	$ 9.57	.....	$ 10.27	.....	.....	$ 11.27
0.75															
SOUTH ORANGE.....	$ 8.00	$ 8.27	.....	8.40	$ 8.58	.....	$ 9.29	.....	.....	$ 9.59	.....	$ 10.29	.....	.....	$ 11.29
1.30															
MAPLEWOOD.....	$ 8.02	$ 8.29	.....	.....	$ 9.00	.....	$ 9.31	.....	.....	$ 10.01	.....	$ 10.32	.....	.....	$ 11.31
1.61															
MILLBURN.....	$ 8.05	$ 8.32	.....	8.43	$ 9.03	.....	$ 9.34	.....	.....	$ 10.04	.....	$ 10.35	.....	.....	$ 11.34
1.08															
SHORT HILLS.....	$ 8.07	$ 8.34	.....	.....	$ 9.05	.....	$ 9.36	.....	.....	$ 10.06	.....	$ 10.37	.....	.....	$ 11.36
2.27															
SUMMIT.....	$ 8.11	$ 8.38	.....	$ 8.50	$ 9.09	.....	$ 9.40	.....	9.43	$ 10.10	.....	$ 10.41	.....	.....	$ 11.40
1.12															
WEST SUMMIT SIDING	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.56															
NEW PROVIDENCE....	.....	.....	.....		.....	.....	.....	.....	$ 9.46	.....	.....	.....	.....	.....	.....
1.59															
MURRAY HILL.....	.....	.....	.....		.....	.....	.....	.....	$ 9.49	.....	.....	.....	.....	.....	.....
2.38															
BERKELEY HEIGHTS.	.....	.....	.....		.....	.....	.....	.....	$ 9.53	.....	.....	.....	.....	.....	.....
1.38															
GILLETTE.....	.....	.....	.....		.....	.....	.....	.....	$ 9.56	.....	.....	.....	.....	.....	.....
1.36															
STIRLING.....	.....	.....	.....		.....	.....	.....	.....	$ 9.58	.....	.....	.....	.....	.....	.....
1.62															
MILLINGTON.....	.....	.....	.....		.....	.....	.....	.....	$ 10.01	.....	.....	.....	.....	.....	.....
1.65															
LYONS.....	.....	.....	.....		.....	.....	.....	.....	$ 10.04	.....	.....	.....	.....	.....	.....
1.87															
BASKING RIDGE.....	.....	.....	.....		.....	.....	.....	.....	$ 10.07	.....	.....	.....	.....	.....	.....
1.16															
BERNARDSVILLE.....	.....	.....	.....		.....	.....	.....	.....	$ 10.10	.....	.....	.....	.....	.....	.....
2.65															
MINE BROOK.....	.....	.....	.....		.....	.....	.....	.....	f 10.14	.....	.....	.....	.....	.....	.....
1.50															
FAR HILLS.....	.....	.....	.....		.....	.....	.....	.....	$ 10.17	.....	.....	.....	.....	.....	.....
2.39															
PEAPACK.....	.....	.....	.....		.....	.....	.....	.....	$ 10.21	.....	.....	.....	.....	.....	.....
0.92															
GLADSTONE.....	.....	.....	.....		.....	.....	.....	.....	$ 10.23	.....	.....	.....	.....	.....	.....
3.42															
CHATHAM.....	$ 8.17	$ 8.43	.....	.....	$ 9.14	.....	$ 9.46	.....	.....	$ 10.16	.....	$ 10.47	.....	.....	$ 11.46
2.00															
MADISON.....	$ 8.20	$ 8.46	.....	.....	$ 9.17	.....	$ 9.50	.....	.....	$ 10.19	.....	$ 10.51	.....	.....	$ 11.50
2.16															
CONVENT.....	$ 8.24	$ 8.50	.....	.....	$ 9.21	.....	$ 9.53	.....	.....	$ 10.23	.....	$ 10.54	.....	.....	$ 11.53
2.10															
MORRISTOWN.....	$ 8.28	$ 8.54	.....	9.01	$ 9.25	.....	$ 9.57	.....	.....	$ 10.27	.....	$ 10.58	.....	.....	$ 11.57
2.21															
MORRIS PLAINS.....	.....	$ 8.58	.....	.....	.....	.....	$ 10.01	.....	.....	.....	.....	$ 11.01	.....	.....	$ 12.01
3.71															
MOUNT TABOR.....	.....	f 9.03	.....	.....	.....	.....	f 10.07	.....	.....	.....	.....	f 11.07	.....	.....	f 12.07
0.59															
DENVILLE.....Ar	.....	$ 9.05	.....	9.10	.....	.....	$ 10.09	.....	.....	.....	.....	$ 11.09	.....	.....	$ 12.09
Newark and Roseville Ave.	3	3	3	3	3	3	3	3	.....	3	3	3	3	1	3
Roseville Ave. and Orange.	3	3	.....	3	3	.....	3	.....	.....	3	.....	3	.....	1	3
Orange and Millburn.....	3	3	.....	3	3	.....	3	.....	.....	3	.....	3	.....	.....	3
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Sunday	Monday
	573	929	731	7	575	733	931	735	815	577	737	933	739	X91	935

See Notes Page 97

MORRISTOWN LINE, MONTCLAIR

WESTWARD. First Class.

STATIONS	741 Mont-clair Sunday	817 Glad-stone Sunday
	PM	PM
HOBOKEN.....Lv	11.30	11.50
1.92		
WEST END		
5.21		
HARRISON		
0.66		
NEWARK	s 11.43	s 12.03
1.23		
ROSEVILLE AVENUE	s 11.46	s 12.06
0.66		
AMPERE	s 11.48	
1.23		
WATSESSING AVE.	s 11.50	
0.70		
BLOOMFIELD	s 11.52	
0.59		
GLEN RIDGE	s 11.54	
0.92		
MONTCLAIR	s 11.57	
0.54		
GROVE STREET		s 12.07
0.45		
EAST ORANGE		s 12.09
0.59		
BRICK CHURCH		s 12.11
0.86		
ORANGE		s 12.13
0.70		
HIGHLAND AVENUE		s 12.15
0.94		
MOUNTAIN STATION		s 12.17
0.75		
SOUTH ORANGE		s 12.19
1.30		
MAPLEWOOD		s 12.21
1.61		
MILLBURN		s 12.24
1.08		
SHORT HILLS		s 12.26
2.27		
SUMMIT		s 12.30
1.12		
WEST SUMMIT SIDING		
0.56		
NEW PROVIDENCE		f 12.33
1.59		
MURRAY HILL		f 12.36
2.38		
BERKELEY HEIGHTS		f 12.40
1.38		
GILLETTE		f 12.43
1.36		
STIRLING		f 12.45
1.62		
MILLINGTON		f 12.48
1.65		
LYONS		f 12.51
1.87		
BASKING RIDGE		f 12.54
1.16		
BERNARDSVILLE		f 12.57
2.65		
MINE BROOK		f 1.01
1.50		
FAR HILLS		f 1.04
2.39		
PEAPACK		f 1.08
0.92		
GLADSTONE		s 1.10
3.42		
CHATHAM		
2.00		
MADISON		
2.16		
CONVENT		
2.10		
MORRISTOWN		
2.21		
MORRIS PLAINS		
3.71		
MOUNT TABOR		
0.59		
DENVILLE.....Ar		
Newark and Roseville Ave.	3	3
Roseville Ave. and Orange		3
Orange and Millburn		3
	PM	AM
	Sunday	Monday
	741	817

See Local Instruction 139

AND GLADSTONE BRANCHES. SUNDAY TRAINS

WESTWARD. First Class.

THINK

SAFETY RULES—Read them and heed them.

It's what you did that caused the accident—not what you should have done.

Don't take a chance—the odds are against you.

Don't put off SAFETY until tomorrow—tomorrow may never come.

SUSSEX BRANCH.

WESTWARD. First Class.

Distance from Hoboken	STATIONS	1009 Pass'ger Ex. Sunday	1029 Pass'ger Ex. Sunday	1037 Pass'ger Sat. Only	1047 Pass'ger Ex.Sa.&Su.
		AM	PM	PM	PM
46.54	PORT MORRIS.....Lv	6.40	1.48	4.06	6.20
	0.83				
47.37	SUSSEX BRANCH JCT.	6.42	1.50	4.08	6.22
	0.62				
47.99	NETCONG.....D	s **6.51**	s 1.55	s 4.10	s 6.26
	4.82				
52.81	CRANBERRY LAKE....	f **7.12**	f 2.05	s 4.18	s 6.35
	2.37 D				
55.18	ANDOVER.....T	s 7.17	s 2.10	s 4.23	s 6.40
	0.71				
55.89	ANDOVER JUNCTION N	7.20	2.12	4.25	6.42
	4.16 T				
60.05	NEWTON.....D	s 7.39	s 2.26	s **4.33**	s 6.50
	3.59				
63.64	NYS&W CROSSING....	.....	.....	.....	.....
	1.08				
64.72	LAFAYETTE.....T	f 7.48	s 2.35	s 4.44	.....
	2.00				
66.72	STRADERS.....	.....	.....	.....	.....
	1.08 (L&NE Crossing)				
67.80	AUGUSTA	8.03	2.50	4.52	.....
	1.67 T				
69.47	BRANCHVILLE.....D	s 8.13	s 3.05	s 4.57	.....
	Ar	AM	PM	PM	PM
		Ex Sunday	Ex. Sunday	Sat. Only	Ex.Sa.&Su.
		1009	1029	1037	1047

See Local Instructions 101 and 130

See Local Instructions 101 and 130

Operates between Newton and Branchville June 19th to Aug. 28th, Inclusive

See Local Instruction 101

See Local Instruction 101

SUSSEX BRANCH.

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Station Numbers	Distance from Branchville	STATIONS	1022 Pass'ger Ex. Sunday	1024 Pass'ger Ex.Sunday	1028 Pass'ger Ex. Sunday
				AM	AM	AM
.....	X-1	22.93	PORT MORRIS.....Ar	7.14	7.28	9.35
			0.83			
.....	.....	22.10	SUSSEX BRANCH JCT.	7.12	7.26	9.33
			0.62			
22	X-2	21.48	NETCONG.....D	{ s **7.07** s **6.51**	s 7.21	s 9.28
			4.82			
42	F-5	16.66	CRANBERRY LAKE....	s 6.41	s **7.12**	f 9.19
			2.37 D			
.....	F-7	14.29	ANDOVER.....T	s 6.35	s 7.04	s 9.14
			0.71			
.....	F-8	13.58	ANDOVER JUNCTION.N	6.33	7.02	9.11
			4.16 T			
9	F-12	9.42	NEWTON.....D	6.26	6.55	s 9.04
			3.59			
.....	.....	5.83	NYS&W CROSSING....			.....
			1.08			
7	R-1	4.75	LAFAYETTE.....T			s 8.55
			2.00			
.....	.....	2.75	STRADERS.....			.....
			1.08 (L&NE Crossing)			
.....	R-5	1.67	AUGUSTA			8.48
			1.67 T			
.....	R-6	0	BRANCHVILLE.....D			8.43
			Lv	AM	AM	AM
				Ex. Sunday	Ex. Sunday	Ex. Sunday
				1022	1024	1028

See Local Instruction 101

See Local Instruction 101

See Local Instructions 101 and 130

CHESTER BRANCH.

WESTWARD		Distance from Chester Junction	STATIONS	Station Numbers	EASTWARD	
			Ar			
.....	.....	.....	Lv..CHESTER JCT.....	D-0	.....	.....
			2.14			
.....	.....	2.14	.....KENVIL.....	D-2	.....	.....
			1.24			
.....	.....	3.38	Ar...SUCCASUNNA.....	D-3	.....	.....
			Lv			

WEEK DAY TRAINS. SUSSEX BRANCH. SUNDAY TRAINS

WESTWARD First Class.

1061 Pass'ger Ex.Sa.&Su.	1063 Pass'ger Sat. Only	1105 Pass'ger Sun. Only	1109 Pass'ger Sun. Only	1123 Milk Sun. Only	1113 Pass'ger Sun. Only	1125 Pass'ger Sun. Only
PM	PM	AM	AM	PM	PM	PM
.....	7.16	6.17	10.40	.....	2.41	7.45
6.44	7.18	6.19	10.42	.....	2.43	7.47
s 6.53	s 7.20	s 6.26	s 10.50	.....	s 2.47	s 7.53
f 7.01	f 7.30	f 6.34	s 11.00	.....	f 2.57	s **8.05**
s 7.06	s 7.35	s 6.39	s 11.05	.....	s 3.06	s 8.10
7.08	7.37	6.42	11.07	.....	3.09	8.12
s 7.17	s 7.46	s 6.51	s 11.15	3.00	s { **3.19** **5.00**	s 8.20
.....	.....	.....	.....	.....	.....	.....
s 7.27	.....	f 7.00	f 11.25	.....	f 5.11	.....
.....	.....	.....	.....	.....	.....	.....
7.35	.....	7.16	11.32	.....	5.18	.....
s 7.40	.....	s 7.34	s 11.37	s 3.35	s 5.22	.....
PM	PM	AM	AM	PM	PM	PM
Ex.Sa.&Su.	Sat. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only
1061	1063	1105	1109	1123	1113	1125

Operates between Newton and Branchville Fridays only, June 18th to August 27th

First trip June 20th—Last trip Sept. 12th

See Local Instruction 101

See Local Instruction 101 Will not operate June 20th to Sept. 12th inc.

See Local Instruction 101

Nos. 1028 and 1050 stop Augusta for U. S. Mail.

WEEK DAY TRAINS SUSSEX BRANCH. SUNDAY TRAINS.

EASTWARD. First Class.

1050 Pass'ger Ex. Sunday	1052 No Pass'ger Sat. Only	1058 No Pass'ger Friday Only.	1108 Pass'ger Sun. Only	X110 No Pass'ger Sun. Only	1120 Pass'ger Sun. Only	1128 Pass'ger Sun. Only
PM	PM	PM	AM	AM	PM	PM
5.18	.....	.....	9.33	s 10.02	5.24	8.21
5.12	.....	.....	9.31	10.00	5.20	8.19
s { 5.07 5.00	.....	.....	.....	.....	s { 5.15 5.12	s 8.14
f 4.48	.....	.....	s 9.26	9.55	s 5.01	f **8.05**
s 4.43	.....	.....	f 9.19	9.46	s 4.53	s 7.59
4.40	.....	.....	s 9.13	.....	4.50	7.56
s **4.33**	s 5.30	s 8.10	9.08	9.38	s **4.41**	s 7.48
.....	.....	.....	s 9.02	9.30	.....	.....
s 4.17	.....	.....	.....	.....	s 4.29	s 7.37
.....	.....	.....	s 8.49	.....	.....	.....
4.10	.....	.....	8.40	.....	4.10	7.30
4.05	5.05	7.50	8.35	.....	4.05	7.25
PM	PM	PM	AM	AM	PM	PM
Ex. Sunday	Sat. Only	Friday Only.	Sun. Only	Sun. Only	Sun. Only	Sun. Only
1050	1052	1058	1108	X110	1120	1128

See Note page 97 and Local Instruction 101

See local Instruction 101

Operates between Branchville and Newton Fridays only, June 18th to August 27th See Local Instruction 101

See Local Instruction 101

Equipment for No. 1109 First trip June 20th—Last trip Sept. 12th See Local Instruction 101

See Note page 97 and Local Instruction 101

See Local Instruction 101

PHILLIPSBURG BRANCH

WESTWARD		Distance from Hoboken	STATIONS	Station Numbers	EASTWARD	
			Lv			
.....	.....	66.56	WASHINGTON.....D	X-21	.....	.....
			4.87			
.....	.....	71.43	BROADWAY.....T	L-5	.....	.....
			1.52			
.....	.....	72.95	NEW VILLAGE.....T	L-6	.....	.....
			2.64			
.....	.....	75.59	STEWARTSVILLE.....T	L-9	.....	.....
			4.65			
.....	.....	80.24	PHILLIPSBURG.....D	L-14	.....	.....
			Ar			
.....	.....	.....	.....	.....	.....	.....

HAMPTON BRANCH.

WESTWARD			STATIONS	EASTWARD		
	Station Numbers	Distance from Hoboken		Distance from Wash'gton		
.....	J-0	66.56	Lv..WASHINGTON...Ar D	.....	.....	.....
			2.19			
.....	J-2	68.75	....CHANGEWATER ...	2.19	.....	.....
			2.94			
.....	J-5	71.69	Ar.....HAMPTON.....Lv	5.13	.....	.....

Bangor & Portland Branch

WESTWARD		Distance from Hoboken	STATIONS	Distance from Portland	EASTWARD	
.....	.....	82.57	.....PORTLAND.....	0.00	.....	.....
			1.19			
.....	.....	83.76	.....HILL YARD.....	1.19	.....	.....
			0.70			
.....	.....	84.46	.....MT. BETHEL.....	1.89	.....	.....
			2.21			
.....	.....	86.67	.....STIER.....	4.10	.....	.....
			1.90			
.....	.....	88.57	....EAST BANGOR.....	6.00	.....	.....
			1.55			
.....	.....	90.12	.....BANGOR.....	7.55	.....	.....
			0.20			
.....	.....	90.32	.....SHOPS.....	.....	.....	.....
			1.37			
.....	.....	91.69	.....FLICKSVILLE.....	9.12	.....	.....
			1.17			
.....	.....	92.86	MARTINS CREEK JCT.	10.29	.....	.....
			3.70			
.....	.....	96.56	MARTINS CREEK, PA.	13.99	.....	.....
			0.90			
.....	.....	97.46	MARTINS CREEK, N. J.	14.89	.....	.....
			1.48			
.....	.....	94.34	...ACKERMANVILLE...	11.77	.....	.....
			2.88			
.....	.....	97.22	...PEN ARGYL JCT....	14.65	.....	.....
			0.50			
.....	.....	97.72	.....PEN ARGYL.....	15.18	.....	.....
			0.50			
.....	.....	97.22	...PEN ARGYL JCT....	14.65	.....	.....
			0.46			
.....	.....	97.68	WIND GAP JUNCTION	15.11	.....	.....
			2.69			
.....	.....	100.37	..... .MILLER.....	17.80	.....	.....
			1.35			
.....	.....	101.92	.....EDELMAN.....	19.35	.....	.....
			2.14			
.....	.....	104.06	..BELFAST JUNCTION..	21.49	.....	.....
			3.16			
.....	.....	107.22	.....NAZARETH.....	24.65	.....	.....
			3.75			
.....	.....	110.97	....BATH JUNCTION....	28.40	.....	.....

NOTES

No. 8: Will reduce speed to 40 M.P.H. at Johnsonburg and Greendell on Sunday to discharge newspapers.

No. 26: Stop at Johnsonburg—Pick up and discharge mail.

No. 2: Stop on signal at Morristown and Summit, to discharge passengers from points west of Dover.

No. 11: Stop on signal at Summit to pick up passengers for Blairstown and points west.

No. 5: Except Sunday: Stop on signal at Summit to pick up passengers for New Milford and points west. Stops at Blairstown to discharge passengers and pick up passengers for Buffalo and points west.

Sunday: stop on signal at Summit to pick up passengers for Blairstown and points west.

Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day—Stops on signal at Summit to pick up passengers for Blairstown and points west.

No. 7: Stop on signal at Blairstown to discharge passengers, and pick up passengers for Buffalo and points west.

No. 1050: Will not carry passengers East of Netcong.

No. 1120: Will not carry passengers East of Netcong.

JOHNSON CITY TO SLATEFORD JCT.

EASTWARD — First Class

Car Capacity of Sidings in addition to Two Engines and Caboose.	Distance from Buffalo	STATIONS	10	1306	8	26
			Psgr.	Psgr.	Psgr.	Psgr.
			Daily	Daily	Daily	Ex. Sunday
			AM	AM	AM	AM
68	320.88	SLATEFORD JCT ....N	3.37	.....	5.33	8.53
		2.94				
.....	317.94	DEL. WATER GAP....T	3.34	.....	5.28	8.49
		4.35 N				
.....	313.59	STROUDSBURG.....s	3.25	.....	s 5.20	s 8.42
		4.24 T				
.....	309.35	ANALOMINK.....	3.07	.....	5.11	8.33
		3.43				
.....	305.92	HENRYVILLE.....T	2.59	.....	5.07	s 8.29
		5.38 D				
.....	300.54	CRESCO.....T	2.48	.....	ss 5.01	s 8.21
		3.31				
.....	297.23	PARADISE.....	.....	.....	.....	.....
		2.38 D				
.....	294.85	MOUNT POCONO.....	2.36	.....	4.52	s 8.10
		2.29 D				
.....	292.56	POCONO SUMMIT.....	2.31	.....	4.49	s 8.05
		5.08 N				
.....	287.48	TOBYHANNA.....	2.20	.....	4.43	s 7.56
		5.26 D				
.....	282.22	GOULDSBORO.....T	2.12	.....	4.36	ss 7.49
		1.77 N				
.....	280.45	LEHIGH.....	2.08	.....	4.34	7.47
		5.88 D				
.....	274.57	MOSCOW.....T	1.56	.....	4.25	ss 7.37
		3.17				
.....	271.40	ELMHURST.....	.....	.....	.....	.....
		4.00				
.....	267.40	NAY AUG.....	1.45	.....	4.15	7.27
		5.42 N				
.....	261.98	SCRANTON.....s	1.30 / 1.15	1.28	s 4.02 / 3.52	7.15
		3.11 N				
.....	258.87	CAYUGA.....	1.08	1.23	3.45	.....
		4.27 N				
.....	254.60	CLARKS SUMMIT.....	1.02	1.18	3.39	.....
		2.54				
.....	252.06	GLENBURN.....T	.....	.....	.....	
		0.99 D				
.....	251.07	DALTON.....T	12.57	1.13	3.34	
		1.97				
.....	249.10	LA PLUME.....T	.....	.....	.....	
		2.24 D				
.....	246.86	FACTORYVILLE.....	12.51	1.08	3.30	
		3.83 D				
.....	243.03	NICHOLSON.....T	12.46	1.03	3.25	
		5.48 D				
.....	237.55	FOSTER.....T	12.40	12.57	3.19	
		4.29 D				
90	233.26	KINGSLEY.....T	.....	.....	.....	
		3.55 T				
.....	229.71	ALFORD.....	12.32	12.50	3.12	
		6.22				
355	223.49	NEW MILFORD.....N	12.25	12.42	3.06	
		5.92 D				
.....	217.57	HALLSTEAD.....T	12.17	12.37	2.59	
		5.16				
.....	212.41	CONKLIN.....	12.10	12.31	2.54	
		8.98 N	s 11.59		s 2.45	
.....	203.43	BINGHAMTON.....	11.18	12.20	2.38	.....
		2.70				
.....	200.73	JOHNSON CITY.....T	11.12	.....	2.34	.....
			PM	AM	AM	AM
			Daily	Daily	Daily	Ex. Sunday
			10	1306	8	26

Will not operate Thanksgiving, Christmas, New Year's, Memorial, Independence and Labor Day

See notes on page 102.

JOHNSON CITY TO SLATEFORD JCT.

EASTWARD — First Class

2	6	586	576	44	24			
Psgr.	Limited	Psgr.	Psgr.	Milk	Psgr.			
Daily	Daily	Sun. Only	Ex. Sunday	Daily	Sun. Only			
PM	PM	PM	PM	PM	PM			
12.14	4.31	4.42	4.42	8.15	8.09	.....	.....	.....
s 12.08	4.27	s 4.38	s 4.38	.....	s 8.03	.....	.....	.....
s 12.00	s 4.19	4.30	4.30	s 8.00	s 7.53	.....	.....	.....
11.44	4.07	.....	.....	7.46	7.41	.....	.....	.....
ss11.39	4.02	.....	.....	7.40	f 7.36	.....	.....	.....
s 11.29	s 3.56	.....	.....	7.34	s 7.27	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
s 11.16	3.47	.....	.....	7.24	s 7.17	.....	.....	.....
s 11.09	ss 3.44	.....	.....	7.20	s 7.12	.....	.....	.....
s 11.00	3.38	.....	.....	7.13	s 7.05	.....	.....	.....
s 10.51	3.32	.....	.....	7.08	s 6.57	.....	.....	.....
10.47	3.30	.....	.....	7.00	6.55	.....	.....	.....
s 10.36	3.22	.....	.....	6.47	ss 6.45	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
10.24	3.13	.....	.....	6.36	6.35	.....	.....	.....
s 10.10 / 10.00	s 3.00 / 2.50	.....	.....	s 6.20 / 6.08	6.20	.....	.....	.....
9.53	2.45	.....	.....	6.01	.....	.....	.....	.....
s 9.47	2.39	.....	.....	5.55	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
9.41	2.35	.....	.....	5.43	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
9.37	2.31	.....	.....	5.38	.....	.....	.....	.....
9.32	2.27	.....	.....	5.32	.....	.....	.....	.....
9.26	2.21	.....	.....	5.27	.....	.....	.....	.....
9.22	.....	.....	.....	.....	.....	.....	.....	.....
9.18	2.15	.....	.....	5.12	.....	.....	.....	.....
s 9.11	2.08	.....	.....	5.05	.....	.....	.....	.....
s 9.01	2.02	.....	.....	4.45	.....	.....	.....	.....
8.55	1.57	.....	.....	4.38	.....	.....	.....	.....
s 8.46 / 8.36	s 1.48 / 1.36	.....	.....	4.30	.....	.....	.....	.....
8.32	1.32	.....	.....	.....	.....	.....	.....	.....
AM	PM	PM	PM	PM	PM			
Daily	Daily	Sun. Only	Ex. Sunday	Daily	Sun. Only			
2	6	586	576	44	24			

See notes on page 102.

SLATEFORD JCT. TO JOHNSON CITY

WESTWARD — First Class

Car Capacity of Sidings in Addition to Two Engines and Caboose	Distance from Hoboken Via Cut Off	STATIONS	9	15	1301	47
			Pagr. Mail & Express	Pagr.	Pagr.	Milk & Pagr.
			Sun. Only	Daily	Daily	Daily
			AM	AM	AM	AM
		N				
.....	74.27	SLATEFORD JCT	12.01	2.50	.....	8.35
		2.94				
.....	77.21	DEL. WATER GAP....T	12.05	2.54	.....	f 8.39
		4.35 N				
.....	81.56	STROUDSBURG.....	s 12.20	s 3.07	.....	s 9.02
		4.24 T				
.....	85.80	ANALOMINK.....	12.25	3.13	.....	9.08
		3.43				
.....	89.23	HENRYVILLE.....T	12.32	3.19	.....	9.15
		5.88 D				
.....	94.61	CRESCO.....T	12.42	3.32	.....	s 9.29
		3.31				
74	97.92	PARADISE.....	.....	.....	.....	.....
		2.38 D				
.....	100.30	MOUNT POCONO.....	12.54	3.47	.....	s 9.44
		2.29 D				
.....	102.59	POCONO SUMMIT.....	1.01	3.54	.....	s 9.51
		5.08 N				
.....	107.67	TOBYHANNA.....	1.08	4.04	.....	s10.00
		5.26 T				
277	112.93	GOULDSBORO.....D	1.15	4.10	.....	s10.10
		1.77 N				
.....	114.70	LEHIGH.....	1.17	4.12	.....	10.13
		5.88 D				
.....	120.58	MOSCOW.....T	1.23	4.18	.....	s10.22
		3.17				
.....	123.75	ELMHURST.....	.....	.....	.....	.....
		4.00				
.....	127.75	NAY AUG.....	1.32	4.28	.....	10.34
		5.42 N				
.....	133.17	SCRANTON.....	s 1.42 / 1.50	s 4.40 / 4.52	5.26	s 10.47 / 11.02
		3.11 N				
.....	136.28	CAYUGA.....	1.57	4.59	5.34	11.10
		4.27 N				
129	140.55	CLARKS SUMMIT.....	2.07	5.11	5.44	s 11.27
		2.54				
.....	143.09	GLENBURN.....T	.....	.....	.....	.....
		0.99 D				
.....	144.08	DALTON.....T	2.12	5.16	5.48	s 11.34
		1.97				
.....	146.05	LA PLUME.....T	.....	.....	.....	s 11.39
		2.24 D				
.....	148.29	FACTORYVILLE.....T	2.17	5.21	5.52	f 11.46
		3.88 D				
113	152.12	NICHOLSON.....T	2.23	5.27	5.57	s 11.52
		5.48 D				
.....	157.60	FOSTER.....T	2.29	5.33	6.03	s 12.01
		4.29 D				
.....	161.89	KINGSLEY.....T	.....	.....	.....	s 12.09
		3.55 T				
143	165.44	ALFORD.....	2.37	5.42	6.11	12.16
		6.22				
117	171.66	NEW MILFORD.....N	2.44	s 5.53	6.18	s 12.32
		5.92 D				
.....	177.58	HALLSTEAD.....T	2.50	s 6.02	6.24	s 12.42
		5.16				
.....	182.74	CONKLIN.....	2.55	6.11	6.30	f 12.52
		8.98 N				
.....	191.72	BINGHAMTON.....	s 3.05 / 3.15	s 6.25 / 7.05	6.42	1.27
		2.70				
.....	194.42	JOHNSON CITY.....T	3.19	s 7.11	.....	.....
			AM	AM	AM	PM
			Sun. Only	Daily	Daily	Daily
			9	15	1301	47

See notes on page 103.

SLATEFORD JCT. TO JOHNSON CITY

WESTWARD — First Class

557	585	3	11	5	7			
Pagr.	Pagr.	Pagr.	Pagr.	Pagr.	Pagr.			
Ex. Sunday	Sun. Only	Daily	Ex. Sunday	Daily	Daily			
AM	AM	PM	PM	PM	PM			
11.39	11.40	12.10	5.40	6.27	9.55	.....	.....	.....
s 11.44	s 11.45	12.14	s 5.45	6.31	9.59	.....	.....	.....
11.55	11.55	s 12.26	s 6.03	s 6.43	s 10.11	.....	.....	.....
.....	.....	12.31	6.09	6.49	10.16	.....	.....	.....
.....	.....	12.37	s 6.15	6.56	10.21	.....	.....	.....
.....	.....	s 12.49	s 6.28	ss 7.07	ss10.33	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1.02	s 6.41	7.21	10.45	.....	.....	.....
.....	.....	ss 1.08	s 6.48	ss 7.27	ss10.50	.....	.....	.....
.....	.....	1.15	s 6.57	ss 7.35	10.57	.....	.....	.....
.....	.....	1.20	s 7.05	ss 7.42	11.04	.....	.....	.....
.....	.....	1.22	7.07	7.44	11.06	.....	.....	.....
.....	.....	1.28	s 7.17	ss 7.50	11.12	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1.38	7.26	7.59	11.21	.....	.....	.....
.....	.....	s 1.47 / 1.54	7.35	s 8.08 / 8.18	s 11.30 / 11.40	.....	.....	.....
.....	.....	2.00	.....	8.25	11.46	.....	.....	.....
.....	.....	2.09	.....	8.34	11.55	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	2.12	Will not operate Thanksgiving, Christmas, New Year's, Memorial, Independence and Labor Day	8.37	11.58	.....	.....	.....
.....	.....	.....		.....	.....	.....	.....	.....
.....	.....	2.16		8.42	12.02	.....	.....	.....
.....	.....	2.20		8.47	12.06	.....	.....	.....
.....	.....	2.25		8.54	12.11	.....	.....	.....
.....	.....	.....		.....	.....	.....	.....	.....
.....	.....	2.31		9.01	12.17	.....	.....	.....
.....	.....	2.37		s 9.08	12.23	.....	.....	.....
.....	.....	2.42		9.14	12.28	.....	.....	.....
.....	.....	2.47		9.19	12.33	.....	.....	.....
.....	.....	s 2.56 / 3.05		s 9.29 / 9.44	s 12.42 / 12.51	.....	.....	.....
.....	.....	3.08		9.48	12.55	.....	.....	.....
AM	AM	PM	PM	PM	AM			
Ex. Sunday	Sun. Only	Daily	Ex. Sunday	Daily	Daily			
557	585	3	11	5	7			

See notes on page 103.

NOTES

Except where otherwise provided, all extra trains must clear Nos. 6 and 8 at least ten minutes. (See Local Inst. 340.)

No. 1306-1327 will run via Hyde Park "Y". Time shown at Scranton indicates time train due at Hyde Park "Y".

No. 8 Sundays and Mondays will stop on signal:
At Cresco to discharge passengers from Buffalo and West and to receive passengers for Dover and East.

No. 8 will reduce speed passing Pocono Summit and Cresco for delivery of mail.

No. 8 on Sundays only delivers papers at Tobyhanna. Train using No. 4 track must not pass Tobyhanna station when No. 8 is approaching.

No. 2 will reduce speed passing Johnson City for delivery of mail.

Kingsley
Trains must not occupy siding in front of station when No. 2 or No. 6 is due.

No. 2 stop at Henryville for delivery of mail on following holidays—Christmas, New Year's, Memorial, Independence and Labor Days.

No. 6 will stop on signal:
At Pocono Summit to discharge passengers from Binghamton and West and to receive passengers for points on the Pennsylvania R. R., and for Dover and East.

New Milford—Moscow—Gouldsboro—Tobyhanna
Siding or Track 4 must not be occupied when No. 6 is approaching these stations.

No. 26—Stop at Moscow and Gouldsboro for New York passengers.

No. 44—Time shown at Binghamton applies at East Binghamton Yard.

No. 24 will stop at Moscow on notice to dispatcher before departure time at Scranton.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers as per time-table notes.

NOTES

Except where otherwise provided all extra trains must clear Nos. 3 and 7 at least ten minutes. (See Local Inst. 340.)

No. 1316-1301 will run via Hyde Park "Y." Time shown at Scranton indicates time train due at Hyde Park "Y."

No. 1301 on week days will reduce speed passing Dalton and New Milford for delivery of mail.

No. 15 will reduce speed passing Cresco, Dalton, La Plume and Nicholson daily for delivery of papers.

No. 47 Sundays will omit station stops between Slateford Junction and Binghamton (other than Stroudsburg and Scranton) except to discharge or pick up passengers.

No. 3 will stop on signal:
At Pocono Summit to discharge passengers from Dover and East and from points on Pennsylvania R. R. and to receive passengers for Binghamton and West.
No. 3 New Milford—Reduce speed for delivery of U. S. Mail.

No. 5 Friday will stop on signal at Cresco and Pocono Summit to discharge passengers from Dover and east, and to receive passengers for Buffalo and West.

No. 5 Sunday will stop to land or receive passengers at Cresco, Pocono Summit, Tobyhanna, Gouldsboro and Moscow.

No. 5 on Thanksgiving, Christmas, New Years, Memorial, Independence and Labor Day will make No. 11's stops between Slateford Jct. and Scranton.

No. 7 will stop on signal at Cresco daily and on Fridays and Saturdays at Pocono Summit to discharge passengers from Dover and east and to receive passengers for Buffalo and west.

No. 9 will handle passengers to Scranton only.

Agents must give advance notice to train dispatcher when requested to stop trains to pick up passengers as per time-table notes.

NORTHUMBERLAND TO SCRANTON

EASTWARD

Distance from Hoboken Via Cut Off	STATIONS		Distance from Northumberland	Car Capacity of Sidings in addition to two Engines and Caboose	First Class 1316	First Class 1702	Second Class 1734
					Pegr.	Pegr.	Frt.
					Daily	Daily	Ex. Sun.
133.17	....SCRANTON....	N	80.85	.....	AM 5.26	AM 10.30	AM .....
	3.58						
136.75	.....TAYLOR.....	D	76.77	.....	5.17	s10.15	.....
	0.05						
136.80	.....MINOOKA JCT. . .		76.72	.....	5.15	.....	.....
	3.27	D					
140.07	.....OLD FORGE....	T	73.45	.....	.....	s10.03	.....
	0.97						
141.04	..... DURYEA		72.48	.....	.....	s 9.58	.....
	1.70						
142.74	.....PITTSTON.....		70.78	.....	.....	9.53	.....
	1.32	D					
144.06	....WEST PITTSTON..	T	69.46	.....	.....	s 9.47	.....
	2.00	D					
146.06	.....WYOMING.....	T	67.46	.....	.....	s 9.43	.....
	3.54						
149.60	.....LUZERNE.....	T	63.92	.....	.....	s 9.34	.....
	1.15	D					
150.75	.....KINGSTON.....	T	62.77	.....	.....	s 9.30	.....
	2.07	N					
152.82	...PLYMOUTH JCT		60.70	.....	.....	9.07	.....
	1.11	D					
153.93	.....PLYMOUTH....	T	59.59	.....	.....	s 9.03	.....
	1.49						
155.42	....HANOVER YARD..	T	58.10	.....	.....	8.58	7.45
	2.06	D					
157.48	..WEST NANTICOKE..	T	56.04	.....	.....	s 8.55	7.40
	3.42	D					
160.90	..HUNLOCK CREEK..	T	52.62	80	.....	f 8.48	7.30
	5.61	D					
166.51	.....SHICKSHINNY...	T	47.01	72	.....	s 8.38	7.20
	4.65						
171.16	.....HICKS FERRY.....		42.36	.....	.....	8.23	.....
	3.29						
174.45	.....BEACH HAVEN...	T	39.07	48	.....	8.18	7.01
	3.03	D					
177.48	.....BERWICK.....	T	36.04	.....	.....	s 8.12	6.55
	6.60						
184.08	.....LIME RIDGE.....		29.44	.....	.....	7.48	.....
	3.44						
187.52	.....ESPY.....		26.00	.....	.....	7.43	.....
	2.51	D					
190.03	.....BLOOMSBURG ...	T	23.49	51	.....	s 7.39	6.30
	1.72						
191.75	.....RUPERT.....T		21.77	29	.....	7.29	6.20
	1.58						
193.33	.....CATAWISSA.....		20.19	.....	.....	s 7.26	.....
	8.44	D					
201.77	.....DANVILLE.....	T	11.75	23	.....	s 7.12	5.20
	11.75						
213.52	..NORTHUMBERL'D..	D	.....	.....	.....	s 6.50	5.00
.....	...SUNBURY (P.R.R.)...		.....	.....	.....	6.40	.....
					AM	AM	AM
					Daily	Daily	Ex. Sun.
					1316	1702	1734

Bloomsburg Branch passenger trains will stop on signal at Danville State Hospital.

Plymouth Junction Tower closed Sunday 7.00 A. M. to 3.00 P. M. and Sundav 11.00 P. M. to 7.00 A. M. Monday (See Rules 635 and 671).

SCRANTON TO NORTHUMBERLAND

WESTWARD — First Class

1327	1705
Pegr.	Pegr.
Daily	Daily
AM 1.28	PM 5.40
1.44	s 5.48
1.45	.....
.....	s 5.53
.....	f 5.55
.....	5.58
.....	s 6.04
.....	s 6.08
.....	s 6.14
.....	s 6.30
.....	6.34
.....	s 6.37
.....	6.39
.....	s 6.44
.....	f 6.50
.....	s 6.58
.....	7.04
.....	7.09
.....	s 7.35
.....	7.45
.....	7.49
.....	s 8.02
.....	.....
.....	s 8.12
.....	s 8.26
.....	s 8.59
.....	9.10
AM	PM
Daily	Daily
1327	1705

NOTES:—Keyser Valley Shop Train will run via Bloomsburg Branch and Taylor "Y" in both directions, daily except Sundays and Legal Holidays on the following Schedule:

A.M.	STATIONS	P.M.
Lv. 5:20	Scranton	Ar. 3:10
Lv. s5:23	Scranton St.	Lv. s3:07
Lv. s5:26	Bellevue	Lv. s3:04
5:32	Jct. Bloomsburg Bch. and Keyser Valley	3:01
Lv. s5:38	Hampton Yard	Lv s2:55
Ar. 5:50	Keyser Valley Shops	Lv. 2:40
A.M.		P.M.

Speed of Shop Train must not at any time exceed this schedule. Extra trains and engines will clear the time of these trains 5 minutes.

The Shop Train must at all times be governed by Instructions 310, 311, 312, 313, 314.

OSWEGO TO BINGHAMTON

SOUTHWARD — First Class

Distance from Hoboken Via Cut Off	STATIONS		Distance from Oswego	Car Capacity of Sidings in addition to Two Engines and Caboose.	1806 Psgr. Daily	1906 Psgr. Daily	1816 Psgr. Daily
191.72	BINGHAMTON	N	114.42	.....	PM 1.20	PM 1.25	PM 8.50
	5.18	D					
196.90	CHENANGO BRIDGE	T	109.24	.....	s 1.05	1.15	s 8.35
	5.88						
202.78	CHENANGO FORKS	N	103.36	.....	s 12.57	1.07	s 8.25
	9.33	D					
212.11	WHITNEY POINT	T	94.03	103	.....	s 12.54	.....
	2.24						
214.35	LISLE	T	91.79	.....	.....	12.50	.....
	3.64						
217.99	KILLAWOG	T	88.15	21	.....	12.46	.....
	2.96	D					
220.95	MARATHON	T	85.19	108	.....	s 12.42	.....
	3.90						
224.85	MESSENGERVILLE	T	81.29	.....	.....	12.36	.....
	6.30						
231.15	BLODGETT MILLS	T	74.99	86	.....	12.29	.....
	3.03						
234.18	CORTLAND JCT		71.96	.....	.....	12.25	.....
	0.54						
234.72	CORTLAND	N	71.42	.....	.....	s 12.23	.....
	2.67	D					
237.39	HOMER	T	68.75	96	.....	s 12.14	.....
	4.27						
241.66	LITTLE YORK	T	64.48	.....	.....	12.08	.....
	2.78						
244.44	PREBLE	T	61.70	106	.....	12.05	.....
	4.66	D					
249.10	TULLY	T	57.04	.....	.....	s 11.59	.....
	2.59						
251.69	APULIA	N	54.45	109	.....	11.55	.....
	5.14						
256.83	ONATIVIA	T	49.31	77	.....	11.46	.....
	7.67	N					
264.50	JAMESVILLE	T	41.64	68	.....	11.34	.....
	4.33						
268.83	BRIGHTON AVE	T	37.31	.....	.....	11.28	.....
	2.33						
271.16	SYRACUSE	N	34.98	.....	.....	s{11.20 11.05	.....
	3.85						
275.01	FAIR GROUND		31.13	12	.....	10.55	.....
	3.81						
278.82	STILES		27.32	.....	.....	10.49	.....
	4.37	D					
283.19	BALDWINSVILLE	T	22.95	33	.....	s 10.42	.....
	4.58						
287.77	LAMSON	T	18.37	44	.....	s 10.34	.....
	2.56						
290.33	SOUTH GRANBY		15.81	.....	.....	f 10.28	.....
	4.71	D					
295.04	FULTON	T	11.10	23	.....	s 10.20	.....
	6.54	D					
301.58	MINETTO	T	4.56	13	.....	s 10.05	.....
	4.56	D					
306.14	OSWEGO	T	.....	.....	.....	9.55	.....
					PM	AM	PM
					Daily	Daily	Daily
					1806	1906	1816

No. 1906, flag stop Sunday only at Jamesville.

OSWEGO TO BINGHAMTON

SOUTHWARD — First Class

1910 Psgr. Daily
PM 11.30
11.13
11.06
10.55
10.52
10.48
s 10.44
10.38
10.31
10.27
s 10.25
f 10.15
10.07
10.04
f 9.59
f 9. 5
9.47
9.34
9.28
9.20
.....
.....
.....
.....
.....
.....
.....
PM
Daily
1910

NOTE:—No. 1910 stops at any station to receive passengers for Scranton or Elmira or beyond, provided agent notified in advance.

BINGHAMTON TO OSWEGO

NORTHWARD — First Class

STATIONS	1915 Pagr. Daily	1815 Pagr. Daily	1903 Pagr. Daily	1803 Pagr. Daily		
	AM	AM	PM	PM		
BINGHAMTON ..... N	8.00	10.40	3.30	3.15	.....	.....
5.18						
CHENANGO BRIDGE....	8.11	s 10.50	3.39	f 3.24	.....	.....
5.88						
CHENANGO FORKS .. N	8.18	s 10.58	3.46	s 3.31	.....	.....
9.33 D						
WHITNEY POINT..... T	s 8.31	.....	s 3.58	.....	.....	.....
2.24						
LISLE..... T	8.35	.....	4.02	.....	.....	.....
8.64						
KILLAWOG..... T	8.40	.....	4.06	.....	.....	.....
2.96 D						
MARATHON..... T	s 8.45	.....	s 4.11	.....	.....	.....
3.90						
MESSENGERVILLE.... T	8.50	.....	4.16	.....	.....	.....
6.30						
BLODGETT MILLS.... T	8.57	.....	4.23	.....	.....	.....
3.03						
CORTLAND JCT.....	9.01	.....	4.26	.....	.....	.....
0.54						
CORTLAND..... N	s 9.10	.....	s 4.35	.....	.....	.....
2.67 D						
HOMER..... T	s 9.16	.....	s 4.40	.....	.....	.....
4.27						
LITTLE YORK..... T	9.23	.....	4.47	.....	.....	.....
2.78						
PREBLE..... T	9.26	.....	4.50	.....	.....	.....
4.66 D						
TULLY..... T	s 9.32	.....	s 4.56	.....	.....	.....
2.59						
APULIA..... N	s 9.37	.....	5.00	.....	.....	.....
5.14						
ONATIVIA..... T	9.44	.....	5.07	.....	.....	.....
7.67 N						
JAMESVILLE..... T	s 9.58	.....	5.17	.....	.....	.....
4.33						
BRIGHTON AVE ..... T	10.05	.....	5.23	.....	.....	.....
2.33						
SYRACUSE..... N	10.15	.....	s {5.35 / 5.50	.....	.....	.....
3.85						
FAIR GROUND.....	.....	.....	6.00	.....	.....	.....
3.81						
STILES.....	.....	.....	6.06	.....	.....	.....
4.37 D						
BALDWINSVILLE..... T	.....	.....	s 6.15	.....	.....	.....
4.58						
LAMSON ..... T	.....	.....	f 6.23	.....	.....	.....
2.56						
SOUTH GRANBY.....	.....	.....	f 6.28	.....	.....	.....
4.71 D						
FULTON..... T	.....	.....	s 6.39	.....	.....	.....
6.54 D						
MINETTO..... T	.....	.....	s 6.55	.....	.....	.....
4.56 D						
OSWEGO..... T	.....	.....	7.10	.....	.....	.....
	AM	AM	PM	PM		
	Daily	Daily	Daily	Daily		
	1915	1815	1903	1803		

NOTE:—Nos. 1915 and 1903 stop at any station except Chenango Bridge to discharge passengers holding tickets from Elmira or Scranton or beyond.

No. 1903, flag stop Sunday only at Jamesville.

CINCINNATUS BRANCH

CORTLAND TO CINCINNATUS

NORTHWARD

STATIONS	Distance from Hoboken Via Cut Off
CINCINNATUS.....	252.25
6.88	
EAST FREETOWN...	245.37
5.84	
MAYBURY'S.....	239.53
1.66	
McGRAW.....	237.87
3.69	
CORTLAND JCT ...	234.18
0.54	
CORTLAND.....	234.72

CINCINNATUS TO CORTLAND

SOUTHWARD

STATIONS	Distance from Cincinnatus
CINCINNATUS.....	0.00
6.88	
EAST FREETOWN...	6.88
5.84	
MAYBURY'S.....	12.72
1.66	
McGRAW.....	14.38
3.69	
CORTLAND JCT ...	18.07
0.54	
CORTLAND.....	18.61

UTICA TO CHENANGO FORKS

SOUTHWARD — First Class

STATIONS	Distance from Utica	Car Capacity of Sidings in addition to Two Engine and Caboose	1806 Pagr. Daily	1816 Pagr. Daily		
			PM	PM		
BINGHAMTON.....N	95.14	.....	1.20	8.50	.....	.....
7.99 D						
CHENANGO FORKS...N	84.08	.....	s 12.57	s 8.25	.....	.....
GREENE.....T	76.09	40	s 12.45	s 8.13	.....	.....
5.88						
BRISBEN.....T	70.21	49	12.36	8.01	.....	.....
3.49						
COVENTRY.....	66.72	.....	12.31	f 7.56	.....	.....
4.64 D						
OXFORD.....T	62.08	45	s 12.25	s 7.49	.....	.....
8.15						
NORWICH.....D	53.93	33	s 12.13	s 7.36	.....	.....
5.69						
GALENA.....T	48.24	38	**12.02**	f 7.24	.....	.....
5.43 D						
SHERBURNE.....T	42.81	73	s 11.54	s 7.15	.....	.....
5.16 D						
EARLVILLE.....T	37.65	60	s 11.44	s 7.06	.....	.....
2.44						
POOLVILLE.....T	35.21	.....	s 11.39	s 7.01	.....	.....
4.24 D						
HUBBARDSVILLE....T	30.97	.....	s 11.32	s 6.54	.....	.....
3.83 D						
N. BROOKFIELD.....T	27.14	37	s 11.26	s 6.48	.....	.....
5.66 D						
WATERVILLE.....T	21.48	54	s 11.15	s 6.38	.....	.....
4.25						
PARIS.....T	17.23	92	f 11.08	f 6.30	.....	.....
3.69						
RICHFIELD JCT.....D	13.54	22	s 11.01	s 6.21	.....	.....
2.30 D						
CLAYVILLE.....T	11.24	.....	f 10.54	s 6.11	.....	.....
2.00 D						
SAUQUOIT.....T	9.24	.....	f 10.50	s 6.06	.....	.....
1.41 D						
CHADWICKS.....T	7.83	50	f 10.47	s 6.02	.....	.....
2.16						
WASHINGTON MILLS..T	5.68	.....	10.43	5.58	.....	.....
1.56 D						
NEW HARTFORD.....T	4.11	.....	s 10.40	s 5.55	.....	.....
1.60						
CANAL BRANCH.....	2.51	62	10.35	**5.50**	.....	.....
2.51						
UTICA.....D	.....	.....	10.25 AM	5.40 PM	.....	.....
			Daily	Daily		
			1806	**1816**		

RICHFIELD JCT. TO RICHFIELD SPRINGS

SOUTHWARD

STATIONS	Distance from Hoboken	Car Capacity Sidings				
RICHFIELD JCT.....D	273.32	.....	.....	.....	.....	.....
4.75 D						
BRIDGEWATER.....T	278.07	10	.....	.....	.....	.....
2.85 D						
WEST WINFIELD.....T	280.92	80	.....	.....	.....	.....
4.05						
CEDARVILLE.....	284.97	.....	.....	.....	.....	.....
6.40						
SOUTH COLUMBIA.....	291.37	.....	.....	.....	.....	.....
3.71						
RICHFIELD SPRINGS..D	295.08	.....	.....	.....	.....	.....

CHENANGO FORKS TO UTICA

NORTHWARD — First Class

Distance from Hoboken Via Cut Off	STATIONS	1815 Pagr. Daily	1803 Pagr. Daily			
		AM	PM			
191.72	BINGHAMTON.....N	10.40	3.15	.....	.....	.....
7.99 D						
202.78	CHENANGO FORKS..N	s 10.58	s 3.31	.....	.....	.....
210.77	GREENE.....T	s 11.10	s 3.41	.....	.....	.....
5.88						
216.65	BRISBEN.....T	f 11.19	3.49	.....	.....	.....
3.49						
220.14	COVENTRY.....	f 11.27	3.54	.....	.....	.....
4.64 D						
224.78	OXFORD.....T	s 11.34	s 4.01	.....	.....	.....
8.15						
232.93	NORWICH.....D	s 11.52	s 4.16	.....	.....	.....
5.69						
238.62	GALENA.....T	**12.02**	f 4.24	.....	.....	.....
5.43 D						
244.05	SHERBURNE.....T	s 12.11	s 4.32	.....	.....	.....
5.16 D						
249.21	EARLVILLE.....T	s 12.20	s 4.40	.....	.....	.....
2.44						
251.65	POOLVILLE.....T	s 12.26	s 4.46	.....	.....	.....
4.24 D						
255.89	HUBBARDSVILLE....T	s 12.35	s 4.53	.....	.....	.....
3.83 D						
259.72	N. BROOKFIELD.....T	s 12.42	s 4.59	.....	.....	.....
5.66 D						
265.38	WATERVILLE.....T	s 12.55	s 5.07	.....	.....	.....
4.25						
269.63	PARIS.....T	s 1.01	f 5.13	.....	.....	.....
3.69						
273.32	RICHFIELD JCT.....D	s 1.09	s 5.21	.....	.....	.....
2.30 D						
275.62	CLAYVILLE.....T	s 1.14	f 5.26	.....	.....	.....
2.00 D						
277.62	SAUQUOIT.....T	s 1.19	f 5.30	.....	.....	.....
1.41 D						
279.03	CHADWICKS.....T	s 1.23	s 5.35	.....	.....	.....
2.16						
281.19	WASHINGTON MILLS.T	1.26	5.39	.....	.....	.....
1.56 D						
282.75	NEW HARTFORD.....T	s 1.31	s 5.43	.....	.....	.....
1.60						
284.35	CANAL BRANCH.....	1.37	**5.50**	.....	.....	.....
2.51						
286.86	UTICA.....D	1.50 PM	6.00 PM	.....	.....	.....
		Daily	Daily			
		1815	**1803**			

RICHFIELD SPRINGS TO RICHFIELD JCT.

NORTHWARD

STATIONS	Distance from Richfield Springs					
RICHFIELD JCT.....D	21.76	.....	.....	.....	.....	.....
4.75 D						
BRIDGEWATER.....T	17.01	.....	.....	.....	.....	.....
2.85 D						
WEST WINFIELD.....T	14.16	.....	.....	.....	.....	.....
4.05						
CEDARVILLE.....	10.11	.....	.....	.....	.....	.....
6.40						
SOUTH COLUMBIA.....	3.71	.....	.....	.....	.....	.....
3.71						
RICHFIELD SPRINGS..D	0.00	.....	.....	.....	.....	.....

BUFFALO TO JOHNSON CITY

EASTWARD — First Class

STATIONS	Distance from Buffalo	Car Capacity of Sidings in Addition to Engine and Caboose.	2 Psgr. Daily	7 N. K. P. Daily	6 Psgr. Daily	51 B. & O. Daily
			AM	AM	PM	AM
BINGHAMTON.....N	203.43	.....	$ 8.36	.....	$ 1.36	.....
2.70						
JOHNSON CITY.....T	200.73	.....	8.32	.....	1.32	.....
5.35						
T						
VESTAL.....*	195.38	135	$ 8.23	.....	$ 1.26	.....
5.91 D						
APALACHIN.....T	189.47	.....	$ 8.12	.....	.....	.....
6.76						
OWEGO.....N	182.71	135	$ 8.01	.....	$ 1.10	.....
8.27 D						
NICHOLS.....T	174.44	94	$ 7.42	.....	.....	.....
10.35						
WAVERLY.....*	164.09	.....	$ 7.30	.....	$ 12.48	.....
10.93						
LOWMAN.....T	153.16	.....	7.16	.....	12.36	.....
6.73						
ELMIRA.....N	146.43	.....	$ 7.10	.....	$ 12.29	.....
2.17						
ELMIRA HEIGHTS...T	144.26	.....	.....	.....	.....	.....
2.22						
HORSEHEADS.....T	142.04	.....	.....	.....	.....	.....
5.48 D						
BIG FLATS.....T	136.56	.....	6.47	.....	12.15	.....
6.11						
CORNING Frt Sta.....T	130.45	111	6.41	.....	.....	.....
2.02						
CORNING Pass'r Sta..N	128.43	.....	$ 6.39	.....	$ 12.07	.....
1.53						
PAINTED POST.....T	126.90	.....	.....	.....	.....	.....
1.30						
ERWINS CROSSING...	125.60	.....	.....	.....	.....	.....
1.42						
COOPERS.....T	124.18	.....	6.27	.....	11.59	.....
4.82 D						
CAMPBELL.....T	119.36	.....	6.23	.....	.....	.....
4.43 D						
SAVONA.....T	114.93	.....	6.19	.....	.....	.....
5.42						
BATH.....N	109.51	150	$ 6.13	.....	$ 11.46	.....
7.67						
AVOCA.....T	101.94	.....	5.58	.....	11.37	.....
2.61 D						
WALLACE.....T	99.33	.....	5.55	.....	.....	.....
5.18 T						
COHOCTON.....*	94.15	114	5.49	.....	11.31	.....
4.42						
ATLANTA.....T	89.73	.....	5.43	.....	.....	.....
5.95						
WAYLAND.....T	83.78	153	5.36	.....	11.22	.....
1.92						
PERKINSVILLE.....T	81.86	.....	5.34	.....	.....	.....
5.28						
DANSVILLE.....N	76.58	36	$ 5.22	.....	$ 11.10	.....
7.27						
GROVELAND.....N	69.31	174	5.08	.....	10.57	.....
6.93						
MOUNT MORRIS.....N	62.38	41	$ 5.00	.....	$ 10.50	.....
1.03						
PENN'A R. R. JCT.....N	61.35	.....	.....	.....	.....	.....
2.07						
LEICESTER.....T	59.28	.....	4.53	.....	.....	.....
3.46 D						
GREIGSVILLE.....T	55.82	.....	4.50	.....	10.40	.....
3.26						
CRAIGS.....T	52.56	.....	4.47	.....	.....	.....
2.77 D						
LINWOOD.....T	49.79	88	4.44	.....	10.34	.....
4.81						
B. & O. JCT.....N	44.98	.....	4.39	.....	10.30	.....
3.89 D						
EAST BETHANY.....T	41.09	94	4.35	.....	10.26	.....
7.36 D						
NORTH ALEXANDER.T	33.73	.....	4.28	.....	10.20	.....
9.98						
FARGO.....T	23.75	117	4.19	.....	10.11	.....
2.88						
ALDEN.....T	20.87	.....	.....	.....	.....	.....
9.01						
LANCASTER.....T	11.86	32	4.07	.....	10.02	.....
6.44						
E. BUFFALO.....N	5.42	.....	4.00	.....	9.54	.....
3.20						
ABBOTT ROAD.....	2.22	.....	.....	.....	.....	11.36
0.48						
N. Y. C. & ST. L. JCT..	1.74	.....	.....	4.55	.....	11.34
1.74 N						
BUFFALO.....L	.....	.....	3.50	4.50	9.45	11.30
			AM	AM	AM	AM
			Daily	Daily	Daily	Daily
			2	7	6	51

See Notes Page 117

BUFFALO TO JOHNSON CITY

EASTWARD — First Class

10 Psgr. Daily	61 B. & O. Ex. Sun.	5 N. K. P. Daily	53 B. & O. Daily	8 Psgr. Daily
PM	PM	PM	PM	AM
$ 11.18	.....	.....	.....	$ 2.38
11.12	.....	.....	.....	2.34
$ 11.03	.....	.....	.....	2.29
10.49	.....	.....	.....	2.23
$ 10.40	.....	.....	.....	2.17
$ 10.25	.....	.....	.....	2.08
$ 10.13	.....	.....	.....	$ 1.58
9.58	.....	.....	.....	1.44
$ 9.50	.....	.....	.....	$ 1.38
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
9.20	.....	.....	.....	1.22
9.14	.....	.....	.....	1.17
$ 9.12	.....	.....	.....	$ 1.15
9.04	.....	.....	.....	.....
.....	.....	.....	.....	.....
8.59	.....	.....	.....	1.09
8.55	.....	.....	.....	.....
8.51	.....	.....	.....	.....
$ 8.44	.....	.....	.....	$ 12.56
$ 8.24	.....	.....	.....	12.46
8.19	.....	.....	.....	.....
$ 8.13	.....	.....	.....	12.40
$ 8.03	.....	.....	.....	.....
$ 7.53	.....	.....	.....	12.31
7.47	.....	.....	.....	.....
$ 7.35	.....	.....	.....	f 12.20
$ 7.13	.....	.....	.....	12.10
$ 7.03	.....	.....	.....	f 12.03
.....	.....	.....	.....	.....
6.50	.....	.....	.....	11.56
6.47	.....	.....	.....	11.53
6.44	.....	.....	.....	11.50
6.41	.....	.....	.....	11.47
$ 6.35	.....	.....	.....	11.43
f 6.28	.....	.....	.....	11.39
6.19	.....	.....	.....	11.33
6.10	.....	.....	.....	11.24
.....	.....	.....	.....	.....
f 5.59	.....	.....	.....	11.15
5.50	.....	.....	.....	11.09
.....	6.05	.....	11.06	.....
.....	6.04	7.31	11.04	.....
5.40	6.00	7.25	11.00	11.00
PM	PM	PM	PM	PM
Daily	Ex. Sun.	Daily	Daily	Daily
10	61	5	53	8

JOHNSON CITY TO BUFFALO

WESTWARD — First Class

STATIONS	Distance from Hoboken Via Cut Off	Car Capacity of Sidings in Addition to Engine and Caboose.	7 Psgr. Daily	50 B. & O. Daily	9 Mail & Exp. Sun. Only	60 B. & O. Ex. Sun.
			AM	AM	AM	AM
BINGHAMTON.....N	191.72	.....	12.51	.....	3.15	.....
2.70						
JOHNSON CITY.....T	194.42	.....	12.55	.....	3.19	.....
5.35						
T						
VESTAL.....*	199.77	132	1.00	.....	3.25	.....
5.91 D						
APALACHIN.....T	205.68	.....	1.05	.....	3.31	.....
6.76						
OWEGO.....N	212.44	150	s 1.15	.....	s 3.40	.....
8.27 D						
NICHOLS.....T	220.71	.....	1.23	.....	3.50	.....
10.35						
WAVERLY.....*	231.06	94	s 1.36	.....	s 4.01	.....
10.93						
LOWMAN.....T	241.99	.....	1.46	.....	4.11	.....
6.73						
ELMIRA.....N	248.72	.....	s 1.59	.....	s 4.35	.....
2.17						
ELMIRA HEIGHTS...T	250.89	.....	.....	.....	.....	.....
2.22						
HORSEHEADS.....T	253.11	.....	.....	.....	.....	.....
5.48 D						
BIG FLATS.....T	258.59	.....	2.08	.....	4.47	.....
6.11						
CORNING Frt Sta....T	264.70	91	2.13	.....	4.54	.....
2.02						
CORNING Pass'r Sta..N	266.72	.....	s 2.18	.....	s 5.02	.....
1.53						
PAINTED POST.....T	268.25	.....	.....	.....	.....	.....
1.30						
ERWINS CROSSING...	269.55	.....	.....	.....	.....	.....
1.42						
COOPERS.....T	270.97	.....	2.23	.....	5.07	.....
4.82 D						
CAMPBELL.....T	275.79	.....	.....	.....	5.12	.....
4.43 D						
SAVONA.....T	280.22	.....	.....	.....	5.17	.....
5.42						
BATH.....N	285.64	83	2.33	.....	s 5.28	.....
7.57						
AVOCA.....T	293.21	.....	2.39	.....	5.35	.....
2.61 D						
WALLACE.....T	295.82	.....	.....	.....	5.38	.....
5.18 T						
COHOCTON.....*	301.00	123	2.45	.....	5.43	.....
4.42						
ATLANTA.....T	305.42	.....	.....	.....	5.48	.....
5.95						
WAYLAND.....T	311.37	144	2.54	.....	5.55	.....
1.92						
PERKINSVILLE.....T	313.29	.....	.....	.....	5.57	.....
5.28						
DANSVILLE.....N	318.57	.....	3.03	.....	s 6.06	.....
7.27						
GROVELAND.....N	325.84	1.59) 2.59)	3.11	.....	6.16	.....
6.93						
MOUNT MORRIS.....N	332.77	70	s 3.21	.....	s 6.27	.....
1.03						
PENN'A R. R. JCT.....N	333.80	.....	.....	.....	.....	.....
2.07						
LEICESTER.....T	335.87	.....	3.25	.....	6.31	.....
3.46 D						
GREIGSVILLE.....T	339.33	.....	3.29	.....	6.36	.....
3.26						
CRAIGS.....T	342.59	.....	3.33	.....	6.40	.....
2.77 D						
LINWOOD.....T	345.36	100	3.36	.....	6.43	.....
4.81						
B. & O. JCT.....N	350.17	48	3.40	.....	6.48	.....
3.89 D						
EAST BETHANY.....T	354.06	95	3.44	.....	6.53	.....
7.36 D						
NORTH ALEXANDER.T	361.42	.....	3.51	.....	7.01	.....
9.98						
FARGO.....T	371.40	.....	4.00	.....	7.13	.....
2.88						
ALDEN.....T	374.28	.....	.....	.....	.....	.....
9.01						
LANCASTER.....T	383.29	.....	4.09	.....	7.24	.....
6.44						
E. BUFFALO.....N	389.73	.....	4.15	.....	7.32	.....
3.20						
ABBOTT ROAD.....	392.93	.....	.....	7.27	.....	10.54
0.48						
N. Y. C. & ST. L. JCT..	393.41	.....	.....	7.30	.....	10.56
1.74 N						
BUFFALO.....A	395.15	.....	4.30	7.35	7.45	11.00
			AM	AM	AM	AM
			Daily	Daily	Sun. Only	Ex. Sun.
See Notes Page 117			7	50	9	60

JOHNSON CITY TO BUFFALO

WESTWARD — First Class

6 N. K. P. Daily	15 Psgr. Daily	52 B. & O. Daily	3 Psgr. Daily	8 N. K. P. Daily	5 Psgr. Daily			
PM	AM	PM	PM	PM	PM			
.....	7.05	.....	3.05	.....	9.44	.....	.....	.....
.....	s 7.11	.....	3.08	.....	9.48	.....	.....	.....
.....	s 7.24	.....	s 3.15	.....	s 9.58	.....	.....	.....
.....	f 7.30	.....	3.21	.....	10.05	.....	.....	.....
.....	s 7.48	.....	s 3.33	.....	s 10.24	.....	.....	.....
.....	s 8.02	.....	3.40	.....	10.32	.....	.....	.....
.....	s 8.20	.....	s 3.53	.....	s 10.52	.....	.....	.....
.....	8.30	.....	4.03	.....	11.02	.....	.....	.....
.....	s {8.38 {8.55	.....	s 4.16	.....	s 11.23	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	ss 9.13	.....	4.26	.....	11.33	.....	.....	.....
.....	9.20	.....	4.31	.....	11.39	.....	.....	.....
.....	s 9.32	.....	s 4.37	.....	s 11.49	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9.38	.....	4.42	.....	11.55	.....	.....	.....
.....	ss 9.44	.....	.....	.....	11.59	.....	.....	.....
.....	9.50	.....	.....	.....	.....	.....	.....	.....
.....	s 10.03	.....	s 4.58	.....	s 12.16	.....	.....	.....
.....	s 10.15	.....	5.05	.....	12.23	.....	.....	.....
.....	10.19	.....	.....	.....	.....	.....	.....	.....
.....	s 10.31	.....	5.12	.....	12.30	.....	.....	.....
.....	s 10.39	.....	.....	.....	.....	.....	.....	.....
.....	s 10.50	.....	5.21	.....	12.40	.....	.....	.....
.....	10.58	.....	.....	.....	12.42	.....	.....	.....
.....	s 11.04	.....	s 5.32	.....	s 12.51	.....	.....	.....
.....	11.16	.....	5.41	.....	1.01	.....	.....	.....
.....	s 11.30	.....	s 5.51	.....	s 1.12	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.35	.....	5.55	.....	1.16	.....	.....	.....
.....	s 11.42	.....	6.00	.....	1.21	.....	.....	.....
.....	11.50	.....	6.04	.....	1.25	.....	.....	.....
.....	11.54	.....	6.07	.....	1.28	.....	.....	.....
.....	ss 11.59	.....	6.11	.....	1.32	.....	.....	.....
.....	f 12.06	.....	6.15	.....	1.36	.....	.....	.....
.....	12.15	.....	6.22	.....	1.43	.....	.....	.....
.....	12.28	.....	6.32	.....	1.53	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.38	.....	6.41	.....	2.02	.....	.....	.....
.....	12.46	.....	6.47	.....	2.08	.....	.....	.....
.....	.....	5.43	.....	.....	.....	.....	.....	.....
1.45	.....	5.45	.....	10.25	s 2.15	.....	.....	.....
1.55	s 1.05	5.50	7.00	10.35	2.25	.....	.....	.....
PM	PM	PM	PM	PM	AM			
Daily	Daily	Daily	Daily	Daily	Daily			
6	15	52	3	8	5			

ITHACA BRANCH

WESTWARD First Class					EASTWARD First Class	
		Distance from Hoboken Via Cut off	STATIONS	Distance from Ithaca		
		212.44	OWEGO N	34.05		
			5.37			
		217.81	CATATONK	28.68		
			5.33			
		223.14	CANDOR D	23.35		
			5.31			
		228.45	WILLSEYVILLE	18.04		
			5.92			
		234.37	CAROLINE	12.12		
			2.39			
		236.76	SUMMIT	9.73		
			4.11			
		240.87	UPPER SWITCH	5.62		
			1.11			
		241.98	LOWER SWITCH	4.51		
			4.51 D			
		246.49	ITHACA			

BLACK ROCK BRANCH

WESTWARD First Class					EASTWARD First Class	
Car Capacity of Sidings in addition to Engine and Caboose		Distance from Hoboken Via Cut off	STATIONS	Distance from Black Rock		
		389.73	EAST BUFFALO	9.00		
			1.38			
24		391.11	WALDEN AVE	7.62		
			2.11			
		393.22	KENSINGTON AVE	5.51		
			0.98			
		394.20	NORTH MAIN ST	4.53		
			2.31			
		396.51	DELAWARE AVE	2.22		
			1.03			
		397.54	MILITARY ROAD	1.19		
			1.19			
		398.73	BLACK ROCK	0.00		

NOTES

Except where otherwise provided extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes.

No. 15 will stop on signal at Big Flats and Campbell to discharge passengers from Binghamton and beyond and to receive passengers for Buffalo and beyond; also will stop on signal at B. & O. Junction to discharge passengers from Corning and beyond and to receive passengers for Buffalo and beyond.

No. 15 will reduce speed passing Apalachin for delivery of U. S. Mail.

No. 15 will stop at Groveland each Wednesday, or on the following day when Wednesday is a holiday, for the delivery of U. S. Mail.

Nos. 5 and 15 will reduce speed to 25 miles per hour passing B. & O. Junction, to discharge railroad mail.

Nos. 2, 5, 10 and 15 will reduce speed to 25 miles per hour passing East Buffalo Yard Office to exchange railroad mail.

No. 2 will reduce speed to 40 miles per hour at Wayland, Atlanta, Cohocton, Avoca and Johnson City for delivery of U. S. Mail and on Sundays at Wayland, Atlanta, Cohocton, Wallace, Avoca, Savona, Campbell and Big Flats for delivery of papers.

No. 10 will make schedule Flag Stops for delivery of Parcel Post Mail as well as for Passengers.

No. 10 will reduce speed to ten (10) miles per hour passing Lancaster to receive U. S. Mail.

*Vestal—Open Telegraph Office 7:00 A. M. to 11:30 P. M.

*Cohocton—Open Telegraph Office 8:00 A. M. to 12:30 P. M. and 1:30 P. M. to 5:00 P. M. daily except Sundays and Holidays.

*Waverly—Open Telegraph Office 7:10 A. M. to 3:10 P. M., 7:00 P. M. to 3:00 A. M.

GENERAL INSTRUCTIONS

(In effect on all Divisions.)

(See Book of Rules of the Operating Department for Rules referred to in these Instructions.)

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1. Employes whose duties are in any way connected with train service, or affected thereby, must, while on duty, have a copy of the current time table and supplements thereto, also a copy of the Book of Rules of the Operating Department.

Hours of Service

2. When it becomes apparent that a trip cannot be completed within 16 hours it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 951.)

(a) Officers and agents are personally responsible for violations of the Hours of Service Law. Therefore close cooperation on the part of all concerned is essential.

Superiority of Trains

3. On single track, eastward or southward trains are superior to westward or northward trains of the same class, unless otherwise specified. (See Local Instructions.)

Operation of Three or More Tracks

4. Where two or more main tracks are provided the westward main is designated No. 1 track and the eastward main No. 2 track. Additional tracks are numbered therefrom, odd numbers designating those to the left and even numbers to the right facing eastward, except as otherwise specified under local instructions.

Miscellaneous Instructions

5. Notices of annulment of trains will be posted on bulletin boards at division and district terminals and junctions; and by train order to inferior trains on the road.

6. Schedule time of trains on two or more tracks will apply at the station instead of the siding as per Rule 5.

7. Conductor or trainman on freight trains must be on caboose step on proper side to receive orders or messages at open towers and telegraph offices.

8. (a) Rules 626 and 784 will be strictly observed in accordance with the following interpretation:

Towermen and *specified station employes* at points required and designated by timetable or other instructions must observe—from the ground when practicable and in a position of safety to themselves—all passing trains, noting whether they are complete and without apparent mechanical defects. Appropriate signal to be given to the train crew and, if defects are noted, train dispatcher to be notified immediately.

Conductors or *flagmen* must watch from the rear of *freight trains* and *through passenger trains* passing open communicating offices, towers, drawbridges, car inspection points, designated stations and manually protected crossings for hand signals indicating condition necessitating attention. They must also observe the condition of moving trains when they meet or pass. When their train is standing they must, when practicable, observe the condition of moving trains from the ground.

Employes concerned are expected to give the signals prescribed below when observing any condition endangering the train, and when possible should also notify the train dispatcher. The following code of hand and lamp signals should be used:

Condition	*Signal*
No apparent defect.	Employes, except crossing watchmen, will use signal prescribed by Rule 12-c.
Hot Journal.	*By day*—One hand held to nose, other hand pointing toward track. *By night*—Lamp swung vertically in a small circle.
Broken wheel, brakes sticking, defective truck, brake beam down, shifted load, swinging car door or other dangerous condition.	STOP signal as prescribed by Rule 12-a.

When defect has been reported and not found after standing inspection, running inspection should be made when starting, to insure that no apparent defect exists which would affect safe movement. Under such circumstances other provisions of Rule 778 apply.

Towermen or designated station employes not receiving acknowledgment of their signal from the caboose of freight train or last car of passenger train must immediately notify train dispatcher.

(b) In all cases of brakes sticking conductors will, at the first practicable point of communication, send to the dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve.

(c) Rules 105c and 840, are amended to read:

"No train or engine must foul the frog of an adjoining track or siding without first having lined the switches for such movement. Switches lined for movement of the train or engine must not be changed by another crew without first having an understanding with crew of engine or train for which the switches have been lined." (*Rule applies only until after engine or train has once passed over lined up route, and does not cover a return movement.*)

(d) Rule 719, is modified in respect to cars containing explosives to provide that:

"Cars placarded 'Explosives' must be placed in through freight trains near the middle of the trains and must not be nearer than the sixteenth car from the engine, or a caboose in service if next to engine, electric locomotive, or motor car, nor the eleventh car from rear end caboose, if the length of train will permit."

(e) Rule 19, figure 4, is modified to *eliminate* the paragraph: "In suburban service the display of day marker signals is not required on steam or electric trains."

9. Rule 27 is changed to read as follows: "A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal. Provided, however, that *on two or more tracks*, outside of interlocking limits, if a signal light is not displayed where a signal is usually shown, and the preceding signal indicated proceed, and the cab signal indicates proceed (if in cab signal territory), it is not required that the emergency brake be used to stop train before passing the imperfectly displayed wayside signal, *unless some known cause exists or under all circumstances in the exercise of good judgment the emergency brake should be used.*"

10. When passing interlocking towers, section or other gangs, enginemen will sound whistle signal prescribed by Rule 14 (k) to call attention of employes to signals displayed for a following section.

11. Outside of Yard limits and Home Signal limits of interlocking plants, a train or engine must not cross from one main track to another main track (except in case of line failure and unable to communicate with train dispatcher's office), without permission from the train dispatcher, and then only as prescribed by Rule 99.

12. When cranes or derricks are working on or adjacent to main tracks, flagman protecting must, until recalled, flag all trains, and acquaint engineman with location of crane or derrick and any other information available to insure safe passage of the train.

13. Locomotives are equipped with low water alarm whistles. Employes in Yard, Train, Tower and Station service should be on the alert and realize their responsibility as to the importance of this shrill blast, which is for the sole purpose of indicating both to the engine crew involved and others concerned, that a state of low water exists.

Momentary blowing of the low water alarm is neither unusual or dangerous, but continued blowing for a duration of more than fifteen (15) seconds should be called to the attention of the engine crew if practicable, to ascertain if action is being taken. In the case of moving trains, the dispatcher should be advised.

Crews on passenger trains will STOP their trains and ascertain the situation obtaining in the case of any prolonged blowing of this alarm.

14. **Movements against the current of traffic outside of interlocking home signal limits on main tracks are authorized as follows:**

A. Under authority of train order (Form D-R).

B. Under flag protection.

Detour Movements

15. **Standard practice for EMERGENCY detours provides:**

(a) Detour movements will be made under authority and supervision of train crew, the conductor of which will know that opposing movements are held at the leaving end of the detour and that trains being detoured are so informed and have his authority for operating against the current of traffic.

(b) When an engine is used in connection with the providing of flag protection for detours, such engines must not be operated ahead of the train or trains being detoured.

(c) When possible to communicate with train dispatcher, only such trains as directed by him may be detoured. If impossible to communicate with train dispatcher, trains should be detoured in accordance with their relative importance.

(d) Passenger train movements against the current of traffic must be positively blocked if communication permits, except that East of Port Morris the Superintendent may authorize following movements by special instructions.

Freight train movements may follow freight train movements against the current of traffic at intervals of not less than 10 minutes, following engineman being specifically informed entering detour of preceding movement, if it is not known that detour track is clear.

16. **Standard practice for PREARRANGED detours made under flag protection provides:**

(a) All detour movements will be made under the authority and supervision of pilot conductor located at entering end of detour section.

(b) Pilot conductor will handle detour train movements under the general supervision of the train dispatcher.

(c) A flagman reporting to the pilot conductor will be located at the leaving end of detour section and held responsible for full protection against movements into the detour section unless authorized by the pilot conductor.

(d) Trains must approach both ends of detour sections prepared to stop and proceed only as directed by pilot conductor or flagman.

(e) Train orders will be issued giving date, location and hours of prearranged detours.

(f) All intermediate switches leading to detour section will be spiked or otherwise protected.

(g) Passenger train movements against the current of traffic must be handled on a positive block basis. Freight train movements may follow freight train movements against the current of traffic if blocked not less than ten minutes apart and following engineman notified in writing of train in block ahead.

Detour movements must be made in strict accordance with Rule D-153.

17. When, due to main tracks being blocked, it is necessary to run a passenger train over yard tracks, such movements must be made with extreme care and under the supervision of a Yardmaster to avoid conflicting moves and to insure proper clearance at all points.

Handling Passenger Trains

18. On passenger trains, running air brake test must be made approaching summit of heavy descending grades.

19. The following instructions will govern enginemen on passenger trains in making stops at stations and water stations:

(a) When speed of train is over 40 miles per hour, make two applications of brake; when less than 40 miles per hour, make one application for station stops.

In making stop for water, two or more service applications may be made.

(b) After first application and speed of train has been reduced to 15 or 20 miles per hour, brakes may be released; then second application made, stopping at designated point.

(c) On trains consisting of ten or less cars, brakes must be released just before stop is made. On trains consisting of eleven or more cars, on second application, brakes must remain set until train is stopped.

(d) When double-heading, the same rules will apply, and under no circumstances may engineman on leading engine release brakes on second application until train is stopped.

20. Crews pushing or backing passenger equipment (loaded or empty) must have a man stationed to operate conductor's valve, or back up hose, to control movement in case of an emergency.

Handling of Light Locomotives

21. Light engines operating in Block Signal and Interlocking territory will not use sand except in actual emergency; this to avoid possibility of interfering with track circuits which control signal indications.

Handling of Locomotives and Freight Cars

22. Not more than three dead steam engines may be handled in one train and then only when there are six or more good air brake cars between each engine.

(a) Dead engines steam or Diesel must be placed at least six cars from engine handling train.

(b) Air brakes must in all cases be cut in on tender.

(c) Dead engines must not be handled in trains on heavy ascending grades unless there are 10 or more cars with operative air brakes behind the last dead engine.

(d) Dead engines are to be moved in local or trains of secondary importance and handling not to exceed 75 cars, *except* dead Diesel switch engines may be handled in trains up to 100 cars.

23. When locomotives or cars are to be detached from trains with charged train lines (either passenger or freight), a full service brake pipe reduction must be made, angle cocks closed and air hose uncoupled by hand. After coupling air hose between cars, or cars and engine, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds then slowly open wide.

24. Diesel locomotives, switch or road, must not be operated in water over 3 inches above top of rail and not over 3 miles per hour when water is 3 inches or less over top of rail.

25. In order to prevent possible violation of the United States Safety Appliances Act, an engine with power brake inoperative must not be moved light over any portion of the road. Such engines may be handled to the shops in freight trains under steam when this can be done without interrupting the train line or impairing the braking power of the train; otherwise they must be moved dead.

26. The handling of a car with inoperative hand brake is considered by the Interstate Commerce Commission a violation of the Safety Appliances Act.

Exception: when crippled and in condition to haul, car may be handled to nearest repair point in direction in which train is moving, provided it is coupled, and in addition securely chained to another car equipped with brakes in good working order.

27. (a) When more than one caboose in train, the pusher engine or engines must be cut in ahead of the caboose cars.

(b) Not more than one pusher engine may be placed behind eight-wheel steel frame caboose cars in 600, 700 and 800 series.

(c) When Diesel and steam engines are operated coupled, the Diesel engine must be the leading engine, except in emergency.

(d) When necessary to use 300, 500, 700 or 900 class engines as helpers in connection with one or more engines of 1100, 1200, 1500, 1600, 2100 or 2200 class, the smaller class engine must be the leading engine as puller and rear engine as pusher.

(e) Special service cars in series 95000 to 99000 (except all-steel dump cars 95700 to 95784; all-steel ballast cars 98750 to 98799 and 98851 to 98875, all inclusive) must be placed on rear of trains ahead of caboose. Pusher engines must be placed ahead of such cars.

(f) Locomotive or other Cranes forwarded from terminals in through trains must be handled with the boom trailing. When forwarded out of terminals in other than through trains, boom should be in trailing position when practicable.

(g) When cars are handled behind pusher engines, caboose must be placed on rear of such cars.

28. Enginemen of freight trains with helper on rear, or awaiting pusher, must have train brakes applied while taking water.

29. 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.

30. Cars of other than steel underframe construction, must be placed on rear of trains, and behind pusher engines. If any doubt exists as to the type of car, car inspectors should be consulted. If no inspector available, cars should be handled as shown here.

31. A car must not be handled behind caboose, or behind pusher engine, without caboose on rear, unless equipped with hand brakes in good working order, and movement authorized by Superintendent. While so handled on heavy ascending grade a trainman must be stationed on the car.

33. When necessary to cut out air brakes on a car for defects rendering the brake inoperative, air brake tag, form M. P. & E. 254, dated and signed by conductor, must be fastened to train line cross-over pipe, close to triple valve.

34. When coupling engines or cars of trains, before connecting air hose, reverse move must be made to make sure that couplers are properly locked.

35. All lights must be extinguished in unoccupied caboose cars.

36. Freight cars with bad order cards and unsafe to handle in body of train must be handled on rear and behind pusher engines, with caboose behind the bad order cars.

Inspection and Braking

37. After testing trains 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.

(a) 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 stationmaster or yardmaster on arrival at terminal, in order that test may be made and further trouble avoided.

38. Except in cases of emergency, air brakes must not be applied at emergency valve in caboose, nor by opening angle cock on rear of last car on which air is working.

39. Air brakes on pusher engines and cars behind pusher engines, must be connected and under control of lead engineman.

Handling Freight Trains on Heavy Grades

40. Before starting on trip, conductors of freight trains must ascertain whether enginemen have recently handled such trains on section of the road over which they are to run and are familiar with the requirements; if not, the fact must be reported to the Superintendent immediately for necessary action to safeguard the movement.

41. Retainers will be used as indicated by local instructions.

(a) 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.

(b) When turning down retainers, it must be done from the rear to the head end of train.

(c) Some foreign freight cars, as well as some D. L. & W. freight cars, are being equipped with new type retainer valves which must be used as follows:

1. *Handle all the way down* indicates the valve is open, in normal position, and not in service.
2. *Handle in horizontal position:* This is low pressure position and should be used in all cases on our railroad where retainers are required. 60 seconds after automatic air brakes are released, the valve, in this position, retains 10 pounds of brake cylinder pressure.
3. *Handle 45 degrees below horizontal:* This is the high pressure position and permits too high a pressure to remain in the cylinder for Lackawanna service and must *not* be used because of the danger of overheating wheels.
4. *Handle 45 degrees above horizontal:* This is a slow releasing position and merely delays brakes going off. It does not provide continuing pressure. This position must not be used.

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

(f) When starting over the grade, trains must be permitted to drift and first application of about 8 pounds must be made before maximum speed has been attained. Subsequent reductions should be of about 7 pounds, depending upon condition of brakes and retainers. Brake pipe pressure of 90 pounds must be maintained on heavy grades with trains consisting entirely of loaded or of loaded and empty cars. When trains consist entirely of empty cars, brake pipe pressure of 70 pounds must be maintained on grades and other sections of the road. Pump governors should be adjusted for 110 pounds for low pressure and 130 for high pressure.

(g) On descending grades conductor must ride in cupola of caboose to observe air pressure 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.

42. 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.

43. Where frequent application is made on descending grades, enginemen when releasing must leave brake valve handle in release position at least 15 seconds or as much longer as necessary to keep train-line fully charged, then return to running position for 15 seconds, again to release for two seconds, then to running position.

44. When stopping train, whether consisting of all loads, all empties, or mixed, after first application and speed has been reduced to about eight miles per hour, make further reduction of 10 to 12 lbs. to avoid train parting.

45. (a) When stopped on descending grade apply engine brake and release train brake. When necessary trainmen will secure train with hand brakes.

(b) 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.

(c) The great starting effort of Diesel engines makes it very important that no attempt be made to start a train with this type of engine 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 (b).

(d) When a train with a steam engine on the head end and a Diesel pusher is ready to start on ascending grade, the leading engineman should call in flagman, stretch the train, keep throttle open and avoid taking slack. Flagman upon return should signal pusher engineman to start. At locations where flagging is not required, a member of the crew should be a sufficient distance from the Diesel engine to hear whistle and pass signals.

(e) When stopped on ascending grade with Diesel engine on each end of train, engine brake should be kept applied on both engines until rear engineman has signaled to start, then both enginemen will release engine brake and start simultaneously. Members of train crew should be stationed a sufficient distance from both ends to pass signals to engineers.

(f) On ascending grades, trains with Diesel pusher, and either steam or 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 paragraphs (d) and (e).

46. (a) On engines equipped with "ET" Brake, No-8-EL or No-24-RL types, if any trouble is experienced with loss of pressure in main reservoirs when brake is applied, it can be corrected immediately by releasing engine brakes with independent brake valve; if pressure is restored in the main reservoir after releasing, it indicates a leak in the engine brake cylinders or their pipe connections.

(b) On engines equipped with No-8-ET and No-8-EL types, when braking trains of more than 60 cars, must have the delayed emergency cock at brake valve in "open" position to obtain delayed emergency application of engine brake in case of train parting or trainline bursting. In passenger service, pusher service or when operating light, engines must have delayed emergency cock in "closed" position.

47. 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-lb. reduction to control train with retainers in service, engineman must call for and receive assistance from train crew.

48. Engines equipped with two pumps must run both pumps together; when one fails freight trains should not be handled on heavy descending grades unless engineman is satisfied air brake pressure can be maintained. If necessary call for assistance of trainmen to apply sufficient hand brakes to help control the train.

49. Unless retainers are turned up, brakes must not be released on freight trains of more than 60 to 80 cars when speed is less than 20 miles per hour, and trains of 80 to 120 cars, not less than 30 miles per hour. When releasing brakes on freight trains and retainers are not turned up, engine brake must be held applied and graduated off about 20 seconds after automatic brake valve has been returned to running position. When double-heading, engineman on second engine will hold engine brake applied when engineman on lead engine releases train brake at speed mentioned.

50. When freight trains enter sidings on descending grade, to let other trains pass, or for any other reason, enginemen must make service test of air brakes as prescribed by the rules before pulling out of siding.

51. On heavy ascending grades, trainmen must watch carefully to prevent, by prompt application of hand brakes, detached portion from running backward in case train parts.

52. (a) Before setting cars out on heavy grades, examine brakes and know they operate perfectly. Before leaving cars see that air brakes are bled, all hand brakes applied, and, if conditions require, other necessary precautions taken.

(b) When picking up cars on grades, cars left in track must be properly secured.

To Guard Against Buckling of Trains

53. 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 engineman on pusher and road engine must be notified. In this case engineman 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 road engine is cut off train, then the brake pipe angle cock should be closed and device handle latched in its upper position.

54. 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. Enginemen 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.

55. Engineman on pusher engines must use a light throttle when stops are being made and continue to do so until train is stopped.

Clearance Restrictions

(Overhead and side obstruction)

56. 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, piles of lumber or other materials, employes must not go between cars and such obstructions or use side ladders or steps or lead outward from engines or cars toward the obstruction.

57. The increased width of freight cars in service has reduced clearance room available between cars or tracks in yards. All employes must use the greatest care in riding side steps, ladders, getting on or off cars or walking between cars to avoid personal injury.

58. It is unsafe to ride on cars the roofs or lading of which are higher than a standard box car. Cars of special type for transportation of automobiles and other vehicles, furniture, agricultural implements, etc., are higher than the standard car.

59. Employes are warned of close overhead clearance at points where overhead obstructions are less than 22 feet above top of rail and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures or other obstructions. (See Local Instructions.)

60. On account of the width of the 200, 1100, 1200, 1500, 1600, 2100, and 2200, and Diesel 601, 651 and 801 class engines, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines of these classes are passing each other.

General Speed Restrictions

61. (See Local Instructions for further restrictions.)

Except as further restricted or permitted trains and engines must not exceed following speeds on main line and branches:

	Miles Per Hour
A—Passenger Service, handled by 801, 1151 and 1500 class engines	
Between Dover and Slateford Jct.	79
Between Clarks Summit and East Buffalo	80
Exceptions	
(1) Specified territory on M. & E. and Scranton Divisions	70
(2) When handled by 1115 to 1130 and 1136 to 1140 class engines	75
(3) When handled by 1131 to 1135 and 1631 to 1650 class engines	70
(4) When handled by 601 and 1601 to 1630 class engines	65
(5) When handled by 651 class engines	48
(6) When handled by 300, 500, 700, 1200 or 2100 class engines	45
B—Troop and Hospital Trains with all passenger equipment same as passenger trains.	
C—Troop and Hospital Trains with mixed equipment are governed by freight restrictions. Passenger carrying equipment must be ahead.	
D—Freight Service	50
Exceptions	
(1) Train limitations: (Also see Power Limitations, Item 2 below):	
(a) HC-1 Hoboken to E. Buffalo and NE-4 E. Buffalo to Clarks Smt	60
(b) Other Symbol trains	50
(c) Empty car trains	50
(d) Other freight trains	45
(2) Power limitations:	
(a) 461–479	35
(b) 601, 801, 1100, 1500 and 1600 class engines	50
Exception When handling HC-1 and NE-4	60
(c) 500, 1200 or 2100 class engines	50
(d) 651 class engines	48
(e) 300, 700 class engines	45
(f) 2200 class engines	30
(g) 401–455	35
E—*Other General Restrictions.*	
1. Unless otherwise specified in Local Instructions, reduced speed for delivery U. S. Mail or newspapers	40
2. Freight trains handling over 9 loads of gasoline or oil	45
3. (a) Trains handling loaded Lackawanna air dump cars, series 95700 to 95784, inclusive	40
(b) Trains handling Scale test cars	30
4. Relief trains handling wrecking derricks:	
On straight track	40
On curves	30
5. Work and other trains handling snow plows, flangers and locomotive cranes	40
Exception Snow plow in service over highway crossing	10
6. Engines running backward with or without cars in cab signal territory if not equipped with back up cab signals and engines of 100, 200, 300, 500 and 700 series in any territory	20
Diesel 601 and 801 class	50
Diesel 651 class	30
7. Engines running backward with or without cars outside cab signal territory, or in cab signal territory if equipped with back up cab signals, except engines of 100. 200, 300, 500 and 700 series	30
Diesel 461–479	35
Diesel 601 and 801 class	50
Diesel 651 class	30
8. Engines running forward light	40
Exception 2200 class	30
Diesel 601 and 801 class	50
Diesel 651 class	48

9. Switch engines..... 25
   Exception 401–455..... 30
   Exception Unequipped engines, in cab signal territory.. 20
10. Trains handling dead steam engines..... 20
11. Trains handling dead Diesel switch engines..... 30
12. Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled by interlocking signals or specifically provided for in Local Instructions..... 15
13. Trains proceeding through sidings (Subject to Rule 105)... 15
14. Spring Switches. For trains passing over trailing or facing point spring switches, set in normal position on main track, protected by automatic signals and where spring points do not move, speed is governed by permissible speed of that location. All operations over or through spring switches that move the points must be at a speed not to exceed, *unless otherwise specified in Local Instructions*..... 15
15. Trains may proceed at *medium speed* by interlocking "Clear-Medium" signals (Rule 283), subject to further restrictions under "Local Instructions."

Note—Speeds through Interlocking switches will be governed by Interlocking signal indications, except as authorized at particular points included in Local Instructions, where speed there indicated will govern under "Clear-Medium" signal indication.

Permanent Slow-speed Boards located to the right of track (see Note) at the beginning of curves, or at other places, indicate the maximum speed in miles per hour permitted on curves or at other points where placed.

Note—Where three or more tracks are in service the Permanent Slow-speed Signs for curves will be located outside of No. 3 or No. 4 track and will indicate the speed permitted on curves on No. 1 or No. 2 main tracks. These signs will designate the speed and track number with upper numeral indicating speed permitted and lower numeral the track, viz.:

45	or	30
TR. 1		TR. 2

Speed restrictions, unless otherwise stated, apply to entire train.

SPEED TABLE

Time per Mile Min.	Time per Mile Sec.	MILES PER HOUR	Time per Mile Min.	Time per Mile Sec.	MILES PER HOUR	Time per Mile Min.	Time per Mile Sec.	MILES PER 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	23.63
0	42	85.71	1	19	45.57	1	56	31.08	2	33	23.53
0	43	83.72	1	20	45.00	1	57	30.77	2	34	23.88
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	22.73
0	48	75.00	1	25	42.85	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	41.88	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	22.08
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	28.12	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	33.08	2	26	24.66	3	45	16.00
1	13	49.31	1	50	32.73	2	27	24.49	4	00	15.00
1	14	48.65	1	51	32.43	2	28	24.82	5	00	12.00
1	15	48.00	1	52	32.14	2	29	24.16	6	00	10.00

62. Spring Switches

Operation of Spring Switches.

(a) Spring Switches (indicated by letters SS on switch target or way side sign near switch) provided at points shown in Local Instructions are equipped with spring connected points, permitting trains in designated direction to trail through without stopping.

(b) When automatic signal connected with the switch indicates "STOP," switch must be carefully examined and trains not permitted to move over it until known to be safe for passage.

(c) An engine or train stopped while trailing through a Spring switch must not move in reverse direction until the switch has been thrown by hand to position preventing derailment.

(d) When necessary to operate by hand, constant pressure must be maintained on the handle until completely over, as the oil buffer prevents quick movement of the points from one side to the other. A spring switch set by hand must be restored to original position by hand.

(e) Heavy springs in head rod connection are compressed when wheels force the switch point open, and the switch stand opposes the force in the spring. If the handle on the switch stand is released while wheels are forcing switch point open, force in the spring will be transferred to trainman through handle and may cause injury.

(f) Sand must not be used over spring switches.

(g) Trains operating against current of traffic must run at *restricted speed* and approach switches prepared to stop if not lined for main track.

63. Remote Control Switches Electrically Operated

(a) Train movements over these switches are governed by interlocking signals.

(b) Should switch fail to operate, engineman, conductor or trainman will communicate by telephone with person controlling the switch and after receiving instructions from him to operate switch manually, will proceed according to instructions posted near the switch.

64. Electrically Locked Hand Operated Switches

Hand operated switch stands are electrically locked and controlled from interlocking Stations.

Instructions for Operating.

(a) Crossover switches cannot be operated until unlocked electrically from the point controlling them.

(b) Control point must be notified by telephone stating **location** and **destination** before entering main track so that on reversible tracks traffic signals may be set for desired direction.

(c) Unlock door of electric switch lock case with switch key and when semaphore indicator shows "clear," move handle of electric lock to extreme left or "unlocked" position, after which switch will be released and can be thrown.

(d) After switch has been restored to normal return electric lock handle to right or "locked" position, which will allow the door to be closed.

(e) Close and lock the door.

Special Protection of Trains, Bridges, Wires and Tracks

65A. Trains overtaken between stations by storms or indications of damage from high water will proceed with great caution and under such control that they can readily stop after coming in sight of any obstruction or washout, in time to prevent accident; STOP and examine bridges and culverts, and other places liable to be damaged by high water in streams or heavy rainfalls, until arrival at a communicating station, where they will report and receive instructions before proceeding.

Emergency Red Light on Engine

65B. Engine 1615 is equipped with an emergency red light, located just under the regular headlight and engines of 801 class are equipped with Mars red light just over the regular headlight. They are manually controlled by the engineer. The purpose, day or night, is to provide immediate warning to an opposing train should an emergency indicate that an opposing track may be obstructed.

When an emergency or otherwise unusual stop is made the engineer will immediately light the red light, extinguishing same as soon as it is determined that its indication is unnecessary. The regular headlight will be extinguished while red light is displayed.

The use of this red light in no way relieves employes of their duty to provide full flag protection.

66. Manual Protection for Trains Switching at Highway Grade Crossings.

In order to comply with the respective orders and regulations of the Public Service Commission of the State of New York, the Public Utility Commission of the Commonwealth of Pennsylvania, and the Public Utility Commission of the State of New Jersey, within these states, wherever automatic visual signals at highway-railroad grade crossings are giving warning or automatic crossing gates are down for a longer period than five (5) minutes, due to railroad equipment standing on track circuit or being shifted on such circuit, a trainman or other qualified employe must immediately be stationed at the said crossing to direct highway traffic over such crossing when it may be safely used.

Where manual control of automatic flasher light type highway crossing signals, with or without automatic crossing gates has been installed, a member of the train crew or watchman is authorized, in case of necessity, to temporarily cut out operation of the grade crossing signals or gates so that highway traffic may proceed over the crossing, only when it is known that no train will come onto the crossing while the signals are so cut out.

This can be done by operating switch key circuit controller or push buttons which are in control box marked "Z," located adjacent to the crossing.

On two or more tracks separate controllers or push buttons are provided for each track.

Operation of controllers or push buttons must be restricted to track involved.

Controller or push button marked OFF or UP will stop warning given by crossing signals and raise gates to UP position.

Controller or push button marked ON or DOWN will start warning given by crossing signals and lower gates to DOWN position.

If switching movements obstruct the crossing at intervals, member of train crew or watchman will remain at control box and protect by proper manipulation of controllers or push buttons involved. Control box, when open, must not be left without protection, and on completion of work must be closed and locked after operating circuit controller or push button marked ON or DOWN for crossing apparatus to resume normal operation.

See local instructions.

High Voltage Wires

67. Signal transmission wires with YELLOW insulators on Western Union pole lines carry high voltage current. All persons are prohibited from touching these wires. Care must be taken, when making portable telephone connections, to attach to lines marked by WHITE insulators.

68. Care must be exercised constantly to guard against injury, loss of life or damage to property.

All employes must familiarize themselves with rules for Resuscitation from Electric Shock, as outlined in these instructions.

The co-operation of every employe is solicited in the direction of preventing personal injury to himself or others. The establishment of safe working conditions and practices is being given particular attention by the management, and the assistance of every employe is necessary to insure success.

Employes should report at once any condition which they consider unsafe.

Keep all tools and appliances in safe condition for use.

Employes must not perform any work in a careless or dangerous manner. If any employe engages in a careless or dangerous practice his attention should be called to the danger involved, and if the warning is not heeded, immediate report must be made to the proper authority.

"SAFETY FIRST" should be ever in the mind of each employe.

RESUSCITATION FROM APPARENT DEATH FROM ELECTRIC SHOCK

69. The increasing use of electricity about the shops, stations and all other property of the Lackawanna Railroad, makes it necessary that employes be qualified to render intelligent assistance in case of electrical accidents. To this end employes must be instructed in the methods to be followed and the precautions to be observed. First, in the safe removal of the victim from contact with live wires and circuits; second, in the approved method of resuscitating persons apparently dead from electric shock, and third, in the care of the victim when natural respiration has been restored.

It is highly important that some one thoroughly familiar with the methods to be followed and the precautions to be observed, take charge and direct operations when an accident happens. The person in charge should select as assistants only those who are most likely to remain cool in such an emergency, and who may be depended upon to give the most intelligent assistance.

Promptness and Perseverance

Accidental electric shock often is not fatal; it may only stun the victim and stop his breathing for a while. The shock is not likely to be immediately fatal, because

The live conductor may make only a brief and imperfect contact with the victim's body.

The skin, unless wet, offers high resistance to the current.

Prompt and intelligently directed efforts in removing the victim from contact with live conductors, and prompt, intelligently directed and continued efforts in restoring natural respiration, are necessary for successful results. While promptness is essential, undue haste is to be avoided. The failure of the victim to respond quickly to resuscitation should not cause discouragement; the effort should be continued, because

The body depends upon a continuous exchange of air, as shown by the fact that we must breathe in and out about fifteen times per minute.

If the body is not thus repeatedly supplied with air, suffocation occurs.

Persons whose breathing has been stopped by electric shock, have been restored after artificial respiration has been continued as long as three hours or more.

Release of Victim from Contact with Live Conductor

Extreme care must be exercised in releasing the victim from contact with a live conductor, to avoid receiving a shock yourself. Many persons, by their carelessness in such matters, have been severely shocked or burned.

Resuscitation

If the victim can be made to breathe and to continue to breathe, the major part of resuscitation has been accomplished, and recovery is practically assured. Having freed the victim from contact with the live conductor, start artificial respiration immediately; do not wait for the physician. Resuscitation may be delayed or discontinued only long enough to carry the victim to a convenient spot where fresh air is abundant or to remove him to or from a train, and then only for the shortest possible time. Bystanders must not be permitted to collect closely about the victim; this prevents his getting fresh air.

If the accident happens on the train, place the victim in a comfortable position in a car, or if it happens on the right-of-way between stations, flag a train and place the victim in the baggage or other car. Open the doors and ventilators to admit fresh air. Upon the arrival of the train at the first station where a physician is at hand, turn the case over to him together with whatever assistance he may require to continue artificial respiration.

Quickly feel with your fingers and remove from the victim's mouth and throat any foreign body, such as tobacco, false teeth, etc.

Do not stop to loosen the victim's clothing at this time; every moment of delay is serious.

Lay the victim (Face Downward) with arms extended forward. The face should be turned to one side in such manner that the nose and mouth will be free for breathing. An assistant should draw the victim's tongue forward.

Kneel, straddling the victim's thighs, and facing his head. Put the palms of your hands on the muscles of his back over the lower ribs. Your thumbs should parallel his back bone, and your fingers should spread over the lower ribs.

Hold your arms straight and rigid and swing your body forward slowly, bringing your weight to bear gradually upon the victim. Pressure is thus applied over the lower ribs by the heels of your hands, compressing the lower part of the chest and the abdomen, and forcing the air out of the victim's lungs. This movement should take from two to three seconds, and pressure must be applied gradually and firmly—not violently. Excessive pressure may injure the internal organs and sudden thrusts do not resemble natural respiration.

Immediately swing backward to quickly remove the pressure. Keep your hands in place, thus returning to original position. Through their elasticity the chest walls expand and draw fresh air into the lungs.

After two seconds repeat the double movement of compression and release; a complete respiration in four or five seconds or twelve to fifteen respirations per minute. If a watch or clock is not visible, follow the natural rate of your own deep breathing, swing your body forward with each exhalation, and backward with each inhalation. While doing this an assistant should loosen any tight clothing about the victim's neck, chest or waist.

Continue artificial respiration, without interruption, for at least three hours, or until natural breathing is restored. Continue the movement for some time after natural breathing has begun. In continuing the movement be careful to keep your movements in step with the natural breathing of the victim. In stopping the movement see that the victim continues to breathe; if he stops, start artificial respiration again.

Do not give any liquids by mouth until the victim is fully conscious. A physician only may administer stimulants; this should not be attempted by any other persons.

Care of the Victim

In handling the victim, do not touch or irritate burned parts if possible, and during artificial respiration see that pressure is not brought to bear upon burns.

During the period of restoring natural respiration, an assistant should keep the victim warm by applying a cover and by laying bottles or rubber bags filled with warm—not hot—water beside the body.

When natural respiration has been restored, burns, if serious, should be cared for until the physician arrives.

Do not open blisters.

A raw or blistered surface should be protected from the air. If the clothing sticks, cut around it; do not peel it off. A dressing of soft material should be applied to the burn, and this, or the cloth adhering to the wound, should be saturated with picric acid (0.5 per cent.) or a solution of baking soda (one teaspoonful to a pint of water).

Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchiefs, or other soft cloth, and hold tightly in place by a bandage.

Similar covering should be lightly bandaged over dry, charred burns, but without applying oil or other liquid dressing.

After regaining consciousness, the victim should be watched carefully to see that he does not exert himself except in moderation. Violent exertion is liable to cause a cessation of breathing, recovery from which is doubtful.

First Aid Treatment for Burns and Scalds.

70. A remedy has been provided for the treatment of burns and scalds, a supply of which is kept at all Sub-stations and Towers in the electrified territory and in addition at all Electric Shops.

Completely bandage the burn or scalds with contents of First Aid Packet; follow this by thoroughly wetting the bandages, covering the injured part with the solution contained in the bottle, remembering that nothing is to be applied directly to the burn or scald except the bandage contained in the First Aid Packet.

It should be thoroughly understood that this preparation is not to be considered for healing purposes, but merely to save the person from pain until he can be treated by a physician.

COMPANY SURGEONS

W. T. DAVIS

Chief Medical Officer, Scranton, Pa.

NAME	LOCATION	OFFICE	TELEPHONE
George A. Howley	Bronx, N. Y.	271 Alexander Ave.	Mott Haven 9-4670
William G. Doran	New York City	43 Fifth Ave.	Stuyvesant 9-3612
S. Potter Bartley	Brooklyn, N. Y.	142 Joralemon St.	Main 4-3706
William C. Stuart	Hoboken, N. J.	1 Newark St.	Hoboken 3-0351 Hoboken 3-1411—Home
J. F. Londrigan	Hoboken, N. J.	832 Bloomfield St.	Hoboken 3-7242
Wallace Pyle (Eye Specialist)	Jersey City, N. J.	15 Exchange Place	Bergen 4-1068
William W. Maver (Roentgenologist)	Jersey City, N. J.	532 Bergen Ave.	Bergen 3-0234
A. S. Harden	Newark, N. J.	510 W. Market St.	Humboldt 2-1020
Victor B. Seidler	Montclair, N. J.	16 Plymouth St.	Montclair 2-0732
Harold W. Smith	Orange, N. J.	179 Lincoln Ave.	Orange 5-1400
Leroy L. Colsh	Maplewood, N. J.	612 Ridgewood Road	So. Orange 2-4242
C. Hartley Berry	Summit, N. J.	129 Summit Ave.	Summit 6-4300
F. H. Pinckney	Morristown, N. J.	186 South St.	Mrstown. 4-0978
Laurence M. Collins. (Psychiatrist)	Morris Plains, N. J.	Greystone Park	Mtown. 4-1800
A. L. Baker	Dover, N. J.	389 W. Blckwell St.	Dover 333
George F. Simms	Lyndhurst, N. J.	541 Page Ave.	Rutherford 2-4296
Joseph Barr	Paterson, N. J.	975 Madison Ave.	Lambert 3-7221 Lambert 5-2087 Home
F. L. Bird	Netcong, N. J.		Netcong 124
Arthur C. Zuck	Washington, N. J.	22 Broad St.	172
J. Earle Brackbill	Bangor, Pa.	28 South First St.	Bangor 355
Howard Ott	Portland, Pa.	Delaware Ave.	Portland 18-B
S. H. Lanyon	E. Stroudsburg, Pa.	171 Washington St.	256
H. E. Banghart	Mt. Pocono, Pa.	Main St.	Mt. Poc. 3451
M. M. Williams, Oculist	Scranton, Pa.	Medical Arts Bldg.	5813
E. A. Curtin, Aurist.	Scranton, Pa.	516 Spruce St.	2-3534
W. T. Davis Chief Medical Officer	Scranton, Pa.	Medical Arts Bldg.	2-8895
J. O. MacLean (Chief)	Scranton, Pa.	Medical Arts Bldg.	5924
E. H. Rebhorn	Scranton, Pa.	Medical Arts Bldg.	3-6945
P. F. Kerstetter	Scranton, Pa.	Medical Arts Bldg.	3-0397
E. E. Edwards	Taylor, Pa.		Taylor 6
S. M. Davenport	Kingston, Pa.	137 Maple St.	7-6524
L. S. Reese (Eye Specialist)	Kingston, Pa.	West Side Trust Co. Building	7-4713
Cameron Shultz	Danville, Pa.	107 Bloom St.	27-J Bell
H. L. Foes	Danville, Pa.	Geisinger Memorial Hospital	300 Bell
G. A. Deitrick	Sunbury, Pa.	242 Arch St.	22-J
Frank M. Dyer	Binghamton, N. Y.	51 Main St.	2-0427
R. M. Vose	Ithaca, N. Y.	111 E. Seneca St.	2042
Leon S. Betowski	Waverly, N. Y.	329 Broad St.	73
A. W. Booth	Elmira, N. Y.	221 W. Church St.	4586
J. Lee Kinner	Elmira, N. Y.	243 Lake St.	2-3624
T. L. McNamara	Corning, N. Y.	47 E. Market St.	101
J. J. Sanford	Bath, N. Y.		84 Bath
N. W. Kuch	Wayland, N. Y.	13 S. Main St.	132
F R. Driesbach	Dansville, N. Y.	98 Main St.	285
Harold F. Hulbert	Dansville, N. Y.	92 Main St.	46
G. E. Murphy	Mt. Morris, N. Y.	115 Main St.	252
Wm. L. Phillips (Eye Specialist)	Buffalo, N. Y.	131 Linwood Ave.	1234 Garfield
J. V. Carr	Buffalo, N. Y.	367 Linwood Ave.	Grant 7850
A. E. Brennan	Buffalo, N. Y.	50 N. Ogden St.	0316 Humbolt
Hugh Frail	Marathon, N. Y.		54
Charles J. Kelley	Cortland, N. Y.	22 Central Ave.	1340 Cortland
Marcus S. Richards	Tully, N. Y.		Tully 4911
E. S. Van Duyn	Syracuse, N. Y.	Medical Arts Bldg.	2-1131
John Van Duyn, II.	Syracuse, N. Y.	Medical Arts Bldg.	2-1131
L. P. Ransom	Syracuse, N. Y.	800 S. West St.	5-6397
S. D. Keller	Fulton, N. Y.	217 Oneida St.	114
John F. Burden	Oswego, N. Y.	37 W. Bridge St.	302 & 626—Home
Geo. L. Manley	Norwich, N. Y.	42 S. Broad St.	108 Bell
Thos. F. Manley	Norwich, N. Y.	42 S. Broad St.	108 Bell
G. A. Holden	Utica, N. Y.	286 Genesee St.	4-5315

LOCAL HOSPITALS

NAME	LOCATION	ADDRESS	TELEPHONE
St. Vincent's	New York City	7th Ave. and 11th St.	Gramercy 7-4050
Christ	Jersey City, N. J.	176 Palisade Ave.	Journal Sq. 2-1220
St. Michael's	Newark, N. J.	306 High St.	Market 2-7610
N. J. Orthopaedic	Orange, N. J.	179 Lincoln Ave.	Orange 5-1400
Overlook	Summit, N. J.	Morris Ave.	Summit 6-4400
Memorial	Morristown, N. J.	66 Morris St.	Morristown 4-4500
St. Joseph's	Paterson, N. J.	703 Main St.	Sherwood 2-7500
Dover General	Dover, N. J.	Jardine St.	Dover 1600
Easton	Easton, Pa.	20th and Lehigh Sts.	Easton 5-6221
Rosenkrans	Stroudsburg, Pa.	171 Washington St.	Stroudsburg 256
Moses Taylor	Scranton, Pa.	700 Quincy Ave.	Bell 7251
Geisinger Memorial	Danville, Pa.	P. O Box 152	300 Bell
Binghamton City	Binghamton, N. Y.	25 Park Ave.	2-2311
Tioga Co., General	Waverly, N. Y.	N. Chemung St.	660
Arnot-Ogden	Elmira, N. Y.	Roe Ave.	5221
St. Joseph's	Elmira, N. Y.	559 E. Market St.	6241
Corning	Corning, N. Y.	163 E. First St.	808 Bell
Bath	Bath, N. Y.	117 E. Steuben St.	382
Norwich	Norwich, N. Y.	176 N. Broad St.	407
Dansville	Dansville, N. Y.	236 Main St.	150
Emergency	Buffalo, N. Y.	Pine & Eagle Sts.	4805 Washington
Cortland	Cortland, N. Y.	Homer Ave. & W. Main St.	125 Cortland
St. Joseph's	Syracuse, N. Y.	301 Prospect St.	3-6123
Oswego	Oswego, N. Y.	W. 6th & Bridge Sts.	1926
Faxton	Utica, N. Y.	1678 Sunset Ave.	2-3101

LOCAL WATCH INSPECTORS

NAME	LOCATION
Nathan Marcus	Hoboken, N. J., 115 Washington St.
Lester E. Apgar	25 Beechwood Road, Summit, N. J.
I. D. Lyon	Morristown, N. J., 45 Park Place
Chas. R. Vogel	Paterson, N. J., 1 Clark St.
Wm. Harris & Sons	Dover, N. J., 19 East Blackwell St.
Theodore G. Plate, Jr.	Hackettstown, N. J., 193 Main St.
Oscar Fliegauf	Washington, N. J., 18 West Washington Ave.
S. Ackerman	Phillipsburg, N. J., 156 South Main St.
W. W. Rutan	Newton, N. J., 270 Spring St.
Wilson Steckel	Bangor, Pa., 32 South Main St.
R. K. Lesoine Co.	East Stroudsburg, Pa., 31 Washington St.
Rogers Jewelry Co.	Scranton, Pa., 130 Wyoming Ave.
D. Mohan	Kingston, Pa., 236 Wyoming Ave.
J. E. Roys	Bloomsburg, Pa.
M. Sherman	Berwick, Pa.
C. W. Wagner	Danville, Pa., 270 Mill St.
Chas. M. Stoner	Northumberland, Pa.
Van Cott	Binghamton, N. Y., 60 Court St.
Zausmer's Jewelry Store	Waverly, N. Y.
R. A. Heggie & Bro. Co.	Ithaca, N. Y.
Alpert's	Elmira, N. Y., 111 E. Water St.
J. W. Griswold, Est.	Avoca, N. Y.
J. Lee Folts	Mount Morris, N. Y.
Bert A. Bush, Inc.	Buffalo, N. Y., 258 Main St.
John F. Keegan	Buffalo, N. Y., 1218 Lovejoy St.
Striker & Huetter, Inc.	Buffalo, 780 Tonawanda St.
Burnham Jewelry Co.	Buffalo, 594 Walden Ave.
Edw. C. Krause	Syracuse, N. Y., 613 So. Clinton St.
Alpert's	Cortland, N. Y., 63 Main St.
A. D. Sturges	Norwich, N. Y.
Maltby-Campbell Co.	Oswego, N. Y., 20 W. Bridge St.
Wm. L. Denning	Utica, N. Y., 138 Genesee St.
J. F. Roberts, Agent	Richfield Junction, N. Y.

MORRIS AND ESSEX DIVISION

LOCAL INSTRUCTIONS

Superiority of Trains

101. On single track, eastward trains are superior to westward trains of same class, except

On Harrison Branch, northward trains are superior to southward trains.

GLADSTONE BRANCH

Following westward trains are superior to designated eastward trains:

No. 403 to 404	No. 417 to 422	No. 437 to 428
No. 405 to 412	No. 421 to 422	No. 439 to 430
No. 409 to 416	No. 421 to 424	No. 441 to 432
No. 411 to 420	No. 427 to 426	No. 809 to 808
No. 413 to 420	No. 435 to 428	

Nos. 423, 429, 431 and 433 are superior to all eastward trains between Summit and Gladstone.

SUSSEX BRANCH

Following westward trains are superior to designated eastward trains:

No. 1009 to 1028	No. 1037 to 1052	No. 1123 to 1120
No. 1029 to 1050	No. 1105 to 1108	No. 1113 to 1128

Nos. 1037 and 1047 are superior to all eastward trains between Sussex Branch Junction and Newton.

No. 1061 is superior to all eastward trains between Sussex Branch Junction and Branchville.

ROCKAWAY BRANCH

Between Denville and Rockaway Junction on Rockaway Branch—Nos. 1011 and 1055 are superior to all eastward trains.

WASHINGTON LINE

Following westward trains are superior to designated eastward trains:

No. 1011 to 1030	No. 1041 to X-106	No. 1073 to 1062
No. 1025 to X-102	No. 1071 to X-108	

102. Except where otherwise provided all extra trains must clear Nos. 3, 6, 7 and 8 at least 10 minutes. (See local instruction 142).

Miscellaneous

103. Schedule time of trains at Lyons, Basking Ridge, Far Hills, Cranberry Lake and Newton will apply at the station instead of the siding as per Rule No. 5.

104. Rockaway Branch, single track Rockaway Junction to Denville, via Rockaway. No regular trains, except those showing schedule time at Rockaway, will run via this Branch.

105. Passing Sidings, New Jersey Cut-off. Eastward freight trains, being handled by two engines, when clearing or taking water at Blairstown and Greendell, may hold main track and run first class or other trains except No. 8 through sidings. Trains entering siding may pass governing automatic signal without stopping upon receiving signal from employee protecting switch subject to Rule 509h.

106. Firemen or others are prohibited from going over top of coal going to or coming from back of water tank of engine while operating in electrified territory. When taking water firemen must use the ladder on rear of tank of engine to reach top of tank. Water spout should be turned from the ground.

107. The display of classification signals as provided by Rule 21, will be omitted when operating over the Harrison, Hampton, Phillipsburg, Chester and Bangor & Portland Branches.

Pennsylvania R. R. trains will omit classification signals between Stroudsburg and Manunka Chunk. Rules 20 and 21.

108. When, under emergency orders, tickets issued by parallel lines are honored between stations on this division, conductors and collectors will deliver accurate account of same to Assistant Superintendent's office at end of each trip, stating between what points and on what train honored.

109. BERGEN TUNNEL; engines of 1600, 2100 and 2200 classes must not use tracks 1 and 3 account height of tenders.

110. WEST END; engines of 1600 class must not operate around wye track.

111. MORRISTOWN; 1100, 1200 or larger class engines must not go beyond point of frog at switches leading from express track to M&E interchange tracks or to Eggerts side track.

112. MORRIS PLAINS; all engines, except Diesel engines, 400 class series, must not be operated beyond clearance point on side track serving Morris Plains Sand and Gravel Co. account sharp curvature of track.

113. 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.

114. PHILLIPSBURG; engines moving to or from ash pit and coal tracks foul main track. All westward trains will come to a full stop, one hundred (100) feet east of switch leading to ash pit track and then proceed under control. STOP sign is located one hundred (100) feet east of ash pit switch and a CAUTION sign is located five hundred (500) feet east of the STOP sign. All eastward trains will approach this location under control and proceed as the way is seen to be clear.

1100-1200 and heavier class engines, going on or coming off the turntable at Phillipsburg, will use the Ash Pit Track, account of curvature on Coal Track.

115. PORT MORRIS; westward manifest freight trains not doing work at Port Morris will make running test of brakes between Port Morris and Roseville Tunnel when temperature is below 20 degrees.

116. Westward through trains requiring coal at Port Morris will notify the dispatcher at Dover to this effect, in order to prevent delay to following trains.

Eastward through trains requiring coal at Port Morris will pull in at west end, Eastward Siding.

117. BRANCHVILLE; west end Creamery track, 1100 and 1200 class engines restricted.

118. HOBOKEN TRAIN SHED; enginemen will not couple against train without receiving hand signal.

119. *All Steam or M U* 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.

120. Engineman will use extreme care to allow adequate braking distance entering Hoboken trainshed, having their train under such control that they will be able to stop short of bumping block, car or other obstruction by use of pneumatic brake alone if necessary.

121. 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.

122. Inter-track fences between Mountain Lakes and Lincoln Park, inclusive, are located between tracks 1 and 3.

When necessary to operate westward passenger trains over track 1, precautions must be taken to avoid accident to passengers crossing track 2 at Stations.

Eastward trains will be notified. Rule 107, 107 (a) governs.

123. RETAINERS

Between Port Morris and Towaco, on specific instruction of engineman.

On B. & P. Branch—See Local Instruction No. 170.

130. Special Stop for Employees

West End

301	1045	114
1001	1077	622
1005	1103	1044
115	1115	904
211	905	938
1041		

Kearny Junction

147	713	112 (Saturday only)
189	719	202
	741	706

Harrison Yard

129	112	702
181	186	718
191	190	738
713		740
741		

Secaucus (County Road)

No. 1011, 1031, 1045: Will stop just west of County Road Crossing Secaucus.

West Tower, Secaucus

1005	1077	1012
1011	1121	1036
1041	1008	1104

Kingsland Shop

1005	1019	1006	1036
1011	1049	1012	1044

Paterson Junction

1115	1104

Port Morris

1009	1041	1117	1028
1011	1045	1016	1054
1029	1105	1018	1062
	1113	1022	1120

Holiday Service

131. (a) Sunday train schedules will be operated on the following legal holidays unless otherwise arranged: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

(b) Week day train schedules will operate on all holidays not covered by paragraph (a) unless otherwise arranged.

Boonton Water Stop—Westward

132. Westward freight trains which block the highway crossing located just east of the Van Raalte Hosiery factory, east of Boonton and west of Montville station, while taking water at Boonton, must be prepared to clear this crossing should fire apparatus require to use it.

When fire alarm is sounded or fire apparatus is heard or seen approaching the crossing in question, trains must immediately be moved to clear the crossing without completing taking of water or, if practicable, train separated at crossing.

Oxford Furnace: Movements to Ore Mine

133. The following governs movements over track serving the Alan Wood Steel Co. at Oxford Furnace:

All movements from Oxford Furnace to the mines must be made with engine headed east and cars placed ahead of engine, backup hose with whistle attachment to be used on leading car and man stationed on leading car.

From the mines to Oxford Furnace, engine must be ahead of cars.

Beginning at the East Yard at Oxford Furnace to the mines the following highway crossings are located in order named:

1. Foundry crossing
2. State Highway
3. Academy St.
4. Mine Hill
5. Jonestown Road
6. Jonestown Hill Road
7. Mine Crossing

All trains and engines must stop 25 feet from the following crossings and flagman sent ahead to protect:

On trip to mines, crossings 2, 3, 5 and 6.

On trip from mines, crossings 6, 5 and 2.

Speed over these crossings must not exceed six (6) miles per hour.

Switch at mines leading from empty track to loaded track must be left locked for loaded track.

Spur track switch leading from loaded track to spur track at south end must be left open and locked to serve as derail.

Engine bell must be rung continuously while passing through operating territory at the mines.

134. Sidings Located away from Stations:

Basking Ridge.....Gravel switch just west of station.

Lyons.....Siding opposite stone crusher. Spur track, Lyons station, must not be used for meeting or passing point.

Use of Pusher Engines Against Occupied Cabooses, New Jersey Cut-Off and Boonton Line

135. When freight trains are assisted by helper engines heavier than 1200 class, the helper engine must be on the head end or ahead of the caboose.

(See General Instruction 27b)

Operation of Three or More Tracks

136. Tracks are assigned for operation as follows and are signalled accordingly: (See Rules D251–D254–D261–D264.)

Between Hoboken and Grove Street Tower—

Track 3—Reversible at all times.
Track 1—Reversible at all times.
Track 2—Reversible at all times.
Track 4—Reversible at all times.
Track 6—Reversible at all times.

Between Grove Street Tower and East End Hackensack Bridge—

Track 3—Reversible at all times.
Track 1—Reversible at all times.
Track 2—Reversible at all times.
Track 4—Reversible at all times.

Between East End of Hackensack Bridge and Newark Interlocking—

Track 3—Reversible at all times between east end of Hackensack Bridge and Harrison Tower.
Track 1—Reversible at all times between east end of Hackensack Bridge and Newark Interlocking.
Track 2—Eastward, reversible at all times between Harrison Station and Newark Interlocking.

Between Newark and Millburn—

Track 3—Westward.
Track 1—Reversible at all times.
Track 2—Eastward.

Between Lyndhurst Draw Bridge and Paterson Junction—

Track 3—Westward.
Track 1—Reversible at all times.
Track 2—Eastward.

Between Pompton River Bridge and Denville Interlocking—

Track 3—Westward.
Track 1—Reversible at all times.
Track 2—Eastward.

Between Denville Interlocking and Dover—

Track 3—Westward—Denville to Rockaway Jct.
Reversible at all times—Rockaway Jct. to Dover.
Track 1—Reversible at all times (Electrified).
Track 2—Reversible at all times (Electrified).

Between Mt. Arlington and Port Morris Junction Interlocking—

Track 3—Westward.
Track 1—Westward.
Track 2—Eastward.
Track 4—Eastward.

When conditions require, and tracks are with the current of traffic, passenger trains may run over tracks other than those scheduled for, and enginemen will accept signal indications provided the route will take them to destination and permit them to make their scheduled station stops.

137. Speed Restrictions—Local

(See General Instructions #61)

	Miles Per Hour
Passenger trains:	
(A) Between Dover and Slateford Junction:	
When handled by engines numbered as follows—No. 801 and 802; No. 1151 to 1155 incl.; No. 1501 to 1505, incl.; are permitted maximum speed of	79
When handled by engines numbered as follows—No. 1115 to 1130 incl.; No. 1136 to 1140, incl.; are permitted maximum speed of	75
(B) East of Dover maximum speed of passenger trains	70
Eastward general freight Port Morris to Towaco with more than 25 Coal	40

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Hoboken—			
Between station and East End of M. U. Shed.			15
Between East End M. U. Shed and east end Bergen Tunnel			30
Bergen Tunnel			50
Bergen Tunnel to Sub-station (straight route)			30
Sub-station to and including Hackensack River Bridge (straight route)			45
West of West End Tower: "Clear-Medium" Signal			
Crossover track 1 to 3			25
Crossover track 3 to 1			30
Harrison—			
1st curve east of Harrison Station	6.6	6.9	55
West end Harrison Station to east end Newark Freight Station (3 curves and drawbridge).	7.2	7.7	35 Electric 30 Steam
On "Clear Medium" signal east of Newark Tower: Track 1 to Track 3	....	....	30
Newark—			
1st curve west of Newark Station	8.1	8.2	60 Tracks 1-2
2nd curve west of Newark Station	8.4	8.5	60
3rd curve west of Newark Station	8.6	8.7	60
Roseville Ave.—			
Between east end of junction switches and west end of Roseville Station platforms	8.9	9.1	30
NOTE:			
On "Clear-Medium" signal east of Roseville Ave. Tracks 2 and 3 to Track 1			30
On "Clear-Medium" signal east of Roseville Ave. Track 3 to Montclair Branch			15
Grove Street—			
East Orange—			
Curves at east end of Station	9.9	10.0	60
Curves at west end of Station	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of Station	10.4	10.8	60 Tracks 1-3
Orange—			
Orange Interlocking	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
Maplewood—			
Curve at station (7 AM to 9 AM)	15.0	15.2	10 Track 3
Curve at station (9 AM to 7 AM)			50 Track 3
Curve west of station	15.3	15.4	40 Track 3
1st curve east of Millburn station	16.1	16.4	65

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Millburn—			
Track 3 to Track 1 at West End station on "Clear-Medium" signal			30
1st curve west of Millburn station	16.8	17.0	50 Track 1
1st curve west of Millburn station	16.8		55 Track 2
2nd curve west of Millburn station	17.1	17.3	55 Track 1 65 Track 2
Short Hills—			
Curve at east end Short Hills station	17.6	17.8	50 Track 1 65 Track 2
1st curve west of Short Hills station	18.1	18.8	50 Track 1 65 Track 2
2nd curve west of Short Hills station	18.9	19.1	50 Track 1 60 Track 2
2nd curve east of Summit station	19.4	19.7	45 Track 1 50 Track 2
1st curve east of Summit station	19.8	19.9	45
Summit—			
Within Interlocking Limits:			
Main tracks #1-#2 (straight route)			40
Crossover or diverging movement			15
1st curve west of Summit station	20.5	20.6	50
2nd curve west of Summit station	20.9	21.0	60
3rd curve west of Summit station	21.4	22.2	60
4th curve west of Summit station	22.5	22.7	65 Track 1 60 Track 2
1st curve east of Chatham station	23.0	23.4	55
Chatham—			
1st curve west of Chatham station	23.6	23.7	65 Track 1
Madison—			
2nd curve west of Madison station	26.3	26.4	55 Track 1 60 Track 2
3rd curve west of Madison station	26.6	26.7	60 Track 1 65 Track 2
4th curve west of Madison station	26.7	26.8	60 Track 1 65 Track 2
5th curve west of Madison station	27.3	27.4	65 Track 1
Convent—			
2nd curve west of Convent station	28.5	28.7	60
Morristown—			
Curve through Morristown station	29.6	29.9	50
1st curve west of Morristown station	30.2	30.5	65
2nd curve west of Morristown station	30.6	30.7	65 Track 2
1st curve east of Morris Plains station	31.1	31.2	60 Track 1 65 Track 2
Morris Plains—			
3rd curve west of Morris Plains station	33.2	33.5	60
4th curve west of Morris Plains station	33.6	33.7	50
Powder mill curve west of Morris Plains station	34.4	34.7	45
1st curve east of Mount Tabor station	35.1	35.5	45
Mount Tabor—			
Denville—			
Curve through Denville station	36.0	36.4	40

BOONTON LINE—BERGEN JCT. TO SLATEFORD JCT.
(Via Cut-off)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
West End—			
Interlocking Switches (on "Clear-Medium" signal)			15
Curve at West End	2.0	2.1	30

BOONTON LINE—BERGEN JCT. TO SLATEFORD JCT.
(Via Cut-off)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
West Secaucus-Hackensack Drawbridge:			
Entire Bridge Passenger trains			30
Entire Bridge Freight trains			25
Note:—Except under emergency circumstances brakes must not be applied on engines or trains on any part of this bridge.			
1st curve east of Lyndhurst station	7.8	8.0	55
Lyndhurst—			
Lyndhurst Drawbridge—all trains			20
1st curve west of Lyndhurst Drawbridge	9.1	9.2	65
Passaic—			
Curve through Passaic station	10.6	10.9	55
Athenia—			
Curve through Athenia station	12.1	12.3	65
Paterson Jct.—			
Interlocking Limits (straight route)	13.4	13.5	50
On "Clear-Medium" signal:			
Track 3 to Track 1			30
Track 2 to Track 1			30
Paterson—			
Curve through Paterson station	14.9	15.4	45 Track 1 50 Track 2
1st curve west of Paterson station	15.5	15.8	50
3rd curve west of Paterson station (Squirrelwood Rd.)	16.3	16.7	65
Curve at east end of Paterson Highbridge	16.8	17.0	40
Curve at west end of Paterson Highbridge	17.2	17.4	40
1st curve east of Little Falls station	17.4	17.6	60
LittleFalls—			
Mountain View—			
Lincoln Park—			
Westward trains, Track 1, Pompton Bridge to Jacksons Crossing ("Clear-Medium" signal)			30
Towaco—			
Curve at Towaco station	24.8	25.2	60 Track 1 65 Track 3
1st curve west of Towaco station	25.7	26.1	55
3rd curve west of Towaco station	26.5	26.7	60 Track 3
1st curve east of Montville station	26.8	27.3	60
Montville—			
2nd curve east of Boonton station	28.7	28.8	50 Track 3 60 Tracks 1-2
1st curve east of Boonton station	28.9	29.0	55
Boonton—			
Curve through Boonton station	29.2	29.3	55 Track 1 50 Tracks 2-3
1st curve west of Boonton station	29.5	29.7	50 Track 3 55 Tracks 1-2
2nd curve east of Denville station	33.1		55 Track 3 50 Tracks 1-2
Denville—			
Between Denville and Dover			40 Track 3
1st curve west of Denville station	34.4	34.9	55 Track 2 65 Track 1
2nd curve west of Denville station	35.3	35.7	55 Track 1 45 Track 2
3rd curve west of Denville station	35.7	36.1	55 Tracks 1-2
Rockaway Jct.—			
1st curve west of Rockaway Junction	36.5	36.9	55 Tracks 1-2
1st curve east of Dover station	37.2	37.5	55

BOONTON LINE—BERGEN JCT. TO SLATEFORD JCT.
(Via Cut-Off)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Dover—			
Dover Station, "Eastward" siding to Main Track 2 ("Clear-Medium" Signal)			15
1st curve west of Dover station	38.3	38.5	40 Track 1 35 Track 2
2nd curve west of Dover station	38.7	38.9	50 Track 1 55 Track 2
1st curve east of Wharton station	39.3	39.6	60
Wharton—			
1st curve west of Wharton station	40.6	40.8	60 Track 1 65 Track 2
1st curve east of Chester Junction	41.1	41.2	60 Track 1 70 Track 2
Chester Jct.—			
1st curve west of Chester Jct	41.5	41.7	75 Track 2 60 Track 1
Mount Arlington—			
Junction tracks 4 and 2; leaving track 4 (on "Clear-Medium" signal)	43.5	....	30
Mile Post 43.5 and Port Morris, tracks 3 and 4	....	....	45
1st curve east of Hopatcong station	43.8	45.1	55 Track 1 65 Track 2
Hopatcong—			
Curve through Hopatcong station	45.4	45.8	45 Track 1 40 Track 2
Port Morris Jct.—			
Switch from Track 3 to Track 1, west of Tower			15
1st curve west of Port Morris	46.8	47.1	70
2nd curve west of Port Morris	47.6	48.1	75 Track 1 70 Track 2
3rd curve west of Port Morris	48.3	48.5	70 Track 2
4th curve west of Port Morris	49.3	50.1	75 Track 1 70 Track 2
Roseville Tunnel	51.6	51.8	70
1st curve west of Roseville Tunnel	52.5	53.0	75 Track 1 70 Track 2
Johnsonburg—			
1st curve west of Johnsonburg	63.1	63.4	75 Track 1 70 Track 2
1st curve east of Blairstown	64.1	64.3	75 Track 1 70 Track 2
Blairstown—			
1st curve west of Blairstown	65.5	65.7	70 Track 2
2nd curve west of Blairstown	68.3	68.6	70 Track 2
3rd curve west of Blairstown	69.4	69.6	70 Track 2
4th curve west of Blairstown	70.7	70.9	70 Track 2
5th curve west of Blairstown	72.3	72.9	75 Track 1 70 Track 2
Delaware River—			
1st curve west of Bridge	73.2	73.5	55
Slateford Jct.—Interlocking	74.1	74.3	50 Track 1 60 Track 2

PORT MORRIS JCT. TO SLATEFORD JCT.
(Via Washington Line)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Port Morris to Slateford Jct			50
Port Morris Jct.—			
Interlocking junction switches			20
Interlocking junction switches to signal O-467			20

PORT MORRIS JCT. TO SLATEFORD JCT.
(Via Washington Line)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Port Morris—			
Sussex Branch Jct.—			
Movements over spring switches			
Westward trains, Track 1, west end of crossover Track 1 to Track 2			30
Westward trains, Track 1 to single track			30
Westward trains, Track 1 to Sussex Branch			15
Eastward trains, Sussex Branch to Track 2			15
Eastward trains, Washington Line, from single track to eastward Track 2			15
Netcong—			
Hackettstown—			
Spring switch at west end of siding—Trains moving from siding to main track			15
Washington—			
Spring switch at west end of siding—Trains moving from siding to main track			15
Curve through Washington Station	66.5	66.7	30
Oxford Tunnel—			
Curve east end of Oxford Tunnel	69.5	69.6	20
Through Oxford Tunnel—All trains			20
1st curve west of Oxford Tunnel	70.2	70.3	20
2nd curve west of Oxford Tunnel	70.3	70.4	20
3rd curve west of Oxford Tunnel	70.4	70.5	30
Oxford Furnace—			
Spring switch at east end of siding—Trains moving from siding to main track			15
Curve through Oxford Furnace station	70.7	71.1	45
3rd curve west of Oxford Furnace station	72.7	72.9	45
4th curve west of Oxford Furnace station	73.1	73.3	45
Pequest River—			
Curve at east end of Pequest River Bridge	73.8	74.0	45
Curve at west end of Pequest River Bridge	74.0	74.1	45
Buttzville—			
Curve through Buttzville	74.2	74.4	45
2nd curve west of Buttzville	74.8	75.0	45
Bridgeville—			
Spring switch 0.15 mile west of Station—Trains moving from single track to Westward main track			15
1st curve west of Bridgeville station	76.3	76.5	45
Manunka Chunk—			
Curve at east end Manunka Chunk Tunnel	77.1	77.2	20
Through Manunka Chunk Tunnel—All trains			20
Curve at west end of Manunka Chunk Tunnel	77.3	77.4	20
Curve at Manunka Chunk Tower Track 2	77.4	77.5	20
1st curve west of Manunka Chunk Tower	77.6	77.7	45

MONTCLAIR BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Roseville Ave.—			
Curve through Roseville Avenue station	8.9	9.0	20
Watsessing Ave.—			
1st curve west of Watsessing Ave. station	11.1	11.2	65
Glen Ridge—			
Curve through Glen Ridge station	12.1	12.3	50
1st curve west of Glen Ridge station	12.3	12.4	50
2nd curve west of Glen Ridge station	12.4	12.6	45
1st curve east of Montclair station	12.7	12.9	25
Montclair—			
Montclair Crossover between Tracks No. 1 and No. 2, east end of platform			10

GLADSTONE BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Gladstone Branch			55
Summit—			
Between Summit and Bernardsville:			
1200 class engines over all bridges. (See Local Instruction #158)			10
West Summit —			
1st curve west of West Summit	20.9	21.0	50
New Providence—			
1st curve west of New Providence station	22.4	22.7	45
Murray Hill—			
2nd curve west of Murray Hill station	24.7	25.0	50
Berkeley Heights—			
2nd curve west of Berkeley Heights station	26.0	26.2	50
Millington—			
Curve through Millington station	29.9	30.3	45
1st curve west of Millington station	30.3	30.4	45
2nd curve west of Millington station	30.9	31.1	50
Lyons—			
Curve through Lyons station	31.5	32.0	45
Basking Ridge—			
1st curve west of Basking Ridge station	33.8	34.5	50
Bernardsville—			
Freight House Crossing			10
2nd curve west of Bernardsville station	35.4	35.6	50
3rd curve west of Bernardsville station	35.7	35.9	45
4th curve west of Bernardsville station	36.1	36.4	50
Mine Brook—			
2nd curve west of Mine Brook station	38.6	38.9	50
Far Hills—			
1st curve west of Far Hills station	39.1	39.7	50
2nd curve west of Far Hills station	39.9	40.2	45
3rd curve west of Far Hills station	40.3	40.9	45
4th curve west of Far Hills station	41.1	41.3	50
Peapack—			
2nd curve west of Peapack station	42.1	42.2	25
Gladstone—			
Highway crossing, 300 ft. east of Gladstone station	42.2	42.3	5

SUSSEX BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Port Morris to Newton			50
Newton to Branchville			40
Netcong—			
Netcong station to Furnace St. crossing, westward			10
3rd curve west of Netcong station	49.7	49.8	40
4th curve west of Netcong station	49.8	50.0	40
5th curve west of Netcong station	50.5	50.7	40
4th curve east of Cranberry Lake station (Stone Quarry Curve)	51.9	52.1	35
2nd curve east of Cranberry Lake station	52.5	52.6	45
Cranberry Lake—			
3rd curve west of Cranberry Lake station	53.5	53.6	45

SUSSEX BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Andover Junction—			
Spring switch at connection with L. & H. R. R.—Eastward trains from L. & H.			15
Over L. & H. Crossing			15
2nd curve east of Newton station	59.0	59.4	45
Newton—			
Curve through Newton station	59.7	60.1	30
Augusta—			
Over L. & N. E. Crossing			15
Branchville—			
First highway crossing east of station	69.2		5

ROCKAWAY BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Rockaway Branch			40
Rockaway Branch Trains with 1500, 1600 class engines			35
Denville Junction—			
East Leg Wye Track	33.7	33.9	15

HARRISON BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Harrison Branch			30

CHESTER BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Chester Branch			20

PHILLIPSBURG BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Phillipsburg Branch			50
Phillipsburg—			
Stockton Street Bridge, one-half mile east of station	79.7		15

HAMPTON BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Hampton Branch			30
Changewater—			
Musconetcong River Bridge	68.95	Over Bridge	10

BANGOR AND PORTLAND BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Bangor and Portland Branch			30
Bangor—			
Washington Street and South Main Street Crossings	89.6	89.7	6
1200 class engines over bridge #90.34 on freight house lead	90.34		15
Martins Creek—			
163 and 183 class engines over bridge 94.75, 1.33 miles east of station	94.75	Over Martins Creek	10
300, 500, 700 and 900 class engines, also loaded cars of 140,000 pounds capacity, over bridge 94.75, 1.33 miles east of station	94.75	Over Martins Creek	15
Pennsylvania R. R. Bridge over Delaware River, 163-183 class engines	96.63	96.74	20
Nazareth—			
Rock Cut ¼ mile east of station	106.5		10
Main Street crossing	106.7		10
Bath Junction—			
Road crossing over N. & B. tracks west of station	110.5		15

Clearance Stations

138. A train must not leave its initial point without clearance Form A, when operator is on duty, except at Hoboken passenger station, Montclair, Port Morris, and eastward trains from Scranton Division at Slateford Jct.

WASHINGTON—No train will leave Washington without Clearance Form A during time operators are on duty: 7:00 A.M. to 11:00 P.M., week days; 3:30 P.M. to 5:30 P.M., Sundays and Holidays.

ANDOVER JUNCTION—eastward L. & H. R. Railway trains may proceed over D. L. & W. R. R. without stopping to obtain train orders provided Form 19 Order which includes information as to overdue trains and D. L. & W. Clearance Form A are delivered to train by telegraph operator. When Form 31 Order is required, signal must be displayed and L. & H. Railway train must stop and get Order as provided in Rule 210.

139. LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, TRAIN AND WATCH REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Watch Comparison Registers
Hoboken—Pass. Sta. (Baggage Room)	x	x	x	x
Yard Office (Frt. Trains)	x	x	x	x
Disptacher's Office		x		
Engine House	x	x		x
Pass. Yard Office	x			
Y. M. C. A.		x		
Secaucus—East Yard Office	x	x		x
Y. M. C. A.		x		
Engine House	x	x		x
Harrison—Yard Office	x	x		
Harrison Branch:				
Secaucus—West Tower by Card			x	
Kearny Jct.—Tower by Card			x	
Lyndhurst—Draw Bridge Tower by Card			x	
Montclair (Register at Tower by Card)	x	x	x	x
South Orange (Register for starting or terminating trains at Tower)	x	x	x	x
Summit Tower (for Gladstone Branch; Trains No. 406, 410, 423, 429 and 433 by Card)	x	x	x	x
Gladstone	x	x	x	x
Morristown (Register for starting or terminating trains at Station by Card)	x	x	x	x
Paterson—Yard Office	x			
Denville (Rockaway Branch Trains—Nos. 1011 and 1055 by Towerman)			x	
Dover Tower (Register for trains starting or terminating at Dover and trains to or from Rockaway Branch)	x	x	x	x
Port Morris—Yard Office (Register for trains starting or terminating at Port Morris)	x	x	x	x
Engine House	x	x		x
Netcong Pass. Station (Eastward extra trains register by Card)			x	
Newton	x	x	x	x
Hackettstown—(Register for trains starting or terminating at Hackettstown)			x	
Washington (All trains register)	x	x	x	x
Phillipsburg—C. R. R. of N. J. Tower	x	x	x	
D. L. & W. Frt. House	x			
Bangor—Station		x		
Engine House	x	x		x
Upper Staff Cabin			x	

NOTE.—Trains not stopping at register stations must be registered by operator or Towerman.

Signals

140 (a). **Automatic Block Signals Are in Use Protecting Main Tracks, as follows:**

Hoboken to Denville via Morristown Line.
West End to Slateford Jct. via Boonton Line and New Jersey Cut-off
Port Morris Jct. to Slateford Junction via Washington Line.
Roseville Avenue to Montclair.
Summit to Gladstone.
Denville to Rockaway Jct. via Rockaway.
Sussex Branch—Sussex Branch Jct. to N. Y. S. & W. R. R. crossing.
Phillipsburg Branch—Washington to Phillipsburg.
Bangor and Portland Branch at.....{Portland Wye (Rule 509 (b).)
{Bangor Shops (Rule 509 (b).)

(b) Absolute Permissive Block System. (Rules 509a-509b.)

Gladstone Branch—Summit to Gladstone.
Washington Line—Sussex Branch Jct. to Bridgeville.

(c) Preliminary—Overlap Block System. (Rule 509c.)

1. Sussex Branch Jct., to N.Y.S.&W.R.R. crossing.
2. Washington to Phillipsburg.
3. Freight track, leading from track No. 3 at Harrison Station to lower deck, Passaic River Drawbridge, (to Broad Street Freight Yard.)

(d) Single Track Block Signals Manually Controlled.

Denville to Rockaway Jct. via Rockaway controlled manual with intermediate automatic signals. A train may pass home (Master) signal at Denville or Rockaway Jct. in "STOP" position upon receipt of clearance Form B, issued by Towerman only when block is unoccupied and signal cannot be operated. Rule 509b applies to intermediate automatic signals.

(e) Rockaway Junction: Interlocking Home signals, controlled from Dover Tower.

(f) Secaucus:

Automatic color light signals (not numbered) govern EASTWARD and WESTWARD movements on main tracks Nos. 2 and 1 at location of hand thrown, electrically locked, crossovers east of Station; most restrictive aspect indicates "STOP"—Rule 292.

(g) Washington:

Automatic one-arm 3-position upper quadrant semaphore signals (not numbered) govern EASTWARD movements on Washington line and from Phillipsburg Branch to Washington line over junction switch; most restrictive aspect indicates "STOP"—Rule 292.

(h) Andover Junction:

Interlocking signals are inter-connected with block signals and when cannot be cleared, flagman must precede train to next "Clear" signal.

141. **Station Signals** govern eastward trains approaching Wharton station and entrance to Kingsland shops. (See Rule 107.)

Train Operation by Signal Indication.

142. (a) Between Hoboken and Millburn trains running on main tracks will be governed by Rules D-251 to D-254 and D-261 to D-264 inclusive.

(b) Between Port Morris and Secaucus via Boonton Line passenger trains and through freight trains running on main track with the current of traffic will be governed by Rules D-251 to D-254 and D-261 to D-264, inclusive. This does not relieve enginemen from observing provisions of Rule 107.

(c) **Eastward first class through line passenger** trains may operate in advance of schedule time Millburn to Hoboken upon proper signal indication as provided by Rules D-251 and D-261—and Local Instruction 142 (a), strictly observing Rule 107.

Switches and Interlocking (See Rules 635 and 671.)

143. INTERLOCKING TOWERS NOT OPEN 24 HOURS DAILY

Kearny Jct.	*Open*	Weekdays—7:30 A.M. to 11:30 P.M. Sundays—9:30 A.M. to 12:30 P.M. 3:30 P.M. to 11:30 P.M.
Orange	*Open*	Weekdays—All hours. Sundays—12:01 A.M. to 7:00 A.M. 3:00 P.M. to 11:59 P.M.
South Orange	*Open*	Weekdays—5:45 A.M. to 9:45 P.M. Sundays—Closed.
Millburn	*Open*	Weekdays—6:00 A.M. to 10:00 P.M. Sundays—Closed.
Manunka Chunk	*Open*	Daily—10:00 A.M. to 2:30 P.M. 3:30 P.M. to 7:00 P.M.
Nazareth-Dexter Hill Tower.	*Open*	Weekdays—8:00 A.M. to 12:00 Mn. Sundays and Holidays—Closed.

SPECIAL INSTRUCTION IN CONNECTION CLOSED HOURS:

Kearny Jct.:

(a) Main Track 1, signals left "Clear" for Eastward movements.
Main Track 3, signals left "Clear" for Westward movements.

(b) Route from eastward lead to "Tail Track" left lined and signal in "Restricting" position.

Orange:—Sunday mornings only, Main Track No. 1 traffic levers set for Eastward movements.

South Orange:—Main Track No. 1 traffic levers left set for Eastward movement.

Millburn:—Main Track No. 1 traffic levers left set for Eastward movement.

144. Drawbridges Protected by Interlocking

Morristown Line	Hackensack River. Passaic River.
Boonton Line	Hackensack River. Passaic River.

Great care is enjoined on all in approaching and passing over drawbridges. When signals are obscured from any cause, enginemen must stop and know that bridge is safe before proceeding.

Trains must not stand on drawspan when it can be avoided.

All trains must STOP at dwarf signal, located 330 feet west of Upper Hackensack Drawbridge, Boonton Line, when making reverse or detour movements on track No. 1 over drawbridge, before proceeding on signal indication.

145. Remote Control Switches.

(See General Instruction 63)

Remote control switches are located as follows:

1. Switch at east end of Harrison Branch extension located 400 feet west of Hackensack Drawbridge, Boonton Line, controlled from Hackensack Drawbridge.

2. Crossover switches connecting tracks 1 and 2, located 1600 feet east of Paterson Junction Interlocking tower and controlled from Paterson Junction interlocking tower.

3. East end of Nos. 1, 2 and 3 tracks west of Pompton River Bridge, controlled from Mountain View Interlocking Tower.

4. Crossover switches, connecting tracks Nos. 1, 2 and 3 located 2000 feet west of Lincoln Park Station, controlled from Mountain View Interlocking Tower.

5. Junction Switch, track 3 and Rockaway Branch, Rockaway Junction. Controlled from Dover.

6. Switches at junction of tracks 1 and 3 and tracks 2 and 4 at Mt. Arlington located 2200 feet west of mile post 43, controlled from Port Morris Junction Interlocking tower.

7. Switch leading into eastward siding located 375 feet east of mile post 47 on New Jersey Cut-off, controlled from Port Morris Junction Interlocking tower.

DETAILED INSTRUCTIONS concerning the manual operation of these switches are located in adjacent booths.

147. (a) Electrically Locked Hand Operated Switches

(See General Instruction 64)

Hand operated switch stands are electrically locked and controlled from interlocking towers or stations at the following locations:

West End—

Switch to substation east of interlocking tower from track 3, controlled from West End Interlocking Tower.

Koppers—

Switch from track 3 west of Hackensack Drawbridge, controlled from Kearny Junction Interlocking Tower.

Orange—

Brewery switch from track 2, controlled from Orange Interlocking Tower.

Morristown—

Crossover between passenger yard lead and track 2; crossover between tracks 1 and 2; switch and derail to Express track from track 1, switch and derail to Wittes Coal Dock from track 1, controlled from Morristown Station. When opening crossover; switch adjacent to electric lock must be thrown first which will release far end of crossover so it can be thrown.

Switch at far end of crossover must be thrown first in restoring crossovers to normal position.

In case of failure of electric lock, an emergency release is provided inside lock. Permission must be obtained from Morristown Station to break seal on emergency button. Button must be held in depressed position while electric lock lever is moved to unlocked position.

Open hours Morristown Station:

Weekdays—5:45 A.M. to 1:00 A.M.

Sundays—8:30 A.M. to 1:00 A.M.

Kingsland—

Crossover between tracks 1 and 2 west of Station, controlled from Lyndhurst Drawbridge.

Crossover between track 2 and Harrison Branch, west of Station, controlled from Lyndhurst Drawbridge.

Delawanna—

Switch to Delawanna Iron and Metal Company siding, from track 3, west of Lyndhurst Drawbridge, controlled from Lyndhurst Drawbridge.

Dover—

East end of "Eastward" siding, connecting with track 2, controlled from Dover Interlocking Tower.

East End "Lumber" track from track 3, controlled from Dover Interlocking Tower.

(b) Electrically Locked Hand Operated Switches Automatically Controlled

Secaucus—

Crossover between main tracks 1 and 2, located 750 feet east of Station; crossover between main track 1 and Front lead, West Yard, located 550 feet east of Station and crossover leading from East Klondyke to main track 2, located 1350 feet east of Station are automatically approach locked through track circuits and will be released automatically with engine or train standing on main track beyond switch points.

When movement is to be made from Front lead, West yard, or East Klondyke to main track or from one main track to another, permission must first be obtained from dispatcher, and if indicator in electric lock shows "Clear", lock is released and switch can be operated. If indicator shows "STOP", press button and after lapse of three (3) minutes indicator will show "Clear" and lock will be released.

When necessary to use button, break and remove wire seal. Breaking of seal or finding seal broken must be promptly reported to train dispatcher.

In case of failure of electric lock, an emergency release is provided inside lock. Permission must be obtained from train dispatcher to break seal on emergency button. Button must be held in depressed position while electric lock lever is moved to unlocked position.

Chester Jct.—

Crossover between tracks 1 and 2; junction switch and derail connecting Chester Branch and track 2; switch and derail to New Yard from track 1 are automatically approach locked through track circuits and will be released automatically with train or engine standing on main track beyond switch points, when movement is to be made from main track to New Yard or Chester Branch.

When movement is to be made from New Yard or Chester Branch to main track or from one main track to another, permission must first be obtained from dispatcher, and if indicator in electric lock shows "Clear," lock is released and switch can be operated. If indicator shows "STOP," press button and after lapse of three (3) minutes indicator will show "Clear" and lock will be released.

When necessary to use button, break and remove wire seal. Breaking of seal or finding seal broken must be promptly reported to train dispatcher.

Washington—

Junction switch between Washington line and Phillipsburg Branch. To make movement from Phillipsburg Branch to Washington line proceed as follows:

1. Obtain permission by telephone from dispatcher.
2. Unlock door of release box (lettered "Z"). Push button and when white light appears (indicating lock is released) close and lock door.
3. Depress upper treadle on switch lever latch and remove switch lock.
4. Depress lower foot treadle and operate hand-throw lever to move switch points.
5. After train movement has been completed, restore hand-throw lever to normal position.
6. Depress upper treadle and insert switch lock in bail, locking same.

If white light does not appear after pushing button in release box, switch is electrically locked due to train or equipment on track sections approaching home signal on Washington line. To obtain release under this condition, proceed as follows:

(a) Obtain permission from dispatcher.

(b) Turn knob of release handle to left (counter clockwise one-half turn) until release is unlatched.

(c) Wait three (3) minutes when white light will appear.

(d) Turn knob of release handle to right (clockwise) as far as it will go until release is latched in normal or original position. (Door of release box cannot be closed until release handle is in full normal position.)

(e) Close and lock door, proceeding as in 3, 4, 5, and 6 above to operate switch.

CAUTION—

Do not remove switch lock from bail of switch stand lever until it is known that conditions are proper for operating switch. Removal of lock will immediately set home signal at "STOP."

The occupancy of 200 foot track section immediately east of junction switch will automatically release electric lock.

An emergency release key is provided inside of electric lock in case of an electrical failure.

If lock cannot be released after removing switch lock from bail, break car seal at side of lock, insert switch key and turn. This operation will mechanically lift locking piece and allow switch to be thrown.

Breaking of car seal and use of emergency release must be promptly reported to dispatcher.

148. Signal Indicators

(a). Crossover Indicator. Denville.

A special crossover sign located on home signal governing eastward movements on east leg of Rockaway Branch Wye at trailing crossover between east leg of the Wye and Track No. 3 when illuminated will show letter "Z" which will be an indication that this crossover is to be used. This is controlled from Denville interlocking tower.

(b). Switch Indicator

Secaucus

Signal 58 (bottom aspect) located west of Upper Hackensack Bridge, white light when illuminated shows "S" indicating route is lined to enter Secaucus East or West Yard.

Washington

At West end of crossover located just east of Phillipsburg Branch junction switch to indicate approach of WESTWARD trains between Mile Post 62.3 (4.2 miles east of station) and the west end of crossover.

At west end of crossover located just east of Phillipsburg Branch junction switch to indicate approach of EASTWARD trains between M.P. 69.6 (3.1 miles west of station) and Home signal at junction switch.

At Hampton Branch junction switch to indicate approach of trains on Phillipsburg Branch between signal L684 (1.9 miles west of station) and Home signal at junction switch.

Main track must not be entered or fouled until green switch indicator light is seen after pushing button thereon, indicating that track is unoccupied between designated points, unless it is known approaching train has stopped.

149. Location of Spring Switches

(See General Instructions #62)

Port Morris

1. East end of No. 1 and No. 2 Engine Delivery tracks set for lead.

2. East end of Coal Chute track (South side) set for Coal Chute track.

3. East and west end of Coal Chute run-around (South side) east end set for Chute track; west end set for run-around.

4. Spring Point Derail at west end of yard on lead to Sussex Branch main track. Set to derail westward movements.

Sussex Branch Jct.

1. Both switches of trailing crossover between main tracks No. 1 and No. 2 at Sussex Branch Junction.

2. Both switches of crossover between main track No. 1 and Sussex Branch main.

Normal position of these switches is for straightaway movement, *except the west end of trailing crossover between main tracks No. 1 and No. 2, which is set for crossover movement.*

3. Junction switch between main tracks No. 1 and No. 2 at beginning of single track, Washington line. Normal position for straightaway movement single track to Main track No. 2.

Movements to and from Washington Line and west end Port Morris Yard tracks must be made only on authority of dispatcher and in accordance with Rules 93 and 93a.

Before EASTWARD trains moving from Sussex Branch to Washington Line can pass END OF BLOCK sign, located opposite signal F-473, conductor or engineman must—

1. Secure permission from dispatcher by telephone.

2. Receive clear indication from switch indicator located in telephone booth. The purpose of this indicator is to show that points of spring switch at west end of crossover are set for trains to cross over from No. 1 to No. 2 main track. (If indicator is not clear, dispatcher should be notified and switch examined to be sure that point is against stock rail.)

3. Open crossover switch at END OF BLOCK sign. Wait three minutes, and then proceed. This switch must be closed by hand after train has passed over it. The train can then proceed without further handling of switches.

If unable to communicate with dispatcher, movement must be made only under protection as provided by Rule 99.

WESTWARD trains moving from Washington Line to Sussex Branch must stop and trainman operate hand-throw spring switch at east end of crossover leading to Sussex Branch main. This switch must be thrown to closed position by hand after train has passed over it.

Telephones: Dispatcher's phones are placed in booths located 100 feet west of signal F-473 and at signal F-471. Short line 'phones are located at Netcong depot ticket office; in booth located 100 feet west of signal F-473; at Switchtender's cabin Port Morris Roundhouse and switchboard in yardmaster's office. At signal F-473 a switch is provided to connect telephone to either dispatcher's or short line.

Andover Jct.

Main track connection with L. & H. R. R.—set for Sussex Branch main. (See General Instruction 61 E 14.)

Hackettstown—West end of siding, set for main track.

Washington—West end of siding, set for main track.

Oxford Furnace—East end of siding, set for main track.

Bridgeville—Junction switch at end of single track (0.15 mile west of Bridgeville Station.) Normal position for turn out movements from single track to Westward main track.

150. Railroad Crossings (See Rule 98-98a)

Protected by Interlocking:

(a) Mountain View (Tower operated)—Erie R. R.

(b) Lake Junction (Trainmen operate)—C. R. R. of N. J.

When train movements are to be made on the D. L. & W. R. R., enter the tower, close the door, then pull door-lock lever No. 1 forward. If no trains are approaching on the C. R. R. of N. J., push levers No. 3 and No. 5 back. To make westward movements pull lever No. 4 forward. To make eastward movements pull lever No. 2 forward. After completion of train movements push levers No. 2 or No. 4 back and pull levers No. 3 and No. 5 forward, then push door-lock lever No. 1 back.

Cabin door must be closed and locked before leaving same.

(c) Kenvil (Trainmen operate)—C. R. R. of N. J.

When train movements are to be made on the D. L. & W. R. R., enter the tower, close the door, then pull door-lock lever No. 1 forward. If no trains are approaching on the C. R. R. of N. J., push levers No. 2 and No. 4 back. To make westward movements pull lever No. 3 forward. To make eastward movements pull lever No. 5 forward. After completion of train movements push levers No. 3 or No. 5 back and pull levers No. 2 and No. 4 forward, then push door-lock lever No. 1 back.

Cabin door must be closed and locked before leaving same.

(d) Andover Junction (Tower operated)—L. & H. R. R.

(e) Susquehanna Crossing (Trainmen operate)—N. Y. S. & W. R. R.

(f) Augusta (Automatic)—L. & N. E. R. R.

Signaling and Operation at Augusta, N. J., Automatic Interlocking.

The clearing section for the D. L. & W. Railroad interlocked home signals extends from each approach signal to its respective Home Signal.

Trains will avoid unnecessary occupancy of track in these sections to avoid delays to L. & N. E. R. R. trains at the crossing.

Should Home Signal at the crossing indicate "STOP" without apparent cause member of crew will proceed as follows:

1. Go to crossing and determine whether L. & N. E. train is approaching. If so, D. L. & W. train must wait until the other crosses, when the signal will clear.

   If no train is approaching, he will communicate with the D. L. & W. R. R. Dispatcher advising him of conditions.

2. Go to D. L. & W. R. R. "release box" at the crossing, and, if after a five minute time interval from the time the train has stopped, no L. & N. E. R. R. train is visible approaching the crossing, open the release box.

3. If an L. & N. E. R. R. Home Signal is displaying a "Proceed Indication," a green light will be lighted.

4. Wait one (1) minute, then operate small push button, which will set L. & N. E. R. R. Home Signal at "STOP," extinguishing green light, close and lock the door.

5. After a two (2) minute interval, the Home Signal should display a "Proceed" indication for a D. L. & W. R. R. train.

Railroad Crossings (Continued)

6. If the D. L. & W. Home Signal then fails to clear, trains may proceed on hand signals from man at crossing after it has been ascertained that both L. & N. E. Home Signals are in "STOP" position and proper flag protection is provided against L. & N. E. trains.

7. If switches between Home Signals on the L. & N. E. R. R. are not lined for main track, a Red light will be displayed in the D. L. & W. R. R. "release box." This will indicate that the D. L. & W. R. R. Home Signal will not clear and movement over the crossing must be made in accordance with preceding paragraph No. 6.

(g) Bangor (Trainmen operate)—L. & N. E. R. R.

Signals normally "Clear" for D. L. & W. R. R.

(h) Nazareth (Dexter Hill, Tower operated)—L. & N. E. R. R.

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

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

Not Protected.

(k) Nazareth (Tail track of Wye)—L. & N. E. R. R.

Operated Under Rule 98a.

151. Special Protection of Highway Crossings

Berkeley Heights: Plainfield Road, first crossing east of station. Watchman assigned 8:00 A.M. to 4:00 P.M. daily, to protect this crossing.

Stirling: Main Street. Main track and siding. Automatic Electric Short Arm highway crossing gates. See general instructions #66. All trains, moving toward crossing on siding, will STOP and know that the crossing signals are operating properly and gates are in DOWN position before movement is made over crossing.

Millington: 9:00 A.M. to 2:30 P.M. daily except Sunday, all trains must approach both highway crossings east and west of Passenger Station prepared to stop for highway traffic on or closely approaching these crossings.

When switching at Millington is being performed, either before or after these hours (9:00 A.M. to 2:30 P.M.) crew doing this switching must comply with provisions of Rule 687-A

Far Hills:

Mine Brook Road at east end of Station. Automatic Electric Short Arm highway crossing gates. See general instructions #66.

EASTWARD train movements must use not less than 35 seconds (approximately 35 miles per hour) between WEST end of siding and highway crossing to permit sufficient time for gates to operate properly.

After a train meet at siding, eastward train movements on main track or from siding must use not less than 35 seconds (approximately 8 miles per hour) between EAST end of siding and highway crossing.

WESTWARD trains using siding when practicable should proceed through and leave from westward end.

Kingsland:

Valley Brook Ave., New Jersey Ave., Orient Way, Kingsland Shop. Trains will stop and crews protect over crossing.

Paterson Spur:

MAIN STREET: Crossing man not on duty 9:45 P.M. to 5:45 A.M. Movement over this crossing must be protected by flagman during these hours.

Washington Ave., Taylor St., Peach and Plum Sts. are protected by Crossing Flasher System, operated by Gatemen, at 20th Ave. and at Straight St. between the hours of 10:00 A.M. and 6:00 P.M. Gatemen not on duty Sundays.

When crossings are not protected by Gatemen movement over them must be protected by flagman.

Little Falls:

Water track, crosses New State Highway Route 6. Moves over crossing must be protected by flagman.

Rockaway:

East Main Street. Automatic Electric Short Arm highway crossing gates. See General Instruction #66.

Chester Junction:

Lower Berkshire Valley crossing on Chester Branch. Train will STOP and crews protect movement over crossing.

Kenvil*:

Mine Hill Road. (See Note below.)

* Mine Hill Road, Kenvil, crossing signals, are manually controlled. Before passing over this crossing, in either direction, trains will stop—and conductor or trainman will proceed as follows:

(1) Open box located on either side of crossing with switch key.

(2) Throw switch located inside of box; this will start crossing signals working.

(3) After crossing signals are known to be working, engineman can proceed over crossing.

(4) After clearing crossing on opposite side of road, train will stop and conductor or trainman will open another box with switch key and throw switch located in box. The throwing of this switch will stop crossing signals from working; after which train may proceed.

In case crossing signals become inoperative, crossing will be protected by a member of the train crew while movements over same are being made.

Succasunna: Main Street crossing, east of station and Highway Route 10, west of station. All trains will stop before going over crossings and movement over these two crossings protected by train crews.

Netcong: Furnace Street (720 ft. west of station), Flasher Type Crossing Warnings, Sussex Branch.

Westward trains—speed restricted to 10 miles per hour between sign 320 ft. west of station—reading "Flasher Clearance" and Crossing. (25 seconds to be used.)

Eastward trains Sussex Branch, Timetable speed restrictions govern.

Westward trains making station stop, remain east of flasher clearance sign until ready to proceed. Trains switching or delayed within Flasher Circuit will be governed by Rule 687-A.

Cranberry Lake Station: Rose crossing, first crossing west of station, the flasher light type crossing signal may not afford proper protection when a train is approaching the crossing on the siding or when there is a combination of one train entering and proceeding on siding as another train approaches on main track. Under these circumstances, Rule 687-A must be complied with.

Newton: Eastward trains approaching highway crossing west end of station on other than a "Clear" automatic block signal will make STOP before going over crossing.

Branchville: All train movements over highway crossing just east of station must be protected by train crews.

Hackettstown: High Street. Main track. Automatic Electric Short Arm highway crossing gates.

EASTWARD train movements must use not less than 30 seconds (approximately 37 miles per hour) between Main and High Street crossings (1,650 feet) to permit sufficient time for gates to properly operate. See general instruction #66.

Washington: Railroad Ave., Phillipsburg Branch and Hampton Branch. All trains will STOP before going over crossing and train crews will protect.

Broad Street. Flasher light type crossing signals. Trains must not exceed speed of 30 miles per hour approaching crossing.

Lincoln Ave. When switching at East end Porcelain Company switch, train crews will protect crossing account flasher light signals not operating under such conditions.

Bangor: Washington St. and South Main St. crossings are protected by watchmen week days, except Holidays, 7:00 A.M. to 1:00 A.M. Trains operated at other times must protect.

Nazareth: Main St. crossing protected by watchmen week days, except Holidays, 7:00 A.M. to 11:00 P.M. Trains operated at other times must protect.

152. Yard Limits and Yard Rules:

(a) Flagging: Within yard limits at Hoboken and Secaucus, main tracks will not be occupied by an engine or train unless protected as prescribed by Rule 99.

(b) Yard Limit Rules 93, 93 (a), 93 (b) will govern the movement of trains on Hampton Branch. Rule S-97 must be observed.

(c) Train orders are required for movement over Harrison Branch between Kingsland Junction and Harrison Junction. Movement beyond these points must be made under Yard Rules. Eastward movement over Harrison Branch extension can only be made on authority of towerman at West Secaucus.

(d) Yard Limits are located as follows:

Hoboken
Secaucus
Gladstone
Kingsland—(Harrison Branch north of Kingsland Junction, yard tracks and Harrison Branch extension to Hackensack Draw.)
Chester Branch
Port Morris —Netcong
Newton
Branchville
Washington
Hampton
Phillipsburg
Oxford Furnace
Portland (Incl. Hill Yard)
East Bangor
Bangor
Martins Creek Junction (Martins Creek Branch only)
Penn Argyl Junction, incl. Pen Argyl and Wind Gap Branches
Nazareth
Bath Junction
Martins Creek

153. Yard Running Tracks

Movements on these tracks are subject to Yard Rules, Rules 93a and 93b, apply. If of an assigned direction, reverse movements may be made only under protection.

Hoboken:

"Old East Main" and "Old West Main" tracks between Grove Street Interlocking, and first crossover east thereof, operated as East and West Running Tracks, respectively.

Reverse movements may be made *only* under full protection in accordance with Rule 99; Towerman at Grove Street Tower to be notified in advance, when practicable.

All trains will approach east end of running tracks under full control, expecting to find crossover switches and all other switches east of that point *not* properly lined, and when necessary will STOP before fouling adjoining routes and be governed by Rule 105 (c), as amended in General Instruction 8 (c).

Switches may be left in position last used.

Secaucus—West End:

East Klondyke—assigned eastward.

West Klondyke—assigned westward. Eastward movements on West Klondyke can be made on authority and protection of towerman at West End.

All movements on East and West Klondyke to be made at *restricted* speed.

Secaucus—East Yard:

No. 1 assigned eastward West Secaucus to County Road.

Harrison:

(a) Between Kearny Junction and East End Harrison Yard:
No. 1—assigned westward.
No. 2—assigned eastward.

Dover:

"Eastward" Siding assigned both directions.

Port Morris Yard:

(a) Canal track between Yard office and Port Morris Junction Tower assigned in both directions and movements under authority of towerman Port Morris Junction.

(b) Tracks Nos. 1, 2, 3 and 4 between Enginehouse and Sussex Branch Junction used as authorized by switchtender located near Enginehouse.

Exception: Account track No. 4 switch at west end normally set to permit, eastward L. & H. trains may enter yard without stopping at Sussex Branch Junction to telephone switchtender.

Washington Yard:

Track No. 8 assigned both directions.

154. Marker Boards

(a) West of Hackensack Bridge, Boonton Line.

White boards along track No. 1, reading "75–100–125–150" indicate car lengths from Secaucus West Yard Office, permitting more ready compliance with rule 778.

(b) Washington:

White boards to indicate 100 car lengths from junction switch are located 4,700 feet east on Washington line and 4,700 feet west on Phillipsburg Branch to enable engineers to make proper stop to permit junction switch to be set in normal position after using and also more readily comply with rule 778.

Clearance Restrictions

(Overhead and side obstruction. See Local Instruction 200.)

155. Employes (except qualified electric service employes in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment when on electrified tracks.

EXCEPTION:

In necessary performance of their duties, employes may sit on cars to pass signals for:

(a) Movements between Harrison Yard, east end lower level Passaic River Drawbridge, and Orange Street Yard.

(b) Movements from Secaucus East Yard to County Road Crossing.

156. 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, 6 ft. 9 in. width of car or lading	15 ft. 4 in.
Tracks 2 and 4, Bergen Tunnel, 6 ft. 9 in. width of car or lading	17 ft. 4 in.
West End to Denville, Morristown Branch	15 ft. 6 in.
Denville to Dover, track No. 1	16 ft. 11 in.
Denville to Dover, track No. 2	17 ft. 4 in.
Gladstone Branch	15 ft. 6 in.
Montclair Branch, except Grove Street Bridge, Montclair	15 ft. 6 in.
Grove Street Bridge, Montclair	15 ft. 4 in.

157. Structures less than 21 feet above top of rail (22 feet in Pennsylvania) which may not clear man standing on top of cars or engine tenders and overhead wire or cable lines less than 27 feet above top of rail:

HOBOKEN-DOVER (Via Morristown)

Location	Description	Track Nos.
Entire Territory	All catenary structures.	
Hoboken	Train Shed	All Tracks
From .04 mile west of M.P. 1 to .15 mile east of M.P. 2	Bergen Tunnel	All Tracks
.05 mile east of M.P. 2	Tonnele Ave. Bridge—west of Bergen Tunnel	All Tracks
Kearny Jct.—		
.22 mile west of M.P. 5	P. R.R. Bridge	All Tracks
.48 mile west of M.P. 7	Passaic River Bridge—Lower deck	All Tracks
Newark—		
Station	Platform canopy	Tracks #2 & #3
From .08 mile west of M.P. 8 to .18 mile west of M.P. 9	All bridges over depressed tracks between High Street and 15th St. Roseville	All Tracks
Roseville Ave.—		
Station	Platform canopy	Tracks #2 & #3
Grove Street—		
.28 mile east of M.P. 10	Maple Ave. Bridge	All Tracks
Orange—		
.40 mile east of M.P. 12	Scotland Road Bridge	All Tracks
Mountain Station—		
.08 mile west of M.P. 13	Montrose Ave. Bridge	All Tracks
Maplewood—		
Station	Platform canopy	All Tracks
Millburn—		
.38 mile west of M.P. 16	Wyoming Ave. Bridge	All Tracks
Summit—		
From .03 mile west of M.P. 20 to .49 mile east of M.P. 21	All bridges over depressed tracks	All Tracks
.20 mile east of M.P. 21	High St. Bridge	All Tracks

HOBOKEN-DOVER (Via Morristown)—Continued

Location	Description	Track Nos.
Chatham—		
.39 mile west of M.P. 24	Union Ave. Bridge	All Tracks
.04 mile east of M.P. 25	Sampson Ave. Bridge	All Tracks
Madison—		
.10 mile east of M.P. 26	Ridgedale Ave.—Foot Bridge	All Tracks
.22 mile east of M.P. 27	Danforth Road Bridge	All Tracks
Convent—		
.31 mile east of M.P. 29	Normandy Parkway	All Tracks
Morristown—		
.48 mile west of M.P. 31	Hanover Ave. Bridge	All Tracks
Morris Plains—		
.26 mile east of M.P. 34	Highway Bridge	All Tracks
Denville—		
.07 mile east of M.P. 36	Franklin Ave. Bridge	All Tracks
.15 mile east of M.P. 37	Dickerson Road Bridge	All Tracks
.40 mile east of M.P. 38	Salem St. Bridge	All Tracks
Dover—		
Station	Platform canopy	Track #1

WEST END TO DENVILLE (BOONTON LINE)

West End to Secaucus	All catenary structures.	
West End—		
.25 mile west of M.P. 3	Overhead wires	Wire over Erie Interchange Track
Secaucus—		
.38 mile east of M.P. 4	P. R. R. Bridge—Secaucus	All Tracks
150 feet east of M.P. 7	Overhead wires	Side Track
Kingsland Shops—		
250 feet west of M.P. 7	Overhead wires	Side Track
300 feet west of M.P. 7	Overhead wires	Side Track
Mile Post 7.22 to Mile Post 7.30	Kingsland Tunnel	1-2
Kingsland—		
.37 mile east of M.P. 8	Ridge Road Bridge	1-2-Side Track
400 feet east of M.P. 8	Overhead cable	Side Track
300 feet east of M.P. 8	Overhead cable	Side Track
Lyndhurst—		
.35 mile west of M.P. 9	Overhead cable	Side Track
Delawanna—		
Signal Bridge 94-95	Overhead cable	Side Track
Passaic—		
.22 mile east of M.P. 11	Overhead cable	Side Track
.21 mile east of M.P. 11	Overhead cable	Side Track
.10 mile west of M.P. 11	Overhead cable	Side Track
.40 mile west of M.P. 11	Overhead cable	Side Track
.47 mile west of M.P. 11	Foot bridge	All Tracks
.33 mile east of M.P. 12	Overhead cable	Side Track
.32 mile east of M.P. 12	Overhead cable	Side Track
.20 mile east of M.P. 12	Overhead cable	Side Track
100 feet east of M.P. 12	Overhead cable	Side Track
Athenia—		
.20 mile west of M.P. 12	Overhead cable	Side Track
.45 mile east of M.P. 13	Overhead cable	Side Track
150 feet west of Paterson Tower	Overhead cable	Side Track
.70 mile west of M.P. 14	Overhead wires	2-1-Side Track
Paterson—		
.70 mile west of M.P. 15	Overhead wires	Side Track
.26 mile west of M.P. 16	Highway Bridge—West of Paterson	1-2
.20 mile east of M.P. 18	Overhead wires	Side Track
Little Falls—		
.10 mile east of M.P. 19	Overhead wires	Side Track
.50 mile west of M.P. 20	Overhead wires	Side Track
Mountain View—		
.42 mile east of M.P. 21	Highway Bridge—West of Mountain View	1-2

WEST END TO DENVILLE (BOONTON LINE)—Continued

Location	Description	Track Nos.
Lincoln Park—		
.11 mile east of M.P. 23	Highway Bridge—Lincoln Park station	3-1-2
.33 mile east of M.P. 25	Highway Bridge—East of Towaco	3-1-2
Towaco		
Montville—		
.24 mile east of M.P. 29	Highway Bridge—East of Boonton station	3-1-2
.20 mile east of M.P. 29	Overhead wires	Side Track
.14 mile east of M.P. 29	Overhead cable	Side Track
Boonton—		
660 feet west of M.P. 29	Overhead cable	Side Track
.33 mile west of M.P. 29	Main St. Bridge—Boonton	3-1-2 Yard Lead
.40 mile east of M.P. 30	Bridge in Boonton Freight Yard	Yard Track
.32 mile east of M.P. 30	Overhead cable	Side Track
.20 mile west of M.P. 30	Overhead wires	Side Track
Mountain Lakes—		
250 feet west of M.P. 33	Overhead wires and cables	3-1-2
.32 mile east of M. P. 34—East Leg of Wye—Denville	Overhead wires and cables	1
.17 mile east of M.P. 34—West Leg of Wye—Denville	Overhead wires and cables	1

PATERSON SPUR

Paterson Jct.	Two bridges and Trolley wires between Paterson Jct. and Getty Ave. Yard	

ROCKAWAY BRANCH

Denville—		
.15 mile west of M.P. 35	Highway Bridge—East of Rockaway	Main Track
Rockaway—		
.17 mile west of M.P. 40	Overhead wires	Main Track

DOVER-PORT MORRIS

Dover—		
.44 mile west of M.P. 38*	Prospect St. Bridge—West of Dover	1-2
.50 mile west of M.P. 38*	Blackwell St. Bridge—West of Dover	1-2
Wharton—		
.16 mile west of M.P. 40*	C. R. R. Bridge—West of Wharton	1-2-Side Track
.17 mile west of M.P. 40*	Main St. Bridge—West of Wharton	1-2-Side Track
*Employees are warned that on account of Short Distance intervening, no tell-tales have been provided between bridges		
.30 mile west of M.P. 41—Over Chester Branch	Overhead wires and cables	Side Track
Hopatcong—		
.35 mile east of M.P. 45	Overhead bridge	All Tracks
.47 mile east of M.P. 46	Bridge—Hopatcong station	3-1-2-4

PORT MORRIS-WASHINGTON

Location	Description	Track Nos.
Port Morris Jct.—		
200 feet east of M.P. 48	Overhead wires	Side Track
Netcong—		
150 feet west of Netcong station	Overhead wires	Track 2
300 feet west of M.P. 49	Overhead wires	Track 2
Waterloo—		
.28 mile west of M.P. 55	Bilbys Bridge—Farm Crossing	1
Hackettstown—		
.20 mile west of M.P. 58	Highway Bridge	1-2
.34 mile west of M.P. 58	Highway Bridge	1-2
.39 mile east of M.P. 59	Highway Bridge	1-2
.39 mile west of M.P. 62	Highway Bridge	1-2
Port Murray—		
.20 mile west of M.P. 63	Highway Bridge	1-2
.29 mile east of M.P. 64	Highway Bridge	1
.39 mile east of M.P. 65	Highway Bridge	1
.18 mile east of M.P. 66	Highway Bridge	1-2
Washington—		
.21 mile west of M.P. 66	Cable	Side Track
100 feet south of Washington station—Hampton Branch	Overhead wires	Main Track

WASHINGTON-SLATEFORD JCT.

Washington—		
.02 mile west of M.P. 69	Highway Bridge	1-2
Mile Post 69.66 to Mile Post 70.23	Oxford Tunnel	Main Track
.46 mile west of M.P. 70	Mechanic St. Bridge—Oxford Furnace	1-2
Oxford Furnace—		
.41 mile west of M.P. 72	Highway Bridge	1-2
Bridgeville—		
Mile Post 77.18 to Mile Post 77.37	Manunka Chunk Tunnel	1-2
.37 mile west of M.P. 77 (west of Tunnel portal)	Overhead wires	1-2
.46 mile west of M.P. 77—100 feet west of Manunka Chunk Int'g Tower	Overhead wires	1-2
Portland—		
.45 mile east of M.P. 83—east end of Portland station	Overhead wires	1-2
.20 mile east of M.P. 84—1.0 mile east of Slateford Jct.	Delaware River Viaduct	1-2
Slateford Jct.—		

PHILLIPSBURG BRANCH

Washington—		
.17 mile west of M.P. 69	Highway Bridge (Buttermilk Bridge)	Main Track
Broadway—		
.48 mile east of M.P. 73	Overhead wires	Main Track & Siding
Stewartsville—		
.45 mile east of M.P. 76	Overhead wires	Side Track
.29 mile east of M.P. 76	Highway Bridge	Main Track
.50 mile west of M.P. 78—Ingersoll Rand siding	Overhead wires	Side Track
.21 mile west of M.P. 80	Overhead wires	Side Track
.23 mile west of M.P. 80	Main St. Bridge—Phillipsburg	Main Track
Phillipsburg		

MONTCLAIR BRANCH

Location	Description	Track Nos.
Roseville Ave.—		
Station	Platform canopy	All Tracks
From .10 mile east of M.P. 9 to .38 mile west of M.P. 9	All bridges between Roseville Avenue and Ampere	All Tracks
Watsessing—		
From .46 mile east of M.P. 11 to .04 mile east of M.P. 11	All overhead bridges	All Tracks
Glen Ridge—		
.19 mile west of M.P. 12	Bridge at Glen Ridge	All Tracks
Montclair—		
.32 mile east of M.P. 13 (3 bridges at Montclair)	Bloomfield Ave. Bridge	All Tracks
.12 mile east of M.P. 13 (3 bridges at Montclair)	Pine St. Foot Bridge	All Tracks
.05 mile west of M.P. 13 (3 bridges at Montclair)	Grove St. Bridge	All Tracks
Train shed	Platform canopy	All Tracks

GLADSTONE BRANCH

Summit—		
.20 mile east of M.P. 21	High St. Bridge	All Tracks
New Providence—		
.25 mile east of M.P. 22	Overhead bridge	Main Track
Berkeley Heights—		
.28 mile west of M.P. 26	Springfield Ave. Bridge	Main Track
Bernardsville—		
.31 mile east of M.P. 35	Mount Airy Road Bridge	All Tracks
Far Hills—		
.21 mile west of M.P. 40	Bridge over North Branch Raritan River	Main Track
.24 mile west of M.P. 40	Highway Bridge (Tunnel)	Main Track

PORT MORRIS-SLATEFORD JCT. (NEW JERSEY CUT-OFF)

Port Morris Jct.—		
Signal Bridge west of Wye Switches	Signal Bridge	1-2-4
.30 mile east of M.P. 47	Overhead wires	1-2-4
Mile Post 51.57 to Mile Post 51.76	Roseville Tunnel	1-2
Greendell—		
.37 mile east of M.P. 58	Highway Bridge	1-2
.19 mile east of M.P. 58	Highway Bridge	1-2
Johnsonburg—		
.24 mile west of M.P. 63	Highway Bridge	1-2
.28 mile west of M.P. 64	Highway Bridge	1-2
Blairstown—		
.41 mile west of M.P. 65	Highway Bridge	1-2
.38 mile east of M.P. 66	Farm crossing Bridge	1-2
.10 mile west of M.P. 74	Highway Bridge	All Tracks
Slateford Jct.		

HARRISON BRANCH

Dupont Company—		
2.03 miles from Kingsland Jct.	Pipes	Side Track
Erie R. R. Bridge—		
2.15 miles from Kingsland Jct.	Erie R. R. Bridge	Main Track

SUSSEX BRANCH

Netcong—		
.45 mile east of M.P. 51	Overhead wires	Main Track
.03 mile west of M.P. 53	Overhead wires	Main Track
.12 mile west of M.P. 55—300 feet east of Andover Station	Overhead wires	Main Track
Andover—		
.20 mile west of M.P. 55—250 feet west of Andover Station	Overhead wires	Main Track & Siding
Newton—		
.36 mile west of M.P. 63	Overhead wires	Main Track
Lafayette—		
.20 mile east of M.P. 65—450 feet west of Lafayette Station	Overhead wires	Side Track

PORTLAND—BATH JCT. (See Note Below)

Location	Description	Track Nos.
Portland—		
.25 mile east of M.P. 83—one fourth mile west of upper end, Portland Wye	Highway Bridge	Main Track
Bangor—		
Flory Milling Co.	Buildings	Side Tracks
Belfast Jct.—		
.04 mile east of M.P. 104—Hercules Cement Co.	Bulk cement pipe	Bulk Cement Track
.45 mile west of M.P. 106—Nazareth Cement Co.	Structures over tracks	10-11-12
.36 mile east of M.P. 107	Highway—S. Broad St.	Main & Side Track
Nazareth—		
.2 mile west of M.P. 107—Lone Star Cement Co.	Structures	Mill Track No. 1
.3 mile east of M.P. 108—Penn Dixie No. 4	Structures	1-2-D. L. & W. R. R. 1-2-L. & N. E. R. R.
Bath Jct.—		
M.P. 110.5—Penn Dixie No. 6.	Bulk cement pipe	2-L. & N. E. R. R.

MARTINS CREEK BRANCH

Martins Creek—		
.46 mile west of M.P. 96—3 mi. west of Martins Creek	Rock conveyor	Track—Alpha Cement Co. Mill

Pen Argyl—Platform at Structural Slate warehouse will not clear man on side of car.

Nazareth—Roof of building and fence on retaining wall at Nazareth Coal and Lumber Co., will not clear man on side of car.

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.

NOTE:—Buildings, platforms and loading devices at Penn Dixie No. 4 and No. 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.

BRIDGE RESTRICTIONS

158. Engines or loaded cars weighing in excess of those shown below must not be run over the following bridges or tracks. Loaded cars of maximum allowable capacity, or engines, must not be coupled together:

Boonton Branch

Bridge over the Rockaway River on spur to Boonton Iron Works, engines *700 class (weight 318,600 pounds),—cars 140,000 pounds capacity (total weight 210,000 pounds), and Diesel engines 401 to 455.

Gladstone Branch

Summit to Bernardsville Station, 1200 class engines.

Bernardsville Station to Gladstone, *300 class (weight 319,600 pounds), —cars 140,000 pounds capacity (total weight 210,000 pounds).

Far Hills—One mile west, Raritan River Bridge, engines *300 class (weight 319,600 pounds).

Chester Branch

1200 class engines permitted.

Phillipsburg Branch

Phillipsburg—C. R. R. of N. J. Delaware River Bridge, track 3, *300 class engines (weight 319,600 pounds). Speed not to exceed 10 miles per hour.

Hampton Branch

Changewater—Musconetcong River Bridge, engines *300 class (weight 319,600 pounds), cars 140,000 pounds capacity (total weight 210,000 pounds), and Diesel engines 401 to 455.

Between *Washington* and *Changewater*, 1600, 2100 and 2200 class engines permitted. *No part of engine or tender is permitted on Changewater Bridge.*

Bangor and Portland Branch

Martins Creek Junction—Engines of 1200 class over bridge 92.59 west of Martins Creek Junction on Martins Creek Branch.

Martins Creek—Engine of 163-183 class over bridge 96.50 opposite cement plant.

Martins Creek Junction to Martins Creek—Engines of 163-183 class; also 140,000 pounds capacity cars, except bridge 92.59 for 1200 class engines as indicated above.

Nazareth—300 class engines except engine 356, and 140,000 pounds capacity cars on Town coal dump and on coal dump of Penn Dixie No. 4 cement mill.

Bangor—300 class engines except engine 356, and 140,000 pounds capacity cars on company coal trestle.

Bangor —300 class engines except engine 356, and 140,000 pounds capacity cars over bridge 89.66 on Wise's switch leading to plant of Bangor Electric Company.

* 500-700 class engines weigh less than 300 class.
163-183 class engines weigh more than 300 class.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Bergen Tunnel

159 (a) Trains may pass home signals governing movement of trains through Bergen Tunnel at stop upon receipt of clearance Form B, which will be issued by towerman only when block is unoccupied and signals cannot be operated.

(b) Engine bell must be rung while trains are passing through tunnel and sharp lookout kept for stop signals.

(c) One or more red lights must be displayed on the rear of each train between signal towers, which must not be removed until after passing the second signal tower.

(d) Train baggageman or front trainman on passenger or freight train must have flagging equipment on head end of train ready for instant use passing through tunnel.

(e) When a train is disabled in the tunnel, or is stopped by the emergency application of the air brakes or by some unknown cause, it must be protected against following trains on its own track and adjacent track must be protected in both directions until it is ascertained that this track is clear and safe for the movement of trains.

(f) In order to prevent failure of track circuits in Bergen Tunnel excessive use of sand by engineman must be eliminated.

(g) A light application of sand on the rails gives as good or better results than a heavy application.

Manunka Chunk Tunnel

163. A derailing switch is located at the west end of tunnel, westward track, operated from interlocking tower. Trains must approach this switch prepared to stop.

BANGOR AND PORTLAND BRANCH RULES

Miscellaneous

164. Other trains and engines must protect against B. & P. Branch trains on both legs of Wye at Portland.

165. Cars or engines must not be left standing on either leg of Wye at Portland.

Freight trains will use east leg of Wye unless conditions absolutely prevent, when west leg may be used.

166. Normal Position of Switches: On top of hill at Portland, for east leg of Wye.

Portland Station Yard, for house track.

West end of Short Siding, Wind Gap Junction, for branch track.

West end Miller side track, for Hahns siding.

Tail Track Switch, West Bangor Wye, when not in use, must be lined up and locked for west leg of Wye.

West end of Edelman side track, for stub track.

167. Cars placed on tracks on grades must be coupled together, and sufficient hand brakes applied to hold cars securely.

168. Air hose must be coupled and air brakes in use on all cars handled on the following side tracks:

Pen Argyl: Crown side track, Stephens Jackson Quarry Switch.

Also when handling cars from Portland to Hill Yard, and at all other points where there is liability of losing control of train.

169. In freight train service when double-headers are run, one engine must be detached from train before descending heavy grades between Hill Yard and Portland, and between Martins Creek Junction and Martins Creek, Pa.

170. 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.

171. Track known as "Yard track" between East Bangor and Bangor Union Curve east of Bangor Station, will be used in either direction when directed by dispatcher. Trains using this track will be governed by Yard Rules.

172. 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.

173. 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.

174. Trains of Lehigh & New England R. R. may use D. L. & W. main track between connections west of Pen Argyl station on Pen Argyl Branch and the Stephens—Jackson and Albion Quarries proceeding under control expecting to find track occupied. Normal position of switch is for D. L. & W. main track.

175. The movements of trains or engines over the L. & N. E. R. R. side tracks to the Stephens—Jackson and Albion Quarries at Pen Argyl, will be governed by yard rules.

RULES GOVERNING USE OF ELECTRIC STAFF SYSTEM BETWEEN SHOPS AND MARTINS CREEK JUNCTION

176. Staff stations are located at Martins Creek Junction, Bangor Freight House lead and 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.

177. 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.**

178. 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.

179. 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.

180. 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.

181. 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.

182. Under no circumstances may a staff be transferred from one train to another.

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

184. Train register book is placed in Upper Staff Cabin, Bangor. Conductors, and engineers of helper engines, will sign this register book, showing time of their release.

ELECTRIC OPERATION
ELECTRIC ZONE

Hoboken Passenger Terminal to Prospect Street Bridge, Dover, via Morristown Line.
Montclair Branch.
Gladstone Branch.
Boonton Line, West End to Secaucus.

190. Each motor car unit is equipped with TRAIN NUMBER SIGNS, one on each side of motor car. Trainmen will adjust signs to show number of train represented. Signs to be illuminated when day indications not visible.

Extra trains M. U. equipment will be designated by the number of the leading car and direction, as "Extra 2533 East, or West." TRAIN NUMBER SIGNS on extra trains will be adjusted to show destination as follows:

Montclair Branch..."EX-1"	Morristown....."EX-5"
South Orange....."EX-2"	Dover....."EX-6"
Summit....."EX-3"	Hoboken....."EX-0"
Gladstone Branch.."EX-4"	

191. Multiple unit cars are equipped with built-in electric marker and classification lamps. Flags will be used for day classification signals. Two white flags will be carried in trainman's locker on each M. U. unit and are to be replaced in this locker when not in use.

The head end flagging equipment is to be carried in the motorman's compartment.

192. (a) 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.

(b) 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.

(c) Employes 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.

193. 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.

194. 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.

195. Electric trains must not run through water when it is above the top of running rail.

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

197. 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.

198. 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.

Electrified Tracks

199. 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

200. Employes (excepting qualified electric service employes 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. See Local Instruction 155.

NOTE—Employes in train service, when necessary in the performance of their duties, may *sit* on top of box cars:

(a) Between Harrison Yard, east end lower deck Passaic River Drawbridge and Orange St. Yard.

(b) At East Secaucus, West of but not East of, County Road Crossing.

At all other places in electrified territory, including Hoboken, the provisions of Local Instruction 200 strictly apply.

201. **Enginemen, firemen and others are prohibited from going on running boards or smoke box steps of locomotive while on tracks electrified with high voltage overhead wires while under or near overhead bridges.** At other points under the wires, firemen and others are prohibited from going on running boards or smoke box steps without first securing permission from the engineman, who will supervise the movements of such employes while in such position. **Keep at least three (3) feet from overhead wires.**

202. Employes 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.

203. 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

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

205. No unqualified employe 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 three (3) feet of such wires, unless a qualified employe is assigned to protect him against personal injury.

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

Locomotive Operation

206. **It will be the specific duty of the engineman to know, before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction, particular attention being given the position of cab ventilators and firing tools.**

207. **Firing tools must be handled in such manner that they cannot come in contact with the overhead wires.**

208. **Care must be exercised when using the squirt hose on locomotives to prevent the stream from striking the overhead wires. Squirt hose must not be used when locomotives are in train sheds or tunnels, or when passing under overhead bridges.**

209. To avoid failure of transmission and catenary insulators and the consequent interruption to the power supply due to the action of steam and smoke on these insulators, enginemen must, so far as possible, avoid stopping their engines under porcelain or wood stick insulators or under highway or other bridges within the electrified zone.

210. The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the "Emergency Position" if the engineman's hand is removed.

211. When necessary for engineman to leave his compartment due to trouble while on the road, the brake valve and reverser handles must be removed and kept in his possession.

212. If emergency feature of Master Controller on M. U. car is inoperative and car cannot be cut out, employe must be assigned to ride with engineman.

213. Multiple Unit trains must not assist in starting steam passenger trains except that the multiple unit train may move against the rear of steam train, make a full service application of brakes, and hold rear end of steam train while slack is taken by engine. Power must not be applied to multiple unit train to assist in taking slack or in moving the train. The cutting lever at head end of multiple unit train must be raised so that steam train can move away if engine is able to start train. Multiple unit trains must render no assistance whatever in starting freight trains.

Use of Derricks or Cranes

214. When derricks or cranes are used in electrified territory the foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the foreman, and he must not allow any portion of the equipment or material to come within five (5) feet of any of the overhead wires. He must not allow any unqualified employe to work within eight (8) feet of any of the overhead wires.

Whenever the work cannot be handled in the manner above outlined the foreman must request the services of a qualified employe.

Fires Within Electrified Territory

215. 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 jumper 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.

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

216. 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.

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

Employes 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 some one to guard such wires until their removal, and warn other employes 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 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.

Attention is called to the fact that the approach of electric trains is practically noiseless and enginemen must carefully watch out for and warn employes or others on or near tracks who may be in a position to be injured.

"SAFETY FIRST" should be ever in the mind of each employe.

Circuits Exceeding 750 Volts (See General Instruction #67-68-69)

All circuits of this electrification exceed 3,000 volts.

Where such circuits are involved, use a treated wood pole (as provided at sub-stations and on motor cars, if available, with hands not less than six feet from victim of wire. If such pole is not available, get current off line as promptly as possible before attempting to remove victim, which should then be done by using a dry piece of rope, board or clothing.

Extra precaution must be taken in dealing with circuits of these high voltages, material having sufficient insulating qualities for handling circuits of lower voltages not being sufficient for high voltages.

THINK

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS

L —Athenia, east of station.
Di —Athenia, east of station, opposite crossovers (Westward side).
Di —Athenia Magor Car Switch.
L —Athenia—west of station opposite steel plant.
Di —Augusta, switch cabin.
Di —Basking Ridge, east and west end of siding.
Di —Berkeley Heights, east and west end of siding.
L-Di—Bergen Tunnel, east end.
L-Di—Bergen Tunnel, first cut.
L-Di—Bergen Tunnel, second cut.
L-Di—Bergen Tunnel, west end, west of Erie Bridge.
Di —Bernardsville, east and west end of siding.
Di —Blairstown, both ends eastward siding.
Di —Blairstown water tank.
Di —Bloomfield Crossover, east of station.
L —Bloomfield, west of station.
L-Di—Boonton, lead to freight yard.
L-Di—Boonton, signal locations.
L-Di—Boonton, just west of water plug.
Di —Branchville, at station.
L —Brick Church, signal locations.
Di —Broadway, opposite station location.
Di-E —Bridgeville, west of station.
Di —Chatham Crossover.
L-Di—Chester Jct., signal locations.
L-Di—Chester Jct., CNJ, Lake Jct., office building.
Di —Convent, west of station.
Di —Cranberry Lake.
L —Delawanna, signal location west of station.
Di-E—Delaware, opposite station.
L-Di—Denville to Dover, signal locations.
L —Denville Rockaway Branch, at "Y" and ½ mile west.
L —Denville, signal locations.
L —Dover Stove Works.
L —Dover, West End Freight House.
L —Dover, home signal bridge, east of tower.
L —East Orange, signal locations.
Di —Far Hills, east and west end of siding.
Di —Gladstone, east end of yard.
Di —Greendell, east end eastward siding at Water Tank.
L —Grove Street Tower, signal locations.
L —Grove St. Station, signal bridges west.
L-E —Hackensack Bridge. lower.
L —Hackensack Bridge, lower, signal locations.
L-E —Hackensack Bridge, upper.
L —Hackensack Bridge, upper, ¼ mile west of Bridge.
Di —Hackettstown Freight House
Di-E—Hackettstown, east and west end of siding.
Di —Hainesburg.
L —Hampton, west end yard.
L —Harrison, station platform and all signal locations.
L-E —Harrison, east end yard—cabin.
L —Harrison Junction.
Di —Highbridge, east of Little Falls, west of bridge.
L —Highland Ave. signal M124.
E —Hoboken, west of train shed, track 8.
E —Hoboken, train shed, east end track 8.
E —Hoboken, west end track 16.
L —Hoboken, east of MU building.
L —Hoboken, north of engine house on lead.
Di —Hopatcong, one mile east of station.
Di —Johnsonburg, crossovers.
Di —Johnsonburg, rock cut, mile west of station.
L —Kearny Jct., all signal locations.
Di-E—Kingsland Freight House.
L —Kingsland, car shop entrance
L —Kingsland, crossovers.
L —Kingsland, Coopers yard.
L —Koppers Coke, connection.
Di —Little Falls, crossover.
L-Di—Lincoln Park, station.
L-Di—Lincoln Park, east end track 3; connects with Mountain View tower.
L-Di—Lincoln Park, east and west of Jackson crossing.
L-Di-E—Lyndhurst Draw.
L —Lyndhurst Draw, east end track 3.
Di —Lyons, opposite station.
Di —Lyons (Millington Crusher), east and west end of siding.
Di —Madison Crossover.
Di —Madison, east of station.
L-Di-E—Manunka Chunk, watchman's cabin, east end of tunnel.
Di-E—Manunka Chunk, signal locations
L —Millburn, west end track 3.
Di —Millington, east and west end of siding.
Di —Mine Brook, near station.
L —Montclair, east end yard and east of Bloomfield Ave.
Di —Montville, Signal Bridge 270.
L-Di—Montville, ¼ mile east of station.
L-Di—Montville, ½ mile west of station.
Di —Morris Plains Crossovers.
L-Di—Morristown, electric lock locations.
L-Di—Morristown, scale house.
L-Di—Mount Arlington, east end of tracks 3 and 4.
L —Mountain Lakes, east of station and ¾ mile west.
L-Di—Mountain View Crossover.
Di —Murray Hill, east and west end of siding.

TELEPHONES LOCATED AT OTHER THAN REGULAR STATIONS-Con.

L-E —Newark Drawbridge.
L —Newark, east end of station platform and Orange St. yard.
L —Newark, Public Service crossing ¾ mile west of station.
Di —Newton, opposite station.
Di —New Village, east end of station.
L —Orange, signal locations.
L —Orange, west end freight yard.
Di-E—Oxford Furnace, west end of siding.
Di-E—Oxford Furnace, east end of siding.
Di-E—Oxford Tunnel, west end.
Di-E—Oxford Tunnel, east end.
L —Passaic, signal locations.
Di —Paterson Coal Pockets.
L —Paterson, signal east and west of tower.
Di —Peapack, west end station.
L —Phillipsburg, new yard, two locations.
L —Pompton Bridge, east and west.
Di-E—Portland tank.
Di-E—Portland, yard office.
Di-E—Portland, east end of siding.
Di-E—Port Morris, Crossovers west end yard.
L —Port Morris, Remote control cabin on cut-off.
L —Port Morris, east end, 4 signal locations and west end Wye.
L-Di—Rockaway Jct., signal locations.
Di-E—Rockport.
L —Roseville Ave., signal locations.
Di —Roseville Siding location.
Di —Roseville Tunnel, Crossover.
Di —Roseville Tunnel, cabin, west end.
L —Sanfords Crossing, signal locations.
L —Secaucus, Signal 58.
L-Di—Secaucus, east of station, electric lock locations.
L —Secaucus, advance yard, Signal 29.
L —Secaucus, east end track 9.
L —Secaucus, transfer yard.
L —Secaucus Jct., Harrison Branch, at Jct. and ¼ mile east.
L —South Orange, signal locations.
Di —Stewartsville Station location.
Di —Stirling, east and west end of siding.
Di —Stone Quarry, Sussex Branch.
L —Summit, signal locations.
L-Di—Towaco, first signal east and west of station.
Di-E—Washington, east end of siding.
Di-E—Washington, east end of yard.
Di-E—Washington, crossover and Phillipsburg Branch switch.
Di-E—Washington, east bound signal east of station.
Di-E—Washington, Hampton switch.
Di —Washington, Lincoln Ave., Phillipsburg Branch.
Di-E—Washington, west end of siding.
Di-E —Waterloo, east end eastward siding location.
Di —Watsessing Ave., east of.
L —West End, all signal locations.
Di —West Paterson.
L-Di—West Summit, east and west end of siding.

BANGOR & PORTLAND BRANCH

Di —Ackermanville side track.
Di —Bangor, west end yard track.
Di —Bangor—Upper and Lower staff cabins.
Di —Bath Junction, Station Building.
Di —Bath Junction, Penn-Dixie No. 6 Jct. Cabin.
Di —East Bangor, west end of siding.
Di —East Bangor, Cabin, east end.
Di —Edelman, cabin, east end siding.
Di —Edelman, west end siding.
Di —Hercules Junction.
Di —Hill Yard, cabin.
Di —Martins Creek.
Di —Martins Creek Junction, station.
Di —Miller, cabin east end siding.
Di —Miller, west end siding.
Di —Nazareth, West Yard, cabin.
Di —Nazareth, East Yard.
Di —Nazareth, Dexter Siding.
Di —Portland Yard Office.
Di —Portland Tank.
Di —Portland, east end of yard.
Di —Pen Argyl Junction, cabin.
Di —Shops, Cabin.
Di —West end of siding, Stier.
Di —Wind Gap Junction, cabin.

LOCATION OF WATER STATIONS

STATIONS	TRACKS
Hoboken	Enginehouse.
Jersey City	Freight Yard.
Secaucus	Enginehouse.
	East Yard, Running Track 1.
Kingsland	Shop Lead.
Paterson Jct.	Main Tracks 1 and 2.
Boonton	Main Track 3.
Rockaway Jct.	Main Tracks 1 and 3.
Dover	Main Tracks 1-2 and Siding.
Port Morris Jct.	Main Tracks 1-3-2-4.
Greendell	Main Tracks 1-2-East Siding.
Blairstown	Main Tracks 1-2-Sidings.
Harrison	Freight Yard Lead.
Bloomfield	Freight Yard.
Montclair	Freight Yard.
South Orange	Passenger Yard.
Summit	Freight Yard.
Lyons Siding	Main Track.
Morristown	Main Tracks 1 and 2.
Port Morris	Main Tracks 1-2-Yard-Enginehouse.
Newton	Main Track.
Washington	Main Tracks 1 and 2.
Phillipsburg	Ash Pit.
Portland	Main Track 1.
Portland Hill Yard	Main Track.
Bangor	Enginehouse Tracks.
Martins Creek	Main Track.
Pen Argyl Jct.	Main Track.
Nazareth	Main Track.

TRACK SCALES

LOCATION	CAPACITY	LENGTH
Hoboken #2	125 tons	56′ 0″
Hoboken #3	150 tons	54′ 0″
Hoboken Grain	100 tons	47′ 0″
Hoboken Coal Dock	55 tons	44′ 0″
Hoboken Coal Dock	98 tons	44′ 0″
Harrison	150 tons	50′ 0″
Morristown	150 tons	54′ 0″
Secaucus	167 tons	50′ 0″
Kingsland	100 tons	42′ 0″
Paterson	150 tons	50′ 0″
Port Morris	150 tons	50′ 0″
Phillipsburg	150 tons	38′ 0″
Oxford Furnace	100 tons	44′ 0″
Portland	167 tons	54′ 0″
Nazareth	150 tons	54′ 0″

SCRANTON DIVISION
LOCAL INSTRUCTIONS

Miscellaneous

300. Pennsylvania R. R. trains will omit classification signals between Stroudsburg and Slateford Jct. Rules 20 and 21.

301. All eastward freight trains must make a running brake test at Tobyhanna. All westward freight trains not stopping to put up retainers at Gouldsboro or Lehigh must make a running test between Cross Keys (west of Tobyhanna) and Gouldsboro.

302. Westward light engines must not pass Mattes Street Tower east end of Scranton yard without receiving instructions from switch tender, indicating track to be used to west end of yard or engine house.

303. Westward trains and engines must not depart from passenger station at Scranton on westward main track, unless Signal No. 20, suspended two-arm dwarf signal under west end of train shed, indicates "Proceed".

304. Trains and engines must not depart from stub tracks at west end of the Scranton passenger station train shed unless Signal No. 18, suspended one-arm dwarf signal under west end of train shed, indicates "Proceed".

305. When a train is holding the westward main track at Alford for a train to be moved through siding, the entering switch must be adjusted at once for the following train. The train entering siding may pass governing automatic signal without stopping, on receiving signal from employe protecting switch, subject to Rule 509 h.

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

307. (a) Reverse movements must not be made on eastward pull-out track, East Binghamton Yard, neither must any engine enter this track for eastward movement at any intermediate point, without securing permission on the telephone from the towerman at "BY" Tower.

(b) Trains may be run against current of traffic at restricted speed on main tracks between East Binghamton Yard and "BD" interlocking only when authorized by restricting interlocking signals (Rule 290).

(c) Derail or switch must not be lined or movement made from east end of Court Street side track to eastward main track without first securing permission on telephone from towerman at "BY" tower. Such permission must not be given until traffic levers have been set for direction in which the movement is to be made after leaving siding.

308. Figure 9, Operating Rule 19, is cancelled. Figure 7, Operating Rule 19, will apply to operation of trains on slow speed tracks in territory where there are three or more tracks.

309. Engine whistle must not be sounded in Scranton Yard and Binghamton city limits, except in emergency and to prevent accidents.

Keyser Valley Branch Main Tracks

310. (a) Trains and engines operating over Keyser Valley Branch, *from West end crossover, Hampton Yard*, including both legs of Taylor Wye, to junction with Bloomsburg Branch at east and west ends of Taylor Yard, must keep to the left (exception to Rule D-151).

(b) Engines of 1151, 1500 and 1600 class, also NYO&W engines of 351 and 362 types must not be operated backward over west leg of Taylor Wye.

311. (a) Trains and engines must not exceed a speed of 15 miles per hour on this Branch and must approach all crossovers and switches prepared to stop.

(b) Eastward trains or engines must stop before reaching crossovers between Washburn Street viaduct and Luzerne Street, also before reaching crossovers at west end of Hampton Yard (both locations indicated by stop signs) and not proceed without signal from switchtender and until it is known that crossovers are not being used. Westward trains or engines must stop unless they receive signal to proceed from switchtender at west end of Hampton Yard and Luzerne St. indicating track is clear and crossovers not being used.

(c) Normal position of switch located about one quarter mile east of enginehouse crossovers leading from Keyser Valley eastward main track to east end of Hampton Yard, will be lined for the track leading to east end of Hampton Yard. All trains and engines using this track must leave switch in normal position.

(d) Rule 99 applies to Keyser Valley Branch main tracks.

(e) All trains and engines will approach Taylor Tank prepared to stop, and will stop before fouling diverging track or crossover switches, unless signal is received from switchtender indicating that the route is clear and switches lined accordingly.

312. Trains or engines using eastward main track must STOP before reaching connection of eastward departure track from Hampton Yard at Oak Street, and know that this track is not being used before proceeding.

Independent Track

313. All trains and engines operating on Dodge's Cut Off will keep to the left. (Exception to Rule D-151.)

314. (a) Between Dodge crossover and spring switch at east end of double track, the Hampton-Dodge cut-off is signaled for movement in either direction. Westward movement may be made on this track only when authorized by switchtender at Dodges Crossover, who must first secure right-of-way from Yardmaster or switchtender at east end of Hampton Yard. After such a movement has been authorized, westward track between spring switch and east end Hampton Yard, used as switching lead, must not be occupied by other crews east of end of "block sign" without protection.

(b) All switches connected with Independent Track for use of eastward trains between east end Hampton Yard and Bridge 60 Scranton via cut-off, must be left set for that track. Trains or engines using this track must protect as prescribed by Rule 99.

(c) Puller engines entering this track to assist eastward trains must not pass Stop sign located just west of Scranton Street, until train to be assisted has arrived and stopped.

(d) Section of track east of Signal V-1357 must not be entered or fouled until green switch indicator light is seen, after pushing button thereon, or an "Approach" indication (Rule 285-F) is given by signal V-1357. Signal indicators are located at Dodge Crossovers.

(e) Single track movements between Signals V-1362 and V-1357 are governed by Operating Rule 509c.

(f) All Eastward trains must stop short of or pull to clear the spring switch when adding pushers or caboose.

(g) Telephone connection with Taylor crossovers is located in booth at east end of double track.

(h) Telephone connected with Scranton is located in booth between signal indicators at Dodges Crossover.

Bloomsburg Branch

315. N. Y. O. & W. Ry. trains use D. L. & W. R. R. tracks between Pittston Junction and Cayuga Junction. These trains must not enter D. L. & W. main tracks without authority of train dispatcher.

316. HANOVER YARD—1500 and 1600 class engines must not be turned on wye.

317. Trains using tracks of the Reading Company at Bloomsburg must be fully protected.

Syracuse Branch

318. Syracuse—First track west of Passenger Station platform is known as main track No. 1, with crossovers at both ends of Station lined for through movement, and will be used by both freight and passenger trains.

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 only on permission of Yardmaster or switchtender.

319. Homer—roof of freight house will not clear man on side of box car.

320. Trains from Cincinnatus Branch must not enter main track at Cortland Junction without first obtaining permission from towerman.

Utica Branch

321. Trains entering Utica Yard, through crossover south of yard office, must be protected against light engines moving to or from coal chute track. Crossover when not in use must be lined for lead track.

HANDLING FREIGHT TRAINS ON HEAVY GRADES

(See General Instructions 40-52)

322. 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. If no stop necessary at Gravel Place, trains may turn down retainers between High Bridge and Analomink.

323. When eastward freight trains consisting mostly of loaded cars are provided with one pusher engine east of Gouldsboro, the pusher engine will remain coupled to train on descending grade Cross Keys to Steam Shovel Cut.

324. (a) Enginemen pushing trains on track 2 or 4 from Tobyhanna to Steam Shovel Cut, unless ordered to go to Gravel Place, on passing tower at Tobyhanna will sound whistle signal (Rule 14c) for flagman to protect rear of train. Having done this, they will receive an acknowledgment from towerman at Tobyhanna, and *when such acknowledgment is received* they will be protected, and will return to Tobyhanna on track 2 or 4 from Steam Shovel Cut.

(b) Enginemen pulling trains on No. 4 track and cutting off to enter spring switch east of Lehigh will sound whistle signal (Rule 14c) for flagman to protect rear of train. Having done this, they will receive an acknowledgment from towerman at Lehigh, and *when such acknowledgment is received* they will be protected and return from the spring switch on track 4 to Lehigh Tower. When pusher engines are detached from trains at Lehigh, such engines must not proceed east on slow speed track 4 without first securing authority from the towerman.

325. Pusher engines placed ahead of cars in westward freight trains must not operate beyond Gouldsboro.

Pusher engines used on rear of westward trains west of Pocono Summit Remote Control must be detached at Steam Shovel, about one mile east of Tobyhanna.

326. Westward passenger trains given assistance to Tobyhanna will STOP east of signal governing movement to Wye to detach helper engine.

327. Cars handled behind pusher engines to Lehigh Summit must not be left standing at Lehigh Summit without engine attached or secured by hand brakes.

328. Enginemen of eastward freight trains, when stopping for water at Throops Tank may spot lead engine at crane without detaching from train. Under no circumstances must trains be left standing without an engine attached and air brakes cut in.

329. When eastward freight trains are stopped at Cayuga for yard engine to take cars from head end, a full service application of brakes will be made before road engine is detached.

Trainman, 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.

The yard crew, after coupling to train, will re-charge the train line and move the entire train to bring the cut just West of the Home Signal in order to minimize the blocking of Clover Street crossing. After checking to see that a full service application has set the brakes on the portion left standing they will remove the set-off and road crew will again take charge of the train.

To the above extent, this operation constitutes an exception to General Inst. 42.

Road and yard crew members will co-ordinate their efforts fully to insure safety and minimize delay.

330. (a) The starting of eastward trains from Scranton Yard with a steam lead engine and Diesel pusher will be made as follows:

(b) The leading engineman will stretch the train, keep throttle open, and avoid taking slack. After the brakes have been released and the signal to proceed has been given by the train crew to the engineman of the Diesel pusher, he will start the train if proper time has elapsed as provided in General Instruction 45b.

(c) Westward trains from Scranton Yard must use extreme care when starting. The leading engine should move as slowly as possible until all slack is out of the train and pusher engine started. Member of train crew should be stationed about 15 car lengths ahead of caboose. When he hears the slack moving out of train he should give signal to pusher engineman to start.

RETAINERS—DIESEL POWER. WITH DYNAMIC BRAKE OPERATING ON ALL UNITS.

Eastward Trains Clarks Summit to Scranton

or Hampton via Keyser Valley Branch

	601 Class	651 Class
331. (a) Trains may be handled without retainers when tonnage is less than.....	4,000 Tons	3,500 Tons
Turn up retainers on 2d to 16th head cars consecutively when tonnage is.....	4,000 to 5,500 Tons	3,500 to 4,500 Tons
Turn up retainers on 2d to 16th head cars consecutively, then alternately on the next 30 cars (15 retainers) when tonnage is..	Over 5,500 Tons	Over 4,500 Tons

Eastward Trains Pocono Summit to Analomink

	601 Class	651 Class
(b) Manifest trains (35 M.P.H.) or other freight trains (25 M.P.H.) may be handled without retainers when tonnage is..	Under 3,500 Tons	Under 3,000 Tons
Manifest trains (35 M.P.H.) turn up retainers on 2d to 26th head cars consecutively, then alternately on the next 20 cars (10 retainers) when tonnage is.....	Over 3,500 Tons	Over 3,000 Tons
Other freight trains (25 M.P.H.) turn up all retainers in forward half of train, except on the first car, and alternate retainers on balance of train when tonnage is.....	Over 3,500 Tons	Over 3,000 Tons
Solid trains of heavy commodities (18 M.P.H.) turn up retainers on all cars in train, except on the first car and the last six when tonnage is.....	Over 3,500 Tons	Over 2,500 Tons

Westward Trains Lehigh to Scranton

	601 Class	651 Class
(c) Retainers are not required between Lehigh and Throops Tank.		
Trains consisting of loads or mixed loads and empties, will stop at Throops Tank and turn up retainers on 2d to 16th head cars consecutively when tonnage is.....	Over 3,500 Tons	Over 3,000 Tons
Solid trains of heavy commodities (20 M.P.H.) will stop at Throops Tank and turn up retainers on all cars in train, except on the 1st car and last 6 cars when tonnage is..	Over 3,000 Tons	Over 2,000 Tons
Trains consisting of 75 or more cars (empties) will stop at Throops Tank and turn up retainers on 2d to 16th head cars consecutively regardless of tonnage or class of Diesel locomotive.		

RETAINERS—STEAM POWER AND 801 DIESEL POWER OR OTHER DIESEL POWER WITHOUT DYNAMIC BRAKE OPERATING ON ANY OR ALL UNITS.

Eastward Trains

332 (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.

Freight trains with 30 M. P. H. speed limit, turn up retainers on the head half of the train except the first car, and alternate retainers on the balance of train.

Heavy commodity trains with 18 M. P. H. speed limit, turn up one retainer for each car, except head car and rear 4 cars.

On trains consisting of 75 or more empty cars, turn up 20 retainers, beginning with second head car.

(b) CAYUGA TOWER TO HAMPTON (via K. V. Bch.): On trains of more than 60 loaded cars, retainers required on 20 head cars, starting with second car.

(c) LEHIGH OR GOULDSBORO TO POCONO SUMMIT: On trains consisting of more than 4,500 tons, turn up 15 retainers.

(d) POCONO SUMMIT TO ANALOMINK: Manifest trains consisting of more than 2,500 tons, with 35 M.P.H. speed limit, turn up retainers 25 head cars except first, alternately on next 20 cars (10 retainers).

Freight trains with 25 M.P.H. speed limit, turn up retainer for each car in head half of train, and alternate retainers on balance.

Trains with 18 M.P.H. speed limit, turn up one 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.

Westward and Northward Trains

(e) LEHIGH TO SCRANTON: Manifest trains consisting of more than 2,500 tons will stop at Throops Tank 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.)

(f) 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.)

(g) 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.

NOTE:

Heavy Commodities—

Coal, oil, ore, pig iron, grain, etc.

(**Note**)—Manifest trains include BH-2, BH-4, BH-8, BH-12 BS-6, NE-4, NE-6, BS-2, SB-3, HC-1, HB-1, HB-3, HB-5, HB-7, HB-9. When such trains have less than 15 cars of heavy commodity, and include extra trains of loads handling primarily freight (with less than 15 cars of heavy commodity) and with tonnage not more than 3,400 tons.

OPERATION OF THREE OR MORE TRACKS

333. (a) No. 1 track, westward
No. 3 track, westward
Stroudsburg to West Henryville.
Mount Pocono to Pocono Summit.
Cayuga to Clarks Summit (adjacent to eastward main track)

(b) No. 2 track, eastward
No. 4 track, eastward
Dalton to Clarks Summit
Cayuga to Scranton.
Scranton to Pocono Summit.
Analomink to Stroudsburg.

334. Speed Restrictions—Local

(See General Instruction 61)

To check the accuracy of speed recorders, reflectors are installed and in position to be seen by enginemen on westward trains on two consecutive mile posts on westward track between the following points:
Dalton—La Plume.
For enginemen on eastward trains, between the following points:
Tobyhanna Tower—Steam Shovel Cut.

MAIN LINE, SLATEFORD JUNCTION-JOHNSON CITY

	Miles Per Hour
Passenger trains:	
"A" Between Clarks Summit and Johnson City:	
When handled by engines numbered as follows—No. 801 and 802; No. 1151 to 1155 incl.; No. 1501 to 1505, incl.; are permitted maximum speed of.....	80
When handled by engines numbered as follows—No. 1115 to 1130 incl.; No. 1136 to 1140, incl.; are permitted maximum speed of.....	75
"B" Between Slateford Jct. and Clarks-Summit—Passenger trains unless otherwise restricted.....	70
Pocono Summit to Analomink:	
Manifest freight trains when handled by 601, 651, 801, 1100, 1500, 1600 or 2100 class engines.....	35
Manifest trains handling 15 or more cars of heavy commodities	25
Other freight trains, solid heavy commodity trains, or trains with 35 cars of heavy commodities or over.....	18
Mixed freight trains consisting of loads and empties or mixed heavy commodities and other freight when number of heavy commodity cars is less than 35, or all other freight exclusive of heavy commodities.....	25
Freight trains consisting of empty cars.....	30
Lehigh to Nay Aug:	
Manifest freight trains or trains of empties when handled by 601, 651, 801, 1100, 1500, 1600 or 2100 class engines	40
Other freight trains.....	30
Nay Aug to Scranton:	
Manifest freight trains or trains of empties when handled by 601, 651, 801, 1100, 1500, 1600 or 2100 class engines	35
Heavy Commodity Trains.....	20
Other freight trains.....	30
Clarks Summit to Scranton:	
Manifest freight trains when handled by 601, 651, 801, 1100, 1500, 1600 or 2100 class engines.....	35
Trains consisting of 50 cars of heavy commodities.....	18
Other freight trains.....	30
Tracks 3 and 4 (except as otherwise specified) All Trains....	30
Mine Branch Main Tracks, (except as otherwise specified)...	25

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following grades:

		MILES PER HOUR				
		18	20	25	30	35
	Miles	Mins.	Mins.	Mins.	Mins.	Mins.
Pocono Summit Remote Control to Mount Pocono.....	2.2	7	7	5	4	4
Mount Pocono to Cresco....	5.8	19	17	14	12	10
Cresco to West Henryville	3.5	12	11	8	7	6
West Henryville to Analomink.....	5.9	20	18	14	12	10
Nay Aug to East End Tower.	5.3	18	16	13	11	9
Clarks Summit to Cayuga...	4.1	14	12	10	8	7
Cayuga to Scranton.....	3.2	11	10	8	6	5
Lehigh to Nay Aug.....	13.1	..	39	31	26	22

THINK
SAFETY
ALWAYS

MAIN LINE, SLATEFORD JUNCTION—JOHNSON CITY

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Slateford Jct.—Interlocking			
Track 1	74.1	74.3	50
Track 2	74.1	74.3	60
1st curve west of, Track 1	74.4	74.9	55
1st curve west of, Track 2	74.4	74.9	60
2nd curve west of, Track 1	74.9	75.0	55
2nd curve west of, Track 2	74.9	75.0	60
3rd curve west of, Tracks 1 and 2	75.2	75.3	50
Point of Gap curve, Tracks 1 and 2	75.4	75.7	40
2nd curve west of, Tracks 1 and 2	75.8	75.9	50
3rd curve west of, Tracks 1 and 2	75.9	76.2	50
4th curve west of, Tracks 1 and 2	76.3	76.5	55
5th curve west of, Track 1	76.6	76.9	50
5th curve west of, Track 2	76.6	76.9	55
6th curve west of, Tracks 1 and 2	77.0	77.1	60
Water Gap—			
1st curve west of	77.3	77.5	60
Tinkertown curve	78.3	78.6	45
Bells Bridge curve	78.7	78.8	45
1st curve west of	78.9	79.1	45
Slide curve west of	79.2	79.5	45
Power Dam curve, Track 1	79.9	80.2	45
Power Dam curve, Track 2	79.9	80.2	50
1st curve west of, Track 1	80.5	80.6	45
1st curve west of, Track 2	80.5	80.6	50
Forge Cut curve	80.6	80.9	45
Stroudsburg—			
Westward trains entering Track 3 east of station	.....	.....	20
Passenger station	.....	.....	30
1st curve west of, Tracks 1 and 2	82.0	82.1	40
2nd curve west of, Track 1	82.2	82.3	40
2nd curve west of, Track 2	82.2	82.3	45
Milford Crossing curve—Track 1	82.4	82.5	45
Milford Crossing curve—Track 2	82.4	82.5	60
Analomink—			
Analomink curve, Tracks 1 and 2	85.8	86.1	55
2nd curve west of Track 1	86.3	86.9	55
2nd curve west of, Track 2	86.3	86.9	60
High Bridge—			
Curve, Track 1	87.2	87.5	55
Curve, Track 2	87.2	87.5	60
2nd curve west of, Track 1	87.5	87.6	55
2nd curve west of, Track 2	87.5	87.6	60
3rd curve west of, Track 1	87.9	88.0	55
3rd curve west of, Track 2	87.9	88.0	60
4th curve west of, Track 1	88.5	88.7	50
4th curve west of, Track 2	88.5	88.7	60
5th curve west of, Track 1	88.9	89.0	50
5th curve west of, Track 2	88.9	89.0	55
Henryville—			
Curve at station, Track 1	89.0	89.3	50
Curve at station, Track 2	89.0	89.3	55
1st curve west of, Track 1	89.3	89.5	50
1st curve west of, Track 2	89.3	89.5	55
2nd curve west of, Track 1	89.7	89.8	50
2nd curve west of, Track 2	89.7	89.8	50
3rd curve west of, Track 1	90.3	90.4	50
3rd curve west of, Track 2	90.3	90.4	60
West Henryville—			
From Track 3 to Track 1 (Clear Medium)	.....	.....	30
1st curve west of, Track 1	91.4	91.6	50
1st curve west of, Track 2	91.4	91.6	50
2nd curve west of, Tracks 1 and 2	91.7	91.9	45
3rd curve west of, Track 1	92.0	92.3	45
3rd curve west of, Track 2	92.0	92.3	50
4th curve west of, Track 1	92.5	93.0	45

MAIN LINE, SLATEFORD JUNCTION—JOHNSON CITY

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
West Henryville—Continued			
4th curve west of, Track 2	92.5	93.0	50
5th curve west of, Tracks 1 and 2	93.1	93.6	45
6th curve west of, Tracks 1 and 2	93.9	94.1	45
Cresco—			
Curve at station, Track 1	94.2	94.7	45
Curve at station, Track 2	94.2	94.7	45
1st curve west of, Track 1	96.8	96.9	45
1st curve west of, Track 2	96.8	96.9	55
2nd curve west of, Track 1	97.2	97.4	45
2nd curve west of, Track 2	97.2	97.4	50
Devils Hole curve, Track 1	97.4	97.6	45
Devils Hole curve, Track 2	97.4	97.6	50
1st curve west of, Track 1	97.8	98.2	45
1st curve west of, Track 2	97.8	98.2	50
2nd curve west of, Track 1	98.2	98.5	45
2nd curve west of, Track 2	98.2	98.5	45
Paradise Cut curve, Tracks 1 and 2	98.7	99.1	35
1st curve west of, Tracks 1 and 2	99.1	99.2	40
2nd curve west of, Track 1	99.2	99.3	40
2nd curve west of, Track 2	99.2	99.3	45
3rd curve west of, Tracks 1 and 2	99.4	99.7	45
4th curve west of, Tracks 1 and 2	99.8	100.0	45
5th curve west of, Track 1	100.0	100.2	45
5th curve west of, Track 2	100.0	100.2	50
Mt. Pocono—			
1st curve west of, Track 1	100.4	100.6	45
1st curve west of, Track 2	100.4	100.6	50
Mammy Heaters curve, Track 1	101.8	102.2	45
Mammy Heaters curve, Track 2	101.8	102.2	50
Pocono Summit—			
No. 4 track, Gouldsboro to Pocono Summit (All trains)	.....	.....	45
From Track 4 to Track 2 (Clear Medium)	.....	.....	30
From Track 3 to Track 1 (Clear Medium)	.....	.....	30
Steam Shovel curve, Track 1	106.4	106.7	60
Steam Shovel curve, Track 2	106.4	106.7	65
Tobyhanna—			
Cross Keys curve	108.8	109.1	60
Gouldsboro—			
1st curve west of, Track 2	114.0	114.2	60
Lehigh Summit—			
Lehigh Summit Interlocking—Eastward trains crossing from No. 2 track to No. 4 track	.....	.....	20
Lehigh Cut curve, Track 2	114.7	115.3	55
2nd curve west of, Track 2	115.9	116.3	50
3rd curve west of, Track 2	116.8	117.2	50
4th curve west of, Track 2	118.6	118.7	50
5th curve west of, Track 2	119.3	119.4	50
6th curve west of, Track 2	119.6	119.9	50
7th curve west of, Track 1	120.1	120.3	60
7th curve west of, Track 2	120.1	120.3	50
Moscow—			
Curve at station, Tracks 1 and2	120.4	120.6	50
1st curve west of, Tracks 1 and 2	121.0	121.1	50
2nd curve west of, Tracks 1 and 2	121.6	121.7	50
3rd curve west of, Tracks 1 and 2	121.9	122.1	50
Gardners Cut curve, Tracks 1 and 2	122.2	122.3	50
1st curve west of, Tracks 1 and 2	122.5	122.7	50
2nd curve west of, Tracks 1 and 2	123.2	123.3	50
3rd curve west of, Tracks 1 and 2	123.8	123.9	50
4th curve west of, Tracks 1 and 2	124.2	124.4	50
5th curve west of, Tracks 1 and 2	125.0	125.4	50
6th curve west of, Tracks 1 and 2	125.7	125.9	50
7th curve west of, Tracks 1 and 2	125.9	126.5	45
8th curve west of, Tracks 1 and 2	126.7	126.9	45
9th curve west of, Tracks 1 and 2	126.9	127.0	45

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Gardners—Continued.			
10th curve west of, Tracks 1 and 2	127.1	127.5	45
11th curve west of, Tracks 1 and 2	127.5	127.6	45
Nay Aug—			
1st curve west of, Tracks 1 and 2	127.8	127.9	45
2nd curve west of, Track 1	128.0	128.2	45
2nd curve west of, Track 2	128.0	128.2	40
3rd curve west of, Track 1	128.2	128.3	45
3rd curve west of, Track 2	128.2	128.3	40
4th curve west of, Track 1	128.5	128.6	45
4th curve west of, Track 2	128.5	128.6	40
5th curve west of, Track 1	128.6	128.8	45
5th curve west of, Track 2	128.6	128.8	40
6th curve west of, Track 1	128.9	129.0	45
6th curve west of, Track 2	128.9	129.0	40
Nay Aug Breaker curve, Track 1	129.0	129.7	45
Nay Aug Breaker curve, Track 2	129.0	129.7	40
1st curve west of, Track 1	129.9	130.2	45
1st curve west of, Track 2	129.9	130.2	40
2nd curve west of, Track 1	130.4	130.5	45
2nd curve west of, Track 2	130.4	130.5	40
Bunker Hill curve, Track 1	130.5	130.7	45
Bunker Hill curve, Track 2	130.5	130.7	40
No. 6 Junction curve, Track 1	130.8	131.4	45
No. 6 Junction curve, Track 2	130.8	131.4	40
1st curve west of, Track 1	131.5	131.7	45
1st curve west of, Track 2	131.5	131.7	40
Nay Aug Tunnel—			
First class trains and passenger extras	.....	.....	40
Other trains	.....	.....	20
1st curve west of, Track 1	131.9	132.0	40
1st curve west of, Track 2	131.9	132.0	35
2nd curve west of, Track 1	132.0	132.4	40
2nd curve west of, Track 2	132.0	132.4	35
3rd curve west of, Track 1	132.6	132.7	40
3rd curve west of, Track 2	132.6	132.7	35
4th curve west of, Tracks 1 and 2	133.0	133.2	25
Scranton—			
Scranton, westbound trains using No. 1 track under train shed	.....	.....	10
1st curve west of station, Tracks 1 and 2	133.2	133.4	25
Bridge 60, main tracks	.....	.....	25
2nd curve west of, Tracks 1 and 2	134.3	134.4	40
3rd curve west of, Track 1	134.5	134.8	45
3rd curve west of, Track 2	134.5	134.8	40
4th curve west of, Track 1	134.8	135.3	45
4th curve west of, Track 2	134.8	135.3	40
5th curve west of, Track 1	135.5	135.9	45
5th curve west of, Track 2	135.5	135.9	40
Cayuga—within interlocking home signal limits	.....	.....	40
Crossover movements	.....	.....	15
1st curve west of, Track 1	136.6	136.7	45
1st curve west of, Track 2	136.6	136.7	50
2nd curve west of, Track 1	136.8	137.0	45
2nd curve west of, Track 2	136.8	137.0	50
Luzerne Cut curve, Tracks 1 and 2	137.0	137.4	45
4th curve west of, Tracks 1 and 2	137.4	137.5	45
5th curve west of, Track 1	137.7	137.8	45
5th curve west of, Track 2	137.7	137.8	50
6th curve west of, Track 1	137.9	138.3	45
6th curve west of, Track 2	137.9	138.3	50
7th curve west of, Track 1	138.4	138.5	45
7th curve west of, Track 2	138.4	138.5	50
8th curve west of, Track 1	138.5	138.6	45
8th curve west of, Track 2	138.5	138.6	50
9th curve west of, Track 1	138.8	138.9	45

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Cayuga—Continued.			
9th curve west of, Track 2	138.8	138.9	50
10th curve west of, Track 1	139.1	139.3	45
10th curve west of, Track 2	139.1	139.3	55
11th curve west of, Track 1	140.3	140.4	60
From Extension Track to Track 3 through spring switch	.....	.....	30
Clarks Summit—			
1st curve west of, Tracks 1 and 2	141.2	141.7	70
2nd curve west of, Track 1	142.2	142.5	70
2nd curve west of, Track 2	142.2	142.5	65
Glenburn—			
1st curve west of, Track 1	143.3	143.6	70
1st curve west of, Track 2	143.3	143.6	65
Dalton—			
1st curve west of, Track 1	144.7	145.2	70
1st curve west of, Track 2	144.7	145.2	65
2nd curve west of, Track 1	146.7	147.0	70
2nd curve west of, Track 2	146.7	147.0	65
Factoryville—			
1st curve west of, Track 1	148.3	148.5	70
1st curve west of, Track 2	148.3	148.5	60
Nicholson Tunnel—			
First class and passenger extras	.....	.....	50
Other trains	.....	.....	45
1st curve west of, Tracks 1 and 2	149.7	150.5	60
2nd curve west of, Track 1	151.3	151.6	60
2nd curve west of, Track 2	151.3	151.6	65
Nicholson—			
Curve at station, Track 1	152.1	152.3	60
Curve at station, Track 2	152.1	152.3	65
1st curve west of, Tracks 1 and 2	152.4	152.6	65
2nd curve west of, Tracks 1 and 2	152.7	153.2	65
3rd curve west of, Track 1	153.5	153.9	60
3rd curve west of, Track 2	153.5	153.9	65
4th curve west of, Track 1	154.0	154.2	65
4th curve west of, Track 2	154.0	154.2	70
5th curve west of, Track 1	154.3	154.5	70
5th curve west of, Track 2	154.3	154.5	75
8th curve west of, Track 2	156.4	156.9	75
Nicholson-Foster, Old Line	.....	.....	20
Foster—			
1st curve west of, Track 1	158.1	158.8	75
1st curve west of, Track 2	158.1	158.8	75
2nd curve west of, Tracks 1 and 2	159.3	159.4	75
3rd curve west of, Track 2	159.8	160.2	75
4th curve west of, Track 2	161.3	161.5	75
Kingsley—			
1st curve west of, Track 2	162.0	162.2	70
2nd curve west of, Track 2	162.5	162.9	70
3rd curve west of, Track 2	163.1	163.4	70
4th curve west of, Track 2	163.5	163.7	70
5th curve west of, Tracks 1 and 2	164.1	164.4	70
6th curve west of, Track 1	164.5	164.9	75
6th curve west of, Track 2	164.5	164.9	70
7th curve west of, Track 1	165.1	165.3	75
7th curve west of, Track 2	165.1	165.3	70
Alford—			
1st curve west of, Track 1	165.6	165.7	75
1st curve west of, Track 2	165.6	165.7	70
2nd curve west of, Track 1	165.8	166.1	75
2nd curve west of, Track 2	165.8	166.1	70
3rd curve west of, Track 1	166.2	166.5	75
3rd curve west of, Track 2	166.2	166.5	70
4th curve west of, Tracks 1 and 2	166.9	167.3	70
5th curve west of, Tracks 1 and 2	167.5	167.8	70

MAIN LINE, SLATEFORD JUNCTION—JOHNSON CITY

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Alford—Continued.			
6th curve west of, Tracks 1 and 2	167.9	168.1	70
7th curve west of, Track 1	168.4	168.6	75
7th curve west of, Track 2	168.4	168.6	70
8th curve west of, Track 1	169.0	169.2	75
8th curve west of, Track 2	169.0	169.2	70
9th curve west of, Tracks 1 and 2	169.5	169.8	75
10th curve west of, Tracks 1 and 2	170.0	170.2	75
11th curve west of, Track 1	170.7	171.4	70
11th curve west of, Track 2	170.7	171.4	75
New Milford—			
1st curve west of, Track 2	171.8	172.0	70
2nd curve west of, Track 2	173.5	173.8	75
4th curve west of, Track 1	174.1	174.2	75
Skinner's Cut curve, Track 1	174.9	175.1	65
3rd curve west of, Track 2	175.0	175.1	75
5th curve west of, Track 1	175.3	175.4	70
6th curve west of, Track 1	175.7	176.1	70
6th curve west of, Track 2	175.7	176.1	75
7th curve west of, Track 1	176.5	176.7	70
7th curve west of, Track 2	176.5	176.7	75
8th curve west of, Tracks 1 and 2	177.1	177.2	70
Hallstead—			
1st curve west of, Tracks 1 and 2	177.8	178.1	70
2nd curve west of, Tracks 1 and 2	178.4	178.7	70
3rd curve west of, Tracks 1 and 2	179.4	179.8	70
4th curve west of, Tracks 1 and 2	179.9	180.1	70
5th curve west of, Track 1	180.3	180.9	75
5th curve west of, Track 2	180.3	180.9	70
Conklin Center curve, Tracks 1 and 2	185.5	185.7	65
4th curve west of, Track 1	188.0	189.0	70
4th curve west of, Track 2	188.0	189.0	75
6th curve west of, Track 1	189.6	189.7	75
6th curve west of, Track 2	189.6	189.7	70
Curve at east end of Susquehanna River Bridge, Track 1	189.8	189.9	60
Curve at east end of Susquehanna River Bridge, Track 2	189.8	189.9	55
Curve at west end of Susquehanna River Bridge, Tracks 1 and 2	190.2	190.4	50
Binghamton "BD" interlocking—east leg of Wye, entering and leaving Main Track	.....	.....	15
Curve at Liberty St. Tower, Tracks 1 and 2	191.3	191.4	30
Binghamton, Liberty St. interlocking—west leg of Wye, entering and leaving Main Tracks	.....	.....	15
Between Liberty St. tower and Chenango River Bridge, Binghamton	.....	.....	25
Binghamton station—freight trains not making terminal stop (east and west)	.....	.....	10
Binghamton—			
2nd curve west of, Tracks 1 and 2	192.1	192.2	50
3rd curve west of, Tracks 1 and 2	192.5	193.0	60
4th curve west of, Track 1	193.5	194.0	70
4th curve west of, Track 2	193.5	194.0	60
Johnson City—			
1st curve west of, Tracks 1 and 2	195.1	195.2	70
2nd curve west of, Tracks 1 and 2	195.2	195.3	70

BLOOMSBURG BRANCH	Miles PerHour
Between Scranton and Northumberland, passenger trains	60
Scranton, Between Bridge 60 and Scranton Street crossing	10
Hanover & Newport Branch, except as otherwise specified	25
Keyser Valley Branch	15

BLOOMSBURG BRANCH—Continued.

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
SCRANTON—BRIDGE 60			
1st curve on branch, Tracks 1 and 2	134.0	134.4	10
2nd curve west of, Tracks 1 and 2	134.7	134.9	45
3rd curve west of, Tracks 1 and 2	135.2	135.3	45
4th curve west of, Track 1	135.6	135.9	40
4th curve west of, Track 2	135.6	135.9	45
5th curve west of, Tracks 1 and 2	135.9	136.0	45
Taylor—			
Curve at station, Tracks 1 and 2	136.7	137.1	30
1st curve west of, Tracks 1 and 2	137.2	137.5	40
2nd curve west of, Tracks 1 and 2	137.7	137.8	45
3rd curve west of, Tracks 1 and 2	138.0	138.4	45
4th curve west of, Tracks 1 and 2	138.4	138.5	45
5th curve west of, Tracks 1 and 2	138.8	138.9	45
Twenty Mile curve, Track 1	139.0	139.3	25
Twenty Mile curve, Track 2	139.0	139.3	25
1st curve west of, Tracks 1 and 2	139.9	140.1	50
Old Forge—			
1st curve west of, Tracks 1 and 2	140.4	140.6	50
Duryea—			
1st curve west of, Tracks 1 and 2	142.1	142.2	50
2nd curve west of, Tracks 1 and 2	142.2	142.3	50
3rd curve west of, Tracks 1 and 2	142.4	142.5	50
Pittston Junction—			
Curve at Junction	142.8	142.9	20
Track one to single track	.....	.....	20
Susquehanna Avenue over Susquehanna River Bridge	.....	.....	20
Track two to single track	.....	.....	20
Susquehanna Avenue to West Pittston, Tracks 1 and 2	.....	.....	35
Luzerne—			
From Slocum Street to West Bennett Street—westward	.....	.....	20
From Union Street to West Bennett Street—eastward	.....	.....	20
Kingston—Main Street crossing	.....	.....	10
3rd curve west of, Tracks 1 and 2	151.4	151.5	50
4th curve west of, Tracks 1 and 2	151.6	151.7	50
7th curve west of, Tracks 1 and 2	152.4	152.5	50
8th curve west of, Tracks 1 and 2	152.6	152.8	50
9th curve west of, Track 1	152.8	152.9	40
9th curve west of, Track 2	152.8	152.9	50
Plymouth station to flat road crossing, Track 1	.....	.....	30
Hanover Yard office to flat road crossing, Track 2	.....	.....	30
Hanover-Newport Branch			
Hanover and Newport Branch over br., 155.85. Engines 461 to 479—over Susquehanna River Bridge No. 155.85, and Bridge 156.51 over highway and trolley line	.....	.....	15
	.....	.....	10
Hanover Yard—			
Track one to single track	.....	.....	25
3rd curve west of	156.8	156.9	45
4th curve west of	157.0	157.1	45
5th curve west of	157.1	157.4	45
West Nanticoke—			
2nd curve west of	158.0	158.4	55
Hunlocks Creek—			
3rd curve west of	162.3	162.4	55
Shickshinny—			
1st curve west of	166.8	167.2	55
Hicks Ferry—			
1st curve east of	169.5	169.6	55
Beach Haven—			
4th curve west of	176.4	176.5	55
Berwick—			
2nd curve west of	178.7	178.8	55
3rd curve west of	179.0	179.2	55

BLOOMSBURG BRANCH—Continued

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Bloomsburg, between Locust Street, 0.75 mile east of station, and crossing west of Reading Co.'s enginehouse 0.3 mile west of station	.....	.....	20
Rupert—			
Curve at	191.2	191.8	45
1st curve west of	191.9	192.0	45
3rd curve west of	192.1	192.2	55
4th curve west of	192.2	192.3	50
Catawissa—			
1st curve east of	192.7	192.8	50
Curve at station	193.0	193.9	45
1st curve west of	194.8	195.2	55
3rd curve west of	195.5	195.6	55
9th curve west of	197.0	197.3	55
16th curve west of	199.2	199.3	50
17th curve west of	199.3	199.4	55
Danville Hospital—			
2nd curve east of	200.0	200.1	50
1st curve west of	201.3	201.4	55
Danville—			
Between Signal N2015 and Mill St	.....	.....	20
Mill Street Crossing ¼ mile west of	.....	.....	10
2nd curve west of	202.1	202.2	50
Chulasky—			
3rd curve east of	204.7	204.8	45
1st curve east of	205.0	205.1	55
Northumberland—			
Northumberland, between mile Post 212 and P. R. R. Station	.....	.....	10

SYRACUSE BRANCH

	Miles Per Hour
Passenger Trains:	
Binghamton to Apulia	60
Apulia to City Line, Syracuse	50
Syracuse to Oswego	45
Binghamton to Syracuse—Freight Trains:	
500-700 class engines	45
1100, 1200 and 2100 class engines	50
2200 class engines	30
1600 class engines	45
Northbound—	
Apulia to north end of double track at Brighton Ave., Syracuse:	
Manifest and way freight trains	35
Trains of empties and mixed trains	30
Other trains	25
Syracuse to Oswego—Freight Trains:	
2100 class engines	30
500-700 and 1200 class engines	40

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following descending grades:

		MILES PER HOUR				
		20	25	30	35	50
	Miles	Mins.	Mins.	Mins.	Mins.	Mins.
Apulia to Onativia	5.2	17	14	11	10	7
Onativia to Jamesville	7.6	24	19	16	14	10
Jamesville to Brighton Ave.	4.4	14	12	9	8	6

SYRACUSE BRANCH—Continued

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Binghamton—			
BD Interlocking, East leg of Y, entering and leaving main tracks	.....	.....	15
Liberty Street Interlocking, West leg of Y, entering and leaving main tracks	.....	.....	15
Erie R. R. crossing	.....	.....	15
D. & H. crossing north of station	.....	.....	15
"YO" Yard—			
Track 1, "YO" Yard Office to Bevier Street	.....	.....	30
Chenango Bridge—			
4th curve south of station	194.1	194.2	50
Chenango Forks—			
Curve at station, Tracks 1 and 2	202.7	203.0	40
Within Interlocking Home Signal limits	.....	.....	40
Lisle—			
Curve at station	214.1	214.4	50
Cortland—			
Within city limits, L. V. crossing	.....	.....	8
Homer—			
Northward, Track 1 to Single track	.....	.....	25
Apulia—			
Wye track, 1200, 2100 and 2200 class engines	.....	.....	5
Jamesville—			
Southward, Track 2 to Single Track	.....	.....	25
Syracuse—			
City Limits.			
Unless otherwise restricted	.....	.....	25
Southbound entering Track No. 2, Brighton Avenue	.....	.....	20
Adams Street crossover to Fayette Street. All trains	.....	.....	15
All trains through N. Y. C. Tunnel	.....	.....	20
200 class and heavier engines over bridges 272.17 and 272.62, north of station	.....	.....	15
Baldwinsville—			
East Genesee Street crossing	.....	.....	10
Fulton—			
Phillips Street and Hannibal Street, north of station	.....	.....	15
Broadway crossing south of station	.....	.....	15
Oswego—			
Between Erie Street crossing and station, also through tunnel Water Street and Lake Front	.....	.....	15
Cincinnatus Branch—			
All trains	.....	.....	35

UTICA BRANCH

	Miles Per Hour
Passenger trains	50
Freight trains with:	
500-700 class engines	45
1100 class engines	45
1200 class engines	40
Paris to Chadwicks northward and Paris to Waterville southward:	
Way-freight trains	25
Trains of empties or mixed trains	30
Other freight trains	20
Chadwicks to New Hartford, northward freight trains	25

Grade restriction schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following descending grades:

		MILES PER HOUR				
		20	25	30	35	50
	Miles	Mins.	Mins.	Mins.	Mins.	Mins.
Paris to Waterville	4.2	13	11	9	8	5
Paris to Richfield Jct.	3.8	12	10	8	7	5
Richfield Jct. to Chadwicks	5.7	18	15	12	10	7

UTICA BRANCH—Continued

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Chenango Forks—			
1st curve north of	202.9	203.1	35
3rd curve north of	203.4	203.7	45
10th curve north of	206.6	206.8	45
Brisben—			
Grecian Bend	215.1	215.4	40
Oxford—			
3rd curve north of	226.1	226.3	40
4th curve north of	226.4	226.7	40
Norwich—			
Within city limits	.....	.....	20
First curve south Sherburne station	243.3	243.5	40
Sherburne—			
4th curve north of	245.4	245.6	45
Poolville—			
4th curve north of	254.0	254.1	40
5th curve north of	254.2	254.4	40
Richfield Junction—			
Richfield Junction engines of 1100, 1200, 2100 and 2200 class on wye	.....	.....	5
Curve at station	272.8	273.4	45
1st curve north of	273.5	273.7	45
2nd curve north of	273.7	274.0	45
3rd curve north of	274.0	274.1	45
4th curve north of	274.2	274.5	45
Clayville—			
1st curve north of	275.6	275.7	45
New Hartford—			
1st curve north of	283.7	283.9	40
3rd curve north of	284.1	284.2	40
Genesee Street crossing	.....	.....	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. Thorn to Oriskany Streets, both inclusive.			
Washington Street	.....	.....	8
Oriskany Street to Passenger Station	.....	.....	25
Richfield Springs Branch—			
All trains except as otherwise specified	.....	.....	35
All trains (Richfield Junction to Bridgewater)	.....	.....	20
Gano's Crossing west of Richfield Springs—Stop.			

Clearance Stations

335. First-class trains, except milk train No. 44, will not leave Binghamton or Scranton, and no train will leave Northumberland, *when operator is on duty*, without clearance Form A, issued on authority of train dispatcher.

SYRACUSE and UTICA BRANCH: When operator is on duty trains must not leave the following stations without Clearance Form A, authorized by train dispatcher, except in case of wire failure, when the form may be issued by operators, provided they have no train orders for train to which issued:

Binghamton Passenger Station.
East Binghamton Yard.
Syracuse.
Cortland (Cincinnatus Branch trains).
Oswego.
Richfield Junction, for trains using south leg of wye.
Utica.

Extra trains must not leave Apulia without facsimilie Clearance Card (Form A) unless otherwise provided.

LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, WATCH AND TRAIN REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Watch Comparison Register
Stroudsburg Tower, Penna R. R. trains	x	x	x	x
Gravel Place, Enginehouse. Crews originating or terminating at this point	x	x	x	x
Scranton, East End Tower, eastward freight trains			x	
Scranton, Yard Office, westward freight trains	x	x	x	x
Scranton, Passenger Station, first-class trains and Passenger Extras.	x	x	x	x
Scranton, Dispatchers' Office		x		
Scranton, Conductor's Room	x			
Scranton, Enginehouse	x	x		x
Hampton Yard Office, east end	x			
Hampton Yard Office, west end	x	x		
Kingston, Yard Office, all trains, first-class trains by card	x	x	x	x
Kingston Enginehouse	x	x		x
Hanover Yard			x	
Northumberland, Freight House	x	x	x	x
Northumberland, Enginehouse	x			
Binghamton, Station, first-class trains	x	x	x	x
Binghamton, Enginehouse	x	x		x
East Binghamton Yard, Trains originating at East Binghamton	x	x	x	x
Chenango Forks			x	
Cortland	x	x	x	x
Syracuse, Passenger Station, first-class trains	x	x	x	x
Syracuse Yard Office, freight trains	x	x	x	x
Syracuse, Geddes Street	x	x		
Syracuse Enginehouse	x	x		x
Oswego Station	x	x	x	x
Oswego Yard Office	x			
Oswego Enginehouse	x	x		x
Norwich	x			
Richfield Junction			x	
Utica Station	x	x		
Utica Yard Office	x	x	x	x
Utica Enginehouse	x	x		x

NOTE—Trains not stopping at register stations must be registered by operator or towerman.

Signals

336. **Automatic Block Signals** (Rule 509d) governing main tracks are in use between:

MAIN LINE—Slateford Junction and Johnson City.

BLOOMSBURG BRANCH—Scranton and West End Hanover Yard.

Hampton, Dodge Cut-Off from east end of Hampton Yard to spring switch, Main Ave.

Independent track from Dodge's Crossovers to Scranton St.

SYRACUSE AND UTICA BRANCHES:

Binghamton and Chenango Forks.
Cortland Junction and Homer.
Jamesville and Brighton Avenue, Syracuse.

(a) **Preliminary Overlap Block System** (Rule 509c) is in use between:

BLOOMSBURG BRANCH

Hampton-Dodge Cut-Off—spring switch at Main Avenue, Taylor, to crossover switch at Dodge's.

Over Susquehanna River Bridge, Pittston.

Hanover and Newport Branch. Instruction 355.

West end of Hanover Yard and M. P. 212—1½ miles east of Northumberland.

Signals—Continued

SYRACUSE AND UTICA BRANCHES:

Binghamton: Robinson Street to Court Street Interlocking—East leg of Wye.
Chenango Forks and Cortland Junction.
Apulia, South end siding, and Jamesville.
Syracuse: Brighton Avenue and West Fayette Street.
Geddes Street and point 1.4 miles north of Fair Grounds.
Chenango Forks and Thorn Street, Utica.
Richfield Junction and one mile east thereof on Richfield Branch.

(b) **Absolute Permissive Block System** (Rules 509a and 509b) in use between:

SYRACUSE BRANCH:

Beginning of single track north of Homer to south end of siding at Apulia.

337. **Automatic and Interlocking Signals of the Color Light Type** are in use between:

JOHNSON CITY and HALLSTEAD (except only within Home Signal limits at Court Street and Liberty Street interlockings, Binghamton, where semaphore type signals are in use).

BINGHAMTON—"BD" Tower.
Interlocking signal, south-bound, on east leg of Wye.

EAST BINGHAMTON—Color light dwarf signal located east of hand-throw crossover on lead to westward receiving tracks and east end of classification yard indicates position of crossover switch as follows:
Yellow light—movement into westward pull-in tracks.
Red over yellow—movement into classification yard.
Red—crossover switches not lined.
Telephones are located at each group of "BY" interlocking signals.
West of Nicholson. Signals—1528–1529.

NEW MILFORD—Entrance to eastward and westward sidings.

DALTON—Entrance to Track 4 and approach thereto.

CAYUGA AND BRIDGE 60—

SCRANTON BRIDGE 60—
All high interlocking signals on the eastward main track 2, westward main track 1, eastward and westward main track 4, between Bridge 60 tower and the Linden Street overhead bridge west of Bridge 60 tower.

SCRANTON—Eastward interlocking Home Signal on Track 2 located just west of Mattes Street interlocking tower.

SCRANTON—Westward interlocking Home Signals on Track 1, located just east and west of Mattes Street interlocking tower.

SCRANTON EAST END TOWER and SLATEFORD JUNCTION.

BLOOMSBURG BRANCH—Plymouth Junction interlocking. (High Signals.)

DRAG DETECTOR SIGNS are attached to color light Signal 924 located one and two-tenths (1.2) miles west of West Henryville, to Semaphore Signal 1469, at Mile Post 147, and color light Signal 1528 at Mile Post 152.86. When illuminated, the letter "D" is shown to indicate that train should be stopped and inspected to locate dragging equipment.

Trainman should notify dispatcher and extinguish light in drag detector sign so that following trains will not be detained.

Telephone connected to dispatcher's circuit is located in a booth at the signals. Drag Detector "cut-out" switch is located in control box marked "Z" adjacent to signal.

Signals—Continued

STATION SIGNAL governs eastward trains approaching Water Gap. (See Rule 107.)

338. **Two-position Lower Quadrant Interlocking Home Signal** governing trains on track 2 provided with top arm Red; second arm Forked Yellow Blade, with corresponding night light aspects for "STOP" (Rule 292) is located as follows:

MAIN LINE

Scranton, Mattes Street Interlocking,
One eastward Home Signal.

SYRACUSE AND UTICA BRANCHES:

Binghamton—Home and Distant Signal S-1922 located just south of Robinson Street, governs southward movement of trains over the single track on east leg of wye—observe Rule 509 (c).

Single-arm Upper Quadrant Interlocking Home Signal.

Binghamton—Robinson Street. North end west leg of wye—Signal showing "STOP" indication may be passed after stopping, on signal from switchtender. (Rule 663 and Rule 628.)

339. **Automatic Cab Signals** are in operation between Scranton Passenger Station and Johnson City.

Rule 686 must be observed. When conditions require, the following instructions will be applied *on authority of Superintendent:*

(a) CAB SIGNAL OR CAB WHISTLE INOPERATIVE, PASSENGER TRAIN:

Proceed, with trainman or other additional qualified employe in engine cab to observe signals and call their indications to engineman, until cab signal or cab whistle is again operative. If additional man is not available *medium speed* must not be exceeded.

(b) CAB SIGNAL OR CAB WHISTLE INOPERATIVE, FREIGHT TRAIN:

Proceed at not exceeding *medium speed* until cab signal or cab whistle is again operative.

(c) NON-EQUIPPED ENGINES (EMERGENCY ONLY):

(1) Proceed at *restricted speed.*

or

(2) Proceed at not exceeding *medium speed* with trainman or other additional qualified employe in engine cab to observe signals and call their indications to engineman. Foreign line passenger trains may proceed as per instruction (a).

(d) ENGINES RUNNING BACKWARD:

Proceed at *restricted speed,* also observing time-table speed limitation.

(e) TRAIN MOVEMENT AGAINST CURRENT OF TRAFFIC:

Proceed at *restricted speed.*

NOTE: When conditions justify, train dispatcher will give additional information regarding trains ahead such as:

(1) "No train between.....and....."

or

(2) "Look out for train.....between..... and....."

or

(3) "Train.....working at.....may interfere while switching."

Facsimile Transmission of Communications

340. Apparatus for production of facsimile of typed or written train orders, Clearance Card (Form A), and messages by means of transmitter at a sending station connected by an electrical circuit with a recorder at receiving stations was placed into service 12:01 AM Friday, August 22, 1947, for the delivery of train orders, Clearance Cards (Form A), and messages at the following locations:

Location of Transmitter	Location of Recorder
Jamesville	South end of siding, Apulia
	North end of siding, Apulia

Unless otherwise directed, northward extra trains will STOP at North end of siding at Apulia and southward extra trains at South end of siding at Apulia, and the train must not proceed until the conductor or engineman examines the recorder, removes from the receiving receptacle all communications addressed to him and/or other employes on his train, and communicates with the operator by telephone.

The operator at the location of the transmitter will use the facsimile machine in the manner prescribed by the Instructions to Operator in the use of Automatic Transmitter of Facsimile Machine to effect delivery of a train order, Clearance Card (Form A), or message to persons addressed at the location of the recorders.

The conductor, engineman, or other employe addressed removing communications from the recorder will compare the number of each train order received with number shown on Clearance Card (Form A), and will check train orders, Clearance Card (Form A), and messages to ascertain if each copy is clear, legible and complete. Employe must then acknowledge receipt of all communications and repeat each train order to the operator by telephone before acting on same. The operator must see that the copies of train orders received by the person addressed are correct copies of train orders transmitted by the operator. The employe receiving communications addressed to other employes on his train must effect delivery of a copy to each person addressed.

The operator will show on his office copy of each communication delivered by him at the recorders, the name of the employe acknowledging receipt.

Recorders must be kept under lock and key and care exercised in their use to avoid damage to the equipment by rough usage and exposure to the weather.

Train Operation by Signal Indication.

341. Eastward extra trains between Binghamton and New Milford, and Scranton and Lehigh, and westward extra trains between Scranton and Clarks Summit, and Binghamton and Vestal, running with the current of traffic, will be governed by Rules D-251 to D-254, inclusive.

342. Remote Control Switches

(See General Instruction 63)

Remote control switches are located as follows:

(a) Analomink—West end No. 4 track, (MP 85.75), controlled from Gravel Place interlocking station.

(b) Mount Pocono—East end of No. 3 track west of station, controlled from Tobyhanna interlocking station.

(c) Nay Aug—Crossover switches from Track 2 to Track 4 and from Track 4 to Track 2, 2100 feet east of M. P. 128, controlled from East End interlocking station, Scranton.

(d) Dalton—West end No. 4 track, 300 feet west of station (MP 144.10), controlled from Clarks Summit interlocking station.

(e) New Milford Pull-in switch for westward siding 7000 feet east of station and controlled therefrom.

(f) New Milford Pull-in switch for eastward siding 3000 feet west of station and controlled therefrom.

343. Electrically Locked Hand-Operated Switches

(See General Instruction 64)

West Henryville

Crossover between Tracks 1 and 2 controlled from Gravel Place Tower. When opening crossover, switch adjacent to electric lock must be thrown first, which will release far end of crossover so it can be thrown.

Switch at far end of crossover must be thrown first in restoring crossover to normal position.

In case of failure of electric lock, an emergency release is provided inside lock. Permission must be obtained from Gravel Place Tower to break seal on emergency button. Button must be held in depressed position while electric lock lever is moved to unlocked position.

Scranton—Bridge 60.

Repair Track.
Finches Foundry Track.
Industrial side track.
Sanker and Williams Switch.

344. Special Instructions Hand Switches

Slateford Jct.:

Hand operated switch located 500 feet West of Slateford Junction Tower to connect old Mount Minsi spur track with eastward siding must be lined and locked for old Mount Minsi siding except when movement is being made to the siding. (Capacity of this spur track 17 cars). Train movements to or from the spur track must be made only on authority of the towerman.

Trains entering Slateford Junction siding will stop at signal. Trainman will proceed to the switch and line same for the siding. Signal can then be received to enter the siding.

Location of Spring Switches

(See General Instruction 62)

MAIN LINE

345. (a) West Henryville—90 feet west of abandoned tower and leading from westward track No. 3 to westward main track No. 1, lined normally for westward main track No. 1. Westward trains may trail through switch from Track 1 or Track 3 upon proper interlocked signal indication.

(b) Pocono Summit—200 feet east of abandoned tower and leading from westward track No. 3 to westward main track No. 1, lined normally for westward main track No. 1. Westward trains may trail

through switch from Track 1 or Track 3 upon proper interlocked signal indication.

(c) Pocono Summit—150 feet west of abandoned tower and leading from eastward track No. 4 to eastward main track No. 2, lined normally for eastward main track No. 2. Eastward trains may trail through switch from Track 2 or Track 4 upon proper interlocked signal indication.

(d) Tobyhanna—

1. East end of Wye track to No. 1 yard track lined normally for Yard 1 track. Movements from scale track trail through.
2. West end of west leg of Wye on Track 1 lined normally for Wye. Movements on Track 1 trail through.
3. At top of Wye, lined normally for east leg. Movements on west leg trail through.

(e) Lehigh—Switch leading from Track 4 to spur track 4,500 feet east of tower, lined normally for Track 4—engines from spur track trail through; westward trains using Track 4 (against current of traffic) must run at restricted speed and approach this switch prepared to stop if not lined for Track 4.

(f) Lehigh—At top of Wye, lined normally for west leg. Movements on east leg trail through.

(g) Scranton Yard—Switch connecting routes to Bridge 60 interlocking with enginehouse lead and pusher or back track, lined normally for enginehouse lead—movements from pusher or back track trail through.

(h) Scranton Yard—Switch at east end of freight engine pit track connecting with yard engine dispatch track, normally lined for ash-pit—movements from yard engine dispatch track trail through.

(i) Scranton Yard—Switch connecting passenger ash-pit track to inbound enginehouse lead, normally lined for enginehouse lead—movements from passenger pit trail through.

(j) Scranton Yard—Switch connecting passenger ash-pit track with run-around track, normally lined for passenger ash-pit—movements from run-around track trail through.

(k) Scranton Yard—Switch connecting west end of run-around track with outbound enginehouse lead, normally lined for run-around track—movements from enginehouse lead trail through.

(l) Keyser Valley Branch—Oak Street. Switch connecting eastward departure track from Hampton Classification Yard with eastward main track, lined normally for main track—trains from departure track trail through.

(m) Independent Track—East end of double track, normally lined for westward movement. Movements on east track trail through.

(n) Clarks Summit—Switch connecting Track No. 3 to Clarks Summit extension track, lined normally for Track No. 3; Eastward movements from extension track will trail through switch. Switch indicator lamp is located about 8 feet east of switch. Green light indicates switch is lined normally for Track No. 3. Red light indicates switch lined for extension track.

(o) East Binghamton Yard—At west end of outbound S. & U. train track connecting outbound engine track (controlled by dwarf signals), lined normally for S. & U. train track; westward movement from outbound engine track trail through switch.

(p) East Binghamton Yard—East of old coal chutes, connecting S. & U. train track with outbound engine track, lined normally for S. & U. train track; westward movements from outbound engine track trail through switch.

(q) East Binghamton Yard—East End—East End of crossover connecting eastward pull-out track to yard lead, lined normally for eastward movements on pull-out track; movements over crossover from yard lead trail through switch.

(r) East Binghamton Yard—East of ash-pit, connecting switching lead to outbound engine track, lined normally for switching lead. Outbound movement on engine track trail through switch.

(s) East Binghamton Enginehouse—Lead from turn-table to pull-out track lined normally for inbound movement; outbound movement trail through switch.

BLOOMSBURG, SYRACUSE AND UTICA BRANCHES:

346. (a) Pittston—Single track is provided over Susquehanna River Bridge, with connections to double track at each end through spring switches, permitting trains to trail through.

Switch at east end of the bridge is lined normally for eastward main track. Switch at west end of the bridge is lined normally for westward main track. Eastward and westward signals governing movement over this single track are not affected by position of the spring switches for trailing through movements, but indicate "STOP" if switch is not properly lined for facing point movement returning to double track.

Movement of trains over this track will be governed by Preliminary Overlap Automatic block signals (Rule 509c).

(b) Hanover Yard—Spring switch at end of double track, 250 feet west of switch to west end of Hanover Yard, leading from westward main track to the single track is normally lined for eastward main track. Westward trains may trail through switch. Eastward automatic signal N-1556, located 700 feet west of switch, will indicate "STOP" when points of switch are not lined for eastward track.

(c) Homer—Spring switch at end of double track is lined normally for southward main track. Northward trains may trail through the switch. Southward automatic signal S-2380, located 100 feet north of the switch, will indicate "STOP" when points of switch are not lined for southward main track.

(d) Jamesville—Spring switch at end of double track is lined normally for northward main track. Southward trains may trail through the switch. Northward automatic signal S-2641 located 450 feet south of the switch, will indicate "STOP" when points of switch are not lined for northward track.

(e) Syracuse, Brighton Avenue—Spring switch at end of double track is lined normally for southward main track. Northward trains may trail through the switch. Southward automatic signal S-2688 located 100 feet north of the switch, will indicate "STOP" when points of switch are not lined for southward track.

(f) Syracuse, West Adams Street—Spring switch in main track at South end of crossovers, between switching lead and main track, is lined normally for main track. Southward trains using this crossover

may trail through this switch at 15 miles per hour. Northward automatic signal S-2707, located 50 feet South of the switch, will indicate "STOP" when points of switch are not lined for main track. Switch indicator lamp located 5 feet north of crossover governs southward movements over crossover from side track No. 2. Green light indicates crossover switch lined normally for southward movement and siding and main tracks are unoccupied within fouling limits of crossover. Red light indicates crossover switch lined for siding or that main track is occupied within fouling limits of crossover.

RAILROAD CROSSINGS

(See Rules 98-98a)

347. Protected by Interlocking

(a) Pittston Junction—L. V. R. R.
(b) Plymouth Junction—D. & H. R. R.
(c) Scranton, Diamond Branch—D. & H. R. R.
(d) Diamond Branch—N. Y. O. & W. Ry.
(e) Scranton, Steel Mill Branch—C. R. P.
(f) Keyser Valley Branch—N. Y. O. & W. Ry.
(g) Binghamton—Erie R. R.
(h) Binghamton—D. & H. R. R.
(i) Cortland Junction—L. V. R. R.
(j) Syracuse—N. Y. C. R. R., Magnolia Street.
(k) Utica—New York Central Railroad governing N. Y. O. & W. Railway crossing, Washington Street.

Movements in either direction over New York Central and N. Y. O. & W. Junction switch will be made on signal indications, Rules 290 "RESTRICTING" and 292 "STOP".

First-class trains will STOP short of interlocking signals and know that N. Y. O. & W. hand throw switches located near the interlocking signals are properly lined and that there are no conflicting movements.

348. Protected By Other Signals

(a) SCRANTON:

National Crossing—D. & H. R. R.

Signals governing D. L. & W. movements are inoperative and set in "STOP" position.

Before operating over this crossing it must be ascertained that the way is clear.

Derails may then be removed which will automatically set the D. & H. R. R. signals in "STOP" position. Having done so train may proceed.

When crossing is clear the derails must again be restored to the rails.

(b) LUZERNE:

Mill Hollow Branch—L. V. R. R.

D. L. & W. movements must be preceded by trainman. Switches used by D. L. & W. crews must be restored to normal position, set for L. V. R. R. track.

SYRACUSE AND UTICA BRANCHES:

(c) Syracuse, N. Y. C. R. R., at Geddes Street, automatic and interlocking signals of the color light type: These signals normally indicate "Proceed" for D. L. & W. movements. Trains making interchange movements will protect in accordance with bulletin in switch box at the crossing.

(d) 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 D. L. & W. 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 standing at the crossing. Trainmen must, before giving hand signal, observe that no other trains are approaching that will conflict with the movement to be made and that signals governing conflicting movements over the crossing are indicating "STOP." After movement has been completed, knife switches must be closed and box locked.

(e) West Utica, N. Y. O. & W. R. R. Arm at angle of 45 degrees, after stopping, D. L. & W. trains may proceed. Arm in horizontal position, N. Y. O. & W. trains may proceed. Single arm will be equipped with red light on each end to indicate position of signal after dark. In the absence of one or more of these lights at night, trains may proceed over the crossing under protection of flagman.

349. Special Protection of Highway Crossings

Movements over the following highways must be protected by train crew:

Tobyhanna:	State Highway, Warnertown Branch.
Winton Branch:	Drinker Turnpike.
Scranton Yard:	South Washington Ave.
Scranton:	Cedar Ave., Laurel Line connection.
Clarks Summit:	Depot Street.
Northumberland:	Water St., east of station.
Kingston-Pettebone Branch:	Mercer Ave.
	Schuyler Ave.
	Wyoming Ave.
	Rutter Ave.
Storrs Branch:	Main Avenue, Dickson City.
Luzerne Mill Hollow Branch:	Bennett St.
McGraw:	South and Center Sts. Cars left in street for the Central Paper Box at night must be protected by red light.
Baldwinsville:	East Genesee Street, south of station. Switching movements.

DIAMOND BRANCH.

SCRANTON: Lackawanna Ave.—Traffic lights.

All trains and engines operating over crossing will proceed as follows:

1. Stop at STOP signs located ten (10) feet East and West of crossing (equipment must occupy track section approximately thirty-three (33) feet long between clearance sign "C" and STOP sign.)

2. After stopping, if traffic light indicator located on right side of equipment TWENTY (20) feet from crossing shows *white* light, indicating that traffic lights on highway are *red*, and the way is clear with vehicular and pedestrian traffic stopped, trains may proceed over the crossing.

Special Protection of Highway Crossings—Continued

3. Should indicator fail to show *white*, trains may proceed if traffic lights are *red* and highway and pedestrian traffic stopped. Should traffic lights fail to operate, train crews must protect movements over crossing. Report of any irregularity must be made to Superintendent from nearest telephone (Railroad Y. M. C. A. or yard office).

350. Manual Protection for Trains Switching at Highway Grade Crossings (see General Instructions 66.)

351. Manual Control of Highway Crossing Apparatus is installed at the following locations:

MAIN LINE.

Gouldsboro—Highway crossing three (3) main tracks and westward passing siding.

On westward siding all trains moving toward the crossing must stop at "STOP SIGNS" located 20 feet east and west of the crossing, and must observe that the crossing signals and gates are operating properly before movement is made over the crossing.

BLOOMSBURG BRANCH—

Duryea—Stephenson St.:
For westward trains:
Westward and eastward main tracks.
For eastward trains:
Eastward and westward main tracks.

West Pittston—Luzerne and Montgomery Sts.
Delaware St.
Eastward and westward main tracks.

Luzerne—West Bennett St.:
For westward trains:
Westward and eastward main tracks.
For eastward trains:
Eastward and westward main tracks.

Plymouth.
Flat Road.
For Eastward and Westward trains
East and West of crossing.

Danville.
Railroad St.
Church St.
Ferry St.

SYRACUSE BRANCH—

Marathon—West Main St.:
Main track.
Siding, manual.
Homer—South Center Street and Copeland Avenue, southward and northward tracks.

UTICA BRANCH—

Greene—Washington St.:

Oxford—Water Street, Southward and Northward trains.
Merchants Row, Southward and Northward trains.
Push buttons permit manual control of flashers at Water St. and Merchants Row from either crossing.

Waterville—White St.:
Siding, manual.
Clayville

Combination automatic crossing gates and flasher light type highway crossing signals at both Upper Main Street and Lower Main Street, and flasher light type highway crossing signals at Station Crossing.

UTICA.
Oswego St.

352. YARD LIMITS AND YARD RULES

(a) 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—(Cayuga East of Tower)
Pyne Branch
Winton Branch
Storrs Branch
Diamond Branch
Green Ridge Branch
National Branch
South Side Branch

(b) MAIN LINE—
Stroudsburg—Analomink (Track 3)
Analomink—East of (Track 4)
Pocono Summit—West of (Track 4)
Lehigh—East of (Track 4)—To East of Ice House, Gouldsboro.
Clarks Summit (Tracks 3-4)
Binghamton territory between yard limit boards located east of East Binghamton Yard and west of Johnson City on main line, and to yard limit boards North of "YO" yard on Syracuse Branch.

(c) BLOOMSBURG BRANCH—
Taylor Old Yard
Pittston—West Pittston
Wyoming
Kingston
Plymouth Junction to West of West Nanticoke
Berwick
Bloomsburg—Rupert
Danville
Northumberland

(d) HANOVER & NEWPORT BRANCH—
Yard limit Rules will govern the movement of trains and engines and block signals are provided for additional information and protection.

(e) SYRACUSE BRANCH—

Chenango Forks	Syracuse
Cortland	Baldwinsville
Homer	Fulton
Apulia	Oswego
Jamesville	

(f) UTICA BRANCH—

Chenango Forks	Waterville
Oxford	Paris
Norwich	Richfield Junction
Sherburne	Utica

Clearance Restrictions

353. Structures less than 22 feet above top of rail which may not clear man standing on top of cars or engine tenders; and overhead wire or cable lines less than 27 feet above top of rail.

SLATEFORD JCT. TO JOHNSON CITY

Location	Description	Track Nos.
Stroudsburg—		
.14 mile west of M.P. 82	Overhead cable	Burson St. Side Track
.30 mile west of M.P. 83	Coaling station	All Tracks
.30 mile east of M.P. 85	Overhead bridge—Highway	All Tracks
Analomink—		
.50 mile west of M.P. 86	Overhead cable	Tracks 1-2-3
Mount Pocono—		
.09 mile west of M.P. 101	Overhead bridge—Highway	Tracks 1-2-3
Lehigh—		
.20 mile west of M.P. 115	Overhead cable	Tracks 1-2-4
Moscow—		
.49 mile west of M.P. 123	Overhead bridge—Highway	Tracks 1-2-4
Elmhurst—		
.90 mile west of M.P. 126	Overhead cable	Tracks 1-2-4
.37 mile west of M.P. 127	Erie R. R. Overhead Bridge	Tracks 1-2-4
.75 mile west of M.P. 127	Overhead cable	Tracks 1-2-4
.75 mile west of M.P. 127	Overhead cable	Winton Branch
Nay Aug—		
.63 mile west of M.P. 130	Overhead bridge—Highway	Tracks 1-2-4
.05 mile east of M.P. 131	Erie R. R. Overhead Bridge	Tracks 1-2-4
.08 mile to .22 mile east of M.P. 132	Nay Aug Tunnel	Tracks 1-2-4
Scranton—		
.09 mile west of M.P. 133	Train shed	Track 1
.20 mile west of M.P. 133	Overhead cable	Track 2
.15 mile east of M.P. 134	Bridge 60 Interlocking	Freight House Lead
.06 mile east of M.P. 134	Overhead wire	Tracks 1-2-4—Siding
At M.P. 134	Overhead wire	Track 4
.02 mile east of M.P. 134	Overhead bridge—Lackawanna Ave.	Tracks 1-2-4
.10 mile west of M.P. 134	Overhead wire	Tracks 1-2-4
.13 mile west of M.P. 134	Overhead bridge—Linden St.	Tracks 1-2-4
.40 mile west of M.P. 134	Overhead wire	Tracks 1-2-4
.45 mile west of M.P. 136	Overhead wire	Dump Track
Opposite M.P. 140	Undercrossing	Track 3
Clarks Summit—		
.21 mile west of M.P. 141	Overhead bridge—Highway	Tracks 1-2-4
.21 mile east of M.P. 143	Overhead bridge—Highway	Track 4
Glenburn—		
.63 mile west of M.P. 143	Overhead wires	Tracks 1-2-4
Factoryville—		
M.P. 149 to .67 mile west of M.P. 149	Nicholson Tunnel	Tracks 1-2
Nicholson—		
.31 mile west of M.P. 152	Overhead bridge—Highway	West Siding
.10 mile west of M.P. 155	Overhead wires	Lead to Old Line
Kingsley—		
.21 mile east of M.P. 165	Overhead bridge—Highway	West Siding
.17 mile west of M.P. 170	Overhead bridge—Highway	East Siding
.16 mile west of M.P. 171	Overhead bridge—Highway	East & West Siding

SLATEFORD JCT. TO JOHNSON CITY (Continued)

Location	Description	Track Nos.
New Milford—		
.70 mile west of M.P. 171	Overhead wires	Station Switch
.32 mile west of M.P. 175	Overhead wires	Track 2
.50 mile west of M.P. 178	Overhead wires	Industrial Track
Conklin—		
.72 mile east of station	Br. 182.02—Big Snake Creek	All Tracks
.03 mile east of station	Overhead wires	Station Siding
.10 mile west of M.P. 186	Overhead wires	Tracks 1 and 2
.40 mile west of M.P. 188	Overhead cable	Sugar Beet Siding
.02 mile east of "BY" Tower	Overhead cable	Yard Track
1.93 miles east of station, Binghamton	Br. 189.74—Conklin Ave.	All Tracks
Binghamton—		
West end of station	Br. 191.70—Chenango St.	All Tracks
At M.P. 193	Overhead wires	Industrial Siding
.07 mile west of M.P. 193	Overhead wires	Industrial Siding
.40 mile west of M.P. 193	Overhead wires	Industrial Siding
.70 mile west of M.P. 193	Overhead cable	Industrial Siding
.45 mile east of Johnson City station	Br. 193.91—Main St.	All Tracks
Johnson City—		
Opposite station	Overhead cable	Side Track
.73 mile west of station	Overhead wires	Industrial Siding

SCRANTON—NORTHUMBERLAND

Scranton—		
.09 mile west of M.P. 133	Signal Bridge	All Tracks
.30 mile west of M.P. 134	Overhead wires	Oil Switch
.01 mile west of M.P. 135	Mine Track Bridge	All Tracks
.21 mile east of M.P. 135	Overhead bridge—Highway	Main & Independent Tracks
.13 mile east of M.P. 135	Overhead wires	Baker Light Yard
.18 mile east of M.P. 136	Overhead wires	Steel Mill Switch
.17 mile west of M.P. 136	Overhead wires	National Branch
Taylor—		
.10 mile east of M.P. 137	Overhead wires	C. R. P. Interchange
.20 mile west of M.P. 137	Overhead wires	C. R. P. Interchange
.20 mile west of M.P. 139	Overhead wires	Tracks 1-2
Old Forge—		
.26 mile west of M.P. 140	Overhead wires	Tracks 1-2
.07 mile east of M.P. 141	Overhead wires	Tracks 1-2
Duryea—		
.10 mile east of M.P. 142	Overhead bridge—Highway	Tracks 1-2
.07 mile west of M.P. 142	L. V. R. R. Overhead Bridge	Tracks 1-2
Pittston Junction—		
.19 mile west of M.P. 143	Susquehanna River Bridge	Tracks 1-2
Wyoming—		
At M.P. 146	Overhead wires	Dock Switch
.15 mile east of M.P. 147	Overhead wires	Coal Storage
.20 mile east of M.P. 148	Overhead wires	Tracks 1-2
.10 mile west of M.P. 148	Overhead wires	Tracks 1-2
Forty Fort—		
.10 mile east of M.P. 149	Overhead wires	Industrial Switch
.39 mile west of M.P. 149	L. V. R. R. Bridge	Tracks 1-2
.44 mile west of M.P. 149	Power Line	Tracks 1-2

SCRANTON—NORTHUMBERLAND (Continued)

Location	Description	Track Nos.
Luzerne—		
.62 mile west of M.P. 149	Trolley wire	Tracks 1-2
.70 mile west of M.P. 149	Overhead wires	Pettebone Switch
.70 mile west of M.P. 149	Overhead wires	Tracks 1-2
Kingston—		
.05 mile east of M.P. 151	Trolley wires	Tracks 1-2
.20 mile west of M.P. 151	Overhead wires	Tracks 1-2
.23 mile west of M.P. 153	Overhead wires	Elect. Co. Siding
.50 mile west of M.P. 153	Overhead wires	Siding
Plymouth—		
.40 mile west of M.P. 154	Overhead wires	Nottingham Switch
At M.P. 155	Overhead wires	Red Ash Tail Track
.50 mile west of M.P. 155	Overhead wires	Tracks 1-2
.57 mile west of M.P. 156	Overhead wires	Main Track
.22 mile west of M.P. 157	Overhead bridge—Highway	Main Track
.33 mile west of M.P. 157	Overhead wires	Main Track
West Nanticoke—		
.23 mile east of M.P. 158	Overhead wires	Main Track
Shickshinny—		
.06 mile west of M.P. 167	Overhead wires	Stackhouse Switch
Berwick—		
.15 mile east of M.P. 178	Overhead wires	Main Track
.40 mile west of M.P. 180	Overhead wires	Coal Track
Briar Creek—		
.17 mile west of M.P. 187	Overhead wires	Main Track
Espy—		
.13 mile east of M.P. 190	Overhead wires	Main Track
Bloomsburg—		
.35 mile west of M.P. 190	Overhead wires	West Leg B&S Wye
.68 mile west of M.P. 190	Overhead wires	P&R Interchange
.63 mile west of M.P. 191	Overhead wires	Yard Tracks
Rupert—		
.10 mile east of M.P. 192	*Overhead bridge—Highway	Main Track
.07 mile east of M.P. 192	*P. & R. R. R. Bridge	Main Track
At M.P. 192	Overhead wires	Main Track
Catawissa—		
.08 mile west of M.P. 194	Overhead wires	Main Track
Danville—		
.67 mile west of M.P. 201	P. & R. R. R. Bridge	Main Track
.70 mile west of M.P. 201	Overhead wires	Station Siding
.10 mile east of M.P. 202	Overhead wires	Industrial Switch
.10 mile west of M.P. 210	Overhead wires	Industrial Switch
.08 mile west of M.P. 213	Overhead wires	Main Track
.08 mile west of M.P. 213	Overhead wires	Freight House Track
.37 mile west of M.P. 213	Overhead wires	Main Track
Northumberland—		

* Note: No tell-tales between these two bridges.

KEYSER VALLEY BRANCH

.10 mile west of M.P. 136	Overhead bridge—Main Ave.	Hampton-Dodge Cut-off
.10 mile east of M.P. 138	Hampton Foot Bridge	Main Tracks
.50 mile west of M.P. 138	Washburn St. Bridge	Main Tracks
.49 mile west of M.P. 140	Theodore St.	Main Tracks
Lead to Hampton Boiler plant.	High voltage trolley wire	Central Branch

DIAMOND BRANCH

Location	Description	Track Nos.
Linden St.	Overhead bridge	Main and Two Sidings
Mulberry St.	Overhead bridge	Main and One Siding
South Side, Carbon St.	Overhead Electric Wires	Main and One Siding
Lackawanna River Bridge	Overhead steel	Main Track
Albright Ave.	Telephone cable	Main Track
Providence Road	Trolley wire	Main Track

GREEN RIDGE BRANCH

Glenn St.	Overhead wires	Main Track
Glenn St.	Bridge—Lace Works	Main Track

WINTON BRANCH

Hill St., Jessup	Overhead wires	Main Track

HANOVER & NEWPORT BRANCH

On west leg of Wye near bridge	Overhead wires	Wye Track
On bridge over P. R. R.	Overhead wires	Main Track

SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO

Binghamton—		
.23 mile south of D. & H. Tower	Overhead wires	North Leg of Wye, Old Roundhouse Track, Caboose Track
.14 mile south of D. & H. Tower	Overhead wires	Atlas Co. Track
.71 mile south of station—Chenango Bridge	Br. 196.13—Farm Crossing	Main Track
Chenango Bridge—		
.35 mile north of station	Br. 197.19—Farm Crossing	Main Track
3.02 miles north of station	Br. 199.88—Highway	Main Track
Chenango Forks—		
.06 mile north of station	Overhead wires	Team Track
.21 mile north of station	Overhead wires	Main Track
.16 mile north of M.P. 206	Overhead wires	Main Track
.06 mile south of station—Whitney Point	Overhead wires	House Track
Whitney Point—		
.06 mile north of station	Overhead wires	Borden Co.'s Track
.12 mile south of M.P. 216	Overhead wires	Main Track
Killawog—		
.16 mile north of station	Overhead wires	Main Track
Marathon—		
.06 mile north of station	Overhead wires	House Track
.16 mile south of station—Cortland Jct.	Overhead wires	Cincinnatus Branch

SYRACUSE AND UTICA BRANCHES
BINGHAMTON TO OSWEGO (Continued)

Location	Description	Track Nos.
Cortland Junction—		
.12 mile south of station—Cortland	Overhead wires	Cortland Line Co. Track
.06 mile south of station—Cortland	Overhead wires	Brockway Motor Dock
Cortland—		
1.22 miles north of station	Br. 235.94—Highway.	Main Track
.31 mile north of M.P. 236	Overhead wires	Clipper Gas Co. Track
Homer—		
.08 mile north of station	Overhead wires	Team Track East Side
.76 mile north of station	Br. 238.08—Highway.	All Tracks
.66 mile south of Tully	Overhead Bridge	All Tracks
2.42 miles south of station—Jamesville	Br. 262.00—Highway.	All Tracks
.39 mile south of station—Jamesville	Overhead wires	Grace Co. Coal Track
Jamesville—		
.03 mile north of station	Overhead wires	Freight House Track
.42 mile north of station	Overhead wires	Solvay Interchange
.54 mile north of station	Overhead wires	Stone Storage Track
.72 mile north of station	Br. 265.14—Highway.	All Tracks
3.03 miles south of Syracuse Station—Rock Cut	Br. 268.05—Highway.	All Tracks
.10 mile south of M.P. 269	Overhead wires	Kelly's Coal Track
Syracuse—		
1.09 miles north of station	Br. 272.17—Erie Boulevard	Main Track
1.55 miles north of station	Br. 272.63—Signal Bridge	Main Track
.35 mile south of M.P. 273	Overhead wires	Team Track
2.97 miles north of station	*Br. 274.05—N. Y. C. R. R. Tunnel	Main Track
3.00 miles north of station	*Br. 274.08—Solvay Process Pipe Line	Main Track
3.02 miles north of station	Br. 274.10—W. S.R.R.	Main Track
.41 mile south of M.P. 275	Overhead wires	Team Track
.31 mile south of M.P. 275	Overhead wires	State Fair Grounds Track
.25 mile south of M.P. 275	Overhead wires	Main Track
5.48 miles north of station	Br. 276.56—Pleasant Beach	Main Track
.23 mile south of station—Baldwinsville	Br. 282.82—Salina St.	Main Track

* Employes are warned that on account of short distances intervening no tell-tales have been provided between bridges 274.05 and 274.08 three miles north of Syracuse.

TRACK TO LAKE COAL TRESTLE—OSWEGO

Oswego—		
West Fifth St	Bridge 305.86	Running Track
West Fourth St	Bridge 305.81	Running Track
Main Tunnel		Running Track
N. Y. C. R. R.	Bridge 306.16	Lake Trestle Track
Bridge St.	Bridge 306.38	Lake Trestle Track

CINCINNATUS BRANCH

Location	Description	Track Nos.
Cortland Jct.—		
.56 mile east of station	Br. 234.67—Tioughnioga River	Main Track
Maybury—		
.03 mile west of station	Br. 239.43—Trout Brook	Main Track

SALT LAND SPUR

Syracuse—		
Willis Ave	Bridge 274.68	Running Track
Syracuse Jct. R. R.	Bridge 275.87	Running Track
Leavenworth Ave	Bridge 277.09	Running Track

CHENANGO FORKS TO UTICA

Chenango Forks—		
.05 mile north of Tower	Overhead wires	Main Track
Greene—		
.08 mile north of station	Overhead wires	Novelty Works Track
.05 mile south of station—Oxford	Overhead wires	Hallock Co. Coal Trestle Track
.02 mile south of station—Oxford	Overhead wires	Hallock Co.—Feed Co. Track
Oxford—		
.12 mile north of station	Overhead wires	G.L.F. Co. Track
.21 mile south of M.P. 226	Overhead wires	Old Soldiers' Home Track
.06 mile south of M.P. 232	Overhead wires	South end of wye
.17 mile north of M.P. 232	Overhead wires	North end of wye
.33 mile north of M.P. 232	Overhead wires	Friedman Storage Track
.19 mile south of station—Norwich	Overhead wires	Hickok Coal Co. Track
.04 mile south of station—Norwich	Overhead wires	Maydole Hammer Co. Track
Norwich—		
.17 mile north of station	Br. 233.03—Mitchell Street	Main Track
.23 mile north of station	Overhead wires	Basket Wire Works Track
.48 mile north of station	Overhead wires	Borden Co. Track
.50 mile north of M.P. 234	Overhead wires	Richer Feed Co. Track
.16 mile south of station—Sherburne	Overhead wires	G.L.F. Co. Track
.08 mile south of station—Sherburne	Overhead wires	G.L.F. Co. Track
Sherburne—		
.53 mile north of station	Overhead wires	Knitting Mill Track
Hubbardsville—		
.03 mile north of station	Overhead wires	Siding Switch
.02 mile south of station—No. Brookfield	Overhead wires	House Siding

CHENANGO FORKS TO UTICA (Continued)

Location	Description	Track Nos.
No. Brookfield—		
.04 mile north of station	Overhead wires	South end of Passing Siding
Sangerfield—		
.05 mile north of M.P. 265	Overhead wires	Borden Co. Track
Waterville—		
.23 mile south of M.P. 266	Overhead wires	Canning Co. Track
.23 mile south of station—		
Richfield Jct	Overhead wires	North leg of wye
.17 mile south of station—		
Richfield Jct	Overhead wires	Nickel Plate Track
.08 mile south of station—		
Richfield Jct	Overhead wires	Richfield Springs Branch
Richfield Jct.—		
.07 mile south of station—		
Chadwicks	Overhead wires	Coal Co. Track
Chadwicks—		
.50 mile north of station	Overhead wires	Main Track
.61 mile north of station	Overhead wires	Willowvale Track
.11 mile south of M.P. 280	Overhead wires	Main Track
At Washington Mills	Overhead wires	Feed Co. Track
New Hartford—		
.11 mile north of M.P. 284	Overhead wires	Utica Products Co.
1.54 miles south of station—		
Utica	Br. 284.22—Pleasant St.	Main Track
.52 mile south of M.P. 285	Overhead wires	Clean Made Bakery Co. Track
.05 mile south of station—		
Utica	Br. 286.71—Genesee St.	Main Track

BLUE LINE SPUR—UTICA

Yorkville—		
Over Track and Oriskany St.—		
West	Bridge	Running Track

RICHFIELD SPRINGS BRANCH

Richfield Jct.—		
.08 mile south of station	Overhead wires	Main Track

BRIDGE RESTRICTIONS

354. Engines of the classes indicated or loaded cars of greater weight than shown must not be run over the following territory (Loaded cars of maximum allowable capacity, or engines, must not be coupled together.):

Main Line

Bridge east of meat plant on slaughter house track, Hallstead. Engines above 1200 class.

Diamond Branch

From Lackawanna River bridge west—200, 1100, 1200, 1500, 1600, 2100 and 2200 class.

Speed restriction, Lackawanna River Bridge, 10 M.P.H.

Bloomsburg Branch

Bridge No. 143.19, over Susquehanna River, Pittston—Engines of 200, 601, 651, 801 class and engines of 1100 class and above must not be double-headed or coupled with any other class of engine.

National Branch

200, 601, 651, 801, 1200, 1500, 1600, 2100 and 2200 class.

South Side Branch

1600 and 2200 class.

Hanover & Newport Branch

Engines 200, 1100, 1200, 1500, 1600, 2100 and 2200 classes and 140,000 pound capacity cars.

Winton Branch

Engines above 1200 class.

Syracuse and Utica Branches

Two 1200 class or one 1200 and one 2100 class engines coupled together may be operated between Binghamton and Syracuse.

Two 1200 class engines coupled together may be operated between Binghamton and Utica.

Tully

200 class and engines above 900 class must not be operated on Solvay Company's trestle.

Cincinnatus Branch

Engines of 200 class and 1100 class and above and Diesel engines 801, 461 to 479 and 601 to 654 classes and cars of 140,000 pounds capacity.

Richfield Springs Branch

From Bridgewater to Richfield Springs—Engines of 200 class and 1100 class and above and Diesel engines of 801, 461 to 479 and 601 to 654 classes and cars of 140,000 pounds capacity.

Binghamton to Utica

Engines of 1500, 2100 and 2200 classes.

RULES GOVERNING MOVEMENT OF TRAINS THROUGH TUNNELS

Nicholson Tunnel

355. When necessary to detour trains through Nicholson Tunnel, a man must be stationed at end of the tunnel to hold following trains at Home Signal until towerman at Clarks Summit tower reports each preceding train clear of the tunnel. The man stationed at end of tunnel must keep in communication with towerman at Clarks Summit tower by use of telephone located on mast of Home Signal.

Nay Aug Tunnel

356. Trains passing grade Signals 1322, west of tunnel, tracks 2 and 4 (Rules 291 and 509-f) must not enter tunnel except when preceded by flagman, unless view to easterly end is clear and way known to be unobstructed.

Oswego Tunnel

357. *Instructions covering operations on running track to Lake Coal trestle through tunnel at Oswego.*

1. Movement of all trains, engines, or track cars is authorized only when engineman or track car operator has in his possession clearance in form of permissive message enclosed in special case from Yard Office at 9th Street, reading as follows:

"To: Enginemen and Track Car Operators:

"At: Oswego Yard Office, Oswego, N. Y.

"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 track car 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.

3. Engineman or track car 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.

(NOTE)—When maintenance crew with track car has work to do north of and outside of Tunnel which will consume considerable time, the special clearance message will be returned overland to the yard office by messenger, who will record on register form the time of its return. Return movement of track car will not commence until messenger has again signed register and delivered permissive message to track car operator.

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 track car into tunnel until it is known that all workmen are out of tunnel and track safe for movement.

TELEPHONES AT OTHER THAN REGULAR STATIONS.

MAIN LINE

Di —Johnson City, crossover east of Station.
Di —Binghamton, Oak Street.
Di —Binghamton, Robesons lumber switch.
Di —Binghamton, Emma Street.
L —Binghamton, west end Susquehanna River bridge.
L —Binghamton, east yard, east end eastward siding.
L —Binghamton, east of Susquehanna River bridge.
Di —Conklin Center.
Di —Conklin, crossover.
Di —Hallstead, slaughter house siding.
Di —Hallstead, crossovers.
L —New Milford, Pull-in to eastward siding at concrete cabin.
Di —New Milford, crossover, lumber yard east of station.
L —New Milford, Pull-in to westward siding at concrete cabin.
Di —New Milford Summit, booth 3 miles east of Summit.
Di —Two miles west of Alford.
Di —Alford, west end westward siding.
Di —Alford, east of spur track.
Di —Alford, east end westward siding.
Di —Kingsley, east end eastward siding.
Di —Kingsley Old Tower site.
Di —Old line junction, crossovers.
Di —Nicholson, west end westward siding.
Di-L—Nicholson, eastward track west of tunnel.
Di-L—Factoryville, first signal east of tunnel.
Di —Factoryville, east of station.
Di —Factoryville, crossover flagman's cabin.
Di —Dalton, entrance track 4.
Di —Clarks Summit, west end westward siding.
L —Clarks Summit, east home signal.
L —Clarks Summit, west home signal.
Di —Chinchilla.
E —Nay Aug Tunnel, watchman's cabin.
E —Nay Aug, west end of yard.
Di-L —Nay Aug, at pull-out tracks 2 and 4.
Di —No. 6 Junction.
Di —Throops Tank.
Di —Elmhurst.
Di —Moscow crossover.
Di —Hollisters.
L —Lehigh, first signal west of tower.
L —Lehigh, helper switch one mile east of tower.
Di —Gouldsboro, east end west yard.
Di —Gouldsboro, west end west yard.
Di —Warnertown Junction (between Tobyhanna and Gouldsboro).
Di —Steam Shovel (between Tobyhanna and Pocono Summit).
Di-L —Pocono Summit, west of tower.
Di —Pocono Summit, east of station.
Di-L —Pocono Summit, west end track 3.
Di-L —Mount Pocono, concrete cabin.
Di —Paradise Tunnel Cut, east end.
Di —Paradise Crossovers.
Di —Paradise, west end westward siding.
Di —Paradise, east end westward siding.
Di —Cresco, gateman's cabin.
Di —Cresco, new tank.
Di —Cresco Crossover.
Di —Henry Crossing, at Drag detector signal.
Di-L —W. Henryville crossover.
Di-L —W. Henryville, spring switch west end track 3.
Di-L —Analomink, west end of yard.
Di-L —Analomink, signal 857.
Di-L —Analomink, at entrance to track 4.
Di —West Gravel Place.
Di —Gravel Place Cripple Track.
Di —Stroudsburg, Milford crossing.
Di —Stroudsburg, freight crossover.
Di —Stroudsburg, second signal bridge east of Forge Cut.
Di —Tinkertown Crossing, cabin.
Di —Water Gap, station arcade.
Di —Slateford Junction, signal 745.

BLOOMSBURG BRANCH

E —Luzerne St. Section cabin.
Di —Baker Colliery Crossovers.
L —Baker Colliery, Independent track.
E —Taylor—Hampton Junction.
Di-E —Taylor Old Yard.
Di —Everhard Crossing, Pittston.
Di —U. P. Yard, Pittston Junction.
Di —Duryea
Di —W. P. & E. connection east of West Pittston.
Di —Wyoming, Mt. Lookout crossover.
Di —Wyoming Storage, opposite scales.
Di —Wyoming Storage, west end.
Di —Wyoming, Dial Rock Switch.

TELEPHONES AT OTHER THAN REGULAR STATIONS—Con.

BLOOMSBURG BRANCH—Con.

Di —Luzerne, Harry E. Colliery Switch.
L —Luzerne, Bennett Street.
L —Kingston Yard, Division St.
L —Kingston Yard, west end yard.
Di —Carey Ave. bridge, Lance Breaker.
Di —Plymouth, west end of platform.
Di —Plymouth, Gaylord crossover.
Di —Plymouth, Nottingham crossover.
Di —Hanover Yard Office.
L —Hanover Yard Office, east end.
L —Hanover Yard Office, west end.
Di —Hanover Yard, Register booth.
L —Loomis Junction.
L —Bliss Water Tank.
Di —Hicks Ferry.
Di —Beach Haven, opposite station site.
Di —Berwick Yard.
Di —Briar Creek.
Di —Lime Ridge.
Di —Espy.
Di —Bloomsburg, Market Street.
Di —Chulasky
Di —Northumberland entrance to P. R. R. Interchange Tracks.

SYRACUSE & UTICA BRANCHES

Di —Binghamton, north end YO yard.
Di —Binghamton, Hiresville crossover.
Di —Binghamton, Medical Center.
Di —Chenango Forks, south end of ice house.
Di —Itaska, road crossing.
Di —Whitney Point, south end of station.
Di —Whitney Point, north end of siding.
Di —Lisle, opposite station.
Di —Messengerville, station booth.
Di —Marathon, north end of station.
Di —Blodgetts Mills, south end of siding.
Di —Blodgetts Mills, north end of siding.
L —Cortland Jct., switch at Cincinnatus.
Di —Homer Sheffield Creamery.
Di —Homer Station.
Di —Homer, end of double track and north end of siding.
Di —Little York, highway crossing at station.
Di —Preble, both ends of siding.
Di —Apulia, south end of siding.
Di —Onativia, at water plug.
Di —North Onativia shale bed switch.
Di —Jamesville, cabin end of double track.
Di —Jamesville, north end Solvay Yard.
Di —Jamesville, Rock Cut scale house.
Di —Syracuse, Brighton Avenue.
Di —Syracuse, Oakwood Street.
L —Syracuse—Adams Street.
L —Syracuse, Raynor Ave.
L —Syracuse, Geddes Street (N. Y. C. Crossing).
L —Syracuse, Salt Land Spur connection.
Di —Syracuse, north end Solvay Yard and Fair Grounds.
Di —Lamson, south end of siding.
Di —Chenango Forks, Willards.
Di —Norwich, south end of lower yard.
Di —Galena cabin station.
Di —Bridgewater, opposite station.
Di —Chadwicks, at Bleachery.
L —Utica, Thorn Street.

LOCATION OF WATER STATIONS

STATIONS	TRACKS
Stroudsburg	Main Tracks 1-3-2.
Gravel Place	Main Tracks 1-3-2-4.
Gravel Place	Enginehouse.
Paradise	Main Tracks 1-2 and Siding.
Pocono Summit	Main Tracks 1-2-4.
Gouldsboro	Main Tracks 1-2-4.
Lehigh	Wye- East Leg.
Throops	Main Tracks 1-2-4.
Scranton	Station-Main Track 2.
Scranton	Enginehouse.
Scranton	Coaling Station.
Scranton	Green Ridge Branch.
Scranton	Hyde Park Yard.
Taylor	Taylor Tank.
Hampton	Luzerne St.
Clarks Summit	Main Tracks 1-2-4 and Siding.
Factoryville	Main Tracks 1-2.
Kingsley	Main Tracks 1-2 and Siding.
Alford	Main Track 1.
East End of East Binghamton Yard	Main Track 2
East End of East Binghamton Yard	Pull-out track
East Binghamton	Main Track-1.
East Binghamton	Enginehouse.
East Binghamton	Ext. S. & U. Train Track
Binghamton	Station—Main Tracks 1-2.
Binghamton	"YO" Yard—Bevier St.-Northward Track
Chenango Forks	Main Tracks.
Marathon	Main Tracks and Siding.
Cortland Junction	Enginehouse.
Cortland	Main Tracks.
Cincinnatus	Main Track.
Onativia	Main Track.
Jamesville	South Main Track.
Syracuse	Station.
Syracuse	Yard.
Syracuse	State Fair Ground (Yard Engines).
Baldwinsville	Main Track.
Oswego	Enginehouse.
Oxford	Soldiers' Home—Main Track.
Norwich	Main Track.
North Brookfield	Main Track.
Richfield Junction	Main Track.
Richfield Springs	Yard.
Utica	Enginehouse.
Kingston	Main Tracks.
Kingston	Enginehouse.
Hanover Yard	East Main Track.
Hanover Branch	Truesdale Breaker.
Shickshinny	Main Track.
Beach Haven	Main Track.
Bloomsburg	Main Track.
Danville	Main Track.
Northumberland	Main Track.

TRACK SCALES

LOCATION	CAPACITY	LENGTH
Tobyhanna	200 tons	50′
Gouldsboro	150 tons	50′
Gouldsboro	150 tons	54′
Scranton	167 tons	50′
Scranton, Keyser Valley Shops	150 tons	54′
Binghamton	150 tons	54′
Kingston	200 tons	50′
Bloomsburg	150 tons	54′
Cortland	150 tons	56′
Syracuse	150 tons	54′
Oswego	150 tons	56′
Utica	150 tons	54′

BUFFALO DIVISION
LOCAL INSTRUCTIONS

Miscellaneous

400. Yard rules govern all movements between Black Rock and East Buffalo Yard and between Erie Street, Buffalo and East Buffalo Yard.

401. Between Erie Street, Buffalo, Black Rock and East Buffalo a red flag by day and a red light by night will be displayed to the rear of every engine, roustabout or yard drag. Passenger trains and freight trains will display markers as prescribed by the rules.

402. All trains arriving Buffalo Passenger Station will stop with engine not less than ten (10) feet away from the end of track or bumping block and the same distance away from any car which may be located on the track.

403. When Starting Signals (semaphore dwarf type) at east end of Buffalo 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.

405. Normal position of switch at south end of Abbott Road Wye, Buffalo, is for movement via west leg of wye. Switch must be locked for normal position after being used.

406. Switches in Black Rock Yard must be lined for main tracks when not in use.

407. YARD RUNNING TRACKS, EAST BUFFALO—Movements on these tracks are subject to Yard Rules. If of an assigned direction, reverse movements may be made only under protection.

Enginehouse track No. 1—assigned Westward.

Enginehouse track No. 2—assigned Eastward.

408. Normal position of switch No. 6, in East Yard, East Buffalo when not in use, is lined for No. 6 track. Crews of trains pulling into East Yard must see that this switch is lined for No. 6 track before pulling through the crossover.

409. Normal position of switch No. 11, Upper Westbound Switching Lead, East Buffalo, when not in use, is lined for track No. 11. Crews of trains using crossover from Upper Westbound Switching Lead to Enginehouse track No. 1, must see that this switch is lined for track No. 11 before using crossover.

410. A semaphore signal of the tilting type is located 25 feet west of crossing of the Erie and D. L. & W. tracks, west of Hertel Avenue, on Black Rock Branch, governing movement of trains over this crossing.

The blade is painted red with two white stripes and red lamps are attached to each end of the blade for night indication.

Indications of the signal are as follows:

When in inclined position, D. L. & W. trains proceed.

When in horizontal position, Erie trains proceed.

The normal position of the signal is inclined; i.e., set for D. L. & W. trains.

411. The indications of the manually operated Semaphore Signal controlling movement over crossing of yard lead to Nickel Plate R. R. and yard lead to N. Y. C. R. R. interchange tracks at Nickel Plate Jct. yard are as follows:

When in inclined position, green light displayed at night, proceed on yard lead to or from N. Y. C. R. R. interchange tracks.

When in horizontal position, yellow light displayed at night, proceed on yard lead to or from Nickel Plate R. R.

The normal position of signal is horizontal; i.e., set for movement on yard lead to or from Nickel Plate R. R.

412. A semaphore signal of the train order type is located 8 feet west of the crossing of the Republic Steel Corporation and D. L. & W. yard tracks, Abbott Road Yard, Buffalo, governing movement of trains over this crossing.

Indications of the signal are as follows:

When blades are in inclined position, green light displayed at night, trains moving on D. L. & W. tracks proceed.

When blades are in horizontal position, red light displayed at night, and when switch targets on Republic Steel Corporation's track show green or a green light at night, trains moving on Republic Steel Corporation's track proceed.

The normal position of the signal is inclined, i.e., set for trains moving on D. L. & W. tracks.

413. Crews of trains desiring to use crossover east of Abbott Road must obtain permission (by telephone located at Abbott Road Crossover) from the towerman at Buffalo River Drawbridge.

414. Before using Erie Street track over Main Street Viaduct, Buffalo, crews of eastward trains must call towerman at Michigan Avenue Tower, from telephone adjacent to crossing flagman's building at Commercial Street, and obtain authority for the movement.

415. Before using eastward main track from middle yard switch at East Buffalo authority must be obtained from towerman.

416. When a freight train occupies a main track at Elmira, Groveland or East Buffalo, enginemen on trains passing on adjacent track will sound engine whistle (Rule 14(p)) to warn employes.

417. Account sharp curvature, trains must not exceed speed of ten (10) miles per hour at pull-in track leading from westward slow track at Washington Avenue, Elmira, where this pull-in track connects with enginehouse lead. Normal position of switches on enginehouse lead will be for pull-in track.

Engines leaving enginehouse will not enter this pull-in track until after crew has contacted switchtender at Washington Avenue.

418. Crossover movements at East Bethany, Linwood, Mt. Morris, Groveland, Wayland, Waverly and Owego, must not be made without permission of train dispatcher, at Groveland permission must also be obtained from towerman.

419. Hill engines running eastward from East Bethany and Linwood will STOP and report for instructions at Mt. Morris unless otherwise advised.

420. Westward trains must not back into westward sidings at Groveland, nor must an engine or train move east on these sidings until permission is obtained from the towerman at Groveland.

421. At Groveland at all times, when possible to do so, helper engines waiting to assist eastward trains will wait in clear in tail track at west end of eastward siding. Helper flagman will immediately report to Dispatcher for instructions.

When automatic signal 3274, located 1.6 miles west of Groveland, shows indication for eastward freight train to enter siding, and if helper engine is in tail track, engineman of freight train will signal (Rule 14-J), after which, if proper and in accordance with dispatcher's instructions, helper flagman will line switches for movement from main track to siding, handling main track switch last (Rule 104).

422. Eastward freight trains arriving at Groveland which are to be assisted by pusher engine, will leave train brakes applied. After pusher engine is coupled to rear of train and before air hose is coupled, pusher engineman will make a 25 lbs. brake pipe reduction and close double-heading cock.

Flagman will then give signal 12G to head engineman to release brakes. (If in foggy weather and signals cannot be seen, flagman will notify pusher engineman to give signal 14B to release brakes).

After train brakes have been released, and train inspection is completed, flagman will give signal to proceed. The lead engineman handling train should not attempt to start train regardless of signals, until

one minute has elapsed for every 12 cars in the train, to insure all brakes being released.

The leading engine should move as slowly as possible until all slack is out of the train, and pusher engine started. Member of train crew should be stationed about 15 car lengths ahead of caboose, and when he hears the slack moving out of train, he should give signal to pusher Engineer to start.

423. Account of sharp curvature, all movement on Groveland wye track is restricted to five miles per hour.

424. 1600 class engines are prohibited from operating on engine-house track No. 3 at Groveland.

425. In order to comply with regulations of U. S. Public Health Service, toilets in all cars on passenger trains must be locked between Perkinsville and Dansville, and between Upper Switch and Ithaca.

426. In order to avoid blocking the public crossing east of Owego, westward trains taking water at that station must STOP and cut off engine east of the crossing. Enginemen are cautioned to observe Rule 14 (l) approaching this crossing.

427. Not more than one train is permitted to occupy Ithaca Branch Line at one time between yard limit at Owego on Ithaca Branch and yard limit at Ithaca.

428. The display of white flags and white lights on the Ithaca Branch is omitted and Rule 21 is modified accordingly.

429. Before switch from Ithaca Branch to westward siding at Owego is lined for eastward movement from Ithaca Branch, permission must be obtained from Operator at Owego Station or from Train Dispatcher by use of telephone located near signal C-2126. When Switch is lined for eastward movement from Ithaca Branch to westward siding, signal C-2126 will display "Approach" indication. (Rule 285.)

430. When switch from westward siding at Owego to Ithaca Branch is in normal position, lined for westward siding, signal C-2125 will display "Stop and Proceed" indication (Rule 291). When siding indicator attached to signal C-2125 displays letter "S" this will be authority for trains on westward siding to pass automatic signal C-2125 in "Stop and Proceed" position at *restricted speed.*

431. A green light has been placed on the westward side of baggage elevator shaft at Elmira station platform, and will be illuminated when passenger trains are due if there are no orders or instructions for such trains.

When light is not illuminated passenger train conductors will immediately communicate with Telegraph Operator in ticket office, by telephone located near light on elevator shaft.

HANDLING FREIGHT TRAINS ON HEAVY GRADES

(See General Instructions 40 to 52, inclusive.)

Perkinsville to Groveland

432. Trains handled by Diesel locomotive of 601 or 651 class, with dynamic brake operative on all units, retainers are not required.

Other trains will be governed as follows:

(a) Manifest trains with 40 M. P. H. speed limit consisting of more than 3,000 tons, turn up retainers on second to sixteenth head cars, five alternate on next ten.

(b) On trains of 60 or more cars when handled by two engines, retainers will be turned up the same as if train consisted of more than 3,000 tons.

(c) On trains with 30 M. P. H. speed limits, turn up retainers on 20 head cars except first, and ten alternately on next 20 cars.

433. On eastward trains when temperature is 20 degrees above zero or lower and train brake has not been used after passing Fargo

or before passing B. & O. Junction a running air brake test must be made before descending Linwood Hill.

434. Freight trains must make service test of brakes before entering descending grade at Summit (Ithaca Branch).

435. SPEED RESTRICTIONS—LOCAL

(See General Instructions, 61.)

NOTE—To check the accuracy of speed recorders, reflectors are installed and in position to be seen by enginemen on westward trains on two consecutive mile posts on westward track between the following points:

Big Flats—Corning Freight Station.

For enginemen on eastward trains, at the following points:

Fargo—North Darien.

Wilawanna—Waverly Siding.

	Miles Per Hour
Passenger trains	80
Exception: Between Johnson City and East Buffalo when handled by engines numbered as follows: 1115 to 1130, inc.; 1136 to 1140, inc., are permitted maximum speed of	75
Freight trains:	
Exception A: HC-1 and NE-4 handled by 601, 801, 1100, 1500 and 1600 class engines	60
Perkinsville to Groveland, Westward:—	
Manifest trains or trains of empties handled by 601, 651, 801, 1100, 1500, 1600 or 2100 class engines	40
Manifest trains handling over 20 cars of coal or ore	30
Other freight trains, coal and ore	30

Schedule showing distance and minimum running time between stations for authorized speed, in miles per hour, permitted on the following descending grades:

		MILES PER HOUR				
	Miles	30	35	40	45	50
		Mins.	Mins.	Mins.	Mins.	Mins.
Perkinsville to Dansville	5.28	11	9	8	7	6
Dansville to Groveland	7.27	15	13	11	10	9

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Johnson City—			
1st curve west of station, Tracks 1 and 2	195.1	195.2	70
2nd curve west of station, Tracks 1 and 2	195.2	195.3	70
3rd curve west of station, Track 1	195.6	195.9	75
5th curve west of station, Track 1	197.6	197.9	75
Vestal—			
1st curve west of station, Track 2	200.0	200.4	75
3rd curve west of station, Tracks 1 and 2	201.1	201.2	75
6th curve west of station, Tracks 1 and 2	203.5	203.6	75
Apalachin—			
1st curve east of station, Tracks 1 and 2	204.3	205.1	65
Curve at station, Tracks 1 and 2	205.5	205.7	65

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Apalachin—Cont.			
1st curve west of station, Tracks 1 and 2	206.0	206.2	65
2nd curve west of station, Tracks 1 and 2	206.2	206.4	60
3rd curve west of station, Tracks 1 and 2	206.9	208.0	70
4th curve west of station, Tracks 1 and 2	208.9	209.3	60
5th curve west of station, Tracks 1 and 2	209.8	210.2	65
6th curve west of station, Track 1	210.1	210.2	75
6th curve west of station, Track 2	210.1	210.2	70
7th curve west of station, Track 2	210.8	210.9	70
Owego—			
East end of curve at station, Tracks 1 and 2	211.0	212.0	70
West end of curve at station, Track 1	212.0	212.4	45
West end of curve at station, Track 2	212.0	212.4	50
West end of first curve west of station, Tracks 1 and 2	214.2	214.3	65
2nd curve west of station, Tracks 1 and 2	214.8	215.5	65
3rd curve west of station, Tracks 1 and 2	216.2	216.5	65
4th curve west of station, Tracks 1 and 2	216.8	217.0	70
Nichols—			
Curve at station, Tracks 1 and 2	219.5	220.2	70
1st curve west of station, Track 2	221.5	221.7	75
2nd curve west of station, Track 2	223.3	224.3	70
3rd curve west of station, Tracks 1 and 2	224.6	225.5	55
4th curve west of station, Track 1	225.8	226.0	60
4th curve west of station, Track 2	225.8	226.0	65
5th curve west of station, Track 1	226.6	226.9	60
5th curve west of station, Track 2	226.6	226.9	55
6th curve west of station, Tracks 1 and 2	227.4	227.6	65
7th curve west of station, Tracks 1 and 2	227.7	227.9	65
8th curve west of station, Track 1	230.3	230.7	75
8th curve west of station, Track 2	230.3	230.7	60
Waverly—			
1st curve west of station, Track 1	231.8	231.9	65
1st curve west of station, Track 2	231.8	231.9	70
2nd curve west of station, Tracks 1 and 2	233.6	233.8	65
3rd curve west of station, Tracks 1 and 2	234.1	234.2	70
4th curve west of station, Tracks 1 and 2	234.6	234.9	70
5th curve west of station, Tracks 1 and 2	235.2	235.7	70
6th curve west of station, Track 2	236.6	236.8	75
7th curve west of station, Track 2	237.7	238.6	75
8th curve west of station (9 mi. br.), Tracks 1 and 2	239.5	239.7	65
9th curve west of station, Tracks 1 and 2	240.3	240.6	75
Lowman—			
Curve at station, Tracks 1 and 2	240.6	242.4	75
1st curve west of station, Tracks 1 and 2	243.6	243.8	75
2nd curve west of station, Tracks 1 and 2	243.8	244.3	75
3rd curve west of station, Tracks 1 and 2	244.4	244.6	70
4th curve west of station, Tracks 1 and 2	244.7	244.9	70
6th curve west of station, Track 2	246.1	246.4	75
7th curve west of station, Track 2	246.9	247.3	70
8th curve west of station, Track 1	247.9	248.2	60
8th curve west of station, Track 2	247.9	248.2	55
Elmira—			
Curve at station, Tracks 1 and 2	248.5	249.5	50
Horseheads—			
Curve at station, Track 1	252.4	254.1	70
Big Flats—			
2nd curve west of station, Tracks 1 and 2	262.4	262.9	75
3rd curve west of station, Tracks 1 and 2	263.4	263.8	75
Corning Freight Station—			
1st curve west of station, Tracks 1 and 2	265.1	265.4	70
2nd curve west of station, Tracks 1 and 2	265.7	265.8	75
3rd curve west of station, Track 1	266.3	266.6	75
3rd curve west of station, Track 2	266.3	266.6	65
Corning Passenger Station—			
Freight trains, Track 2	266.6	267.0	45

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Painted Post—			
Curve at station, Track 1	267.5	268.5	75
Curve at station, Track 2	267.5	268.5	70
Erwins Crossing—Erie R. R.			40
1st curve east of crossing, Tracks 1 and 2	269.3	269.5	40
1st curve west of crossing, Tracks 1 and 2	269.5	269.6	40
Coopers—			
1st curve west of station, Tracks 1 and 2	271.5	272.4	75
Savona—			
1st curve west of station, Tracks 1 and 2	281.9	282.4	65
2nd curve west of station, Track 1	282.7	283.1	70
Bath—			
1st curve west of station, Tracks 1 and 2	286.2	286.5	75
Cohocton—			
Curve at station, Tracks 1 and 2	300.5	301.1	65
1st curve west of station, Tracks 1 and 2	302.2	302.7	65
Atlanta—			
East end of curve at station, Tracks 1 and 2	304.8	305.7	65
Wayland—			
2nd curve west of station, Track 1	312.8	313.0	70
2nd curve west of station, Track 2	312.8	313.0	55
3rd curve west of station, Track 1	313.1	313.2	55
3rd curve west of station, Track 2	313.1	313.2	50
Perkinsville—			
1st curve west of station, Track 1	313.5	313.8	55
1st curve west of station, Track 2	313.5	313.8	40
2nd curve west of station, Track 1	314.1	314.2	40
2nd curve west of station, Track 2	314.1	314.2	40
3rd curve west of station, Track 1	314.3	314.7	45
3rd curve west of station, Track 2	314.3	314.7	40
4th curve west of station, Track 1	314.7	314.9	50
4th curve west of station, Track 2	314.7	314.9	40
5th curve west of station, Track 1	315.0	315.2	50
5th curve west of station, Track 2	315.0	315.2	40
6th curve west of station, Track 1	315.6	315.9	50
6th curve west of station, Track 2	315.6	315.9	40
7th curve west of station, Track 1	316.1	316.3	50
7th curve west of station, Track 2	316.1	316.3	40
8th curve west of station, Track 1	316.4	316.7	50
8th curve west of station, Track 2	316.4	316.7	40
9th curve west of station, Track 1	316.8	316.9	60
9th curve west of station, Track 2	316.8	316.9	45
10th curve west of station, Track 1	317.0	317.1	65
10th curve west of station, Track 2	317.0	317.1	45
11th curve west of station, Track 1	317.4	317.6	70
11th curve west of station, Track 2	317.4	317.6	45
12th curve west of station, Track 1	317.7	317.8	70
12th curve west of station, Track 2	317.7	317.8	45
13th curve west of station, Track 1	317.8	317.9	70
13th curve west of station, Track 2	317.8	317.9	45
14th curve west of station, Track 1	317.9	318.0	70
14th curve west of station, Track 2	317.9	318.0	45
15th curve west of station, Track 1	318.1	318.3	70
15th curve west of station, Track 2	318.1	318.3	55
Dansville—			
Curve at station, Track 1	318.5	318.6	70
Curve at station, Track 2	318.5	318.6	55
1st curve west of station, Track 1	318.9	319.0	60
1st curve west of station, Track 2	318.9	319.0	55
2nd curve west of station, Track 1	319.2	319.4	70
2nd curve west of station, Track 2	319.2	319.4	55
3rd curve west of station, Track 1	319.4	319.5	70
3rd curve west of station, Track 2	319.4	319.5	55
4th curve west of station, Track 1	319.6	319.8	65
4th curve west of station, Track 2	319.6	319.8	55
5th curve west of station, Track 1	319.8	320.0	65

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
Dansville—Cont.			
5th curve west of station, Track 2	319.8	320.0	55
6th curve west of station, Track 1	320.3	320.5	70
6th curve west of station, Track 2	320.3	320.5	55
7th curve west of station, Track 1	320.5	320.6	70
7th curve west of station, Track 2	320.5	320.6	55
8th curve west of station, Track 1	320.9	321.3	70
8th curve west of station, Track 2	320.9	321.3	55
9th curve west of station, Track 1	321.4	321.5	70
9th curve west of station, Track 2	321.4	321.5	55
10th curve west of station, Track 1	322.4	322.7	70
10th curve west of station, Track 2	322.4	322.7	55
11th curve west of station, Track 1	322.8	322.9	70
11th curve west of station, Track 2	322.8	322.9	55
12th curve west of station, Track 1	323.7	323.9	65
12th curve west of station, Track 2	323.7	323.9	55
13th curve west of station, Tracks 1 and 2	323.9	324.2	55
14th curve west of station, Tracks 1 and 2	324.3	325.1	50
15th curve west of station, Tracks 1 and 2	325.3	325.8	70
Mt. Morris—			
Curve at station, Tracks 1 and 2	332.6	333.3	60
1st curve west of station, Tracks 1 and 2	333.7	334.1	40
Penna. R. R. Jct.—			
Penna. R. R. Crossing, Tracks 1 and 2	333.8	.....	40
Leicester—			
1st curve east of station, Track 1	334.7	334.9	60
1st curve east of station, Track 2	334.7	334.9	70
1st curve west of station, Track 1	336.0	336.3	50
1st curve west of station, Track 2	336.0	336.3	70
2nd curve west of station, Track 1	337.2	337.5	60
3rd curve west of station, Track 1	338.1	338.3	65
Greigsville—			
1st curve west of station, Track 1	340.9	341.2	55
1st curve west of station, Track 2	340.9	341.2	65
2nd curve west of station, Track 1	341.6	341.8	55
2nd curve west of station, Track 2	341.6	341.8	65
3rd curve west of station, Track 1	341.9	342.3	55
3rd curve west of station, Track 2	341.9	342.3	65
Craigs—			
Curve at station, Track 1	342.3	342.6	55
Curve at station, Track 2	342.3	342.6	65
1st curve west of station, Track 1	342.9	343.3	65
1st curve west of station, Track 2	342.9	343.3	75
2nd curve west of station, Track 1	343.9	344.1	65
2nd curve west of station, Track 2	343.9	344.1	75
3rd curve west of station, Track 1	344.5	344.7	70
Linwood—			
1st curve west of station, Tracks 1 and 2	345.6	345.8	75
4th curve west of station, Track 1	348.3	348.7	75
5th curve west of station, Track 1	349.3	349.4	75
6th curve west of station, Track 1	349.9	350.0	75
B. & O. Junction—			
1st curve west of station, Tracks 1 and 2	350.8	350.9	55
2nd curve west of station, Track 1	351.7	352.1	65
2nd curve west of station, Track 2	351.7	352.1	70
3rd curve west of station, Track 1	352.8	352.9	75
East Bethany—			
1st curve west of station, Track 1	354.4	354.6	70
1st curve west of station, Track 2	354.4	354.6	75
2nd curve west of station, Tracks 1 and 2	356.1	356.4	60
3rd curve west of station, Track 1	356.7	356.8	65
3rd curve west of station, Track 2	356.7	356.8	60
4th curve west of station, Tracks 1 and 2	357.0	357.1	60
5th curve west of station, Track 1	357.5	357.6	65
5th curve west of station, Track 2	357.5	357.6	60

Location	Mile Post From	Mile Post To	Speed Restricted to Miles Per Hour
East Bethany—Cont.			
6th curve west of station, Track 1	357.8	357.9	65
6th curve west of station, Track 2	357.8	357.9	60
7th curve west of station, Track 1	358.0	358.1	60
7th curve west of station, Track 2	358.0	358.1	55
8th curve west of station, Track 1	358.6	358.8	60
9th curve west of station, Track 1	358.9	359.0	60
North Alexander—			
Curve at station, Tracks 1 and 2	361.3	361.4	75
1st curve west of station, Track 1	363.8	364.0	75
1st curve west of station, Track 2	363.8	364.0	75
2nd curve west of station, Tracks 1 and 2	365.5	365.7	75
3rd curve west of station, Tracks 1 and 2	366.2	366.3	75
4th curve west of station, Track 1	367.5	367.6	55
4th curve west of station, Track 2	367.5	367.6	50
5th curve west of station, Tracks 1 and 2	367.8	367.9	60
6th curve west of station, Track 1	368.0	368.1	65
6th curve west of station, Track 2	368.0	368.1	65
7th curve west of station, Tracks 1 and 2	368.6	368.7	75
8th curve west of station, Tracks 1 and 2	370.8	370.9	75
Lancaster—			
1st curve west of station, Tracks 1 and 2	385.4	385.6	75
East Buffalo—			
Through spring switch leading from eastward pull-out track to eastward Main Track 2—Mile post 386.8	.....	.....	25
Violet St. crossover to Buffalo passenger station, Tracks 1 and 2	.....	.....	50
Westward trains pulling into yards from Track 1	.....	.....	10
Curve at Abbott Road, Tracks 1 and 2	392.7	393.0	35
B. & O. passenger trains through Abbott Road Yard	.....	.....	10
Nickel Plate Junction—			
Passenger trains through Nickel Plate Jct. Yard	.....	.....	5
1st curve west, Tracks 1 and 2	394.2	394.3	45
2nd curve west, Tracks 1 and 2	394.4	394.5	45
3rd curve west, Tracks 1 and 2	394.5	394.6	45
4th curve west, Tracks 1 and 2	394.8	394.9	20
5th curve west, Tracks 1 and 2	394.9	395.0	20
Buffalo—			
Between Columbia St. and west side of Main St. on street level track	.....	.....	5
Between east end of Main St. viaduct and Commercial St. on viaduct	.....	.....	15

Black Rock Branch

Between East Buffalo and Black Rock, all trains	30
Eight wheel switch engines	25

Ithaca Branch

Between Owego and Ithaca	35
1st curve west of Owego station mile post 212.6	15
Owego, Erie R. R. Crossing	5
Bridge 224.81 1.74 miles west of Candor	15
On curve Mile Post 242.6	6
Ithaca, over street crossings in yard	6

CLEARANCE STATIONS

437. No train will leave initial point without clearance form A, issued on authority of train dispatcher, except westward trains at Johnson City from Scranton Division. Ithaca Branch trains will obtain clearance card before leaving Owego.

438. LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, TRAIN REGISTERS AND WATCH COMPARISON REGISTERS AS INDICATED BY "X"

	Bulletin Boards	Standard Clocks	Train Registers See note	Watch Comparison Registers
Owego Passenger Station, Ithaca Branch trains	x		x	
Elmira, Station, passenger trains	x	x		x
Elmira, Yard Office, freight trains	x	x	x	x
Elmira, Enginehouse	x	x		x
Groveland, Tower. For Helper Crews	x	x	x	x
Groveland, Enginehouse, way freight and extra trains originating or terminating at this point	x	x	x	x
East Buffalo, New Yard Office	x	x	x	x
East Buffalo, Enginehouse	x	x		x
Buffalo, Train Dispatcher's Office	x	x	x	x

NOTE.—Trains not stopping at register stations must be registered by operator or towerman.

SIGNALS

439. **Automatic Block Signals** (Rule 509d) governing main tracks are in use between:

Johnson City and Buffalo.
East Buffalo and Black Rock.

440. **Automatic and Interlocking Signals of the Color Light Type** are in use between:

Elmira Passenger Station and Johnson City.
At Erwins Crossing.
At Groveland.
First Eastward Home Signal east of Buffalo River Drawbridge.

441. **Preliminary Overlap Block System** (Rule 509c) is in use between:

Owego Passenger Station and Erie R. R. crossing, Owego. (Ithaca Branch.)

442. **Two-position Lower Quadrant Interlocking Home Signals** governing trains on main tracks are provided with top arm Red; second arm Forked Yellow Blade, with corresponding night light aspects for "STOP" (Rule 292) are located at interlocking plants as follows:

Elmira—
One westward Home signal.
One eastward Home signal.
Mount Morris, Penna. R. R. Crossing—
One westward Home signal.
One eastward Home signal.
East Buffalo Interlocking—
One eastward Home signal.

443. **Automatic Cab Signals** are in operation between Johnson City and East Buffalo Interlocking (See Rules 686a–686m, inclusive).

Rule 686 must be observed. When conditions require, the following instructions will be applied *on authority of Superintendent:*

(a) CAB SIGNAL OR CAB WHISTLE INOPERATIVE PASSENGER TRAIN:

Proceed with trainman or other additional qualified employe in engine cab to observe signals and call their indications to engineman, until cab signal or cab whistle is again operative. If additional man is not available *medium speed* must not be exceeded.

(b) CAB SIGNAL OR CAB WHISTLE INOPERATIVE, FREIGHT TRAIN:

Proceed at not exceeding *medium speed* until cab signal or cab whistle is again operative.

(c) NON-EQUIPPED ENGINES (EMERGENCY ONLY):

(1) Proceed at *restricted speed.*

or

(2) Proceed at not exceeding *medium speed* with trainman or other additional qualified employe in engine cab to observe signals and call their indications to engineman. Foreign line passenger trains may proceed as per instruction (a).

(d) ENGINES RUNNING BACKWARD:

Proceed at *restricted speed,* also observing time-table speed limitation.

(e) TRAIN MOVEMENT AGAINST CURRENT OF TRAFFIC:

Proceed at *restricted speed.*

NOTE—When conditions justify; train dispatcher will give additional information regarding trains ahead such as:

(1) "No train between ..... and ....."

or

(2) "Look out for train ..... between ..... and ....."

or

(3) "Train ..... working at ..... may interfere while switching."

444. **Telephone Train Order Signals** (Rule 509-J) are located as follows:

Vestal

On signal 1983 east end of west siding.
On signal 1998 west of station.

Owego

On signal 2138 west end of east siding.
On signal 2125 at station.

Wayland

On signal 3111 east of station.

Groveland

On signal 3274 west end of east siding.

445. **Train operation by Signal indication**

After leaving East Buffalo westward first class trains may arrive at Buffalo in advance of schedule arriving time, strictly observing signal indications. (Rule D-251-D-254.)

446. **Remote Control Switches** (See General Instruction, 63).

Remote control switches are located as follows:

At east end of eastward and westward slow tracks, and switch leading to Kennedy Valve side track, East Water Street, Elmira, controlled from cabin at Washington Avenue west of Elmira Passenger Station.

447. **LOCATION OF SPRING SWITCHES** (See General Instruction 62).

(a) **Elmira:** On service track east of coaling plant west end of westbound yard. Normal position service track.

(b) **Wayland Tank:** Switches at east and west leg of wye tracks connecting with running track.

(c) **East Buffalo:** East end of eastward pull-out track (formerly known as No. 1 Cheektowaga) to eastward main track, 1.4 miles east of Violet Street bridge.

Automatic Home and Distant semaphore signal No. 3868 (M. P. 386.87) located 400 feet west of spring switch governs movements on eastward main track over this switch.

Semaphore dwarf signal, located opposite automatic signal No. 3868 (M. P. 386.87) governs eastward movements from pull-out track to eastward main track over spring switch.

The normal position of the Semaphore Dwarf Signal on the pull-out track is "STOP". When a train moving east on this track passes the "Beginning of Clearing Section" sign located 1600 feet west of the signal the indication will change to "Proceed at Restricted Speed" if main track signal No. 3868 displays a "Stop and Proceed" indication.

A train on the pull-out track desiring to clear one or more main track movements, must STOP west of the "Signal Clearing Point" sign located 300 feet west of the dwarf signal. After the train or trains to be cleared have departed, the indication of the dwarf signal will remain at "STOP" until the train passes the "Signal Clearing Point" sign. If the signal indication does not then change from "STOP" to "Proceed at Restricted Speed," all movement must be stopped until authorized by the dispatcher and then only when protected as prescribed by Rule 99.

Reverse movements on eastward main track are governed by a switch indicator, approach lighted, located between main tracks five feet east of the spring switch, displaying following indications:

1. GREEN—indicates spring switch lined for main track and switch points in proper position.

2. RED—indicates spring switch lined for "pull-out" track or that switch points are NOT in proper position. Reverse movements or trains detouring west on the eastward main track finding a red light displayed in switch lamp, must STOP and examine switch point to see that they are in proper position against stock rail.

When trains stop at "Signal Clearing Point" sign on eastward pull-out track, member of train crew must promptly advise train dispatcher per Rule 105-A.

Booth with telephone connected to dispatcher's circuit installed at "Signal Clearing Point" sign.

Proper precautions must be taken to insure protection of trains or movements out of yard lead against movements on main track.

(d) **East Buffalo:** East end track No. 41, coal yard. Normal position track No. 41.

(e) **East Buffalo:** West end of crossover connecting upper westbound switching lead to enginehouse track No. 1. Normal position enginehouse track No. 1.

(f) **Black Rock:** East end Hill Yard lead to eastward main track.

Proper precautions must be exercised to insure protection of trains or movements out of Hill Yard against movements on eastward main track. All trains moving on eastward main track will approach this location under full control, prepared to stop.

Reverse movements on lead must be made by hand-throw operation of spring switches and only after full STOP and inspection of switch points has been made.

RAILROAD CROSSINGS

448. **Protected by Interlocking**

Buffalo—Pennsylvania R. R.
Mount Morris—Pennsylvania R. R.
Elmira—L. V. R. R.
Owego—Erie R. R.—Proceed after stopping and only on hand signal from towerman, and clear Home Signal.

Erwins Crossing, Automatic Interlocking with Erie R. R., located 1½ miles west of Painted Post station, is protected by color light and semaphore type signals, controlled automatically. Interlocking Home Signals protecting the crossing are of the color light type and will display indications prescribed in Rules 281–292, with the addition that two red lights also indicate "STOP". Normal indication of the Home Signals is "STOP". When a train approaches the crossing, the Home Signal will change to "Clear" or "Approach" and the Approach signal will change to "Clear", if no conflicting train movement is being made or other train ahead.

Clearing section for westward trains extends from a point 3500 feet east of Painted Post station to westward Home Signal, Erwins Crossing. Clearing section for eastward trains extends from a point 3700 feet west of Coopers Station to eastward Home Signal, Erwins Crossing. The starting points are designated by "Beginning of Clearing Section" signs. Trains will avoid unnecessary occupancy of track in these sections to avoid delays to Erie trains at the crossing.

Should Home Signal at the crossing indicate "STOP" without apparent cause, trainman will proceed as follows:

(1) Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track he will then:

(2) Enter concrete house and be governed by framed instructions in the house.

The following rule governs train movements into interchange track:

Communicate with dispatcher and secure authority for entering foreign road. Do not enter interchange track until both entering and leaving switches have been opened. This movement should be made on hand signals. It is not necessary to operate switches in concrete house for movement over interchange track.

449. **Protected by Other Signals**

Owego—L. V. R. R.
Ithaca—L. V. R. R.
Black Rock—Erie R. R.
Nickel Plate Junction Yard—N. K. P. R. R.
Abbott Road Yard—Republic Steel Company.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS

(See General Instructions 66.)

450. Manual Control of Highway Crossing Apparatus is installed at the following locations:

Bath—Cameron St., west of station. Tracks 1 and 2

Speed Restrictions: All westward trains after taking water or leaving westward siding, or stopping on main track between station and point 1350 feet east thereof, must consume 25 seconds time between station and crossing (approximately 30 miles per hour).

Avoca—Grant St., Maple St., Carrington St., Main St., River St. } Tracks 1 and 2

These gates and signals operate automatically or are manually controlled by gate-tender (on duty 24 hours daily) located in cabin at west end of freighthouse between Grant and Maple Streets. There are no circuit controllers or push buttons adjacent to crossings for manual control of the crossing apparatus.

Cohocton—Maple St., west of station. Tracks 1 and 2

Speed Restrictions: All westward trains after taking water or leaving westward siding, or stopping on main track between water crane and Signal 3009, located 350 feet east of the water crane, must consume 25 seconds time between water crane and crossing (approximately 8 miles per hour).

Before moving engines or cars over Maple St. crossing on westward team track or eastward siding, protect crossing per Rules 103 and 777.

Atlanta—Beecher St., Main St. } west of station. Tracks 1 and 2

Before moving engines or cars over Beecher and Main Street crossings on eastward and westward team tracks, protect crossings per Rules 103 and 777.

Leicester—State St., west of station. Tracks 1 and 2

Automatic operation of crossing gates, flasher signals and warning bells is provided for the approach of trains from either direction on both main tracks.

Manual operation ONLY of crossing gates, flasher signals and warning bells is provided for movements over the crossing on the side track.

Linwood—Fowler Road. Tracks 1 and 2.

Automatic operation of crossing gates, flasher signals and warning bells are provided for the approach of trains from either direction on both main tracks.

Fowler Rd. crossing must be manually protected, before helper engines start backing Eastward on Westward main track from Linwood Station to crossover located 400 feet east of Fowler Rd. crossing to enter Eastward main track.

Helper engines pushing trains on track 1 to Linwood, will not be uncoupled from train until the entire train has moved over Fowler Road Crossing.

Bath

451. Before moving engines or cars over street crossing near shop building Veterans' U. S. Facility at Bath, protect crossing per Rules 103 and 777.

Buffalo

452. Owing to trucking operations over our tracks between Hallstead Avenue at Lovejoy Street and west end of East Buffalo Transfer, all concerned, including yard enginemen, engine foremen, switchmen, conductors and trainmen will exercise care to avoid accidents day and night.

Close observations must be made from both sides of engines or cars pushed, engine bell and whistle used and, if necessary, STOP, to avoid accident.

453. No movement will be made across Abbott Road except during daylight hours and then only when flag protection is provided against highway traffic moving in both directions on Abbott Road.

Ithaca

454. All trains must approach at *reduced speed*, the following grade crossings on Ithaca Branch which are protected by crossing signals, prepared to stop if signals are not working or if road crossing is occupied:

Location		M. P.	Street or Road
Ithaca	5.82 miles east of	240.5	Upper Coddington Road
Ithaca	5.44 miles east of	240.9	Lower Coddington Road
Ithaca	3.73 miles east of	242.6	Hudson Street
Ithaca	3.59 miles east of	242.7	Aurora Street
Ithaca	0.25 miles east of	246.1	Clinton Street
Ithaca	400 feet east of	246.3	State Street
Owego	0.56 miles west of	213.2	Main Street
Owego	1.4 miles west of	213.7	West Avenue
Candor	0.56 miles west of	223.6	Potters Crossing
Willseyville	0.96 miles east of	227.4	Whites Crossing

455. Movements over all street crossings, Ithaca, N. Y., must be protected by train crew.

YARD LIMITS AND YARD RULES

456. Yard limits are located as follows:

Buffalo Terminal.
Mt. Morris.
Groveland (Eastward track only).
Elmira.
Waverly.
Owego.

Within these yard limits on main tracks trains must be operated in accordance with operating Rules 93 and 93 (a).

CLEARANCE RESTRICTIONS

(See General Instructions, 56 to 60, Inclusive.)

457. Close clearances exist between tracks at following locations on Buffalo Terminal:

All tracks in the westbound yard.
All tracks in coal yard.
All tracks in east bound yard.
All tracks in Abbott Road yard.

458. Engines in series 601, 651, 801, 1115-1140, 1151-1155, 1252-1262 and above will not clear freight house platform at Corning Freight Station.

459. Structures less than 22 feet above top of rail which may not clear man standing on top of cars or engine tenders; and overhead wires or cable lines less than 27 feet above top of rail.

JOHNSON CITY TO BUFFALO

Location	Description	Track Nos.
Apalachin—		
.78 mile west of Apalachin	Br. #206.40—Highway	All Tracks
Owego—		
Owego	Overhead cable	Turntable
Waverly—		
1.72 miles east of Waverly	Br. #229.28—Highway	All Tracks
.30 mile east of Waverly	Overhead wires	Stock Pen Sw.
.25 mile east of Waverly	Overhead wires	Coal Dock Sw.
.18 mile west of Waverly	Br. #231.18—Loder St.	All Tracks
.39 mile west of Waverly	Br. #231.39—Chemung St.	All Tracks
Wilawana—		
3.37 miles west of Wilawana	Br. #238.66—Erie R. R.	All Tracks
2.56 miles east of Lowman	Br. #239.38—Chemung River	All Tracks

JOHNSON CITY TO BUFFALO—Continued

Location	Description	Track Nos.
Lowman—		
Lowman	Overhead guy wire	Side Track
1.42 miles east of Elmira	Br. #247.24—Newtown Creek	All Tracks
.20 mile east of E. Water St., Elmira	Overhead wires	Industrial Tr.
1.39 miles east of Elmira	Br. #247.33—E. Water	All Tracks
.41 mile east of Elmira	Overhead cable	James Mfg. Co.
Elmira—		
.14 mile west of Elmira	Overhead cable	Chemung Coal Co. & N. Y. Tel.
.28 mile east of MP 250	Overhead wires	Std. Oil Co.
.20 mile west of MP 252	Overhead wires	All Tracks
Horseheads—		
4.14 miles west of Horseheads	Br. #257.20—Highway	All Tracks
.22 mile east of Big Flats	Overhead wires	Sta. Siding
.06 mile east of Big Flats	Overhead wires	GLF Co.
Big Flats—		
2.51 miles west of Big Flats	Br. #261.10—Highway	All Tracks
Campbell—		
.86 mile east of Campbell	Br. #274.88—Cohocton River	All Tracks
Bath—		
2.06 miles west of Bath	Br. #287.44—Cohocton River	All Tracks
.57 mile west of MP 287	Overhead wires	Soldiers Home
2.45 miles west of Bath	Br. #288.04—Highway	All Tracks
Kanona—		
1.75 miles west of Kanona	Br. #291.29—Highway	All Tracks
.05 mile east of Wallace	Overhead wires	Side Track
Avoca—		
.40 mile west of Avoca	Br. #293.56—Highway	All Tracks
Cohocton—		
4.14 miles west of Cohocton	Br. #305.09—Highway	All Tracks
.01 mile east of Atlanta	Overhead wires	Team Track, East Side
Perkinsville—		
.11 mile west of Perkinsville	Br. #313.33—Highway	All Tracks
1.87 miles west of Perkinsville	Br. #315.09—Highway	All Tracks
2.71 miles west of Perkinsville	Br. #315.93—Highway	All Tracks
Dansville—		
5.53 miles west of Dansville	Br. #324.04—Highway	All Tracks
Groveland—		
Engine House	Sand spout	Ash Pit Track
.01 mile west of P.R.R. Jct., Mt. Morris	Overhead wires	Tracks 1 & 2
Leicester—		
.55 mile west of Leicester	Br. #336.38—Highway	All Tracks
1.55 miles west of Leicester	Br. #337.38—Highway	All Tracks
.03 mile east of E. Bethany	Br. #353.97—Highway	All Tracks
East Bethany—		
1.72 miles west of E. Bethany	Br. #355.72—Highway	All Tracks
3.36 miles west of E. Bethany	Br. #357.36—Highway	All Tracks
.11 mile west of MP 364	Overhead wires	Ray Side Track
.51 mile east of E. Buffalo	Br. #389.22—Harlem Ave.	All Tracks
East Buffalo—		
E. Buffalo Old Yard Office	Overhead cable	Tracks 1 and 2 and the 3 Transfer Freight House Tracks adjacent to Main Tracks
.43 mile west of E. Buffalo	Br. #390.16—William St.	All Tracks
1.20 miles west of E. Buffalo	Overhead cable	L. V. Interchange Track
1.97 miles west of E. Buffalo	Br. #391.70—L.V. R.R.	All Tracks
3.55 miles west of E. Buffalo	Br. #393.23—Buffalo River	All Tracks

BLACK ROCK BRANCH

5.06 miles west of E. Buffalo	Br. #394.74—Erie R.R.	All Tracks

ITHACA BRANCH

Owego—		
.20 mile west of Main St., Owego	Overhead wires	Side Track
Over West Ave., Owego	Overhead wires	Coal Switch
200 feet east of L.V. R.R. Xing, Owego	Overhead wires	Main Track
.17 mile east of Candor	Br. #222.90—Catatonk Creek	Main Track
.10 mile east of Candor	Overhead wires	Coal Switch
Candor—		
1.74 miles west of Candor	Br. #224.81	Main Track
2.51 miles east of Upper Sw.	Br. #238.20—Coddington Road	Main Track
Upper Switch—		
Coddington Road, Upper Sw.	Overhead wires	Main Track
200 ft. west of Upper Sw.	Overhead wires	Main Track
400 ft. west of Upper Sw.	Overhead wires	Main Track
Lower Switch—		
400 ft. west of Lower Sw.	Overhead wires	Main Track
300 ft. east of Hudson St., Ithaca	Overhead wires	Main Track
100 ft. east of Aurora St., Ithaca	Overhead wires	Main Track
1.39 miles east of Ithaca	Br. #244.99—Creek	Main Track
Ithaca—		
1.00 mile east of Ithaca	Overhead wires	Industrial Tr.

BRIDGE RESTRICTIONS

460. Engines of the classes indicated or loaded cars of greater weight than shown below must not be run over the following territory. (Loaded cars of maximum allowable capacity, or engines, must not be coupled together.)

Ithaca Branch—Engines of 200, 461, 479, 601, 651, 801, 1100, 1200, 1500, 1600, 2100 and 2200 classes, and 140,000 pound capacity cars.

OWEGO

461. Engines of 200, 601, 651, 801, 1100, 1200, 1500, 1600, 2100 and 2200 classes must not use the track leading from siding to the Ithaca Branch.

LOCATION OF WATER STATIONS

Stations	Tracks
Buffalo	Abbott Road
East Buffalo	East leg of Wye
East Buffalo	Tracks 1 and 2
East Buffalo	Enginehouse
Black Rock Branch	North Main St. Tracks 1 and 2
Black Rock	Track No. 1
East Lancaster	Tracks 1 and 2
East Bethany	Tracks 1 and 2 and Eastward siding
Mt. Morris	Tracks 1 and 2
Groveland	Tracks 1 and 2 and sidings
Wayland	Tracks 1 and 2 and Eastward siding
Cohocton	Tracks 1 and 2
Bath	Tracks 1 and 2 and Westward siding
Corning Freight	Tracks 1 and 2
Elmira	No. 1 and 2, Eastbound Pull-in tracks West end of yard
Elmira	Engine Service Track East End
Elmira	Engine Service Track West End
Elmira	Track 1 and Pull-out track west end of yard
Elmira	Enginehouse
Waverly	Tracks 1 and 2
Owego	Tracks 1 and 2 and Eastward siding
Ithaca	Main track and engine house lead

TRACK SCALES

Location	Capacity	Length
East Buffalo (Shop track)	150 tons	54 ft.
Elmira	167 tons	65 ft.

TELEPHONES AT OTHER THAN REGULAR STATIONS

L—Buffalo crossing, watchman's cabin, Commercial St.
L—Buffalo, East End Train Shed between Erie St. track and train shed.
E—Buffalo, Ohio St. connection, Columbia St.
L—Buffalo, lower level near Express office.
L—Buffalo, east end south side train shed.
L—Buffalo, east end of bridge over N. Y. C. tracks, west of Chicago St., on relay case.
L—Buffalo, east of Chicago St., on relay case.
L—Buffalo, Miami St. Yard, automatic signal 3942.
L—Buffalo, eastbound home signal, just west of bridge over N. Y. C. tracks west of Nickel Plate Junction.
L—Buffalo, westbound, home signal opposite Nickel Plate Junction Yard Office.
L—Buffalo, Nickel Plate Junction Yard Office.
L—Buffalo, eastbound home signal east end of Nickel Plate Junction.
L—Buffalo, westbound home signal west of Abbott Road Wye.
L—Buffalo, south end Abbott Road Y.
L—Buffalo, crossover east of Abbott Road.
L—Buffalo, automatic signal 3924.
L—Buffalo, eastbound home signal east of Seneca St.
L—Buffalo, eastbound Home Signal opposite P. R. R. Jct. interchange.
L—Buffalo, westbound home signal Clinton St.
L—Buffalo, Lehigh Valley interchange switch.
L—East Buffalo, Wye, both ends.
L—East Buffalo, Interlocking Plant westward home signal.
L—Halstead Ave., Black Rock Branch, East Buffalo.
L—Black Rock Branch, booth on pole, north side of track, east of North Main St.
L—Black Rock Branch, Walden Ave.
L—Black Rock Branch, Delaware Ave.
L—East Buffalo, Violet St.
Di—East Buffalo, 1.4 miles east of Violet St.
E-Di—Depew.
E-Di—East Lancaster, water tank.
E-Di—Dellwood.
E-Di—West Alden.
E-Di—Alden, east end of station.
E-Di—Fargo, Station.
E-Di—North Darien, booth opposite station switch.
E-Di—Ray, booth east of highway crossing.
E-Di—East Alexander.
E-Di—East Bethany, west end of westward siding.
E-Di—B. & O. Junction, on telephone pole in yard.
E-Di—Linwood, west end westward siding.
E-Di—Greigsville, west of west end of westward siding.
E-Di—Mt. Morris, west end westward siding.
E-Di—Mt. Morris, east end Tank Switch.
Di—Groveland, west end of eastward siding.
L—Groveland, west end eastward siding.
L—Groveland, opposite west bound home signal.
L—Groveland, at dwarf signal middle of yard.
L—Groveland, at coal chutes east end.
E-Di—Dansville, ½ mile west of Culbertson's Glen.
E-Di—Dansville, 1¾ miles east milepost 316.71.
E-Di—Perkinsville, second overhead bridge west of station.
E-Di—Perkinsville, station platform.
Di—Perkinsville, crossovers.
E-Di—Wayland, west end westward siding.
E-Di—Wayland, water crane 1000 feet west of station.
E-Di—Wayland, crossovers 1000 feet east of station.

TELEPHONES AT OTHER THAN REGULAR STATIONS

E-Di—Atlanta, crossover 2,000 ft. west of station.
Di—Cohocton, east end eastward siding.
E-Di—Cohocton, east end westward siding.
Di—Avoca, at crossovers.
E-Di—Kanona Crossovers.
Di—Bath, Soldiers' Home Siding.
Di—Bath, east end of eastward siding.
Di—Corning Jct., west end yard.
Di—Corning Junction, crossover switch.
Di—Corning Freight Station, east end eastward siding.
E-Di—Horseheads, opposite station.
E-Di—West of Elmira at Thatchers switch.
Di—Elmira Heights, near entrance to American Bridge Company's Works.
L—Elmira, Sullivan St.
L-Di—Elmira, Water St.
L—Elmira, east bound home signal, Water St.
L—Elmira, west bound home signal west end of Newtown Creek bridge.
L—Elmira, at crossover ½ mile east of Water St.
Di—Elmira, east of Water St.
Di—Lowman, opposite station.
Di—Wilawana highway crossing.
Di—Waverly Siding, west end.
Di—Waverly Siding, east end.
Di—Waverly, Crossovers east of station.
Di—Waverly Tioga Mills.
Di—Litchfield.
Di—Litchfield, east end of rock cut near block signal 2246.
Di—Nichols Crossover.
E-Di—Nichols, east end of station
Di—Nichols, west end eastward siding.
E-Di—Nichols, east end eastward siding.
E-Di—Lounsberry, opposite station
E-Di—Owego Narrows, milepost 215.10.
E-Di—Owego, west end westward siding.
E-Di—Owego, east end eastward siding.
E-Di—Apalachin, ½ mile east of station.
E-Di—Apalachin, 1.6 miles west of station.
E-Di—Vestal, at signal 1998 west of station.
E-Di—Vestal, east end westward siding.
Di—Willow Point, Atlantic Oil Sw.

ITHACA BRANCH

E-Di—East Side River Bridge Owego.
Di—In Candor Freight House.
Di—On Ithaca Freight House Platform.
Di—Upper switch.
Di—Catatonk, Summit and Wilseyville.

To get dispatcher call operator at Owego.

THINK

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ROUGH HANDLING

Impact Shocks or Energy Possessed by a Fifty Ton Car Loaded to Capacity, Moving at Different Speeds or Velocity.

VELOCITY MILES PER HOUR SPEED	IMPACT SHOCK ENERGY IN FOOT POUNDS	TIMES SHOCK INCREASED
1	4785	
2	19140	4
3	43095	9
4	76594	16
5	119598	25
6	172381	36
7	234598	49
8	306431	64
9	387858	81
10	478490	100

A.A.R. Minimum Draft Gear-Absorption-18,000 Foot-Pounds

PREVENT LOSS and DAMAGE to FREIGHT

M. & E. DIVISION SCRANTON DIVISION BUFFALO DIVISION

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SUPERVISOR OF LOCOMOTIVE OPERATION.

L. O. Strackbein

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