

THE PENNSYLVANIA RAILROAD

NEW YORK ZONE

NEW YORK DIVISION

Time-Table No. 11

In effect 2.00 A. M., Sunday, April 27, 1947

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

A. F. McINTYRE,
General Manager.

P. W. TRIPLETT,
Superintendent.

A. L. STEWART,
Supt. Passenger Transportation.

E. W. HEADLAND,
Supt. Freight Transportation.

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INDEX.

PAGES

Stations, Distances, Siding Capacities, etc.....	3-9
Schedule Pages:	
Main Line—Westward.....	10-55
Main Line—Eastward.....	56-101
Jersey City Branch—Westward.....	102-117
Jersey City Branch—Eastward.....	118-133
Princeton Branch.....	134-135
Trenton—Minson.....	136-139
Manunka Chunk—Trenton.....	140-141
South Amboy Jct.—Sea Girt—Monmouth Jct.....	142-143
Opening and Closing Hours of Ticket Offices.....	144-145
Extra Stops by Passenger Trains.....	146
Trains Wait for Connections.....	147-150
U. S. Mail Work at Non Stop Stations.....	151
Railway Express Agency and Milk Trains.....	152-153
Arranged Freight Train Service.....	154-157

SPECIAL INSTRUCTIONS.

Automatic Block System.....	188-189
Cab Signals.....	185-186
Color Signals.....	158-159
Communicating Signals.....	160
Electrical Operation.....	207-217
Engine Restrictions.....	200-204
Engine Whistle Signals.....	159
Facsimile Transmission of Communications.....	220
First-Aid Boxes and Stretchers.....	231
Fixed Signals.....	184-185
General Orders, Bulletin Boards, Employees Registers, Standard Clocks.....	162-166
General Order Zones.....	166
General Instructions.....	221-228
Hand, Flag and Lamp Signals.....	159
Hospitals.....	230-231
Interlockings.....	189
Letters and Characters.....	158
Manual Block System.....	187
Maximum Speeds Unless Otherwise Specified— Passenger Trains and Freight Trains.....	190-195
Turnouts.....	195-197
Curves and Bridges, Etc.....	197-198
Maximum Speeds Unless Otherwise Restricted— Engines.....	199
Maximum Speeds Unless Otherwise Specified— Secondary Tracks and Sidings.....	200
Medical Examiners and Company Surgeons.....	229-231
Movement of Track Cars.....	171
Movement of Trains.....	171-183
Movement by Train Orders.....	183
Other Equipment Restrictions.....	204-207
Personal Injuries.....	229
Qualifications of Conductor or Engineman.....	166
Qualified for Service.....	232-233
Standard Time.....	158
Switch Stands Not Equipped with Lighted Switch Lamps.....	160-161
Superiority of Trains.....	161
Speed Table.....	190
Track Assignments.....	167-170
Train Signals.....	160
Trainphone.....	219-220
Tunnel Alarm System.....	218
Use of Signals.....	160
Use of Telephone.....	218-220
Yard and Yard Instructions.....	174-175

Index to Trains

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
1		2	
3 The Sunshine Special.....	51	4 The Sunshine Special.....	60
5 Pennsylvania Limited.....	32	6	
7		8	
9		10	
11 St. Louis Mail.....	10	12	
13 New York—St. Louis Express.....	11	14 Pittsburgh-New York Express.....	76
15		16 Iron City Express.....	58
17		18 Chicago Mail.....	56
19		20	
21		22 Manhattan Limited.....	59
23 Manhattan Limited.....	48	24	
25 The Metropolitan.....	19	26	
27		28 Broadway Limited.....	67
29 Broadway Limited.....	41	30 Spirit of St. Louis.....	71
31 Spirit of St. Louis.....	44	32 The St. Louisan.....	83
33 The St. Louisan.....	30	34	
35		36	
37 Iron City Express.....	52	38 The Clevelander—The Akronite.....	62
39 The Clevelander.....	60	40 Cincinnati Limited.....	67
41 Cincinnati Limited.....	43	42 The Rainbow.....	75
43		44	
45		46	
47		48 The General.....	67
48 The General.....	38	50	
51		52	
53		54 Gotham Limited.....	86
55		56	
57		58	
59		60 The Pittsburgher.....	60
61 The Pittsburgher.....	54	62	
63		64 The Jeffersonian.....	73
65 The Jeffersonian.....	45	66 The American.....	65
67 The American.....	48	68 The Red Arrow.....	89
69 The Red Arrow.....	42	70 The Admiral.....	81
71 The Admiral.....	44	72	
73		74 The Duquesne.....	95
75 The Duquesne.....	22	76 The Trail Blazer.....	65
77 The Trail Blazer.....	34	78 The Pennsylvanian.....	74
79 The Pennsylvanian.....	55	80	
81		82	
83		84	
85		86	
87		88	
89 The Golden Arrow.....	55	90	
91		92	
93		94	
95		96	
97		98	
99		99	

B

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Schedule Page	NUMBER AND NAME OF TRAIN	Schedule Page
101 New York—Washington Express	11	100 The Arlington	99
103 The Edison	11	102 The Edison	57
105 Champion—East Coast	30	104 Champion—East Coast	73
107 New York—Washington Mall	11	106 Miamian	79
109 The Speaker	18	108 Piedmont Limited	59
111 The Legislator	20	110 Havana Special	58
113 Silver Meteor	31	112 C. & O. Ry. Express—Palmland	89
115 The President	21	114 Silver Meteor	72
117 New York—Washington Express	13	116	
119 New York—Washington Express	12	118 The Crescent	70
121 The Judiciary	23	120 The Potomac	73
123 The Potomac	26	122 N. & W. Ry.—Sou. Ry. & A. C. L. Express	75
125 The Representative	27	124 The President	75
127		126 The Legislator	79
129 The Executive	33	128	
131 The Legion	15	129 The Judiciary	81
133 Miamian	33	132 The Representative	85
135 New York—Washington Express	51	134	
137 The Arlington	45	136	
139 Sou. Ry. & N. & W. Ry. Express	48	138	
141 Havana Special—Piedmont Ltd.	52	139	
143 The Mount Vernon	47	140	
145 New York—Washington Express	53	142 The Embassy	90
147 The Constitution	49	144	
149 The Crescent	31	146	
151		148 The Southerner	78
153 The Congressional	35	150 The Speaker	100
155 The Embassy	43	152 The Congressional	91
157 The Southerner	40	154 The Executive	94
159		156 The Mount Vernon	97
161 New York—Washington Express	55	158 The Arlington	99
163		160 The Constitution	100
165		162 Washington—New York Mail	57
167		164 Washington—New York Express	56
169 The Washingtonian	18	166 Washington—New York Express	84
171 The Patriot	47	168 The Montrealer	91
173 The Federal	12	170 The Patriot	88
175 The Colonial	30	172 The Federal	56
177 The Senator	39	174 The Colonial	77
179		176 The Senator	83
181		178	
183 The Pilgrim	49	180	
185		182 The William Penn	89
187 The Quaker	13	184 Bar Harbor Express	89
189 The William Penn	53	186 The Quaker	101
191 Silver Star	23	188 The Pilgrim	71
193		190 Silver Star	82
195 Champion—West Coast	33	192	
197 Silver Comet	29	194 Champion—West Coast	77
199		196 The Silver Comet	81
		198 The Constitution	99

C

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Schedule Page	NUMBER AND NAME OF TRAIN	Schedule Page
201 New York—Philadelphia Express	15	200 Philadelphia—New York Express	85
203 New York—Philadelphia Express	17	202 Philadelphia—New York Express	68
205 New York—Philadelphia Express	19	204 Philadelphia—New York Express	71
207 New York—Philadelphia Express	21	206 Philadelphia—New York Express	73
209		208 Philadelphia—New York Express	75
211 New York—Philadelphia Express	24	210 Philadelphia—New York Express	76
213 New York—Philadelphia Express	29	212 Philadelphia—New York Express	78
215 New York—Philadelphia Express	29	214 Philadelphia—New York Express	81
217 New York—Philadelphia Express	31	216 Philadelphia—New York Express	83
219 New York—Philadelphia Express	33	218 Philadelphia—New York Express	85
221 New York—Philadelphia Express	37	220 Philadelphia—New York Express	67
223 New York—Philadelphia Express	41	222 Philadelphia—New York Express	90
225 New York—Philadelphia Express	44	224 Philadelphia—New York Express	91
227 New York—Philadelphia Express	47	226 Philadelphia—New York Express	94
229 New York—Philadelphia Express	49	228 Philadelphia—New York Express	86
231		230 Philadelphia—New York Express	99
233 New York—Philadelphia Express	53	232	
235		234	
237		236	
239		238	
241		240	
243		242	
245		244	
247		246	
249		248	
251 New York—Philadelphia Mail and Express	10	250	
253 New York—Philadelphia Local	13	252 Philadelphia—New York Local	100
255 New York—Philadelphia Local	15	254 Philadelphia—New York Local	81
257 New York—Philadelphia Local	17	256 Philadelphia—New York Express	83
259		258 Philadelphia—New York Local	71
261 New York—Philadelphia Local	29	260	
263 New York—Philadelphia Local	32	262 Philadelphia—New York Local	80
265		264 Philadelphia—New York Local	70
267		266 Philadelphia—New York Local	78
269		268 Philadelphia—New York Local	87
271 New York—Philadelphia Express	37	270 Philadelphia—New York Local	89
273		272 Philadelphia—New York Local	83
275 New York—Philadelphia Local	46	274 Philadelphia—New York Local	99
277		276	
279		278 Washington—New York Mail	97
281		280	
283 New York—Philadelphia Express	13	282	
285 New York—Philadelphia Local	17	284	
287 New York—Philadelphia Local	38	286 Philadelphia—New York Local	89
289 New York—Philadelphia Local	48	288	
291		290 Philadelphia—New York Express	96
293		292	
295		294	
297		296	
299			

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
1071		1070 Atlantic City—New York Express.	74-138
1073 New York—Atlantic City Express.	21-137	1072 Atlantic City—New York Express.	85-137
1075 New York—Atlantic City Express.	27-138	1074	
1077 New York—Atlantic City Express.	32-138	1076	
1079 New York—Atlantic City Express.	43-139	1078 Atlantic City—New York Express.	90-139
1081		1080 Atlantic City—New York Express.	95-139
1083		1082	
1085		1084	
1087		1088	
1089		1088	
1091		1090	
2359 Phillipsburg—Camden Local.	137-140	2372 Camden—Phillipsburg Local.	137-141
2501		2500 Trenton—New York Local.	57-59
2503		Via Jamesburg.	142
2505		2502	
2507 New York—Trenton Local.	26-28	2504	
Via Jamesburg	143	2506	
2509 New York—Trenton Local.	39-43	2508	
Via Jamesburg	143	2510	
2511		2512	
2513		2514	
2515		2516	
2517		2518	
2519		2520	
2521		2522	
2523		2524	
2525		2526	
2527		2528	
2529		2530	
2531		2532	
2533		2534	
2535		2536	
2537		2550	
2551		2552 Camden—Trenton Local.	136
2553		2554 Camden—Trenton Local.	136
2555		2556	
2557 Trenton—Camden Local.	136	2558	
2559 Trenton—Camden Local.	136	2560 Camden—Trenton Local.	137
2561 Trenton—Camden Local.	137	2562	
2563		2564	
2565		2566	
2567		2568 Camden—Trenton Local.	138
2569 Trenton—Camden Local.	137	2570 Camden—Trenton Local.	139
2571 Trenton—Camden Local.	138	2572 Camden—Trenton Local.	139
2573		2574	
2575		2576	
2577 Trenton—Camden Local.	139	2578	
2579		2580	
2581 Trenton—Camden Local.	139	2582 Camden—Trenton Local.	139
2583		2584	
2585		2586	
2587		2588	
2589		2590 Philadelphia—Trenton Express.	137
2591 Trenton—Philadelphia Express.	137	2592 Philadelphia—Trenton Express.	138
2593 Trenton—Philadelphia Express.	137	2594 Philadelphia—Trenton Express.	138
2595		2596	
2597		2598	
2599		2710	
2711		2712	
2713 Trenton—Camden Local.	139	2714	
2716		2716	
2717		2718	
2719		2720	
2721		2722	
2723			

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
3701		3700	
3703 South Amboy Local.	14	3702 South Amboy Local.	57
3705		3704	
3707 South Amboy Local.	18	3706 South Amboy Local.	58
3709		3708	
3711 South Amboy Local.	24	3710 South Amboy Local.	61
3713 South Amboy Local.	25	3712	
3715 South Amboy Local.	29	3714	
3717 South Amboy Local.	30	3716	
3719 South Amboy Local.	35	3718 South Amboy Local.	65
3721		3720	
3723 South Amboy Local.	36	3722 South Amboy Local.	69
3725		3724 South Amboy Local.	72
3727 South Amboy Local.	38	3726 South Amboy Local.	75
3729		3728 South Amboy Local.	79
3731 South Amboy Local.	40	3730 South Amboy Local.	85
3733		3732	
3735 South Amboy Local.	41	3734 South Amboy Local.	86
3737		3736 South Amboy Local.	89
3739 South Amboy Local.	43	3738	
3741 South Amboy Local.	45	3740	
3743 South Amboy Local.	49	3742	
3745		3744	
3747		3746	
3749		3748	
3751 New Brunswick Local.	15	3750	
3753 New Brunswick Local.	14	3752 New Brunswick Local.	59
3755 New Brunswick Local.	16	3754	
3757		3756 New Brunswick Local.	61
3759		3758 Rahway Local.	62
3761		3760 New Brunswick Local.	67
3763		3762	
3765		3764	
3767 New Brunswick Express.	27	3766	
3769 New Brunswick Express.	34	3768 New Brunswick Local.	76
3771 New Brunswick Local.	35	3770 New Brunswick Express.	77
3773 New Brunswick Local.	38	3772 New Brunswick Local.	79
3775 New Brunswick Local.	38	3774	
3777		3776 New Brunswick Local.	82
3779 New Brunswick Local.	39	3778 New Brunswick Local.	84
3781		3780 New Brunswick Local.	85
3783		3782	
3785		3784 New Brunswick Local.	83
3787 New Brunswick Local.	41	3786 New Brunswick Express.	85
3789		3788	
3791 New Brunswick Local.	53	3790	
3793		3792	
3795 New Brunswick Local.	53	3794	
3797		3796	
3799		3798	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
3801		3800	
3803		3802	
3805		3804	
3807		3806	
3809		3808	
3811 New York—Trenton Local	55	3810	
3813 New York—Trenton Local	10	3812 Trenton—New York Local	57
3815		3814	
3817		3816 Trenton—New York Local	64
3819		3818 Trenton—New York Local	68
3821 New York—Trenton Local	20	3820	
3823 New York—Trenton Local	23	3822 Trenton—New York Local	69
3825		3824	
3827 New York—Trenton Local	25	3826 Trenton—New York Local	75
3829		3828 Trenton—New York Local	81
3831		3830	
3833 New York—Trenton Local	33	3832	
3835		3834	
3837 New York—Trenton Local	39	3836	
3839		3838	
3841 New York—Trenton Local	44	3840 Trenton—New York Local	87
3843 New York—Trenton Local	47	3842	
3845 New York—Trenton Local	50	3844 Trenton—New York Local	94
3847 New York—Trenton Local	54	3846 Trenton—New York Local	97
3849		3848	
3851		3850	
3853 Trenton—Philadelphia Local	12	3852	
3855		3854 Philadelphia—Trenton Local	66
3857 Trenton—Philadelphia Local	15	3856	
3859 Trenton—Philadelphia Local	23	3858	
3861		3860	
3863		3862	
3865		3864	
3867		3866	
3869		3868	
3871		3870	
3873		3872	
3875		3874	
3877		3876	
3879		3878 Philadelphia—Trenton Local	91
3881		3880	
3883		3882	
3885		3884	
3887		3886	
3889		3888	
3891		3890	
3893		3892	
3895		3894	
3897		3896	
3899		3898	

INDEX TO TRAINS—(Continued)

SOUTHWARD		NORTHWARD	
NUMBER AND NAME OF TRAIN	Sched- ule Page	NUMBER AND NAME OF TRAIN	Sched- ule Page
4121		4120	
4123 Princeton Branch Local	134	4122	
4125 Princeton Branch Local	134	4124 Princeton Branch Local	134
4127 Princeton Branch Local	134	4126 Princeton Branch Local	134
4129 Princeton Branch Local	134	4128 Princeton Branch Local	134
4131 Princeton Branch Local	134	4130 Princeton Branch Local	134
4133 Princeton Branch Local	134	4132 Princeton Branch Local	134
4135 Princeton Branch Local	135	4134 Princeton Branch Local	134
4137 Princeton Branch Local	135	4136 Princeton Branch Local	135
4139 Princeton Branch Local	35	4138 Princeton Branch Local	135
4141 Princeton Branch Local	135	4140 Princeton Branch Local	135
4143 Princeton Branch Local	135	4142 Princeton Branch Local	135
4145 Princeton Branch Local	135	4144 Princeton Branch Local	135
4147 Princeton Branch Local	134	4146 Princeton Branch Local	135
4149 Princeton Branch Local	134	4148 Princeton Branch Local	134
4151 Princeton Branch Local	134	4150 Princeton Branch Local	134
4153 Princeton Branch Local	134	4152 Princeton Branch Local	134
4155 Princeton Branch Local	134	4154 Princeton Branch Local	134
4157 Princeton Branch Local	125	4156 Princeton Branch Local	134
4159		4158 Princeton Branch Local	135
4161 Princeton Branch Local	135	4160	
4163 Princeton Branch Local	135	4162 Princeton Branch Local	135
4165 Princeton Branch Local	135	4164 Princeton Branch Local	135
4167 Princeton Branch Local	135	4166 Princeton Branch Local	135
4169 Princeton Branch Local	135	4168 Princeton Branch Local	135
4171 Princeton Branch Local	135	4170 Princeton Branch Local	135
4173 Princeton Branch Local	134	4172 Princeton Branch Local	134
4175 Princeton Branch Local	134	4174 Princeton Branch Local	134
4177		4176 Princeton Branch Local	134
4179 Princeton Branch Local	134	4178	
4181 Princeton Branch Local	134	4180 Princeton Branch Local	134
4183 Princeton Branch Local	134	4182 Princeton Branch Local	134
4185 Princeton Branch Local	134	4184 Princeton Branch Local	135
4187 Princeton Branch Local	135	4186 Princeton Branch Local	135
4189 Princeton Branch Local	135	4188 Princeton Branch Local	135
4191 Princeton Branch Local	135	4190 Princeton Branch Local	135
4193		4192 Princeton Branch Local	135
4195		4194	
4197		4196	
4199		4198	

INDEX TO TRAINS—(Continued)

WESTWARD		EASTWARD	
NUMBER AND NAME OF TRAIN	Schedule Page	NUMBER AND NAME OF TRAIN	Schedule Page
4201		4200	
4203 New York—Trenton Local	21	4202 Trenton—New York Local	71
4205 New York—Trenton Local	31	4204 Trenton—New York Local	86
4207		4206 Trenton—New York Local	83
4209		4208	
4211		4210	
4213		4212	
4215		4214	
4217		4216	
4219		4218	
4221		4220	
4223		4222	
4225		4224 South Amboy Local	73
4227		4226	
4229		4228	
4231 South Amboy Local	23	4230	
4233		4232 South Amboy Local	80
4235 South Amboy Local	29	4234 South Amboy Local	83
4237		4236 South Amboy Local	88
4239 South Amboy Local	50	4238 South Amboy Local	95
		4240 South Amboy Local	98
4241 New Brunswick Local	14	4242	
4243		4244 New Brunswick Local	84
4245		4246	
4247 New Brunswick Local	27	4248 New Brunswick Local	87
4249		4250	
4251 New Brunswick Local	34	4252 New Brunswick Local	82
4253		4254 New Brunswick Local	84
4255 New Brunswick Local	42	4256 New Brunswick Local	91
4257		4258	
4259 New Brunswick Local	47		
SOUTHWARD		NORTHWARD	
4261 Princeton Branch Local	135	4260	
4263 Princeton Branch Local	135	4262 Princeton Branch Local	135
4265		4264 Princeton Branch Local	135
4267 Princeton Branch Local	134	4266 Princeton Branch Local	134
4269		4268 Princeton Branch Local	135
4271		4270 Princeton Branch Local	134
4273 Princeton Branch Local	135	4272	
4275 Princeton Branch Local	135	4274 Princeton Branch Local	135
4277		4276 Princeton Branch Local	135
4279		4278	
4281		4280	
4283		4282	
4285		4284	
4287		4286	
4289		4288	
4291		4290	
4293		4292	
4295		4294	
4297		4296	
4299		4298	

Interlocking Station	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance New York	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	North
X	X	X		HAROLD (L. I. R. R.)	3.7			
X	X	X		F	3.0			
X	X	X		JO	0.1			
X	X	X		C	0.1			
X	X	X		NEW YORK	0			
X	X	X		KN	0.1			
X	X	X		A	0.2			
X	X	X		PORTAL	6.0			
X	X	X		HUDSON	8.6			
X	X	X		HARRISON	9.5			
X	X	X		DOCK	9.8			
X	X	X		NEWARK	10.0			
X	X	X		SOUTH STREET (Newark)	11.0			
X	X	X		HUNTER	11.8			
X	X	X		LANE	13.6			
X	X	X		NORTH ELIZABETH	14.4			
X	X	X		ELIZABETH	15.5			
X	X	X		ELMORA	16.0			
X	X	X		SOUTH ELIZABETH	16.1			
X	X	X		LINDEN	18.7			
X	X	X		NORTH RAHWAY	20.2			
X	X	X		RAHWAY	20.8			
X	X	X		UNION	21.0			
				AVENEL	23.0			
				EDGAR	23.7			
				WOODBIDGE	24.5			
				GENASCO	25.5			
X	X	X		WC	26.8			
X	X	X		PERTH AMBOY	27.9			
X	X	X		SA	29.1			
				COLONIA	22.9			
				ISELIN	24.1			
				MENLO PARK	25.4			
				METUCEEN	27.2			
				EDISON	27.4			
X	X	X		KILMER (G. R.)	30.2			
X	X	X		STELTON	30.3			
X	X	X		PARK	31.8			
X	X	X		NEW BRUNSWICK	32.7			
X	X	X		COUNTY	34.2			
X	X	X		ADAMS	36.9			
X	X	X		DEANS	39.9			
X	X	X		MONMOUTH JUNCTION	42.4			
X	X	X		MIDWAY	42.6			
X	X	X		PLAINSBORO	46.8			
X	X	X		NASSAU	48.3			
X	X	X		PRINCETON JUNCTION	48.4			
			X	PENNS NECK	49.7			
				KS	51.0			
				PRINCETON	51.1			
X	X	X		LAWRENCE	52.6			
X	X	X		MILLHAM	55.9			
X	X	X		FAIR	57.8			
X	X	X		TRENTON	58.1			
X	X	X		MORRISVILLE	59.5			
X	X	X		MORRIS	59.6			
X	X	X		TULLYTOWN	64.5			
X	X	X		EDGELEY	65.7			
X	X	X		GRUNDY	66.6			
				BRISTOL	67.8			
				CROYDON	70.7			
				EDDINGTON	73.3			
				CORNWELLS HEIGHTS	73.5			
				ANDALUSIA	74.7			
				TORRESDALE	75.6			
				DIVISION POST (P.T. DIV.)	76.0			
X	X	X		HOLMESBURG JUNCTION	78.2			
X	X	X		HOLMES	78.2			
X	X	X		NORTH PHILADELPHIA	86.0			
X	X	X		PENNA.—30th STREET	90.4			
X	X	X		BROAD STREET (Suburban)	91.3			
X	X	X		PHILA.—BROAD STREET	91.3			

NOTE—X indicates in service.

*LANE Block and Interlocking Station will not control movements on Trunk No. 1. When making movements against current of traffic on Trunk No. 1, Block extends Hunter to Elmora.

MAIN LINE

Block-Limit stations controlled by open block stations:	
Block-Limit Station	Controlled by
KS	Nassau
Interlocking—Remote controlled, operated from:	
Interlocking	Operated from
Stalton	Edison
Park	Edison

JERSEY CITY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Jersey City	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		JERSEY CITY.....	0.0			
				JACY.....	0.3			
				WALDO.....	1.9			
X	X			JOURNAL SQUARE (H&M RR) WR.....	2.0			
					2.0			
M	M	M		HACK.....	3.3			
				KARNY.....	4.4			
				HUDSON.....	6.3			

PASSAIC AND HARSIMUS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from WA-3	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
M	M	M		WA-3.....	0.0			
				WA-5.....	4.4			
				KARNY.....	7.2			
				HACK.....	7.8			
				WALDO.....	8.1			

The direction from WA-3 to Harsimus Cove is eastward.

GREENVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lane	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LANE.....	0.0			
				WA-6.....	0.1			
				WA-3.....	1.2			
				WA-2.....	2.3			
X	X	X		CY (C. R. R. N. J.).....	3.8			
X	X	X		BAY.....	5.4			

The direction from Lane to Greenville is eastward.

NOTE—X indicates in service.

BORDENTOWN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Trenton	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
				TRENTON.....	0.0			
				HAMILTON AVE. (Trenton).....	0.4			
				BROAD STREET (Trenton).....	0.6			
				LALOR STREET (Trenton).....	1.4			
X				BD.....	5.4			
		X		BORDENTOWN.....	6.1			
				BO.....	6.3			

Interlocking—Remote controlled, operated from:

Interlocking	Operated from
BD	BO

TRENTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Glen	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X				GLEN (Phila. Division).....	0.0			
				DIVISION POST (Phila. Div.).....	41.0			
		X		MA.....	41.3			
				*CB.....	43.1			
M	M	M		MW.....	43.6			
				MB.....	44.2			
				MY.....	45.4			
				MORRIS.....	46.0			

Interlocking—Remote controlled, operated from:

Interlocking	Operated from
MY	Morris
MB	Morris
MW	Morris

NOTE—X indicates in service.

*CB—Emergency block station, open only on order from Superintendent.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from South Amboy Jct.	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		SA (N. Y. & L. B. R. R.)	.0			
				SOUTH AMBOY JUNCTION	.0			
				CQ	0.3			
				*DEEP CUT	1.8			
				*EAST END	4.9			
				BROWN	5.9			
			X	OB	7.1			
				OLD BRIDGE	7.3			
				EAST SPOTSWOOD	8.1			
				SPOTSWOOD	9.4			111
				OUTCALT	10.3			
			X	HELMETTA	11.6			
				GO	11.7			
				JAMESBURG	13.4	190		54
X	X	X		JG	13.5			
				PROSPECT PLAINS	16.0			
			X	CY	17.6			41
				HIGHTSTOWN	20.6			
			X	K	21.5			57
				WINDSOR	24.1			
				ROBBINSVILLE	27.0			46
				YARDVILLE	30.5			75
				BORDENTOWN	33.9			81
			X	BO	34.0			
				FIELDSBORO	34.9			
				*KINKORA	36.8			22
			X	*KINKORA				
				DIVISION POST East Leg Wye (Atlantic Div.)	37.0			
				DIVISION POST West Leg Wye (Atlantic Div.)	37.2			
				ROEBLING	37.7			174
				FLORENCE	38.5			32 52
				FLORENCE WATER STATION	39.7			
				STEVENS	41.1			
				EAST BURLINGTON	43.5			96 82
X	X	X		MJ	42.6			
				BURLINGTON	43.1			
X				BU	43.1			
				EDGEWATER PARK	45.4			
				BEVERLY	46.3			23
				WALL ROPE WORKS	46.7			
				PERKINS	47.2			
				DELANCO	48.5			
				DELANCO DRAW	48.6			
			X	RIVERSIDE	49.2			31
				CAMBRIDGE	49.9			
				RIVERTON	52.6			19
				PALMYRA	53.2			
				ARCH STREET (Palmyra)	53.8			
				DIVISION POST—(Atlantic Div.)	54.8			
				MINSON (Atlantic Div.)	55.2			
X	X	X		JERSEY	56.1			
				CAMDEN	60.9			

Note—X indicates in service.

Interlocking rules in effect between MJ and BU.

*Deep Cut, East End and Kinkora are emergency block stations, open only on order from Superintendent.

Block Stations are open continuously except:

Riverside	Closed	Weekdays—10.00 A.M. to 2.00 P.M. 6.00 P.M. to 6.00 A.M. Sundays —Continuously.
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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
OB	SA
GO	JG
CY	JG
K	JG
Kinkora	Lewis, when Lewis closed, by Cooper

Interlocking—Remote controlled, operated from:

Interlocking	Operated from
BU	MJ

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in charge
Jamesburg	Signalman at JG

JAMESBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Midway	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		MIDWAY	.0			
				MONMOUTH JUNCTION	0.3			
X	X	X		DAYTON	0.3			
				JG	0.3			
				JAMESBURG	0.3			

FREEHOLD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from JG	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		JG JAMESBURG	.0			
				ENGLISHTOWN	0.3			
				NG	0.3			35
				TENNENT	0.3			35
				FREEHOLD	11.5			34
				FD	11.7			
			X	HW	14.4			47
X	X	X		FARMINGDALE	18.1			59
				ALLENWOOD	24.1			
				MANASQUAN	26.9			63
X	X	X		SG (N. Y. & L. B. R. R.)	27.5			

NOTE—X indicates in service.

Block Stations are open continuously except:

SG	Closed	9.45 P.M. to 5.45 A.M.
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Block-Limit stations controlled by open block stations:

Block-Limit Stations	Controlled by
NG	Farmingdale
FD	Farmingdale
HW	Farmingdale

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Manunka Chunk	Sidings Assigned Direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		MANUNKA CHUNK (D. L. & W. R. R.)	.0			19
X	X	X		BELVIDERE	3.2			30
				G	3.9			36
			X	CR	9.6			86
				MARTINS CREEK	10.2			107
			X	DY	13.6			101
				HUDSON YARD	15.1			65
			X	PG	17.1			66
			X	PHILLIPSBURG	17.1	83		59
		X	X	KENT	18.8			133
			X	WARREN	21.0			100
			X	CARPENTERVILLE	22.4			
			X	RIEGELSVILLE	25.9			20
			X	HD	28.6			160
			X	MILFORD	32.6			
			X	MD	32.9			147
X	X	X		FRENCHTOWN	36.1			290
			X	BYRAM	43.3			
			X	RK	44.6			91
			X	RAVEN ROCK	45.0			
			X	STOCKTON	48.3			
		X		LAMBERTVILLE	51.7			63
			X	MOORE	55.6			145
			X	TITUSVILLE	57.4			112
			X	WASHINGTON CROSSING	58.5			145
			X	GW	58.5			
			X	SOMERSET WATER STATION	60.0			
			X	WB	61.7			145
X	X	X		WARREN STREET (Trenton)	66.2			
			X	MG	66.4			
			X	COALPORT	66.7			
			X	TRENTON	67.8			

NOTE—X indicates in service.

Block Stations are open continuously except:

Manunka Chunk	Closed	2.30 P.M. to 3.30 P.M. 7.00 P.M. to 10.00 A.M.
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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
CR	G
DY	G
PG	G
Kent	G
HD	Frenchtown
MD	Frenchtown
RK	Frenchtown
Moore	MG
GW	MG
WB	MG

Emploves in Charge of Sidings of Assigned Direction as Follows:

Siding	Emploves in charge
Siding between Switch 2 and Switch 5, Phillipsburg	Signalman at G

Note—All P. R. R. movements entering or leaving this track must obtain permission and report clear to Signalman at G. Normal position of switch leading from Siding to L. & H. R. R. Bridge is for movement to and from L. & H. R. R. Bridge.

OTHER INTERLOCKINGS

F-R SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from F
X	X			F	0.0
X	X			R (via loop)	1.3
X	X			Q (via loop and SS Yard)	1.8
X	X			F (via loop, SS Yard and Sub. Tracks)	2.1

The direction from F to R (via loop) is eastward.
The direction from R to F (via SS yd. & Sub. Tracks) is westward.

NOTE—X indicates in service

STATIONS	CLASS		
	● 11 DAILY	● 251 ‡DAILY EX. MON.	● 3813 DAILY
Leave	A. M.	A. M.	A. M.
NEW YORK	\$ 12.01	E 12.35	\$ 12.25
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	C 12.16	E 1.00	\$ 12.40
SOUTH ST. (Newark)			
HUNTER	12.19	1.03	12.43
NORTH ELIZABETH			
ELIZABETH		E 1.20	\$ 12.48
SOUTH ELIZABETH	12.23	1.22	12.49
LINDEN			\$ 12.53
NORTH RAHWAY			
RAHWAY		E 1.34	\$ 12.57
UNION	12.28	1.35	12.58
AVENEL		Will not run	
EDGAR		May 31,	
WOODBIDGE		July 5,	
GENASCO		Sept. 2	
WO			
PERTH AMBOY			MU
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	12.34	1.41	1.04
STELTON			\$ 1.08
NEW BRUNSWICK		E 1.58	\$ 1.14
COUNTY	12.40	2.09	1.17
ADAMS			
DEANS			
MONMOUTH JOT.	12.47	2.17	1.26
PLAINSBORO			
PRINCETON JOT.	12.52	E 2.37	B 1.33
		2.47	\$ 1.44
TRENTON	1.05	E 3.15	
MORRISVILLE			
TULLYTOWN			
EDGELY			
GRUNDY	1.11	3.25	
BRISTOL			
CROYDON		N. Y. DIV.	
EDDINGTON		G. O. 1106	
CORNWELLS HEIGHTS		5-18-47	
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	1.20	3.35	
NORTH PHILAD'A	\$ 1.24	3.44	
PENNA. 30th ST.		3.54	
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)		E 4.00	
Arrive	A. M.	A. M.	A. M.
	11	251	3813

	FIRST CLASS			
	101 DAILY	● 103 ‡DAILY EX. SUN.	107 DAILY	13 DAILY
	A. M.	A. M.	A. M.	A. M.
	\$ 12.30	\$ 12.55	\$ 1.00	\$ 2.55
	C 12.47	1.09	C 1.18	\$ 3.10
	12.50	1.12	1.21	3.13
	C 12.55			
	12.57	1.17	1.25	3.18
	1.03	1.23	1.30	3.23
		Will not run		
		May 30,		
		July 4,		
		Sept. 1		
	1.11	1.30	1.35	3.29
	C 1.21		C 1.47	
	1.24	1.40	1.50	3.35
	1.32	1.51	1.57	3.43
	1.38	1.57	2.02	3.49
	C 1.52	2.10	C 2.19	3.59
		2.22	2.29	4.09
	B 2.02			
		N. Y. DIV.	N. Y. DIV.	
		G. O. 1106	G. O. 1106	
		5-18-47	5-18-47	
	2.12	2.35	2.40	4.19
	\$ 2.24	2.48	\$ 2.52	4.28
	\$ 2.33	2.59	3.01	
	A. M.	A. M.	A. M.	A. M.
	101	103	107	13

STATIONS	FIRST CLASS		
	173	●119	3858
	DAILY	DAILY	#DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
NEW YORK	2.53		
	D 3.05	\$ 3.15	
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	3.19	\$ 3.31	
SOUTH ST. (Newark)			
HUNTER	3.22	3.34	
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	3.26	3.39	
LINDEN			
NORTH RAHWAY			
RAHWAY		B 3.44	
UNION	3.31	3.45	
AVENEL			
EDGAR			Will not run May 30, July 4, Sept. 1
WOODBIDGE			
GENASCO			
WO			
PERTH AMBOY			
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN	3.37	3.51	
STELTON			
NEW BRUNSWICK			MU
COUNTY	3.43	3.57	
ADAMS			
DEANS			
MONMOUTH JOT	3.50	4.04	
PLAINSBORO			
PRINCETON JOT	3.56	4.09	
TRENTON	4.05	\$ 4.20	\$ 5.27
MORRISVILLE			F 5.30
TULLYTOWN			F 5.36
EDGELEY			\$ 5.38
GRUNDY	4.13	4.30	
BRISTOL			\$ 5.42
OROYDON			\$ 5.46
EDDINGTON			\$ 5.49
CORNWELLS HEIGHTS			\$ 5.51
ANDALUSIA			\$ 5.53
TORRESDALE			\$ 5.56
HOLMES (P. T. Div.)	4.25	4.42	6.00
NORTH PHILAD'A	4.33	\$ 4.54	\$ 6.16
PENNA. 80th ST.	D 4.43	\$ 5.03	\$ 6.25
BROAD ST. SUBURBAN			\$ 6.28
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	173	119	3858

	FIRST CLASS				
	253	283	187	●708	●117
	DAILY EX. SUN.	SUN. ONLY	DAILY	DAILY EX. SUN.	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
			4.30		
	\$ 4.15	\$ 4.25	\$ 5.00	\$ 5.10	\$ 5.80
	\$ 4.34	\$ 4.40	\$ 5.15	\$ 5.25	\$ 5.44
	4.37	4.43	5.18	5.28	5.47
	\$ 4.43	\$ 4.48		\$ 5.33	
	4.45	4.49	5.23	5.34	5.52
	\$ 4.49	\$ 4.52			
	\$ 4.54	\$ 4.55			
				5.40	
	4.55	4.56	5.28		5.56
				5.50	
	MU	MU		\$ 5.52	
				5.54	
				\$ 5.55	
	\$ 4.59				
	\$ 5.05	\$ 5.02	5.34		6.01
	\$ 5.09	\$ 5.06			
	\$ 5.18	\$ 5.11			C 6.07
	5.21	5.13	5.40		6.10
	5.29	5.21	5.47		6.17
	\$ 5.45	5.27	5.52		6.28
	\$ 5.56				
	6.09	\$ 5.37	\$ 6.06		\$ 6.33
	\$ 6.12				
	\$ 6.18				
	\$ 6.20				
			6.15		6.42
	\$ 6.24	\$ 5.48			
	\$ 6.28				
	\$ 6.31				
	\$ 6.33				
	\$ 6.36				
	\$ 6.39				
	6.43	6.00	6.25		6.52
	\$ 6.59	\$ 6.11	D 6.35		\$ 7.02
	\$ 7.09	\$ 6.19	D 6.45		\$ 7.12
	\$ 7.12	\$ 6.22			
			\$ 6.50		
	A. M.	A. M.	A. M.	A. M.	A. M.
	253	283	187	708	117

STATIONS	FIRST CLASS		
	3703	3753	4241
	#DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SUN. ONLY
Leave	A. M.	A. M.	A. M.
NEW YORK		\$ 5.40	\$ 5.45
NEW YORK (Hud. Ter.)	\$ 5.22		
JERSEY CITY	\$ 5.33		
NEWARK	\$ 5.48	\$ 5.54	\$ 6.00
SOUTH ST. (Newark)	\$ 5.50		
HUNTER	5.51	5.57	6.03
NORTH ELIZABETH	\$ 5.54	\$ 6.00	
ELIZABETH	\$ 5.57	\$ 6.03	\$ 6.07
SOUTH ELIZABETH	\$ 5.59	6.04	6.08
LINDEN	\$ 6.03		\$ 6.11
NORTH RAHWAY	\$ 6.05		
RAHWAY	\$ 6.09		\$ 6.14
UNION	6.10	6.09	6.15
AVENEL	\$ 6.13		
EDGAR			
WOODBIDGE	\$ 6.17		
GENASCO	\$ 6.20		
WO	6.23		
PERTH AMBOY	\$ 6.25	MU	MU
SA	6.28		
SOUTH AMBOY	\$ 6.30		
COLONIA			
ISELIN		\$ 6.13	\$ 6.19
MENLO PARK			
METUOHEN		\$ 6.17	\$ 6.23
STELTON		\$ 6.21	\$ 6.27
NEW BRUNSWICK	MU	\$ 6.25	\$ 6.31
COUNTY		6.28	6.34
ADAMS			
DEANS			
MONMOUTH JCT.			
PLAINSBORO			
PRINCETON JCT.			
TRENTON			
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY			
BRISTOL			
CROYDON			
EDDINGTON	Will not run May 30, July 4, Sept. 1		
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 80th ST.			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	3703	3753	4241

	FIRST CLASS				
	3857	255	201	3751	131
	#DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	#DAILY EX. SAT. & SUN.	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
		\$ 5.50	\$ 6.00		\$ 6.30
				\$ 6.02	
				\$ 6.10	
		\$ 6.07	\$ 6.14	\$ 6.27	\$ 6.45
				\$ 6.29	
		6.10	6.17	6.30	6.48
				\$ 6.33	
		\$ 6.15		\$ 6.38	
		6.17	6.21	\$ 6.40	6.52
		\$ 6.21		\$ 6.45	
				\$ 6.50	
		\$ 6.25		\$ 6.56	
		6.27	6.25	6.58	6.56
	Will not run May 30 July 4, Sept. 1			Will not run May 30 July 4, Sept. 1	
				MU	
				\$ 7.00	
				\$ 7.03	
		\$ 6.34	6.30	\$ 7.12	7.01
	MU	\$ 6.41		\$ 7.21	
		6.44	6.37	7.24	7.07
		\$ 6.52	6.44		7.14
		\$ 7.00	\$ 6.50		7.20
		\$ 6.37	\$ 7.13	\$ 7.01	\$ 7.81
		\$ 6.40			
	F	6.46	F 7.20		
		\$ 6.48			
				7.08	7.40
		\$ 6.51	\$ 7.25		
		\$ 6.55			
	F	6.58			
		\$ 7.00	\$ 7.32		
		\$ 7.02			
		\$ 7.05	\$ 7.36		
		7.09	7.41	7.19	7.51
		\$ 7.23	\$ 7.50	D 7.28	\$ 8.00
		\$ 7.32	\$ 8.00	D 7.36	\$ 8.12
		\$ 7.35			
			\$ 8.05	\$ 7.40	
		A. M.	A. M.	A. M.	A. M.
		3857	255	201	3751
					131

STATIONS	FIRST CLASS		
	●109 DAILY	169 DAILY	●779 SUN. ONLY
	A. M.	A. M.	A. M.
Leave			
NEW YORK		7.10	
	\$ 7.30	\$ 7.35	\$ 7.40
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	\$ 7.45	\$ 7.50	\$ 7.54
SOUTH ST. (Newark)			
HUNTER	7.48	7.53	7.57
NORTH ELIZABETH			
ELIZABETH		\$ 7.58	
SOUTH ELIZABETH	7.52	7.59	8.01
LINDEN			
NORTH RAHWAY			
RAHWAY			
UNION	7.56	8.04	Z 8.06 8.10
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO			8.20
PERTH AMBOY			
SA			8.23
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	8.02	8.09	
STELTON			
NEW BRUNSWICK		\$ 8.15	
COUNTY	8.08	8.18	
ADAMS			
DEANS			
MONMOUTH JCT.	8.15	8.25	
PLAINSBORO			
PRINCETON JCT.	8.20	8.30	
TRENTON	\$ 8.30	\$ 8.40	
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY	8.39	8.49	
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	8.51	9.02	
NORTH PHILAD'A	\$ 9.00	\$ 9.11	
PENNA. 30th ST.	\$ 9.10	\$ 9.20	
BROADST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	A. M.	A. M.	A. M.
	109	169	779

	FIRST CLASS				
	●781 SUN. ONLY	621 SUN. ONLY	●205 DAILY	25 DAILY	●795 SUN. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.45	\$ 7.50	\$ 8.00	\$ 8.01	\$ 8.20
	\$ 7.59	C 8.05	\$ 8.15	C 8.17	\$ 8.34
	8.02	8.09	8.18	8.20	8.37
	\$ 8.07	L.V.R.E.			
	8.08		8.22	8.25	8.41
	\$ 8.14				
	Z 8.16				Z 8.46
	8.21		8.26	8.30	8.50
	8.32				9.00
	8.35				9.03
			8.31	8.36	
			8.37	8.42	
			8.44	8.49	
			8.50	8.55	
			\$ 9.00	C 9.05	
			9.09	9.14	
					First trip June 22
					Last trip Sept. 14
			9.20	9.25	
			D 9.29	\$ 9.35	
			D 9.37		
			\$ 9.41		
	A. M.	A. M.	A. M.	A. M.	A. M.
	781	621	205	25	795

STATIONS	FIRST CLASS		
	711	609	75
	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK	\$ 9.40	\$ 9.55	\$ 10.00
NEW YORK (Had. Ter.)			
JERSEY CITY			
NEWARK	\$ 9.54	\$ 10.10	\$ 10.15
SOUTH ST. (Newark)			
HUNTER	9.57	10.14	10.18
NORTH ELIZABETH			
ELIZABETH	\$ 10.02	L. V. R. R.	
SOUTH ELIZABETH	10.03		10.22
LINDEN			
NORTH RAHWAY			
RAHWAY			
UNION	10.08		10.26
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO	10.17		
PERTH AMBOY	\$ 10.19		
SA	10.21		
SOUTH AMBOY	Z 10.22		
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			10.31
STELTON			
NEW BRUNSWICK			
COUNTY			10.37
ADAMS			
DEANS			
MONMOUTH JCT.			10.44
PLAINSBORO			
PRINCETON JCT.			\$ 10.50
TRENTON			\$ 11.02
MORRISVILLE			
TULLYTOWN			
EDGELY			
GRUNDY			11.12
BRISTOL			
OROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			11.23
NORTH PHILAD'A			\$ 11.32
PENNA. 80th ST.			D 11.41
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			\$ 11.45
Arrive			
	A. M.	A. M.	A. M.
	711	609	75

	FIRST CLASS			
	3823	3859	121	4231
	DAILY	DAILY	DAILY	SUN.
	EX. SUN.	EX. SUN.		ONLY
	A. M.	A. M.	A. M.	A. M.
			\$ 10.30	\$ 10.40
	\$ 9.56			
	\$ 10.03			
	\$ 10.18		\$ 10.45	\$ 10.55
				10.58
	10.21		10.48	10.58
	\$ 10.26			\$ 11.01
	10.27		10.52	\$ 11.04
	\$ 10.32			11.05
	\$ 10.34			\$ 11.08
	\$ 10.37			\$ 11.12
	10.38		10.57	11.13
			No. 191	11.13
			Page 23	\$ 11.16
			With-	
			drawn	\$ 11.19
				11.23
	MU			\$ 11.25
				11.28
				\$ 11.30
	\$ 10.42			
	\$ 10.47		11.03	
	F 10.51			
	\$ 10.59	MU		MU
	11.00		11.09	
	11.08		11.16	
	11.14		11.21	
	\$ 11.24			
	\$ 11.10	\$ 11.31		
	\$ 11.18			
	F 11.20			
	\$ 11.23	K 11.41		
	\$ 11.27			
	\$ 11.30			
	\$ 11.37			
	\$ 11.38			
	\$ 11.35			
	\$ 11.38			
			N. Y. DIV.	
			G. O. 1104	
			5-16-47	
		11.42	11.52	
		\$ 11.57	\$ 12.01	
		\$ 12.06	\$ 12.10	
		\$ 12.09		
	A. M.	P. M.	P. M.	A. M.
	3823	3859	121	4231

STATIONS	FIRST CLASS		
	749	787	2507
	SAT. ONLY	SUN. ONLY	SAT. ONLY
Leave	P. M.	P. M.	P. M.
NEW YORK	\$ 12.35	\$ 12.35	
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	\$ 12.49	\$ 12.49	
SOUTH ST. (Newark)			
HUNTER	12.52	12.52	
NORTH ELIZABETH			
ELIZABETH		\$ 12.57	
SOUTH ELIZABETH	12.56	12.58	
LINDEN			
NORTH RAHWAY			
RAHWAY		\$ 1.04	
UNION	Z 1.02		
	1.07	1.05	
AVENEL			
EDGAR			
WOODBIDGE		\$ 1.11	
GENASCO			
WO	1.17	1.17	
PERTH AMBOY		\$ 1.19	MU
SA	1.21	1.22	
SOUTH AMBOY		\$ 1.23	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			
STELTON			
NEW BRUNSWICK COUNTY			
ADAMS			
DEANS			
MONMOUTH JOT			1.20
PLAINSBORO			
PRINCETON JOT			1.27
TRENTON			\$ 1.37
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY			
BRISTOL			
OBOYDON	First trip		
EDDINGTON	June 21		
CORNWELLS HEIGHTS	Last trip		
ANDALUSIA	Sept. 6		
TORRESDALE			
(P. T. Div.)			
HOLMES			
NORTH PHILAD'A			
PENNA. 80th ST.			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	749	787	2507

	FIRST CLASS				
	197	3715	261	215	4235
	DAILY	SAT. ONLY	\$DAILY EX. SUN.	DAILY	SUN. ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.45		\$ 12.55	\$ 1.00	\$ 1.10
		\$ 12.39			
		\$ 12.51			
	P 1.00	\$ 1.04	\$ 1.10	\$ 1.14	\$ 1.25
	1.03	1.07	1.13	1.17	1.28
		\$ 1.10			\$ 1.31
		\$ 1.13	\$ 1.18		\$ 1.34
		1.08	\$ 1.15	1.19	1.22
			\$ 1.18	\$ 1.24	\$ 1.38
			\$ 1.21		
			\$ 1.23	\$ 1.29	\$ 1.41
	1.13	1.24	1.32	1.26	1.42
		\$ 1.27			F 1.45
	First trip	F 1.29	Will not run		
	June 1	\$ 1.31	May 30,		\$ 1.48
		F 1.33	July 4,		
			Sept. 1		
		1.36			1.53
		\$ 1.38	MU		\$ 1.55
		1.41			1.58
		\$ 1.43			\$ 2.00
			G 1.34		
			\$ 1.36		
	1.19		\$ 1.40	1.32	
			\$ 1.44		
			\$ 1.49		MU
	1.25	MU	1.51	1.39	
			\$ 1.54		
			\$ 2.01	1.45	
	1.32				
	1.38		\$ 2.08	1.50	
			\$ 2.18		
	P 1.49		3.05	\$ 2.00	
			\$ 3.12		
			\$ 3.14		
	1.58			2.09	
			\$ 3.20		
			\$ 3.24		
			F 3.27		
			\$ 3.31		
			\$ 3.36		
	2.10		3.40	2.20	
	P 2.19		\$ 3.56	2.29	
	P 2.29		\$ 4.04	2.39	
			\$ 4.08	\$ 2.42	
	P. M.	P. M.	P. M.	P. M.	P. M.
	197	3715	261	215	4235

STATIONS	FIRST CLASS			
	33	175	3717	105
	DAILY	DAILY	#DAILY EX. SAT. & SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.
Leave				
NEW YORK		1.10		
	\$ 1.25	\$ 1.30		\$ 1.35
NEW YORK (Hud. Ter.)			\$ 1.26	
JERSEY CITY			\$ 1.34	
NEWARK	T 1.40	\$ 1.45	\$ 1.48	P 1.50
SOUTH ST. (Newark)				
HUNTER	1.43	1.48	1.51	1.53
NORTH ELIZABETH				
ELIZABETH			\$ 1.56	
SOUTH ELIZABETH	1.47	1.52	1.57	1.57
LINDEN			\$ 2.00	
NORTH RAHWAY				
RAHWAY			\$ 2.03	
UNION	1.51	1.56	2.04	2.02
AVENEL				
EDGAR				
WOODBIDGE			\$ 2.09	
GENASCO				
WO			2.13	
PERTH AMBOY			\$ 2.15	
SA			2.18	
SOUTH AMBOY			\$ 2.20	
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN	1.56	2.01		2.08
STELTON				
NEW BRUNSWICK			MU	
COUNTY	2.02	2.07		2.15
ADAMS				
DEANS				
MONMOUTH JOT.	2.09	2.14		2.22
FLAINSBORO				
PRINCETON JOT.	2.15	2.20		2.27
TRENTON	2.23	\$ 2.30		P 2.38
MORRISVILLE				
TULLYTOWN				
EDGELEY				
GRUNDY	2.30	2.40		2.47
BRISTOL				
CROYDON				
EDDINGTON				
CORNWELLS HEIGHTS				
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMES	2.40	2.52		2.58
NORTH PHILAD'A	C 2.49	\$ 3.01		P 3.08
PENNA. 80th ST.		\$ 3.12		P 3.18
BROADST. SUBURBAN				
PHILAD'A (Broad St.)				
Arrive				
	P. M.	P. M.	P. M.	P. M.
	33	175	3717	105

	FIRST CLASS				
	723	113	149	4205	217
	#DAILY EX. SUN.	DAILY	DAILY	SUN. ONLY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.40	\$ 1.45	\$ 1.50	\$ 1.55	\$ 2.00
	\$ 1.54	P 2.00	P 2.05	\$ 2.09	\$ 2.14
	1.57	2.03	2.08	2.12	2.17
	\$ 2.02			\$ 2.15	\$ 2.18
	2.04	2.08	2.12	2.19	2.21
				\$ 2.23	
				\$ 2.27	
	2.09	2.12	2.17	2.28	2.25
	2.19				
	\$ 2.21			MU	
	2.24				
	\$ 2.25				
		2.17	2.22	\$ 2.35	2.30
		2.23	2.28	\$ 2.42	2.36
		2.30	2.35	2.52	2.43
		2.36	2.41	\$ 3.00	2.48
				\$ 3.11	
		P 2.47	P 2.52		\$ 2.58
		2.57	3.02		3.07
	Will not run May 30 July 4, Sept. 1				
		3.10	3.15		3.19
		P 3.19	P 3.25		D 3.28
		P 3.29	P 3.35		D 3.36
					\$ 3.40
	P. M.	P. M.	P. M.	P. M.	P. M.
	723	113	149	4205	217

STATIONS	FIRST CLASS		
	● 4255	69	639
	SUN. ONLY	DAILY	SUN. ONLY
	P. M.	P. M.	P. M.
Leave			
NEW YORK	\$ 5.05	\$ 5.10	\$ 5.20
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	\$ 5.21	C 5.24	C 5.35
SOUTH ST. (Newark)			
HUNTER	5.24	5.27	5.39
NORTH ELIZABETH			
ELIZABETH	\$ 5.29		L.V.R.R.
SOUTH ELIZABETH	5.30	5.31	
LINDEN	\$ 5.34		
NORTH RAHWAY			
RAHWAY	\$ 5.38		
UNION			
	5.39	5.39	
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO			
PERTH AMBOY	MU		
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	\$ 5.46	5.41	
STELTON			
NEW BRUNSWICK	\$ 5.53		
COUNTY	5.56	5.47	
ADAMS			
DEANS			
MONMOUTH JOT.		5.54	
PLAINSBORO			
PRINCETON JOT.		R 6.00	
TRENTON			
		T 6.11	
MORRISVILLE			
TULLYTOWN			
EDGELY			
GRUNDY		6.20	
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES		6.30	
NORTH PHILAD'A			
		C 6.38	
PENNA. 30th ST.			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive			
	P. M.	P. M.	P. M.
	4255	69	639

	FIRST CLASS				
	41	● 155	2509	● 3739	● 1079
	DAILY	DAILY	DAILY EX. SAT. & SUN.	± DAILY EX. SUN.	FRIDAY ONLY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.25	\$ 5.30		\$ 5.35	\$ 5.40
	T 5.40	\$ 5.45		\$ 5.50	\$ 5.55
	5.43	5.48		5.53	5.58
				\$ 5.56	
				\$ 5.59	
	5.43	5.53		6.00	6.08
				\$ 6.03	
				\$ 6.05	
				\$ 6.08	
	5.53	5.58		6.09	6.07
				\$ 6.12	
				\$ 6.14	First trip June 27
				\$ 6.16	
				MU	6.20
				\$ 6.22	Will not run July 4
				6.25	
				\$ 6.27	
	5.59	6.04			6.12
	6.06	6.10		MU	6.18
	6.13	6.17	6.19		6.25
	6.18	6.22	6.26		6.31
	6.27	\$ 6.34	\$ 6.37		\$ 6.42
	6.35	6.43			
	6.45	6.55			
	C 6.53	\$ 7.04			
		\$ 7.13			
	P. M.	P. M.	P. M.	P. M.	P. M.
	41	155	2509	3739	1079

STATIONS	FIRST CLASS			
	71	1	225	31
	DAILY		DAILY	DAILY
Leave	F. M.		F. M.	F. M.
NEW YORK	\$ 5.45		\$ 6.00	\$ 6.05
NEW YORK (Had. Ter.)				
JERSEY CITY				
NEWARK	T 6.00		6.14	U 6.19
SOUTH ST. (Newark)				
HUNTER	6.03		6.17	6.22
NORTH ELIZABETH				
ELIZABETH				
SOUTH ELIZABETH	6.07		6.21	6.26
LINDEN				
NORTH RAHWAY		No. 3841		
RAHWAY		Page 44		
UNION	6.12	With-	6.25	6.30
AVENEL		drawn		
EDGAR				
WOODBRIIDGE				
GENASCO				
WO				
PERTH AMBOY				
SA				
SOUTH AMBOY				
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN	6.18		6.30	6.36
STELTON				
NEW BRUNSWICK			\$ 6.36	
COUNTY	6.24		6.39	6.44
ADAMS				
DEANS				
MONMOUTH JOT.	6.3		6.46	6.52
PLAINSBORO				
PRINCETON JOT.	6.36		\$ 6.52	6.58
TRENTON	T 6.4		\$ 7.03	7.08
MORRISVILLE				
TULLYTOWN				
EDGELEY				
GRUNDY	6.5		7.12	7.17
BRISTOL				
CROYDON		N. Y. DIV.		
EDDINGTON		G. O. 1102		
CORNWELLS HEIGHTS		4-27-47		
ANDALUSIA				
TORRESDALE				
(F. T. Div.)				
HOLMES	7.0		7.23	7.28
NORTH PHILAD'A	C 7.1		D 7.32	U 7.36
PENNA. 80th ST.			D 7.42	
BROAD ST. SUBURBAN				
PHILAD'A (Broad St.)			\$ 7.46	
Arrive	F. M.		F. M.	F. M.
	71		225	31

	FIRST CLASS				
	607	65	815	8741	137
	DAILY	DAILY	±DAILY EX. SUN.	±DAILY EX. SUN.	DAILY
	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 6.10	\$ 6.15		\$ 6.25	\$ 6.30
	C 6.26	T 6.30		\$ 6.40	\$ 6.45
	6.30	6.33		6.43	6.48
	L. V. R. R.			\$ 6.48	
		6.37		6.49	6.53
				\$ 6.55	
		6.41		6.56	6.58
			Last Trip Sept. 6	\$ 7.01	
			Will Not Run July 4, Sept. 1	\$ 7.06	
				\$ 7.09	
				\$ 7.12	
				\$ 7.14	
		6.46			7.04
		6.52		MU	7.10
		6.59	\$ 7.04		7.17
		7.04	\$ 7.13		7.22
			\$ 7.24		
		7.13			\$ 7.32
		7.21			7.41
			N. Y. DIV. Will not run G. O. 1108 May 30 6-16-47 July 4 Sept. 1		
					7.52
		T 7.43			\$ 8.00
					\$ 8.10
	F. M.	F. M.	F. M.	F. M.	F. M.
	607	65	815	8741	137

STATIONS	FIRST CLASS		
	139	741	275
	DAILY	‡DAILY EX. SUN.	‡DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
NEW YORK	\$ 6.35	\$ 6.40	\$ 6.45
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	P 6.50	\$ 6.55	\$ 7.02
SOUTH ST. (Newark)			
HUNTER	6.53	6.58	7.05
NORTH ELIZABETH			\$ 7.08
ELIZABETH			\$ 7.16
SOUTH ELIZABETH	6.58	7.02	7.18
LINDEN			\$ 7.23
NORTH RAHWAY			
RAHWAY			\$ 7.28
UNION			
	7.03	7.07	7.29
AVENEL			
EDGAR			Will not run May 30
WOODBRIDGE			July 4,
GENASCO			Sept. 1
WO		7.16	
PERTH AMBOY			MU
SA		7.19	
SOUTH AMBOY		\$ 7.20	
COLONIA			
ISELIN			\$ 7.33
MENLO PARK			
METUCHEN	7.09		\$ 7.38
STELTON			
NEW BRUNSWICK			\$ 7.52
COUNTY	7.15		7.55
ADAMS			
DEANS			
MONMOUTH JOT.	7.22		8.03
PLAINSBORO			
PRINCETON JOT.	7.27		\$ 8.11
TRENTON	P 7.38		\$ 8.21
MORRISVILLE			8.38
TULLYTOWN			F 8.45
EDGELEY			F 8.47
GRUNDY	7.47		
BRISTOL			\$ 8.50
CROYDON			F 8.54
EDDINGTON		Will not run May 30	
CORNWELLS HEIGHTS		July 4,	F 8.58
ANDALUSIA		Sept. 1	F 9.00
TORRESDALE			F 9.02
(P. T. Div.)			
HOLMES	7.58		9.06
NORTH PHILAD'A	P 8.07		D 9.20
PENNA. 30th ST.	P 8.16		D 9.30
BROAD ST. SUBURBAN			\$ 9.33
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	139	741	275

STATIONS	FIRST CLASS					
	4259	171	227	799	143	3843
	SUN. & HOLIDAYS	DAILY	DAILY	SUN. & HOLIDAYS	DAILY	‡DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	
NEW YORK	\$ 6.50	6.45 \$ 6.55	\$ 7.00	\$ 7.15	\$ 7.30	\$ 7.55
NEWARK	\$ 7.06	7.10	\$ 7.15	\$ 7.30	\$ 7.45	\$ 8.11
SOUTH ST. (Newark)						\$ 8.18
HUNTER	7.09	7.13	7.18	7.33	7.48	8.14
NORTH ELIZABETH	\$ 7.15					\$ 8.19
ELIZABETH	7.17	7.17	7.22	7.37	7.52	8.21
SOUTH ELIZABETH	\$ 7.22					\$ 8.26
LINDEN	\$ 7.27					\$ 8.31
NORTH RAHWAY						
RAHWAY						
UNION	7.29	7.22	7.26	7.42	7.56	8.33
AVENEL						
EDGAR	Will run May 30					Will not run July 4, Sept. 1
WOODBRIDGE				7.51		
GENASCO						
WO						
PERTH AMBOY						
SA				7.54		
SOUTH AMBOY				\$ 7.55		
COLONIA						
ISELIN	\$ 7.33					\$ 8.37
MENLO PARK						
METUCHEN	\$ 7.37	7.27	7.32		8.01	\$ 8.41
STELTON	\$ 7.41					\$ 8.45
NEW BRUNSWICK	\$ 7.45					\$ 8.49
COUNTY	7.48	7.33	7.38		8.07	8.51
ADAMS						
DEANS						
MONMOUTH JOT.		7.40	7.45		8.14	8.59
PLAINSBORO						
PRINCETON JOT.		7.45	7.50		8.19	9.05
TRENTON						\$ 9.15
MORRISVILLE		7.54	\$ 8.06		\$ 8.29	
TULLYTOWN						
EDGELEY						
GRUNDY		8.03	8.16		8.38	
BRISTOL						
CROYDON						
EDDINGTON				Will run May 30,		N. Y. DIV. G. O. 1107 6-8-47
CORNWELLS HEIGHTS				July 4,		
ANDALUSIA				Sept. 1		
TORRESDALE						
(P. T. Div.)						
HOLMES		8.15	8.28		8.48	
NORTH PHILAD'A		\$ 8.24	D 8.38		\$ 8.57	
PENNA. 30th ST.		\$ 8.34	D 8.48		\$ 9.07	
BROAD ST. SUBURBAN						
PHILAD'A (Broad St.)				\$ 8.55		
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4259	171	227	799	143	3843

STATIONS	FIRST CLASS		
	67	289	23
	DAILY	SUN. & HOLIDAYS	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK	\$ 7.50	\$ 7.55	\$ 8.00
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	C 8.04	\$ 8.10	C 8.15
SOUTH ST. (Newark)			
HUNTER	8.07	8.13	8.18
NORTH ELIZABETH			
ELIZABETH		\$ 8.19	
SOUTH ELIZABETH	8.11	8.21	8.22
LINDEN		\$ 8.26	
NORTH RAHWAY		\$ 8.32	
RAHWAY			
UNION	8.16	8.34	8.26
AVENEL		Will run May 30, July 4, Sept. 1	
EDGAR			
WOODBIDGE			
GENASCO			
WO			
PERTH AMBOY		MU	
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	8.21	\$ 8.41	8.32
STELTON		\$ 8.45	
NEW BRUNSWICK		\$ 8.50	
COUNTY	8.27	8.52	8.38
ADAMS			
DEANS			
MONMOUTH JOT.	8.34	9.00	8.45
PLAINSBORO			
PRINCETON JOT.	8.40	9.06	8.50
TRENTON		\$ 9.17	
	8.50	9.37	T 9.00
MORRISVILLE			
TULLYTOWN		F 9.44	
EDGELY			
GRUNDY	8.59		9.10
BRISTOL		\$ 9.48	
CROYDON		F 9.52	
EDDINGTON			
CORNWELLS HEIGHTS		F 9.56	
ANDALUSIA			
TORRESDALE		\$ 10.00	
(P. T. Div.)			
HOLMES	9.10	10.05	9.21
NORTH PHILAD'A	C 9.19	\$ 10.19	C 9.31
PENNA. 30th ST.		\$ 10.28	
BROAD ST. SUBURBAN		\$ 10.31	
PHILAD'A (Broad St.)			
Arrive			
	P. M.	P. M.	P. M.
	67	289	23

	FIRST CLASS				
	229	835	183	3748	147
	DAILY	SUN. & HOLIDAYS	DAILY	DAILY EX. SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
			8.05		
	\$ 8.01		\$ 8.20	\$ 8.25	\$ 8.30
	\$ 8.18		\$ 8.34	\$ 8.40	\$ 8.44
	8.21		8.37	8.43	8.47
			\$ 8.42	\$ 8.46	
			\$ 8.43	\$ 8.49	
	8.26			8.50	8.51
				\$ 8.53	
				\$ 8.57	
	8.31		8.48	8.58	8.56
				\$ 9.01	
		Will run May 30, July 4, Sept. 1		F 9.08	
				\$ 9.05	
					9.09
				\$ 9.11	
				\$ 9.14	
				\$ 9.16	
	8.37		\$ 8.54		9.01
			\$ 9.01	MU	
	8.44		9.03		9.07
	8.51	9.02	9.10		9.14
	\$ 8.58	\$ 9.09	9.15		9.19
		\$ 9.20			
	\$ 9.09		\$ 9.25		\$ 9.29
	9.18		9.33		9.38
	9.28		9.44		9.48
	D 9.38		D 9.53		\$ 9.57
	D 9.48		D 10.01		\$ 10.06
	\$ 9.52		\$ 10.05		
	P. M.	P. M.	P. M.	P. M.	P. M.
	229	835	183	3748	147

STATIONS	FIRST CLASS		
	39	4239	3845
	DAILY	SUN. ONLY	DAILY
Leave	P. M.	P. M.	P. M.
NEW YORK	\$ 8.35	\$ 8.40	\$ 8.55
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	T 8.50	\$ 8.55	\$ 9.11
SOUTH ST. (Newark)			
HUNTER	8.53	8.58	9.14
NORTH ELIZABETH			
ELIZABETH		\$ 9.03	\$ 9.20
SOUTH ELIZABETH	8.57	9.04	9.22
LINDEN		\$ 9.08	\$ 9.26
NORTH RAHWAY			
RAHWAY		\$ 9.12	\$ 9.30
UNION	9.01	9.13	9.32
AVENEL		\$ 9.16	
EDGAR		F 9.18	
WOODBIDGE		\$ 9.20	
GENASCO			
WO.		9.24	
PERTH AMBOY		\$ 9.26	MU
SA		9.29	
SOUTH AMBOY		\$ 9.31	
COLONIA			
ISELIN			\$ 9.36
MENLO PARK			
METUCHEN	9.08		\$ 9.40
STELTON			\$ 9.44
NEW BRUNSWICK		MU	\$ 9.48
COUNTY	9.12		9.50
ADAMS			
DEANS			F 9.57
MONMOUTH JOT	9.19		B 10.01
PLAINSBORO			
PRINCETON JOT	9.25		\$ 10.08
TRENTON			\$ 10.19
MORRISVILLE	T 9.35		
TULLYTOWN			
EDGELEY			
GRUNDY	9.44		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	9.57		
NORTH PHILAD'A	T 10.07		
PENNA. 30th ST.			
BROADST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	P. M.	P. M.	P. M.
	39	4239	3845

	FIRST CLASS				
	469	619	615	3	135
	DAILY	SUN. ONLY	SUN. ONLY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 9.00	\$ 9.10	\$ 9.25	\$ 9.30	\$ 9.31
	\$ 9.15	C 9.25	C 9.40	AA 9.44	\$ 9.47
	9.18	9.29	9.44	9.47	9.50
		L. V. R. R.	L. V. R. R.		
	9.28			9.51	9.55
	9.28			9.55	10.00
	9.34			10.02	10.07
	9.41			10.09	10.14
	9.49			10.17	10.22
	9.55			10.23	10.28
	\$ 10.05			10.32	\$ 10.39
	10.14			10.39	10.48
	10.25			10.49	10.59
	\$ 10.35			AA11 01	\$ 11.11
	\$ 10.45				\$ 11.20
	P. M.	P. M.	P. M.	P. M.	P. M.
	469	619	615	3	135

STATIONS	FIRST CLASS		
	611 DAILY EX. SUN.	8847 DAILY	61 DAILY
	Leave P. M.	P. M.	P. M.
NEW YORK	\$ 10.50	\$ 10.55	\$ 11.00
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	C 11.05	\$ 11.12	\$ 11.15
SOUTH ST. (Newark)			
HUNTER	11.09	11.15	11.18
NORTH ELIZABETH		\$ 11.18	
ELIZABETH	L.V.R.R.	\$ 11.22	
SOUTH ELIZABETH		11.24	11.22
LINDEN		\$ 11.28	
NORTH RAHWAY		N 11.31	
RAHWAY		\$ 11.34	
UNION		11.36	11.27
AVENEL			
EDGAE			
WOODBIDGE			
GENASCO			
WO			
PERTH AMBOY		MU	
SA			
SOUTH AMBOY			
COLONIA		\$ 11.39	
ISELIN		\$ 11.41	
MENLO PARK			
METUCHEN		\$ 11.46	11.33
STELTON		F 11.50	
NEW BRUNSWICK		\$ 11.54	
COUNTY		11.56	11.39
ADAMS			
DEANS			
MONMOUTH JCT.		\$ 12.06	11.46
PLAINSBORO			
PRINCETON JCT.		\$ 12.14	11.52
TRENTON		\$ 12.25	12.01
MORRISVILLE			
TULLYTOWN			
EDGELY			
GRUNDY			12.10
BRISTOL			
ROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES			12.20
NORTH PHILAD'A			D 12.29
PENNA. 30th ST.			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Arrive	F. M.	A. M.	A. M.
	611	8847	61

	FIRST CLASS				
	701 DAILY	161 SUN ONLY	3811 DAILY	79 DAILY	89 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 11.15	\$ 11.30	\$ 11.35	\$ 11.40	\$ 11.45
	\$ 11.80	C 11.44	\$ 11.50	U 11.54	T 11.59
	11.38	11.47	11.53	11.57	12.02
	\$ 11.38		\$ 11.58		
	11.40	11.52	12.00	12.01	12.06
			\$ 12.04		
	\$ 11.45		\$ 12.07		
			\$ 12.10		
	11.46	11.58	12.12	12.06	12.10
	F 11.49				
	F 11.52				
	\$ 11.55				
	12.00				
	\$ 12.02		MU		
	12.04				
	\$ 12.06				
			\$ 12.16		
		12.03	\$ 12.20	12.11	12.15
			\$ 12.24		
			\$ 12.28		
		12.10	12.30	12.17	12.22
		12.18	12.38	12.25	12.30
		12.23	\$ 12.45	12.31	12.36
			\$ 12.56		
		12.33		12.40	12.45
		12.43		12.48	12.54
		N. Y. DIV. G. O. 1103 5-1-47			
		12.55		12.59	1.05
		C 11.08		U 1.08	C 1.14
		C 1.12			
	A. M.	A. M.	A. M.	A. M.	A. M.
	701	161	3811	79	89

STATIONS	FIRST CLASS	
	172	18
	A. M.	A. M.
Arrive		
NEW YORK	2.10 \$ 1.58	\$ 4.45
NEW YORK (Hud. Ter.)		
JERSEY CITY		
NEWARK	\$ 1.41	\$ 4.20
SOUTH ST. (Newark)		
HUNTER	1.38	4.15
NORTH ELIZABETH		
ELIZABETH		\$ 4.09
SOUTH ELIZABETH	1.32	4.03
LINDEN		
NORTH RAHWAY		
RAHWAY		
UNION	1.28	3.58
AVENEL		
EDGAR		
WOODBIDGE		
GENASCO		
WO		No. 164
PERTH AMBOY		Page 56
SA		With-
SOUTH AMBOY		drawn
COLONIA		
ISELIN		
MENLO PARK		
METUCHEN	1.23	3.53
STELTON		
NEW BRUNSWICK		\$ 3.46
COUNTY	1.17	3.44
ADAMS		
DEANS		
MONMOUTH JOT.	1.10	3.37
PLAINSBORO		
PRINCETON JOT.	1.06	3.32
TRENTON	\$ 12.55	3.22
MORRISVILLE		
TULLYTOWN		
EDGELY		
GRUNDY	12.47	3.12
BRISTOL		
CROYDON		N. Y. DIV.
EDDINGTON		G. O. 1106
CORNWELLS HEIGHTS		5-18-47
ANDALUSIA		
TORRESDALE		
(P. T. Div.)		
HOLMES	12.37	3.02
NORTH PHILAD'A	\$ 12.27	2.52
PENNA. 80th ST.	\$ 12.13	
BROADST. SUBURBAN		
PHILAD'A (Broad St.)		
Leave	A. M.	A. M.
	DAILY	DAILY
	172	18

	FIRST CLASS				
	162	2500	3702	102	3812
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.40			\$ 4.50	
			\$ 5.49		\$ 6.22
			\$ 5.38		\$ 6.13
	\$ 5.15		\$ 5.25	\$ 4.25	\$ 5.59
			\$ 5.22		
	5.08		5.21	4.17	5.56
			\$ 5.18		\$ 5.63
	\$ 5.00		\$ 5.15		\$ 5.50
	4.55		\$ 5.13	4.11	5.48
	\$ 4.51		\$ 5.10		\$ 5.44
			\$ 5.07		\$ 5.41
	\$ 4.47		\$ 5.05		\$ 5.39
	4.44		5.04	4.06	5.37
			\$ 5.01		
	N. Y. DIV. G. O. 1107 6-8-47		\$ 4.58		
		MU	\$ 4.55		MU
			\$ 4.52		
			4.50		
			\$ 4.48		
	4.41				5.34
	\$ 4.38				5.32
					5.29
	4.38			4.00	5.26
	4.27				5.21
	\$ 4.24		MU	\$ 3.53	5.18
	4.19			3.50	5.16
					5.13
					5.09
	4.11	4.41		3.42	5.05
					4.59
	\$ 4.04	4.35		3.36	4.56
	3.50	\$ 4.25			4.45
	\$ 3.31			\$ 3.26	
	\$ 3.20			3.17	
			Will not run May 30, July 4, Sept. 1		
				N. Y. DIV. G. O. 1107 6-8-47	
	3.11				3.07
	\$ 3.02				\$ 2.56
	\$ 2.50				\$ 2.46
	\$ 2.40				
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	162	2500	3702	102	3812

STATIONS	FIRST CLASS		
	110	● 3706	16
	A. M.	A. M.	A. M.
Arrive			
NEW YORK	\$ 6.20		\$ 6.25
NEW YORK (Hud. Ter.)		\$ 6.34	
JERSEY CITY		\$ 6.26	
NEWARK	\$ 6.01	\$ 6.12	\$ 6.07
SOUTH ST. (Newark)			
HUNTER	5.57	6.09	6.03
NORTH ELIZABETH		\$ 6.06	
ELIZABETH		\$ 6.08	
SOUTH ELIZABETH	5.52	\$ 6.01	5.59
LINDEN		\$ 5.57	
NORTH RAHWAY		\$ 5.54	
RAHWAY		\$ 5.52	
UNION	5.47	5.51	5.55
AVENEL		\$ 5.48	
EDGAR		\$ 5.46	
WOODBIDGE		\$ 5.44	
GENASCO			
WO		5.41	
PERTH AMBOY	\$ 5.38		
SA		5.36	
SOUTH AMBOY	\$ 5.34		
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN	5.40		5.50
STELTON			
NEW BRUNSWICK		MU	
COUNTY	5.33		5.44
ADAMS			
DEANS			
MONMOUTH JCT.	5.25		5.37
PLAINSBORO			
PRINCETON JCT.	5.19		K 5.31
TRENTON	\$ 5.09		\$ 5.21
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY	5.00		5.12
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS		Will not run May 30 July 4 Sept. 1	
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	4.50		5.02
NORTH PHILAD'A	\$ 4.40		D 4.53
PENNA. 80th ST.	\$ 4.30		
BROADST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave			
	A. M.	A. M.	A. M.
	DAILY	‡DAILY EX. SAT. & SUN.	DAILY
	110	3706	16

	FIRST CLASS				
	22	● 108	2500	● 3752	● 708
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.30	\$ 6.40	\$ 6.50		\$ 6.55
				\$ 7.09	
				\$ 7.01	
	\$ 6.12	\$ 6.28	\$ 6.34	\$ 6.47	\$ 6.39
			\$ 6.31	\$ 6.44	
	6.09	6.18	6.30	6.42	6.35
			\$ 6.27	\$ 6.39	
			\$ 6.24	\$ 6.36	\$ 6.30
	6.05	6.13	\$ 6.21	6.33	6.28
			\$ 6.17	\$ 6.28	
			\$ 6.18		
			\$ 6.11	\$ 6.24	
	6.00	6.08	6.09	6.22	6.28
			\$ 6.06		
			\$ 6.08		
			\$ 6.01		
			6.57		6.14
			\$ 5.54	MU	\$ 6.12
			5.50		6.10
					\$ 6.08
				\$ 6.19	
				\$ 6.17	
				\$ 6.14	
	5.55	6.02		\$ 6.11	
				\$ 6.06	
	5.49	5.55	MU	\$ 6.03	
				6.00	
	5.42	5.47			
	5.36	5.41			
	5.26	5.31			
	5.07	5.12			
	D 4.57	\$ 5.02			
			\$ 4.53		
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	22	108	2500	3752	708

STATIONS	FIRST CLASS		
	832	118	264
	A. M.	A. M.	A. M.
NEW YORK			
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	P 8.59	S 9.25	
SOUTH ST. (Newark)			
HUNTER	8.56	9.22	
NORTH ELIZABETH		F 9.19	
ELIZABETH		S 9.16	
SOUTH ELIZABETH	8.52	9.14	
LINDEN		S 9.10	
NORTH RAHWAY			
RAHWAY		S 9.06	
UNION	8.48	9.04	
AVENEL			
EDGAE	Will run May 30, July 4, Sept. 1		Will run May 30, July 4, Sept. 1
WOODBRIIDGE			
GENASCO			
WO			
PERTH AMBOY			MU
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			S 9.00
MENLO PARK			
METUOHEN	8.41	S 8.56	
STELTON			
NEW BRUNSWICK		S 8.49	
COUNTY	8.34	8.47	
ADAMS			
DEANS		E 8.40	
MONMOUTH JOT.	8.18	8.26	S 8.37
PLAINSBORO			
PRINCETON JOT.	S 8.12	8.20	S 8.30
TRENTON	S 8.00	P 8.10	S 8.20
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY		8.00	
BRISTOL			S 8.09
CROYDON			S 8.05
EDDINGTON			
CORNWELLS HEIGHTS			S 8.01
ANDALUSIA			
TORRESDALE			S 7.58
(P. T. Div.)			
HOLMES		7.50	7.55
NORTH PHILAD'A	P 7.39	S 7.37	
PENNA. 80th ST.	P 7.29	S 7.28	
BROAD ST. SUBURBAN		S 7.25	
PHILAD'A (Broad St.)			
Leave	A. M.	A. M.	A. M.
	SUN. & HOLIDAYS	DAILY	HOLIDAYS ONLY
	832	118	264

FIRST CLASS					
116	4202	258	204	188	30
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
				10.00	
S 9.55	S 9.40	S 10.40	S 9.35	S 9.45	S 9.50
S 9.39	S 9.25	S 10.22	S 9.19	S 9.29	D 9.34
9.36	9.22	10.09	9.16	9.26	9.31
	F 9.16	S 10.06			
	S 9.16	S 10.08			
9.32	9.14	9.59	9.12	9.22	9.27
	S 9.10	S 9.57			
	S 9.06	S 9.50			
9.28	9.04	9.45	9.08	9.18	9.23
		Will not run May 30, July 4, Sept. 1			
	MU	MU			
		S 9.42			
	S 9.00	S 9.40			
9.22	S 8.56	S 9.36	9.03	9.13	9.18
	S 8.49	S 9.29			
9.16	8.47	9.23	8.57	9.07	9.11
		F 9.20			
	F 8.40	E 9.16			
9.08	S 8.37	S 9.13	8.50	9.00	9.04
9.03	S 8.30	S 9.06	8.45	S 8.53	8.58
S 8.53	S 8.20	S 8.55	8.37	S 8.43	U 8.48
		S 8.26			
		F 8.18			
8.45			8.30	8.35	8.40
		S 8.14			
		S 8.07			
N. Y. DIV		F 8.05			
G. O. 1106		S 8.03			
5-18-47		S 8.00			
		S 7.58			
8.35		7.55	8.20	8.25	8.30
S 8.25		S 7.37	S 8.12	S 8.17	S 8.20
S 8.15		S 7.28	S 8.04	S 8.09	
		S 7.25			
		S 8.00	S 8.05		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	SUN. ONLY	±DAILY EX. SUN.	DAILY	DAILY	DAILY
116	4202	258	204	188	30
		N. Y. DIV. G. O. 1106 5-18-47			

STATIONS	FIRST CLASS			
	714	3724	114	804
	A. M.	A. M.	A. M.	A. M.
NEW YORK	\$ 10.05	\$ 10.10	\$ 10.15	
NEW YORK (Hud. Ter.).....				
JERSEY CITY				
NEWARK	\$ 9.46	\$ 9.54	P 10.00	
SOUTH ST. (Newark)				
HUNTER	9.42	9.50	9.57	
NORTH ELIZABETH				
ELIZABETH		\$ 9.45		
SOUTH ELIZABETH	9.37	9.43	9.53	
LINDEN				
NORTH RAHWAY				
RAHWAY		\$ 9.38		
UNION	9.32	9.37	9.49	
AVENEL				
EDGAR				Last Trip Sept. 6
WOODBIDGE		\$ 9.32		
GENASCO				
WO	9.23	9.28		Will Not Run July 4, Sept. 1
PERTH AMBOY		\$ 9.25		
SA	9.19	9.23		
SOUTH AMBOY	\$ 9.17	\$ 9.21		
COLONIA				
ISELIN				
MENLO PARK				
METUCHEN			9.41	
STELTON				
NEW BRUNSWICK		MU		
COUNTY			9.33	
ADAMS				
DEANS				
MONMOUTH JCT.			9.24	9.41
FLAINSBORO				\$ 9.36
PRINCETON JCT.			9.18	\$ 9.33
TRENTON			P 9.07	\$ 9.22
MORRISVILLE				
TULLYTOWN				
EDGELEY				
GRUNDY			8.57	
BRISTOL				
OBOYDON				N. Y. DIV.
EDDINGTON				G. O. 1108
CORNWELLS HIGHTS...				6-16-47
ANDALUSIA				
TORRESDALE				
(P. T. Div.)				
HOLMES			8.47	
NORTH PHILAD'A			P 8.37	
PENNA. 30th ST.			P 8.27	
BROAD ST. SUBURBAN				
PHILAD'A (Broad St.)				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	714	3724	114	804

FIRST CLASS					
104	64	750	4224	206	120
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 10.20	\$ 10.25	\$ 10.30	\$ 10.45	\$ 10.35	\$ 10.55
P 10.04	T 10.09	\$ 10.14	\$ 10.28	\$ 10.20	\$ 10.39
10.01	10.06	10.11	10.24	10.18	10.36
			\$ 10.18		
9.57	10.02	10.06	10.16	10.14	10.32
			\$ 10.10		
9.53	9.58	9.59	10.09	10.10	10.28
			\$ 10.03		
		9.48	9.58		
			\$ 9.55		
		9.44	9.53		
		\$ 9.43	\$ 9.51		
9.46	9.51			10.05	10.23
9.38	9.44		MU	9.59	D 10.17 10.16
9.29	9.34			9.52	10.08
9.24	9.28			9.47	10.03
P 9.15	T 9.19			\$ 9.38	\$ 9.53
9.07	9.11				9.45
				K 9.29	
8.57	9.01			9.20	9.35
P 8.47	D 8.51			\$ 9.12	\$ 9.25
P 8.37				\$ 9.04	\$ 9.15
				\$ 9.00	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	SUNDAY ONLY	SUNDAY ONLY	DAILY	DAILY
104	64	750	4224	206	120

STATIONS	FIRST CLASS		
	● 3768	14	● 210
	Arrive P.M.	P.M.	P.M.
NEW YORK	\$ 12.25	\$ 12.30	\$ 12.39
NEW YORK (Hgd. Ter.)			
JERSEY CITY			
NEWARK	\$ 12.09	\$ 12.14	\$ 12.23
SOUTH ST. (Newark)			
HUNTER	12.08	12.10	12.20
NORTH ELIZABETH	\$ 12.03		
ELIZABETH	\$ 12.00		
SOUTH ELIZABETH	11.58	12.05	12.16
LINDEN	\$ 11.55		
NORTH RAHWAY	M 11.52		
RAHWAY	\$ 11.50		
UNION	11.49	11.59	12.12
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO			
PERTH AMBOY	MU		
SA			
SOUTH AMBOY			
COLONIA	N 11.46		
ISELIN	\$ 11.44		
MENLO PARK			
METUOHEN	\$ 11.40	11.52	12.07
STELTON	N 11.35		
NEW BRUNSWICK	\$ 11.32		
COUNTY	11.29	11.45	12.01
ADAMS			
DEANS			
MONMOUTH JCT.		11.38	11.54
PLAINSBORO			
PRINCETON JCT.		11.32	\$ 11.48
TRENTON		11.22	\$ 11.38
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY		11.13	11.30
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES		11.03	11.20
NORTH PHILAD'A		D 10.54	\$ 11.12
PENNA. 30th ST.			\$ 11.04
BROAD ST. SUBURBAN			\$ 11.00
PHILAD'A (Broad St.)			
Leave	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY
	3768	14	210

FIRST CLASS					
194	174	● 3770	744	752	746
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	1.00				
\$ 12.45	\$ 12.50	\$ 1.05	\$ 1.10	\$ 1.10	\$ 1.20
P 12.28	\$ 12.33	\$ 12.49	\$ 12.54	\$ 12.54	\$ 1.04
12.25	12.30	12.46	12.50	12.50	1.00
		\$ 12.41			
12.21	12.26	12.39	12.46	12.46	12.56
		\$ 12.36			
		\$ 12.33			
12.17	12.22	12.32	12.41	12.41	12.51
			12.33	12.33	12.43
		MU	\$ 12.30	\$ 12.30	\$ 12.41
			12.28	12.28	12.39
			Z 12.27	\$ 12.27	Z 12.38
		F 12.28			
12.12	12.17	\$ 12.24			
		\$ 12.17			
12.06	12.11	12.14			
11.59	12.04				
11.53	11.58				
P 11.43	\$ 11.48				
11.35	11.40				
11.25	11.30				
P 11.15	\$ 11.21				
P 11.05	\$ 11.12				
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
DAILY	DAILY	DAILY	DAILY EX. SAT.&SUN.	SUN. ONLY	SAT. ONLY
194	174	3770	744	752	746

STATIONS	FIRST CLASS		
	782	●4232	●262
	P. M.	P. M.	P. M.
Arrive			
NEW YORK	\$ 2.20	\$ 2.34	\$ 2.45
NEW YORK (Hud. Ter.)			
JERSEY CITY			
NEWARK	\$ 2.06	\$ 2.18	\$ 2.29
SOUTH ST. (Newark)			
HUNTER	2.02	2.15	2.26
NORTH ELIZABETH			
ELIZABETH	\$ 2.10	\$ 2.21	
SOUTH ELIZABETH	1.53	2.08	2.19
LINDEN			\$ 2.14
NORTH RAHWAY			
RAHWAY	\$ 2.03	\$ 2.09	
UNION	1.53	2.02	2.06
AVENEL			
EDGAR			
WOODBIDGE		\$ 1.56	
GENASCO			
WC	1.45	1.52	
PERTH AMBOY	\$ 1.43	\$ 1.49	MU
SA	1.40	1.46	
SOUTH AMBOY	Z 1.39	\$ 1.44	
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN			\$ 1.59
STELTON			
NEW BRUNSWICK		MU	\$ 1.51
COUNTY			1.47
ADAMS			
DEANS			
MONMOUTH JCT.			\$ 1.39
FLAINSBORO			
PRINCETON JCT.			\$ 1.32
TRENTON			\$ 1.20
MORRISVILLE			F 1.15
TULLYTOWN			F 1.09
EDGELEY			F 1.07
GRUNDY			
BRISTOL			\$ 1.04
CROYDON			\$ 1.00
EDDINGTON			\$ 12.57
CORNWELLS HEIGHTS			\$ 12.55
ANDALUSIA			F 12.52
TORRESDALE			\$ 12.49
(P. T. Div.)			
HOLMES			12.46
NORTH PHILAD'A			\$ 12.38
PENNA. 30th ST.			\$ 12.24
BROAD ST. SUBURBAN			\$ 12.21
PHILAD'A (Broad St.)			
Leave			
	P. M.	P. M.	P. M.
	SUN. ONLY	SUN. ONLY	SAT. ONLY
	782	4232	262

	FIRST CLASS				
	3828	●214	196	●130	●814
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.45	\$ 2.38	\$ 2.50	\$ 3.00	
	\$ 2.29	\$ 2.23	P 2.34	\$ 2.43	
	2.26	2.20	2.30	2.39	
	\$ 2.21				
	2.19	2.16	2.25	2.35	
	\$ 2.14				
	\$ 2.09				
	2.06	2.12	2.20	2.31	
	Will not run May 30 July 4 Sept. 1		First Trip June 3		Last Trip Sept. 6
	MU				Will Not Run July 4, Sept. 1
	\$ 1.59	2.07	2.14	2.26	
	\$ 1.51				
	1.47	2.01	2.08	2.20	
	\$ 1.39	1.54	2.01	2.13	\$ 2.20
	\$ 1.32	K 1.48	1.55	2.08	\$ 2.13
	\$ 1.20	\$ 1.38	P 1.45	\$ 1.58	\$ 2.01
		1.30	1.36	1.50	
					N. Y. DIV. G. O. 1108 6-16-47
		1.20	1.26	1.40	
	\$ 1.12	P 1.16	\$ 1.31		
	\$ 1.04	P 1.05	\$ 1.21		
	\$ 1.00				
	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX SAT. & SUN.	DAILY	DAILY	DAILY	‡DAILY EX. SUN.
	3828	214	196	130	814

STATIONS	FIRST CLASS	
	4252	3776
Arrive	P. M.	P. M.
NEW YORK	\$ 3 20	
NEW YORK (Hud. Ter.)		\$ 3 48
JERSEY CITY		\$ 3 39
NEWARK	\$ 3 04	\$ 3 25
SOUTH ST. (Newark)		\$ 3 20
HUNTER	3 01	3 19
NORTH ELIZABETH	\$ 2 58	\$ 3 16
ELIZABETH	\$ 2 55	\$ 3 13
SOUTH ELIZABETH	2 53	3 11
LINDEN	\$ 2 50	\$ 3 07
NORTH RAHWAY		\$ 3 03
RAHWAY	\$ 2 47	\$ 3 03
UNION	2 46	3 02
AVENEL		
EDGAR		
WOODBIDGE		
GENASCO		
WO		No. 190
PERTH AMBOY	MU	Page 82
SA		With-
SOUTH AMBOY		drawn
COLONIA		\$ 2 59
ISELIN	\$ 2 42	\$ 2 57
MENLO PARK		
METUCHEN	\$ 2 38	\$ 2 53
STELTON	F 2 34	\$ 2 49
NEW BRUNSWICK	\$ 2 30	\$ 2 46
COUNTY	2 25	2 42
ADAMS		
DEANS		
MONMOUTH JOT.		
PLAINSBORO		
PRINCETON JOT.		
TRENTON		
MORRISVILLE		
TULLYTOWN		
EDGELEY		
GRUNDY		
BRISTOL		
CROYDON		N. Y. DIV.
EDDINGTON		G. O. 1104
CORNWELLS HEIGHTS		5-19-47
ANDALUSIA		
TORRESDALE		
(P. T. Div.)		
HOLMES		
NORTH PHILAD'A		
PENNA. 30th ST.		
BROAD ST. SUBURBAN		
PHILAD'A (Broad St.)		
Leave	P. M.	P. M.
	SUN. ONLY	DAILY EX. SUN.
	4252	3776

FIRST CLASS					
0216	176	720	04234	0272	32
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3 36	\$ 4.00 \$ 3 45	\$ 3 50	\$ 4 05	\$ 4 25	\$ 4 15
\$ 3 21	\$ 3 29	\$ 3 34	\$ 3 48	\$ 4 08	\$ 3 56
3 18	3 26	3 31	3 45	4 04	3 53
		\$ 3 27	\$ 3 40	\$ 3 58	
3 13	3 22	3 25	3 38	3 56	3 48
			\$ 3 35		
3 09	3 18	3 19	3 31	3 51	3 43
			\$ 3 28		
			\$ 3 25		
		3 11	3 22		
		\$ 3 09	\$ 3 19		
		3 07	3 17		
		\$ 3 06	\$ 3 15		
3 04	3 13			3 44	3 36
2 58	3 07		MU	\$ 3 37	3 29
				\$ 3 34	
2 51				3 27	3 22
2 46				\$ 3 21	3 16
\$ 2 37	2 48			3 09	\$ 3 07
				\$ 3 02	
				F 2 55	
				\$ 2 53	
	2 41				2 59
K 2 28				\$ 2 50	
				\$ 2 46	
				F 2 44	
				\$ 2 42	
				\$ 2 40	
				\$ 2 38	
2 19	2 31			2 35	2 49
\$ 2 12	\$ 2 22			\$ 2 16	D 2 40
\$ 2 04	\$ 2 13			\$ 2 08	
\$ 2 00				\$ 2 04	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	DAILY
216	176	720	4234	272	32

STATIONS	FIRST CLASS		
	54	3734	4204
	P. M.	P. M.	P. M.
Arrive			
NEW YORK	\$ 5.15		\$ 5.25
NEW YORK (Hud. Ter.)	\$ 5.31		
JERSEY CITY	\$ 5.24		
NEWARK	\$ 4.57	\$ 5.11	\$ 5.09
SOUTH ST. (Newark)		\$ 5.08	
HUNTER	4.53	5.07	5.06
NORTH ELIZABETH		\$ 5.04	
ELIZABETH		\$ 5.01	\$ 5.01
SOUTH ELIZABETH	4.48	\$ 4.58	4.59
LINDEN		\$ 4.54	\$ 4.56
NORTH RAHWAY		\$ 4.51	
RAHWAY		\$ 4.49	\$ 4.53
UNION	4.43	4.47	4.52
AVENEL		\$ 4.44	
EDGAR		F 4.42	
WOODBIDGE		\$ 4.40	
GENASCO		\$ 4.37	
WO		4.35	
PERTH AMBOY		\$ 4.32	MU
SA		4.30	
SOUTH AMBOY		\$ 4.28	
COLONIA			\$ 4.49
ISELIN			
MENLO PARK			
METUCHEN	4.36		\$ 4.44
STELTON			
NEW BRUNSWICK COUNTY	4.29	MU	\$ 4.37
ADAMS			4.35
DEANS			
MONMOUTH JCT.	4.22		4.27
PLAINSBORO			
PRINCETON JCT.	4.16		\$ 4.21
TRENTON	4.08		\$ 4.10
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY	4.01		
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	3.51		
NORTH PHILAD'A	D 3.42		
PENNA. 80th ST.			
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave			
	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SAT. & SUN.	SUN. ONLY
	54	3734	4204

STATIONS	FIRST CLASS					
	754	626	3840	812	268	220
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
NEW YORK	\$ 5.30	\$ 5.35	\$ 5.55		\$ 6.05	\$ 5.40
NEWARK	\$ 5.14	D 5.18	\$ 5.38		\$ 5.49	\$ 5.24
SOUTH ST. (Newark)						
HUNTER	5.10	5.14	5.34		5.45	5.21
NORTH ELIZABETH						
ELIZABETH		L. V. R. R.	\$ 5.29		\$ 5.40	
SOUTH ELIZABETH	5.06		5.27		5.38	5.17
LINDEN			\$ 5.20			
NORTH RAHWAY			M 5.13			
RAHWAY			\$ 5.10		\$ 5.33	
UNION	5.00		5.07		5.32	5.13
AVENEL						
EDGAR						
WOODBIDGE						
GENASCO						
WO						
PERTH AMBOY						
SA						
SOUTH AMBOY						
COLONIA						
ISELIN			\$ 5.04			
MENLO PARK			\$ 5.01			
METUCHEN						
STELTON			\$ 4.57		\$ 5.26	5.08
NEW BRUNSWICK COUNTY			\$ 4.50		\$ 5.22	
ADAMS			\$ 4.46		\$ 5.18	
DEANS			4.39		5.15	5.02
MONMOUTH JCT.						
PLAINSBORO			\$ 4.81	\$ 4.34	F 5.07	4.55
PRINCETON JCT.			\$ 4.26			
TRENTON			\$ 4.22	\$ 4.27	5.01	\$ 4.49
MORRISVILLE			\$ 4.10	\$ 4.16	4.51	\$ 4.39
TULLYTOWN					\$ 4.84	
EDGELEY					F 4.31	
GRUNDY					\$ 4.25	
BRISTOL					F 4.23	
CROYDON						4.31
EDDINGTON					\$ 4.20	
CORNWELLS HEIGHTS					\$ 4.16	
ANDALUSIA					\$ 4.13	
TORRESDALE					\$ 4.10	
(P. T. Div.)					F 4.07	
HOLMES					\$ 4.04	
NORTH PHILAD'A						4.01
PENNA. 80th ST.						4.21
BROAD ST. SUBURBAN					\$ 3.42	\$ 4.13
PHILAD'A (Broad St.)						
Leave						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. ONLY	±DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY
	754	626	3840	812	268	220

Will not run
May 30
July 4
Sept. 1

First Trip
June 22
Last Trip
Sept. 14

STATIONS	FIRST CLASS		
	● 784	170	722
	F. M.	P. M.	P. M.
NEW YORK		6.00	
NEW YORK (Hud. Ter.)	\$ 5.45	\$ 5.50	\$ 6.10
JERSEY CITY			
NEWARK	\$ 5.29	\$ 5.32	\$ 5.64
SOUTH ST. (Newark)			
HUNTER	5.26	5.29	5.50
NORTH ELIZABETH			
ELIZABETH	\$ 5.21		
SOUTH ELIZABETH	5.19	5.25	5.45
LINDEN			
NORTH RAHWAY			
RAHWAY			
UNION	5.13	5.21	5.39
			5.84
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO	5.04		5.24
PERTH AMBOY			
SA	5.01		5.21
SOUTH AMBOY	Z 5.00		\$ 5.19
COLONIA			
ISELIN			
MENLO PARK			
METUCHEN		5.15	
STELTON			
NEW BRUNSWICK			
COUNTY		5.09	
ADAMS			
DEANS			
MONMOUTH JOT.		5.02	
PLAINSBORO			
PRINCETON JOT.		4.56	
TRENTON		4.48	
MORRISVILLE			
TULLYTOWN			
EDGELEY			
GRUNDY		4.41	
BRISTOL			
CROYDON			
EDDINGTON			
CORNWELLS HEIGHTS			
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES		4.31	
NORTH PHILAD'A	\$ 4.22		
PENNA. 30th ST.		\$ 4.13	
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)			
Leave	F. M.	F. M.	F. M.
	SUN. ONLY	DAILY	DAILY EX. SUN.
	784	170	722

FIRST CLASS					
286	270	184	● 3736	786	● 4236
F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
		6.30			
\$ 6.20	\$ 7.25	\$ 6.15	\$ 6.20	\$ 6.25	\$ 6.30
\$ 6.04	\$ 7.10	\$ 5.58	\$ 6.02	\$ 6.09	\$ 6.14
6.00	7.04	5.54	5.59	6.06	6.11
\$ 5.55	\$ 6.59		\$ 5.54		\$ 6.06
5.53	6.53	5.49	5.52	6.01	6.04
\$ 5.49	\$ 6.51				\$ 6.01
\$ 5.45	\$ 6.46		\$ 5.47		\$ 5.58
5.44	6.44	5.44	5.46	Z 5.55	5.57
				Z 5.50	
		First trip June 23			
		Last trip Sept. 12	\$ 5.41		\$ 5.50
MU	MU	Will also run Fridays June 13 & 20	5.37	5.41	5.47
			\$ 5.34	\$ 5.38	\$ 5.44
			5.32	5.36	5.42
			\$ 5.30	\$ 5.34	\$ 5.40
\$ 5.40	\$ 6.40				
\$ 5.36	\$ 6.36	5.38			
\$ 5.32					
\$ 5.29	\$ 6.28		MU		MU
5.26	6.22	5.31			
F 5.23					
\$ 5.17	\$ 6.13	5.24			
\$ 5.10	\$ 6.06	5.19			
\$ 4.59	\$ 5.54	\$ 5.10			
	\$ 5.24				
	\$ 5.20				
\$ 4.52	\$ 5.14				
\$ 4.50	\$ 5.11				
		5.02			
\$ 4.47	\$ 5.07				
\$ 4.43	\$ 5.03				
	\$ 5.00				
\$ 4.40	\$ 4.57				
	\$ 4.54				
\$ 4.37	\$ 4.51				
4.34	4.47	4.50			
\$ 4.22	\$ 4.28	\$ 4.40			
\$ 4.13	\$ 4.19	\$ 4.30			
\$ 4.10	\$ 4.16				
F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
SUN. ONLY	DAILY EX. SUN.	MON, WED, & FRI.	DAILY EX. SUN.	SUN. ONLY	SUN. ONLY
286	270	184	3736	786	4236

STATIONS	FIRST CLASS		
	● 152	● 222	1078
	P. M.	P. M.	P. M.
NEW YORK	\$ 6.35	\$ 6.50	\$ 6.55
NEW YORK (Hud. Ter.).....			
JERSEY CITY			
NEWARK	\$ 6.20	\$ 6.35	\$ 6.40
SOUTH ST. (Newark)	6.18	6.32	6.37
HUNTER			
NORTH ELIZABETH			
ELIZABETH			
SOUTH ELIZABETH	6.14	6.28	6.33
LINDEN			
NORTH RAHWAY			
RAHWAY			
UNION	6.10	6.24	6.29
AVENEL			
EDGAR			
WOODBIDGE			
GENASCO			
WO.			
PERTH AMBOY			Will run July 4, Sept. 1
SA			
SOUTH AMBOY			
COLONIA			
ISELIN			
MENLO PARK			
METUOHEN	6.05	6.19	6.23
STELTON			
NEW BRUNSWICK		\$ 6.13	
COUNTY	5.59	6.10	6.16
ADAMS			
DEANS			
MONMOUTH JOT.		6.03	6.08
PLAINSBORO			
PRINCETON JOT.		\$ 5.57	6.01
TRENTON	5.40	\$ 5.47	\$ 5.50
MORRISVILLE			
TULLYTOWN		N. Y. DIV.	
EDGELY		G. O. 1107	
GRUNDY	5.33	6-8-47	
BRISTOL		\$ 5.37	
OROYDON	N. Y. DIV.		N. Y. DIV.
EDDINGTON	G. O. 1107		G. O. 1107
CORNWELLS HIGHTS.	6-8-47		6-8-47
ANDALUSIA			
TORRESDALE			
(P. T. Div.)			
HOLMES	5.23	5.25	
NORTH PHILAD'A	\$ 5.16	\$ 5.16	
PENNA. 30th ST.	\$ 5.08	\$ 5.05	
BROAD ST. SUBURBAN			
PHILAD'A (Broad St.)		\$ 5.00	
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	SUN. & HOLIDAYS
	152	222	1078

FIRST CLASS					
● 3878	● 4256	168	620	◇ 224	● 142
F. M.	F. M.	F. M.	P. M.	F. M.	F. M.
		7.45			
	\$ 7.15	\$ 7.20	\$ 7.25	\$ 7.40	\$ 8.00
	\$ 6.58	\$ 7.03	D 7.09	\$ 7.24	\$ 7.43
	6.54	6.59	7.05	7.21	7.40
	\$ 6.49		L. V. R. R.		
	6.46	6.54		7.17	7.38
	\$ 6.42				
	\$ 6.38				
	6.37	6.50		7.19	7.81
Will not run May 30, July 4, Sept. 1				Will run Sept. 1	
	MU			Will not run May 30, July 4	
	\$ 6.33				
	\$ 6.29	6.45		7.08	7.26
	MU	\$ 6.22			
		6.18		7.02	7.20
		6.32		6.55	7.13
		6.26		\$ 6.49	7.08
		\$ 6.16		\$ 6.35	\$ 6.58
\$ 6.11					
M 6.08					
E 6.02					
S 6.00					
		6.07		6.30	6.49
\$ 5.57					
\$ 5.53					
\$ 5.50				N. Y. DIV.	N. Y. DIV.
\$ 5.48				G. O. 1107	G. O. 1107
\$ 5.46				6-8-47	6-8-47
\$ 5.44					
	5.41	5.57		6.20	6.39
\$ 5.27		\$ 5.48		\$ 6.12	\$ 6.29
\$ 5.18		\$ 5.38		\$ 6.04	\$ 6.19
\$ 5.15				\$ 6.00	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
‡ DAILY EX. SUN.	SUN. ONLY	DAILY	SUNDAY & HOL.	DAILY	DAILY
3878	4256	168	620	224	142

STATIONS	FIRST CLASS		
	● 3203 DAILY	● 03813 DAILY	● 0107 DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Had. Ter.)....	\$ 12.01	\$ 12.15	\$ 12.30
JERSEY CITY			
JOURNAL SQUARE	\$ 12.10	\$ 12.24	\$ 12.39
HARRISON	\$ 12.19	\$ 12.33	\$ 12.48
NEWARK	\$ 12.21	\$ 12.35	\$ 12.50
	MU	MU	MU
Arrive	A. M.	A. M.	A. M.
	3203	03813	0107
			G. O. 1106 5-18-47

STATIONS	FIRST CLASS		
	● 3509 SUN. ONLY	● 0253 DAILY	● 0187 DAILY EX. SUN.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Had. Ter.)....	\$ 3.30	\$ 4.00	\$ 4.30
JERSEY CITY			
JOURNAL SQUARE	\$ 3.39	\$ 4.09	\$ 4.39
HARRISON	\$ 3.48	\$ 4.18	\$ 4.48
NEWARK	\$ 3.50	\$ 4.20	\$ 4.50
	MU	MU	MU
Arrive	A. M.	A. M.	A. M.
	3509	0253	0187

STATIONS	FIRST CLASS		
	● 03753 DAILY	● 0255 DAILY EX. SUN.	● 3517 SUN. & HOL.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Had. Ter.)....	\$ 5.30	\$ 5.40	\$ 5.45
JERSEY CITY			
JOURNAL SQUARE	\$ 5.39	\$ 5.49	\$ 5.54
HARRISON	\$ 5.48	\$ 5.58	\$ 6.03
NEWARK	\$ 5.50	\$ 6.00	\$ 6.05
	MU	MU	MU
Arrive	A. M.	A. M.	A. M.
	03753	0255	3517

Trains Nos. 0187 and 0255 will not run May 30, July 4, Sept. 1.
Train No. 3517 will run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3207 DAILY	● 3501 SUN. ONLY	● 3209 DAILY	● 3505 SUN. ONLY	● 0119 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 1.00	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00
	\$ 1.09	\$ 1.39	\$ 2.09	\$ 2.39	\$ 3.09
	\$ 1.18	\$ 1.48	\$ 2.18	\$ 2.48	\$ 3.18
	\$ 1.20	\$ 1.50	\$ 2.20	\$ 2.50	\$ 3.20
	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	3207	3501	3209	3505	0119
					G. O. 1106 5-18-47

	FIRST CLASS				
	● 0703 DAILY	● 3215 DAILY EX. SUN.	● 3513 SUN. & HOL.	● 0117 DAILY EX. SUN.	● 3703 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.00	\$ 5.10	\$ 5.15	\$ 5.20	\$ 5.22
	\$ 5.09	\$ 5.19	\$ 5.24	\$ 5.29	\$ 5.37
	\$ 5.18	\$ 5.28	\$ 5.33	\$ 5.38	\$ 5.44
	\$ 5.20	\$ 5.30	\$ 5.35	\$ 5.40	\$ 5.48
	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	0703	3215	3513	0117	3703

	FIRST CLASS					
	● 0201 DAILY EX. SUN.	● 3221 DAILY	● 3225 DAILY EX. SAT. & SUN.	● 3227 SAT. ONLY	● 3751 DAILY EX. SAT. & SUN.	● 3229 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.50	\$ 6.00	\$ 6.06	\$ 6.08	\$ 6.02	\$ 6.12
	\$ 5.59	\$ 6.09	\$ 6.15	\$ 6.17	\$ 6.14	\$ 6.21
	\$ 6.03	\$ 6.13	\$ 6.24	\$ 6.26	\$ 6.22	\$ 6.30
	\$ 6.10	\$ 6.20	\$ 6.26	\$ 6.28	\$ 6.27	\$ 6.32
	MU	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	0201	3221	3225	3227	3751	3229

Trains Nos. 3703 and 3751 will not run May 30, July 4, Sept. 1.
Trains Nos. 0703, 0117, 0201, 3225, 3229 will not run May 30,
July 4, Sept. 1.
Train No. 3513 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3231 SAT. SUN. & HOL.	● 0131 ‡DAILY EX. SAT. & SUN.	● 3235 SAT. ONLY
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 6.15	\$ 6.18	\$ 6.23
JERSEY CITY			
JOURNAL SQUARE	\$ 6.24	\$ 6.27	\$ 6.32
HARRISON	\$ 6.33	\$ 6.36	\$ 6.41
NEWARK	\$ 6.35	\$ 6.38	\$ 6.43
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	3231	0131	3235

STATIONS	FIRST CLASS		
	● 3243 SAT. ONLY	● 3245 ‡DAILY EX. SAT. & SUN.	● 0285 SUN. & HOL.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.)...	\$ 6.39	\$ 6.42	\$ 6.45
JERSEY CITY			
JOURNAL SQUARE	\$ 6.48	\$ 6.51	\$ 6.54
HARRISON	\$ 6.57	\$ 7.00	\$ 7.03
NEWARK	\$ 6.59	\$ 7.02	\$ 7.05
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	3243	3245	0285

STATIONS	FIRST CLASS		
	‡DAILY EX SAT. & SUN.	● 32523 SUN. & HOL.	● 3261 SAT. ONLY
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 7.06	\$ 7.10	\$ 7.11
JERSEY CITY			
JOURNAL SQUARE	\$ 7.15	\$ 7.19	\$ 7.20
HARRISON	\$ 7.24	\$ 7.28	\$ 7.29
NEWARK	\$ 7.26	\$ 7.30	\$ 7.31
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	3259	3523	3261

Trains Nos. 0131, 3245, 3259 will not run May 30, July 4, Sept. 1.
Trains Nos. 3231, 0285, 3523 will run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3237 ‡DAILY EX. SAT. & SUN.	● 3707 ‡DAILY EX. SUN.	● 03755 DAILY EX. SAT.	● 3241 SAT. ONLY	● 0625 ‡DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.24	\$ 6.22	\$ 6.30	\$ 6.31	\$ 6.36
		\$ 6.34			
	\$ 6.33	6.38	\$ 6.39	\$ 6.40	\$ 6.45
	\$ 6.42	6.45	\$ 6.48	\$ 6.49	\$ 6.54
	\$ 6.44	\$ 6.48	\$ 6.50	\$ 6.51	\$ 6.56
	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	3237	3707	03755	3241	0625

	FIRST CLASS					
	● 3247 SAT. ONLY	● 0257 ‡DAILY EX. SAT. & SUN.	● 3251 ‡DAILY EX. SAT. & SUN.	● 3253 SAT. ONLY	● 3255 DAILY EX. SAT.	● 3257 SAT. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.47	\$ 6.48	\$ 6.54	\$ 6.55	\$ 7.00	\$ 7.03
	\$ 6.56	\$ 6.57	\$ 7.03	\$ 7.04	\$ 7.09	\$ 7.12
	\$ 7.06	\$ 7.06	\$ 7.12	\$ 7.13	\$ 7.18	\$ 7.21
	\$ 7.07	\$ 7.08	\$ 7.14	\$ 7.15	\$ 7.20	\$ 7.23
	MU	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3247	0257	3251	3253	3255	3257

	FIRST CLASS					
	‡DAILY EX SAT. & SUN.	● 0109 ‡DAILY EX SAT. & SUN.	● 3265 SAT. ONLY	● 0779 SUN. & HOL.	● 0169 ‡DAILY EX SAT. & SUN.	● 3269 SAT. ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.12	\$ 7.18	\$ 7.19	\$ 7.20	\$ 7.24	\$ 7.27
	\$ 7.21	\$ 7.27	\$ 7.28	\$ 7.29	\$ 7.33	\$ 7.36
	\$ 7.30	\$ 7.36	\$ 7.37	\$ 7.38	\$ 7.42	\$ 7.46
	\$ 7.32	\$ 7.38	\$ 7.39	\$ 7.40	\$ 7.44	\$ 7.47
	MU	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3263	0109	3265	0779	0169	3269

Train No. 3707 will not run May 30, July 4, Sept. 1.
Trains Nos. 3237, 0625, 0257, 3251, 3263, 0109, 0169 will not run May 30, July 4, Sept. 1.
Train No. 0779 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3271 DAILY EX. SAT.	● 3273 SAT. ONLY	● 3277 DAILY EX. SAT. & SUN.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.)....	\$ 7.30	\$ 7.35	\$ 7.36
JERSEY CITY			
JOURNAL SQUARE	\$ 7.39	\$ 7.44	\$ 7.45
HARRISON	\$ 7.48	\$ 7.53	\$ 7.54
NEWARK	\$ 7.50	\$ 7.55	\$ 7.56
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	3271	3273	3277

STATIONS	FIRST CLASS		
	● 3287 DAILY EX. SAT. & SUN.	● 3289 SAT. ONLY	● 3291 DAILY EX. SAT.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.)....	\$ 7.64	\$ 7.59	\$ 8.00
JERSEY CITY			
JOURNAL SQUARE	\$ 8.03	\$ 8.08	\$ 8.09
HARRISON	\$ 8.12	\$ 8.17	\$ 8.18
NEWARK	\$ 8.14	\$ 8.19	\$ 8.20
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	3287	3289	3291

STATIONS	FIRST CLASS		
	● 0111 DAILY EX. SAT.	● 3301 SAT. ONLY	● 0709 DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.)....	\$ 8.20	\$ 8.23	\$ 8.30
JERSEY CITY			
JOURNAL SQUARE	\$ 8.29	\$ 8.32	\$ 8.39
HARRISON	\$ 8.38	\$ 8.41	\$ 8.48
NEWARK	\$ 8.40	\$ 8.43	\$ 8.50
	MU	MU	MU
Arrive			
	A. M.	A. M.	A. M.
	0111	3301	0709

Trains Nos. 3277 and 3287 will not run May 30, July 4, Sept. 1.

FIRST CLASS					
● 0621 SUN. & HOL.	● 3279 DAILY EX. SAT. & SUN.	● 3281 SAT. ONLY	● 0205 DAILY EX. SAT. & SUN.	● 3527 SUN. & HOL.	● 3285 SAT. ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.40	\$ 7.42	\$ 7.43	\$ 7.48	\$ 7.50	\$ 7.51
\$ 7.49	\$ 7.51	\$ 7.52	\$ 7.57	\$ 7.59	\$ 8.00
\$ 7.58	\$ 8.00	\$ 8.01	\$ 8.06	\$ 8.08	\$ 8.09
\$ 8.00	\$ 8.02	\$ 8.03	\$ 8.08	\$ 8.10	\$ 8.11
MU	MU	MU	MU	MU	MU
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0621	3279	3281	0205	3527	3285

FIRST CLASS					
● 03821 DAILY EX. SAT. & SUN.	● 3295 SAT. ONLY	● 0785 SUN. & HOL.	● 3297 DAILY EX. SAT. & SUN.	● 3299 SAT. ONLY	
A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 8.06	\$ 8.07	\$ 8.10	\$ 8.12	\$ 8.15	
\$ 8.15	\$ 8.16	\$ 8.19	\$ 8.21	\$ 8.24	
\$ 8.24	\$ 8.25	\$ 8.28	\$ 8.30	\$ 8.33	
\$ 8.26	\$ 8.27	\$ 8.30	\$ 8.32	\$ 8.35	
MU	MU	MU	MU	MU	
A. M.	A. M.	A. M.	A. M.	A. M.	
03821	3295	0785	3297	3299	

FIRST CLASS					
● 3305 DAILY	● 0207 DAILY	● 01073 DAILY	● 3309 DAILY	● 0115 DAILY	● 0711 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.40	\$ 8.50	\$ 9.00	\$ 9.10	\$ 9.20	\$ 9.30
\$ 8.49	\$ 8.59	\$ 9.09	\$ 9.19	\$ 9.29	\$ 9.39
\$ 8.58	\$ 9.08	\$ 9.18	\$ 9.28	\$ 9.38	\$ 9.48
\$ 9.00	\$ 9.10	\$ 9.20	\$ 9.30	\$ 9.40	\$ 9.50
MU	MU	MU	MU	MU	MU
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
3305	0207	01073	3309	0115	0711

Trains Nos. 3279, 0205, 3295, 03821 will not run May 30, July 4, Sept. 1.
Trains Nos. 0621, 3527, 0785 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 0609 DAILY	● 075 DAILY	3823 DAILY EX. SUN.
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 9.40	\$ 9.50	\$ 9.56
JERSEY CITY			\$ 10.03
JOURNAL SQUARE	\$ 9.49	\$ 9.59	10.07
HARRISON	\$ 9.58	\$ 10.08	10.14
NEWARK	\$ 10.00 MU	\$ 10.10 MU	\$ 10.18 MU
Arrive			
	A. M.	A. M.	A. M.
	0609	075	3823

STATIONS	FIRST CLASS		
	● 03827 DAILY	● 3711 SAT. ONLY	● 3329 DAILY
	A. M.	A. M.	A. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 11.00	\$ 10.57	\$ 11.10
JERSEY CITY		\$ 11.08	
JOURNAL SQUARE	\$ 11.09	11.12	\$ 11.19
HARRISON	\$ 11.18	11.19	\$ 11.28
NEWARK	\$ 11.20 MU	\$ 11.21 MU	\$ 11.30 MU
Arrive			
	A. M.	A. M.	A. M.
	03827	3711	3329

STATIONS	FIRST CLASS	
	● 03767 DAILY	● 3339 DAILY
	NOON	P. M.
Leave		
NEW YORK (Hud. Ter.).....	\$ 12.00	\$ 12.10
JERSEY CITY		
JOURNAL SQUARE	\$ 12.09	\$ 12.19
HARRISON	\$ 12.18	\$ 12.28
NEWARK	\$ 12.20 MU	\$ 12.30 MU
Arrive		
	P. M.	P. M.
	03767	3339

STATIONS	FIRST CLASS					
	● 3313 DAILY	● 3317 DAILY	● 0121 DAILY	● 3321 DAILY	● 3325 DAILY	● 0211 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Leave						
NEW YORK (Hud. Ter.).....	\$ 10.00	\$ 10.10	\$ 10.20	\$ 10.30	\$ 10.40	\$ 10.50
JERSEY CITY						
JOURNAL SQUARE	\$ 10.09	\$ 10.19	\$ 10.29	\$ 10.39	\$ 10.49	\$ 10.59
HARRISON	\$ 10.18	\$ 10.28	\$ 10.38	\$ 10.48	\$ 10.58	\$ 11.08
NEWARK	\$ 10.20 MU	\$ 10.30 MU	\$ 10.40 MU	\$ 10.50 MU	\$ 11.00 MU	\$ 11.10 MU
Arrive						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	3313	3317	0121	3321	3325	0211

STATIONS	FIRST CLASS			
	● 0123 DAILY	● 3335 DAILY	● 03713 DAILY	● 0213 DAILY
	A. M.	A. M.	A. M.	A. M.
Leave				
NEW YORK (Hud. Ter.).....	\$ 11.20	\$ 11.30	\$ 11.40	\$ 11.50
JERSEY CITY				
JOURNAL SQUARE	\$ 11.29	\$ 11.39	\$ 11.49	\$ 11.59
HARRISON	\$ 11.38	\$ 11.48	\$ 11.58	\$ 12.08
NEWARK	\$ 11.40 MU	\$ 11.50 MU	\$ 12.00 MU	\$ 12.10 MU
Arrive				
	A. M.	A. M.	NOON	P. M.
	0123	3335	03713	0213

STATIONS	FIRST CLASS				
	● 0125 DAILY	● 0197 DAILY	● 0261 DAILY	● 3715 SAT. ONLY	● 0215 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
Leave					
NEW YORK (Hud. Ter.).....	\$ 12.20	\$ 12.30	\$ 12.40	\$ 12.39	\$ 12.50
JERSEY CITY				\$ 12.51	
JOURNAL SQUARE	\$ 12.29	\$ 12.39	\$ 12.49	12.55	\$ 12.59
HARRISON	\$ 12.38	\$ 12.48	\$ 12.58	1.02	\$ 1.08
NEWARK	\$ 12.40 MU	\$ 12.50 MU	\$ 1.00 MU	\$ 1.04 MU	\$ 1.10 MU
Arrive					
	P. M.	P. M.	P. M.	P. M.	P. M.
	0125	0197	0261	3715	0215

STATIONS	FIRST CLASS		
	● 3347	● 033	● 0175
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 1.00	\$ 1.10	\$ 1.20
JERSEY CITY			
JOURNAL SQUARE	\$ 1.09	\$ 1.19	\$ 1.29
HARRISON	\$ 1.18	\$ 1.28	\$ 1.38
NEWARK	\$ 1.20	\$ 1.30	\$ 1.40
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	3347	033	0175

STATIONS	FIRST CLASS		
	● 05	● 0129	● 0725
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 2.10	\$ 2.20	\$ 2.30
JERSEY CITY			
JOURNAL SQUARE	\$ 2.19	\$ 2.29	\$ 2.39
HARRISON	\$ 2.28	\$ 2.38	\$ 2.48
NEWARK	\$ 2.30	\$ 2.40	\$ 2.50
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	05	0129	0725

STATIONS	FIRST CLASS		
	● 0623	● 3365	● 3367
	DAILY	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.).....	\$ 3.00	\$ 3.07	\$ 3.10
JERSEY CITY			
JOURNAL SQUARE	\$ 3.09	\$ 3.16	\$ 3.19
HARRISON	\$ 3.18	\$ 3.25	\$ 3.28
NEWARK	\$ 3.20	\$ 3.27	\$ 3.30
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	0623	3365	3367

Train No. 3365 will not run May 30, July 4, Sept. 1.
Train No. 3367 will run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3717	● 0723	● 0149	● 0217	● 0263
	‡DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.26	\$ 1.30	\$ 1.40	\$ 1.50	\$ 2.00
	\$ 1.34				
	1.38	\$ 1.39	\$ 1.49	\$ 1.59	\$ 2.09
	1.46	\$ 1.48	\$ 1.58	\$ 2.08	\$ 2.18
	\$ 1.48	\$ 1.50	\$ 2.00	\$ 2.10	\$ 2.20
	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	3717	0723	0149	0217	0263

	FIRST CLASS					
	● 0195	● 3357	● 0219	● 3361	● 3833	● 077
	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 2.37	\$ 2.40	\$ 2.45	\$ 2.50	\$ 2.38	\$ 2.52
					\$ 2.52	
	\$ 2.46	\$ 2.49	\$ 2.54	\$ 2.59	2.56	\$ 3.01
	\$ 2.55	\$ 2.58	\$ 3.03	\$ 3.07	3.04	\$ 3.10
	\$ 2.57	\$ 3.00	\$ 3.05	\$ 3.10	\$ 3.06	\$ 3.12
	MU	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	0195	3357	0219	3361	3833	077
					G. O. 1107 6-3-47	

	FIRST CLASS					
	● 0153	3719	● 3369	● 0729	● 3371	● 3771
	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	DAILY	‡DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.15	\$ 3.08	\$ 3.20	\$ 3.22	\$ 3.30	\$ 3.26
		\$ 3.22				\$ 3.38
	\$ 3.24	3.26	\$ 3.29	\$ 3.31	\$ 3.39	3.42
	\$ 3.32	3.33	\$ 3.38	\$ 3.40	\$ 3.48	3.49
	\$ 3.35	\$ 3.35	\$ 3.40	\$ 3.42	\$ 3.50	\$ 3.51
	MU	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	0153	3719	3369	0729	3371	3771

Trains Nos. 3717, 3719, 3771 will not run May 30, July 4, Sept. 1.
Trains Nos. 0195, 0219, 077, 0153, 0729 will not run May 30, July 4, Sept. 1.
Trains Nos. 3357, 3361, 3369 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3373 ‡DAILY EX. SAT. & SUN.	● 3375 SAT. SUN. & HOL.	● 0731 ‡DAILY EX. SAT. & SUN.
	F. M.	F. M.	F. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 3.36	\$ 3.40	\$ 3.42
JERSEY CITY			
JOURNAL SQUARE	\$ 3.45	\$ 3.49	\$ 3.51
HARRISON	\$ 3.54	\$ 3.58	\$ 4.00
NEWARK	\$ 3.56 MU	\$ 4.00 MU	\$ 4.02 MU
Arrive			
	3373	3375	0731

STATIONS	FIRST CLASS		
	● 753 ‡DAILY EX. SAT. & SUN.	● 733 ‡DAILY EX. SAT. & SUN.	● 02509 ‡DAILY EX. SAT. & SUN.
	F. M.	F. M.	F. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 4.01	\$ 4.04	\$ 4.06
JERSEY CITY	\$ 4.07	\$ 4.10	
JOURNAL SQUARE	4.11	4.14	\$ 4.15
HARRISON	4.18	4.21	\$ 4.24
NEWARK	\$ 4.20 NOTE	\$ 4.23 NOTE	\$ 4.26 MU
Arrive			
	753	733	02509

STATIONS	FIRST CLASS		
	● 3393 SAT. SUN. & HOL.	● 3837 ‡DAILY EX. SUN.	● 0157 ‡DAILY EX. SAT. & SUN.
	F. M.	F. M.	F. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 4.20	\$ 4.19	\$ 4.24
JERSEY CITY		\$ 4.28	
JOURNAL SQUARE	\$ 4.29	4.32	\$ 4.33
HARRISON	\$ 4.33	4.39	\$ 4.42
NEWARK	\$ 4.40 MU	\$ 4.41 MU	\$ 4.44 MU
Arrive			
	3393	3837	0157

NOTE—Train No. 753 first trip June 23, last trip Sept. 5.
NOTE—Train No. 733 will not run June 23 to Sept. 5 inc.
Train No. 733 will not run May 30.
Train No. 753 will not run July 4, Sept. 1.
Trains Nos. 3373, 0731, 02509, 0157 will not run May 30, July 4, Sept. 1.
Trains Nos. 3375 and 3393 will run May 30, July 4, Sept. 1.
Train No. 3837 will not run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3723 ‡DAILY EX. SAT. & SUN.	● 0221 ‡DAILY EX. SAT. & SUN.	● 3379 SAT. SUN. & HOL.	● 0271 ‡DAILY EX. SAT. & SUN.	● 3383 DAILY
	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 3.32	\$ 3.48	\$ 3.50	\$ 3.54	\$ 4.00
	\$ 3.48				
	3.52	\$ 3.57	\$ 3.59	\$ 4.03	\$ 4.09
	3.59	\$ 4.06	\$ 4.08	\$ 4.12	\$ 4.17
	\$ 4.01 MU	\$ 4.08 MU	\$ 4.10 MU	\$ 4.14 MU	\$ 4.20 MU
	F. M.	F. M.	F. M.	F. M.	F. M.
	3723	0221	3379	0271	3383

	FIRST CLASS					
	● 3773 SAT. ONLY	● 3775 ‡DAILY EX. SAT. & SUN.	● 3387 SAT. SUN. & HOL.	● 3389 ‡DAILY EX. SAT. & SUN.	● 3727 ‡DAILY EX. SAT. & SUN.	● 0177 ‡DAILY EX. SAT. & SUN.
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 4.04	\$ 4.04	\$ 4.10	\$ 4.12	\$ 4.10	\$ 4.18
	\$ 4.14	\$ 4.15			\$ 4.20	
	4.18	4.19	\$ 4.19	\$ 4.21	4.24	\$ 4.27
	4.25	4.26	\$ 4.28	\$ 4.30	4.31	\$ 4.36
	\$ 4.27 MU	\$ 4.28 MU	\$ 4.30 MU	\$ 4.32 MU	\$ 4.33 MU	\$ 4.38 MU
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	3773	3775	3387	3389	3727	0177

	FIRST CLASS				
	● 3779 ‡DAILY EX. SAT. & SUN.	● 3395 DAILY	● 0737 ‡DAILY EX. SAT. & SUN.	● 3399 SAT. SUN. & HOL.	● 3401 ‡DAILY EX. SAT. & SUN.
	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 4.22	\$ 4.30	\$ 4.36	\$ 4.40	\$ 4.42
	\$ 4.33				
	4.37	\$ 4.39	\$ 4.45	\$ 4.49	\$ 4.51
	4.44	\$ 4.48	\$ 4.54	\$ 4.58	\$ 5.00
	\$ 4.46 MU	\$ 4.50 MU	\$ 4.56 MU	\$ 5.00 MU	\$ 5.02 MU
	F. M.	F. M.	F. M.	F. M.	F. M.
	3779	3395	0737	3399	3401

Trains Nos. 3723, 3775, 3727, 3779 will not run May 30, July 4, Sept. 1.
Trains Nos. 0221, 0271, 3389, 0177, 0737, 3401 will not run May 30, July 4, Sept. 1.
Trains Nos. 3379, 3387, 3399 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3735 ‡DAILY EX. SAT. & SUN.	● 029 ‡DAILY EX. SAT. & SUN.	● 3403 SAT. SUN. & HOL.
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 4.42	\$ 4.48	\$ 4.50
JERSEY CITY	\$ 4.52		
JOURNAL SQUARE	4.56	\$ 4.57	\$ 4.59
HARRISON	5.03	\$ 5.08	\$ 5.08
NEWARK	\$ 5.06	\$ 5.08	\$ 5.10
	MU	MU	MU
Arrive	P. M.	P. M.	P. M.
	3735	029	3403

STATIONS	FIRST CLASS		
	● 0155 ‡DAILY EX. SAT. & SUN.	● 3417 SAT. SUN. & HOL.	● 03739 ‡DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 5.18	\$ 5.20	\$ 5.24
JERSEY CITY			
JOURNAL SQUARE	\$ 5.27	\$ 5.29	\$ 5.33
HARRISON	\$ 5.33	\$ 5.38	\$ 5.42
NEWARK	\$ 5.38	\$ 5.40	\$ 5.44
	MU	MU	MU
Arrive	P. M.	P. M.	P. M.
	0155	3417	03739

STATIONS	FIRST CLASS		
	● 0607 DAILY	● 03741 DAILY	● 0187 DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 6.00	\$ 6.10	\$ 6.20
JERSEY CITY			
JOURNAL SQUARE	\$ 6.09	\$ 6.19	\$ 6.29
HARRISON	\$ 6.18	\$ 6.28	\$ 6.38
NEWARK	\$ 6.20	\$ 6.30	\$ 6.40
	MU	MU	MU
Arrive	P. M.	P. M.	P. M.
	0607	03741	0187

Train No. 3735 will not run May 30, July 4, Sept. 1.
Trains Nos. 029, 0155, 03739 will not run May 30, July 4, Sept. 1.
Trains Nos. 3403 and 3417 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS					
	● 069 ‡DAILY EX. SAT. & SUN.	● 3407 DAILY	● 3787 DAILY EX. SUN.	● 3411 ‡DAILY EX. SAT. & SUN.	● 3413 SAT. SUN. & HOL.	● 041 ‡DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
NEW YORK (Hud. Ter.)	\$ 4.64	\$ 5.00	\$ 4.57	\$ 5.06	\$ 5.10	\$ 5.12
JERSEY CITY			\$ 5.06			
JOURNAL SQUARE	\$ 5.03	\$ 5.09	5.11	\$ 5.15	\$ 5.19	\$ 5.21
HARRISON	\$ 5.12	\$ 5.17	5.18	\$ 5.24	\$ 5.28	\$ 5.30
NEWARK	\$ 5.14	\$ 5.20	\$ 5.20	\$ 5.26	\$ 5.30	\$ 5.32
	MU	MU	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	069	3407	3787	3411	3413	041

STATIONS	FIRST CLASS					
	● 071 DAILY	● 3423 ‡DAILY EX. SAT. & SUN.	● 3425 SAT. SUN. & HOL.	● 0225 ‡DAILY EX. SAT. & SUN.	● 3429 SAT. SUN. & HOL.	● 031 ‡DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
NEW YORK (Hud. Ter.)	\$ 5.30	\$ 5.37	\$ 5.40	\$ 5.45	\$ 5.50	\$ 5.52
JERSEY CITY						
JOURNAL SQUARE	\$ 5.39	\$ 5.46	\$ 5.49	\$ 5.54	\$ 5.59	\$ 6.01
HARRISON	\$ 5.48	\$ 5.55	\$ 5.58	\$ 6.03	\$ 6.08	\$ 6.10
NEWARK	\$ 5.50	\$ 5.57	\$ 6.00	\$ 6.06	\$ 6.10	\$ 6.12
	MU	MU	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	071	3423	3425	0225	3429	031

STATIONS	FIRST CLASS					
	● 0741 DAILY	● 0171 DAILY	● 0227 DAILY	● 3439 DAILY	● 3443 DAILY	● 0143 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
NEW YORK (Hud. Ter.)	\$ 6.30	\$ 6.40	\$ 6.50	\$ 7.00	\$ 7.10	\$ 7.20
JERSEY CITY						
JOURNAL SQUARE	\$ 6.39	\$ 6.49	\$ 6.59	\$ 7.09	\$ 7.19	\$ 7.29
HARRISON	\$ 6.48	\$ 6.58	\$ 7.08	\$ 7.18	\$ 7.28	\$ 7.38
NEWARK	\$ 6.50	\$ 7.00	\$ 7.10	\$ 7.20	\$ 7.30	\$ 7.40
	MU	MU	MU	MU	MU	MU
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	0741	0171	0227	3439	3443	0143

Trains Nos. 069, 3411, 041, 3423, 0225, 031 will not run May 30, July 4, Sept. 1.
Trains Nos. 3413, 3425, 3429 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3445	● 08843	● 023
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 7.30	\$ 7.40	\$ 7.50
JERSEY CITY			
JOURNAL SQUARE	\$ 7.39	\$ 7.49	\$ 7.59
HARRISON	\$ 7.48	\$ 7.58	\$ 8.08
NEWARK	\$ 7.50	\$ 8.00	\$ 8.10
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	3445	08843	023
	G. O. 1107 6-8-47	G. O. 1107 6-8-47	

STATIONS	FIRST CLASS		
	● 3459	● 03	● 0135
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 9.00	\$ 9.10	\$ 9.20
JERSEY CITY			
JOURNAL SQUARE	\$ 9.09	\$ 9.19	\$ 9.29
HARRISON	\$ 9.18	\$ 9.28	\$ 9.38
NEWARK	\$ 9.20	\$ 9.30	\$ 9.40
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	3459	03	0135

STATIONS	FIRST CLASS		
	● 3471	● 3473	● 08847
	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.
Leave			
NEW YORK (Hud. Ter.)	\$ 10.20	\$ 10.30	\$ 10.40
JERSEY CITY			
JOURNAL SQUARE	\$ 10.29	\$ 10.39	\$ 10.49
HARRISON	\$ 10.38	\$ 10.48	\$ 10.58
NEWARK	\$ 10.40	\$ 10.50	\$ 11.00
	MU	MU	MU
Arrive			
	P. M.	P. M.	P. M.
	3471	3473	08847

STATIONS	FIRST CLASS					
	● 0183	● 03743	● 039	● 3453	● 03845	● 0469
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Leave						
NEW YORK (Hud. Ter.)	\$ 8.00	\$ 8.10	\$ 8.20	\$ 8.30	\$ 8.40	\$ 8.50
JERSEY CITY						
JOURNAL SQUARE	\$ 8.09	\$ 8.19	\$ 8.29	\$ 8.39	\$ 8.49	\$ 8.59
HARRISON	\$ 8.18	\$ 8.28	\$ 8.38	\$ 8.48	\$ 8.58	\$ 9.08
NEWARK	\$ 8.20	\$ 8.30	\$ 8.40	\$ 8.50	\$ 9.00	\$ 9.10
	MU	MU	MU	MU	MU	MU
Arrive						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	0183	03743	039	3453	03845	0469

STATIONS	FIRST CLASS				
	● 037	● 03795	● 0233	● 3469	● 0189
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
Leave					
NEW YORK (Hud. Ter.)	\$ 9.30	\$ 9.40	\$ 9.50	\$ 10.00	\$ 10.10
JERSEY CITY					
JOURNAL SQUARE	\$ 9.39	\$ 9.49	\$ 9.59	\$ 10.09	\$ 10.19
HARRISON	\$ 9.48	\$ 9.58	\$ 10.08	\$ 10.18	\$ 10.28
NEWARK	\$ 9.50	\$ 10.00	\$ 10.10	\$ 10.20	\$ 10.30
	MU	MU	MU	MU	MU
Arrive					
	P. M.	P. M.	P. M.	P. M.	P. M.
	037	03795	0233	3469	0189

STATIONS	FIRST CLASS				
	● 061	● 0701	● 03811	● 089	● 011
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
Leave					
NEW YORK (Hud. Ter.)	\$ 10.50	\$ 11.00	\$ 11.15	\$ 11.30	\$ 11.45
JERSEY CITY					
JOURNAL SQUARE	\$ 10.59	\$ 11.09	\$ 11.24	\$ 11.39	\$ 11.54
HARRISON	\$ 11.08	\$ 11.18	\$ 11.33	\$ 11.48	\$ 12.03
NEWARK	\$ 11.10	\$ 11.20	\$ 11.35	\$ 11.50	\$ 12.05
	MU	MU	MU	MU	MU
Arrive					
	P. M.	P. M.	P. M.	P. M.	A. M.
	061	0701	03811	089	011

STATIONS	FIRST CLASS		
	● 0160	● 3204	● 3500
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 12.21	\$ 12.50	\$ 1.20
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 12.12	\$ 12.41	\$ 1.11
HARRISON.....	\$ 12.03	\$ 12.32	\$ 1.02
NEWARK.....	\$ 12.01	\$ 12.30	\$ 1.00
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	SUN. ONLY
	0160	3204	3500

STATIONS	FIRST CLASS		
	● 3214	● 0102	● 3218
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 4.21	\$ 4.51	\$ 5.01
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 4.12	\$ 4.42	\$ 4.52
HARRISON.....	\$ 4.03	\$ 4.33	\$ 4.43
NEWARK.....	\$ 4.01	\$ 4.31	\$ 4.41
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.
	3214	0102 G. O. 1107 6-8-47	3218

STATIONS	FIRST CLASS		
	● 0162	● 3702	● 3226
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 5.41	\$ 5.49	\$ 5.51
JERSEY CITY.....		\$ 5.38	
JOURNAL SQUARE.....	\$ 5.32	5.33	\$ 5.42
HARRISON.....	\$ 5.23	5.26	\$ 5.33
NEWARK.....	\$ 5.21	\$ 5.25	\$ 5.31
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	‡DAILY EX. SUN.	DAILY
	0162	3702	3226 G. O. 1107 6-8-47

Train No. 3702 will not run May 30, July 4, Sept. 1.
Trains Nos. 3214, 3218, 0162 will not run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3208	● 3504	● 0252	● 3508	● 3210
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 1.50	\$ 2.20	\$ 2.50	\$ 3.20	\$ 3.50
	\$ 1.41	\$ 2.11	\$ 2.41	\$ 3.11	\$ 3.41
	\$ 1.32	\$ 2.02	\$ 2.32	\$ 3.02	\$ 3.32
	\$ 1.30	\$ 2.00	\$ 2.30	\$ 3.00	\$ 3.30
	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	SUN. ONLY	DAILY	SUN. ONLY	DAILY
	3208	3504	0252	3508	3210

	FIRST CLASS				
	● 3512	● 3220	● 3222	● 3224	● 3516
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.05	\$ 5.11	\$ 5.21	\$ 5.31	\$ 5.35
	\$ 4.56	\$ 5.02	\$ 5.12	\$ 5.22	\$ 5.26
	\$ 4.47	\$ 4.53	\$ 5.03	\$ 5.13	\$ 5.17
	\$ 4.45	\$ 4.51	\$ 5.01	\$ 5.11	\$ 5.15
	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.
	SUN. & HOL.	‡DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.	SUN. & HOL.
	3512	3220	3222	3224	3516

	FIRST CLASS					
	● 3228	● 3230	● 3518	● 3236	● 3238	● 3242
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 5.58	\$ 6.04	\$ 6.05	\$ 6.06	\$ 6.10	\$ 6.14
	\$ 5.49	\$ 5.55	\$ 5.56	\$ 5.57	\$ 6.01	\$ 6.05
	\$ 5.40	\$ 5.46	\$ 5.47	\$ 5.48	\$ 5.52	\$ 5.56
	\$ 5.38	\$ 5.44	\$ 5.45	\$ 5.46	\$ 5.50	\$ 5.54
	MU	MU	MU	MU	MU	MU
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	SUN. & HOL.	SAT. ONLY	‡DAILY EX. SAT. & SUN.	SAT. ONLY
	3228	3230	3518	3236	3238	3242

Trains Nos. 3220, 3224, 3228, 3230, 3238 will not run May 30, July 4, Sept. 1.
Trains Nos. 3512, 3516, 3518 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3244	● 3812	● 3520
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 6.18	\$ 6.22	\$ 6.20
JERSEY CITY.....	\$ 6.13		
JOURNAL SQUARE.....	\$ 6.07	6.08	\$ 6.11
HARRISON.....	\$ 5.58	6.00	\$ 6.02
NEWARK.....	\$ 5.56	\$ 5.59	\$ 6.00
	MU	MU	MU
Leave			
	A. M.	A. M.	A. M.
	‡DAILY EX. SAT. & SUN.	DAILY EX. SUN.	SUN. & HOL.
	3244	3812	3520

STATIONS	FIRST CLASS		
	● 3250	● 3252	● 0108
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.).....	\$ 6.39	\$ 6.40	\$ 6.46
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 6.30	\$ 6.31	\$ 6.37
HARRISON.....	\$ 6.21	\$ 6.22	\$ 6.28
NEWARK.....	\$ 6.19	\$ 6.20	\$ 6.26
	MU	MU	MU
Leave			
	A. M.	A. M.	A. M.
	SAT. ONLY	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.
	3250	3252	0108

STATIONS	FIRST CLASS		
	● 3264	● 0702	● 3752
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 7.03	\$ 7.04	\$ 7.09
JERSEY CITY.....			\$ 7.01
JOURNAL SQUARE.....	\$ 6.54	\$ 6.55	6.57
HARRISON.....	\$ 6.45	\$ 6.46	6.49
NEWARK.....	\$ 6.43	\$ 6.44	\$ 6.47
	MU	MU	MU
Leave			
	A. M.	A. M.	A. M.
	SAT. ONLY	‡DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	3264	0702	3752

Trains Nos. 3244, 3252, 0108, 0702 will not run May 30, July 4, Sept. 1.
Train No. 3520 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS					
	● 0110	● 016	● 3248	● 3706	● 022	● 3522
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 6.22	\$ 6.28	\$ 6.30	\$ 6.34	\$ 6.34	\$ 6.35
JERSEY CITY.....				\$ 6.26		
JOURNAL SQUARE.....	\$ 6.13	\$ 6.19	\$ 6.21	6.21	\$ 6.25	\$ 6.26
HARRISON.....	\$ 6.04	\$ 6.10	\$ 6.12	6.14	\$ 6.16	\$ 6.17
NEWARK.....	\$ 6.02	\$ 6.08	\$ 6.10	\$ 6.12	\$ 6.14	\$ 6.15
	MU	MU	MU	MU	MU	MU
Leave						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	SAT. ONLY	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SUN. & HOL.
	0110	016	3248	3706	022	3522

STATIONS	FIRST CLASS					
	● 3256	● 3258	● 3260	● 02500	● 3526	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 6.47	\$ 6.52	\$ 6.55	\$ 6.58	\$ 7.01	
JERSEY CITY.....						
JOURNAL SQUARE.....	\$ 6.38	\$ 6.43	\$ 6.46	\$ 6.49	\$ 6.52	
HARRISON.....	\$ 6.29	\$ 6.34	\$ 6.37	\$ 6.40	\$ 6.43	
NEWARK.....	\$ 6.27	\$ 6.32	\$ 6.35	\$ 6.38	\$ 6.41	
	MU	MU	MU	MU	MU	
Leave						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	SAT. ONLY	DAILY EX. SAT.	SAT. ONLY	‡DAILY EX. SAT. & SUN.	SUN. & HOL.	
	3256	3258	3260	02500	3526	

STATIONS	FIRST CLASS					
	● 060	● 3268	● 3756	● 0604	● 3272	● 3710
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 7.10	\$ 7.11	\$ 7.14	\$ 7.16	\$ 7.19	\$ 7.22
JERSEY CITY.....			\$ 7.08			\$ 7.16
JOURNAL SQUARE.....	\$ 7.01	\$ 7.02	7.03	\$ 7.07	\$ 7.10	7.11
HARRISON.....	\$ 6.52	\$ 6.53	6.56	\$ 6.59	\$ 7.01	7.03
NEWARK.....	\$ 6.50	\$ 6.51	\$ 6.55	\$ 6.56	\$ 6.59	\$ 7.02
	MU	MU	MU	MU	MU	MU
Leave						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SAT. ONLY	‡DAILY EX. SUN.
	060	3268	3756	0604	3272	3710

Trains Nos. 3706, 3756, 3710 will not run May 30, July 4, Sept. 1.
Trains Nos. 0110, 016, 022, 02500, 060, 0604 will not run May 30, July 4, Sept. 1.
Trains Nos. 3522, 3526, 3268 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 0468	254	● 3274
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 7.22	\$ 7.28	\$ 7.27
JERSEY CITY.....	\$ 7.21		
JOURNAL SQUARE.....	\$ 7.18	7.16	\$ 7.18
HARRISON.....	\$ 7.04	7.09	\$ 7.10
NEWARK.....	\$ 7.02	\$ 7.08	\$ 7.07
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	DAILY EX. SAT.	‡DAILY EX. SUN.	SAT. ONLY
	0468	254	3274

STATIONS	FIRST CLASS		
	● 3758	● 0730	● 3534
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 7.40	\$ 7.40	\$ 7.41
JERSEY CITY.....	\$ 7.84		
JOURNAL SQUARE.....	7.29	\$ 7.81	\$ 7.82
HARRISON.....	7.21	\$ 7.22	\$ 7.23
NEWARK.....	\$ 7.20	\$ 7.20	\$ 7.21
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SUN. & HOL.
	3758	0730	3534

STATIONS	FIRST CLASS		
	● 3718	● 3538	● 076
Arrive	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 8.02	\$ 8.01	\$ 8.04
JERSEY CITY.....	\$ 7.55		
JOURNAL SQUARE.....	7.50	\$ 7.52	\$ 7.55
HARRISON.....	7.48	\$ 7.43	\$ 7.46
NEWARK.....	\$ 7.41	\$ 7.41	\$ 7.44
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	‡DAILY EX. SAT. & SUN.	SUN. & HOL.	‡DAILY EX. SAT. & SUN.
	3718	3538	076

Trains Nos. 254, 3758, 3718 will not run May 30, July 4, Sept. 1.
Trains Nos. 0730, 076 will not run May 30, July 4, Sept. 1.
Trains Nos. 3534, 3538 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS					
	● 070	● 3530	● 704	● 732	● 3276	● 3278
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 7.28	\$ 7.31	\$ 7.35	\$ 7.35	\$ 7.34	\$ 7.35
JERSEY CITY.....	\$ 7.29					
JOURNAL SQUARE.....	\$ 7.19	\$ 7.22	7.23	7.23	\$ 7.25	\$ 7.26
HARRISON.....	\$ 7.10	\$ 7.13	7.15	7.15	\$ 7.16	\$ 7.17
NEWARK.....	\$ 7.08	\$ 7.11	\$ 7.14	\$ 7.14	\$ 7.14	\$ 7.15
	MU	MU	NOTE	NOTE	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	‡DAILY EX. SAT. & SUN.	SUN. & HOL.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SAT. ONLY
	070	3530	704	732	3276	3278

STATIONS	FIRST CLASS					
	● 3282	● 3284	● 0200	● 3816	● 3286	● 3288
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 7.43	\$ 7.46	\$ 7.52	\$ 7.53	\$ 7.58	\$ 7.59
JERSEY CITY.....	\$ 7.47					
JOURNAL SQUARE.....	\$ 7.34	\$ 7.37	\$ 7.43	7.43	\$ 7.49	\$ 7.50
HARRISON.....	\$ 7.25	\$ 7.28	\$ 7.34	7.36	\$ 7.40	\$ 7.41
NEWARK.....	\$ 7.23	\$ 7.26	\$ 7.32	\$ 7.34	\$ 7.38	\$ 7.39
	MU	MU	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	SAT. ONLY	‡DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SAT. ONLY
	3282	3284	0200	3816	3286	3288

STATIONS	FIRST CLASS				
	● 3290	● 3818	● 0608	● 3542	● 3294
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.
NEW YORK (Hud. Ter.).....	\$ 8.07	\$ 8.10	\$ 8.10	\$ 8.11	\$ 8.16
JERSEY CITY.....	\$ 8.03				
JOURNAL SQUARE.....	\$ 7.58	7.58	\$ 8.01	\$ 8.02	\$ 8.07
HARRISON.....	\$ 7.49	7.51	\$ 7.52	\$ 7.53	\$ 7.58
NEWARK.....	\$ 7.47	\$ 7.50	\$ 7.50	\$ 7.51	\$ 7.56
	MU	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
	SAT. ONLY	‡DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	SUN. & HOL.	SAT. ONLY
	3290	3818	0608	3542	3294

NOTE—Train No. 704 will not run June 23 to Sept. 8, inc.
NOTE—Train No. 732 first trip June 23. Last trip Sept. 8.
Train No. 704 will not run May 30.
Train No. 732 will not run July 4, Sept. 1.
Train No. 3818 will not run May 30, July 4, Sept. 1.
Trains Nos. 070, 3276, 3284, 3286, 0608 will not run May 30, July 4, Sept. 1.
Trains Nos. 3530, 3542 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 0708	● 3546	● 3298
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 8.18	\$ 8.21	\$ 8.23
JERSEY CITY			
JOURNAL SQUARE	\$ 8.09	\$ 8.12	\$ 8.14
HARRISON	\$ 8.00	\$ 8.03	\$ 8.05
NEWARK	\$ 7.58	\$ 8.01	\$ 8.03
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	±DAILY EX. SAT. & SUN.	SUN. & HOL.	SAT. ONLY
	0708	3546	3298

STATIONS	FIRST CLASS		
	● 0182	● 0112	● 3722
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 8.51	\$ 9.01	\$ 9.11
JERSEY CITY			\$ 9.03
JOURNAL SQUARE	\$ 8.42	\$ 8.52	8.58
HARRISON	\$ 8.33	\$ 8.43	8.51
NEWARK	\$ 8.31	\$ 8.41	\$ 8.50
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY EX. SAT. & SUN.
	0182	0112	3722

STATIONS	FIRST CLASS		
	● 0714	● 03724	● 064
	A. M.	A. M.	A. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 10.11	\$ 10.21	\$ 10.31
JERSEY CITY			
JOURNAL SQUARE	\$ 10.02	\$ 10.12	\$ 10.22
HARRISON	\$ 9.53	\$ 10.03	\$ 10.13
NEWARK	\$ 9.51	\$ 10.01	\$ 10.11
	MU	MU	MU
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	0714	03724	064

Train No. 0708 will not run May 30, July 4, Sept. 1.
Train No. 3546 will run May 30, July 4, Sept. 1.

	FIRST CLASS					
	● 048	● 710	● 3302	● 3304	● 0202	● 3760
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 8.25	\$ 8.29	\$ 8.31	\$ 8.33	\$ 8.41	\$ 8.47
JERSEY CITY		\$ 8.23				\$ 8.38
JOURNAL SQUARE	\$ 8.16	8.18	\$ 8.22	\$ 8.24	\$ 8.32	8.34
HARRISON	\$ 8.07	8.11	\$ 8.13	\$ 8.15	\$ 8.23	8.27
NEWARK	\$ 8.05	\$ 8.10	\$ 8.11	\$ 8.13	\$ 8.21	\$ 8.25
	MU		MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	±DAILY EX. SAT. & SUN.	±DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	±DAILY EX. SAT. & SUN.	DAILY	±DAILY EX. SUN.
	048	710	3302	3304	0202	3760

	FIRST CLASS					
	● 0624	● 0118	● 03822	● 0204	● 0188	● 030
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 9.11	\$ 9.21	\$ 9.31	\$ 9.41	\$ 9.51	\$ 10.01
JERSEY CITY						
JOURNAL SQUARE	\$ 9.02	\$ 9.12	\$ 9.22	\$ 9.32	\$ 9.42	\$ 9.52
HARRISON	\$ 8.53	\$ 9.03	\$ 9.13	\$ 9.23	\$ 9.33	\$ 9.43
NEWARK	\$ 8.51	\$ 9.01	\$ 9.11	\$ 9.21	\$ 9.31	\$ 9.41
	MU	MU	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	0624	0118	03822	0204	0188	030

	FIRST CLASS					
	● 0206	● 3318	● 0120	● 078	● 0628	● 03826
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Arrive						
NEW YORK (Hud. Ter.)....	\$ 10.41	\$ 10.51	\$ 11.01	\$ 11.11	\$ 11.21	\$ 11.31
JERSEY CITY						
JOURNAL SQUARE	\$ 10.32	\$ 10.42	\$ 10.52	\$ 11.02	\$ 11.12	\$ 11.22
HARRISON	\$ 10.23	\$ 10.33	\$ 10.43	\$ 10.53	\$ 11.03	\$ 11.13
NEWARK	\$ 10.21	\$ 10.31	\$ 10.41	\$ 10.51	\$ 11.01	\$ 11.11
	MU	MU	MU	MU	MU	MU
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	0206	3318	0120	078	0628	03826

Trains Nos. 710, 3760 will not run May 30, July 4, Sept. 1.
Trains Nos. 048, 3304 will not run May 30, July 4, Sept. 1.
Train No. 3302 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 0208	● 3326	● 3328
	A. M.	A. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 11.41	\$ 11.51	\$ 12.01
JERSEY CITY			
JOURNAL SQUARE	\$ 11.32	\$ 11.42	\$ 11.52
HARRISON	\$ 11.23	\$ 11.33	\$ 11.43
NEWARK	\$ 11.21 MU	\$ 11.31 MU	\$ 11.41 MU
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	0208	3326	3328

STATIONS	FIRST CLASS		
	● 0210	● 0174	● 03770
	F. M.	F. M.	F. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 12.51	\$ 1.01	\$ 1.11
JERSEY CITY			
JOURNAL SQUARE	\$ 12.42	\$ 12.52	\$ 1.02
HARRISON	\$ 12.33	\$ 12.43	\$ 12.53
NEWARK	\$ 12.31 MU	\$ 12.41 MU	\$ 12.51 MU
Leave	F. M.	F. M.	F. M.
	DAILY	DAILY	DAILY
	0210	0174	03770

STATIONS	FIRST CLASS		
	● 03772	● 03728	● 3350
	F. M.	F. M.	F. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 2.21	\$ 2.31	\$ 2.39
JERSEY CITY			
JOURNAL SQUARE	\$ 2.12	\$ 2.22	\$ 2.30
HARRISON	\$ 2.03	\$ 2.13	\$ 2.21
NEWARK	\$ 2.01 MU	\$ 2.11 MU	\$ 2.19 MU
Leave	F. M.	F. M.	F. M.
	DAILY	DAILY	‡DAILY EX. SAT. & SUN.
	03772	03728	3350

Train No. 3350 will not run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3332	● 3726	● 0124	● 03768	● 3336
	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 12.11	\$ 12.17	\$ 12.21	\$ 12.31	\$ 12.41
		\$ 12.10			
	\$ 12.02	12.05	\$ 12.12	\$ 12.22	\$ 12.32
	\$ 11.53	11.58	\$ 12.03	\$ 12.13	\$ 12.23
	\$ 11.51 MU	\$ 11.57 MU	\$ 12.01 MU	\$ 12.11 MU	\$ 12.21 MU
	A. M.	A. M.	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY	DAILY	DAILY	DAILY
	3332	3726	0124	03768	3336

	FIRST CLASS					
	● 0744	● 3342	● 0212	● 0266	● 0126	● 0106
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 1.21	\$ 1.31	\$ 1.41	\$ 1.51	\$ 2.01	\$ 2.11
	\$ 1.12	\$ 1.22	\$ 1.32	\$ 1.42	\$ 1.52	\$ 2.02
	\$ 1.03	\$ 1.13	\$ 1.23	\$ 1.33	\$ 1.43	\$ 1.53
	\$ 1.01 MU	\$ 1.11 MU	\$ 1.21 MU	\$ 1.31 MU	\$ 1.41 MU	\$ 1.51 MU
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	0744	3342	0212	0266	0126	0106

	FIRST CLASS					
	● 3352	● 0214	● 3354	● 03828	● 0196	● 0130
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	\$ 2.41	\$ 2.46	\$ 2.51	\$ 2.54	\$ 3.01	\$ 3.09
	\$ 2.32	\$ 2.37	\$ 2.42	\$ 2.45	\$ 2.52	\$ 3.00
	\$ 2.23	\$ 2.28	\$ 2.33	\$ 2.36	\$ 2.43	\$ 2.51
	\$ 2.21 MU	\$ 2.26 MU	\$ 2.31 MU	\$ 2.34 MU	\$ 2.41 MU	\$ 2.49 MU
	F. M.	F. M.	F. M.	F. M.	F. M.	F. M.
	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	DAILY	‡DAILY EX. SAT. & SUN.
	3352	0214	3354	03828	0196	0130

Trains Nos. 0214, 03828, 0130 will not run May 30, July 4, Sept. 1.
Trains Nos. 3352, 3354 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3358	● 3360	● 3362
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 3.11	\$ 3.16	\$ 3.21
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 3.02	\$ 3.07	\$ 3.12
HARRISON.....	\$ 2.53	\$ 2.58	\$ 3.03
NEWARK.....	\$ 2.51	\$ 2.56	\$ 3.01
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.
	3358	3360	3362

STATIONS	FIRST CLASS		
	3776	● 0176	● 3374
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.)....	\$ 3.48	\$ 3.49	\$ 3.51
JERSEY CITY.....	\$ 3.39		
JOURNAL SQUARE.....	3.34	\$ 3.40	\$ 3.42
HARRISON.....	3.27	\$ 3.31	\$ 3.33
NEWARK.....	\$ 3.25	\$ 3.29	\$ 3.31
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.
	3776	0176	3374

STATIONS	FIRST CLASS		
	● 032	● 3386	● 3388
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.)...	\$ 4.19	\$ 4.21	\$ 4.25
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 4.10	\$ 4.12	\$ 4.16
HARRISON.....	\$ 4.01	\$ 4.03	\$ 4.07
NEWARK.....	\$ 3.59	\$ 4.01	\$ 4.05
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.
	032	3386	3388

Trains Nos. 3360, 0176, 032, 3388 will not run May 30, July 4, Sept. 1.
Trains Nos. 3358, 3362, 3374, 3386 will run May 30, July 4, Sept. 1.

	FIRST CLASS				
	● 3364	● 3366	● 3370	● 3372	● 0216
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.24	\$ 3.31	\$ 3.37	\$ 3.41	\$ 3.43
	\$ 3.15	\$ 3.22	\$ 3.28	\$ 3.32	\$ 3.34
	\$ 3.06	\$ 3.13	\$ 3.19	\$ 3.23	\$ 3.25
	\$ 3.04	\$ 3.11	\$ 3.17	\$ 3.21	\$ 3.23
	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	DAILY	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.
	3364	3366	3370	3372	0216
		G. O. 1105 5-19-47			

	FIRST CLASS				
	● 0720	● 3376	● 3378	● 3382	● 3384
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.55	\$ 4.01	\$ 4.07	\$ 4.11	\$ 4.13
	\$ 3.46	\$ 3.52	\$ 3.58	\$ 4.02	\$ 4.04
	\$ 3.37	\$ 3.43	\$ 3.49	\$ 3.53	\$ 3.55
	\$ 3.35	\$ 3.41	\$ 3.47	\$ 3.51	\$ 3.53
	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	DAILY	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.
	0720	3376	3378	3382	3384

	FIRST CLASS					
	● 0272	● 3778	● 3392	● 3394	● 0218	● 3396
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.31	\$ 4.37	\$ 4.37	\$ 4.41	\$ 4.43	\$ 4.49
	\$ 4.22	4.25	\$ 4.28	\$ 4.32	\$ 4.34	\$ 4.40
	\$ 4.13	4.17	\$ 4.19	\$ 4.23	\$ 4.25	\$ 4.31
	\$ 4.11	\$ 4.16	\$ 4.17	\$ 4.21	\$ 4.23	\$ 4.29
	MU	MU	MU	MU	MU	MU
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.
	0272	3778	3392	3394	0218	3396

Trains Nos. 3364, 3370, 0216, 0720, 3378, 3384, 3392, 0218, 3396 will not run May 30, July 4, Sept. 1.
Trains Nos. 3372, 3382, 3394 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 3730	● 3398	● 3402
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.).....	\$ 4.52	\$ 4.51	\$ 4.55
JERSEY CITY.....	\$ 4.45		
JOURNAL SQUARE.....	4.40	\$ 4.42	\$ 4.46
HARRISON.....	4.38	\$ 4.33	\$ 4.37
NEWARK.....	\$ 4.32	\$ 4.31	\$ 4.35
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.
	3730	3398	3402

STATIONS	FIRST CLASS		
	● 3422	3734	● 3426
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.).....	\$ 5.25	\$ 5.31	\$ 5.31
JERSEY CITY.....		\$ 5.24	
JOURNAL SQUARE.....	\$ 5.16	5.19	\$ 5.22
HARRISON.....	\$ 5.07	5.12	\$ 5.13
NEWARK.....	\$ 5.05	\$ 5.11	\$ 5.11
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY
	3422	3734	3426

STATIONS	FIRST CLASS		
	● 0268	● 0722	● 03736
	P. M.	P. M.	P. M.
Arrive			
NEW YORK (Hud. Ter.).....	\$ 6.11	\$ 6.21	\$ 6.31
JERSEY CITY.....			
JOURNAL SQUARE.....	\$ 6.02	\$ 6.12	\$ 6.22
HARRISON.....	\$ 5.53	\$ 6.03	\$ 6.13
NEWARK.....	\$ 5.51	\$ 6.01	\$ 6.11
	MU	MU	MU
Leave			
	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	0268	0722	03736

Train No. 3730 will not run May 30, July 4, Sept. 1.
Trains Nos. 3402, 3422 will not run May 30, July 4, Sept. 1.
Train No. 3398 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS					
	● 01072	● 3406	● 3410	● 0132	● 054	● 3418
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
NEW YORK (Hud. Ter.).....	\$ 5.01	\$ 5.07	\$ 5.12	\$ 5.13	\$ 5.19	\$ 5.21
JERSEY CITY.....						
JOURNAL SQUARE.....	\$ 4.52	\$ 4.58	\$ 5.03	\$ 5.04	\$ 5.10	\$ 5.12
HARRISON.....	\$ 4.43	\$ 4.49	\$ 4.54	\$ 4.55	\$ 5.01	\$ 5.03
NEWARK.....	\$ 4.41	\$ 4.47	\$ 4.52	\$ 4.53	\$ 4.59	\$ 5.01
	MU	MU	MU	MU	MU	MU
Leave						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.
	01072	3406	3410	0132	054	3418

STATIONS	FIRST CLASS					
	● 0626	● 3432	● 0220	● 3436	● 0170	● 03840
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive						
NEW YORK (Hud. Ter.).....	\$ 5.39	\$ 5.41	\$ 5.46	\$ 5.51	\$ 5.54	\$ 6.01
JERSEY CITY.....						
JOURNAL SQUARE.....	\$ 5.30	\$ 5.32	\$ 5.37	\$ 5.42	\$ 5.45	\$ 5.52
HARRISON.....	\$ 5.21	\$ 5.23	\$ 5.28	\$ 5.33	\$ 5.36	\$ 5.43
NEWARK.....	\$ 5.19	\$ 5.21	\$ 5.26	\$ 5.31	\$ 5.34	\$ 5.41
	MU	MU	MU	MU	MU	MU
Leave						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	SAT. SUN. & HOL.	‡DAILY EX. SAT. & SUN.	DAILY
	0626	3432	0220	3436	0170	03840

STATIONS	FIRST CLASS				
	● 0152	● 3442	● 0222	● 3444	● 3446
	P. M.	P. M.	P. M.	P. M.	P. M.
Arrive					
NEW YORK (Hud. Ter.).....	\$ 6.41	\$ 6.51	\$ 7.01	\$ 7.11	\$ 7.21
JERSEY CITY.....					
JOURNAL SQUARE.....	\$ 6.32	\$ 6.42	\$ 6.52	\$ 7.02	\$ 7.12
HARRISON.....	\$ 6.23	\$ 6.33	\$ 6.43	\$ 6.53	\$ 7.03
NEWARK.....	\$ 6.21	\$ 6.31	\$ 6.41	\$ 6.51	\$ 7.01
	MU	MU	MU	MU	MU
Leave					
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	0152	3442	0222	3444	3446
	G. O. 1107 6-8-47	G. O. 1107 6-8-47	G. O. 1107 6-8-47	G. O. 1107 6-8-47	

Trains Nos. 3406, 0132, 054, 0626, 0220, 0170 will not run May 30,
July 4, Sept. 1.
Trains Nos. 3410, 3418, 3432, 3436 will run May 30, July 4, Sept. 1.

STATIONS	FIRST CLASS		
	● 0270	● 3450	0224
Arrive	P. M.	P. M.	P. M.
NEW YORK (Hud. Ter.)....	\$ 7.81	\$ 7.41	7.51
JERSEY CITY			
JOURNAL SQUARE	\$ 7.22	\$ 7.32	\$ 7.42
HARRISON	\$ 7.13	\$ 7.23	\$ 7.33
NEWARK	\$ 7.11	\$ 7.21	\$ 7.31
	MU	MU	MU
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	0270	3450	0224
		G. O. 1107	
		6-8-47	

STATIONS	FIRST CLASS		
	● 3458	● 03844	● 3460
Arrive	P. M.	P. M.	P. M.
NEW YORK (Hud. Ter.)....	\$ 9.01	\$ 9.11	\$ 9.21
JERSEY CITY			
JOURNAL SQUARE	\$ 8.52	\$ 8.62	\$ 8.72
HARRISON	\$ 8.43	\$ 8.53	\$ 8.63
NEWARK	\$ 8.41	\$ 8.51	\$ 8.61
	MU	MU	MU
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	3458	03844	3460

STATIONS	FIRST CLASS		
	● 3472	● 0728	● 0230
Arrive	P. M.	P. M.	P. M.
NEW YORK (Hud. Ter.)....	\$ 10.81	\$ 10.41	\$ 10.51
JERSEY CITY			
JOURNAL SQUARE	\$ 10.22	\$ 10.32	\$ 10.42
HARRISON	\$ 10.13	\$ 10.23	\$ 10.33
NEWARK	\$ 10.11	\$ 10.21	\$ 10.31
	MU	MU	MU
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	3472	0728	0230

STATIONS	FIRST CLASS					
	● 0610	● 0142	● 3452	● 0726	● 3454	● 0226
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK (Hud. Ter.)....	\$ 8.01	\$ 8.11	\$ 8.21	\$ 8.31	\$ 8.41	\$ 8.51
JERSEY CITY						
JOURNAL SQUARE	\$ 7.52	\$ 8.02	\$ 8.12	\$ 8.22	\$ 8.32	\$ 8.42
HARRISON	\$ 7.43	\$ 7.53	\$ 8.03	\$ 8.13	\$ 8.23	\$ 8.33
NEWARK	\$ 7.41	\$ 7.51	\$ 8.01	\$ 8.11	\$ 8.21	\$ 8.31
	MU	MU	MU	MU	MU	MU
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	0610	0142	3452	0726	3454	0226
		G. O. 1107	G. O. 1107			
		6-8-47	6-8-47			

STATIONS	FIRST CLASS					
	● 0454	● 074	● 0228	● 0156	● 3468	● 03846
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
NEW YORK (Hud. Ter.)....	\$ 9.31	\$ 9.41	\$ 9.51	\$ 10.01	\$ 10.11	\$ 10.21
JERSEY CITY						
JOURNAL SQUARE	\$ 9.22	\$ 9.32	\$ 9.42	\$ 9.52	\$ 10.02	\$ 10.12
HARRISON	\$ 9.13	\$ 9.23	\$ 9.33	\$ 9.43	\$ 9.53	\$ 10.03
NEWARK	\$ 9.11	\$ 9.21	\$ 9.31	\$ 9.41	\$ 9.51	\$ 10.01
	MU	MU	MU	MU	MU	MU
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	0454	074	0228	0156	3468	03846

STATIONS	FIRST CLASS				
	● 3476	● 0274	● 3480	● 0158	● 3482
Arrive	P. M.	P. M.	P. M.	P. M.	A. M.
NEW YORK (Hud. Ter.)....	\$ 11.05	\$ 11.25	\$ 11.35	\$ 11.50	\$ 12.05
JERSEY CITY					
JOURNAL SQUARE	\$ 10.56	\$ 11.16	\$ 11.26	\$ 11.41	\$ 11.56
HARRISON	\$ 10.47	\$ 11.07	\$ 11.17	\$ 11.32	\$ 11.47
NEWARK	\$ 10.45	\$ 11.05	\$ 11.15	\$ 11.30	\$ 11.45
	MU	MU	MU	MU	MU
Leave	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	3476	0274	3480	0158	3482

PRINCETON BRANCH

STATIONS	FIRST CLASS					
	4123 MON. ONLY	4125 DAILY EXSUN	4127 DAILY EXSUN	4129 DAILY EXSUN	4131 DAILY EXSUN	4133 DAILY EXSUN
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PRINCETON.....	\$12.08	\$5 37	\$6.27	\$6.42	\$6.57	\$7.28
PENNS NEOK.....		F5.40		F6.45		
PRINCETON JOT..	\$12.13	\$5 43	\$6.32	\$6.48	\$7.02	\$7.33
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	4123	4125	4127	4129	4131	4133

STATIONS	FIRST CLASS					
	4147 DAILY	4149 DAILY	4151 DAILY	4153 DAILY EX. SUN	4155 DAILY EXSUN	4267 SUN. ONLY
Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON.....	\$10.42	\$11.38	\$12.08	\$12.30	\$1.22	\$1.38
PENNS NEOK.....		F11.41		F1.26	F1.41	
PRINCETON JOT..	\$10.47	\$11.44	\$12.13	\$12.35	\$1.28	\$1.44
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	4147	4149	4151	4153	4155	4267

STATIONS	FIRST CLASS					
	4173 Daily EXSUN	4175 Daily	4179 Daily	4271 Sun. Only	4183 DAILY	4185 DAILY EX. SUN
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON.....	\$5.28	\$5.47	\$6.39	\$7.00	7 48	\$ 8.04
PENNS NEOK.....		F6.42		F7.53		\$ 8.09
PRINCETON JOT..	\$5.33	\$5.52	\$6.45	\$7.05	7.53	\$ 8.09
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4173	4175	4179	4271	4183	4185

PRINCETON BRANCH

STATIONS	FIRST CLASS					
	4124 A. M.	4126 A. M.	4128 A. M.	4130 A. M.	4132 A. M.	4134 A. M.
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
PRINCETON.....	\$12.38	\$6 15	\$6.39	\$6.56	\$7.14	\$7.41
PENNS NEOK.....	F12.35	F6 12	F6.42	F6.53	F7.11	
PRINCETON JOT..	\$12.32	\$6 09	\$6.34	\$6.50	\$7.03	\$7.36
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	MON. ONLY	DAILY EX.SUN	DAILY EX.SUN	DAILY EX.SUN	DAILY EX.SUN	DAILY EX.SUN
	4124	4126	4128	4130	4132	4134

STATIONS	FIRST CLASS					
	4148 A. M.	4150 A. M.	4266 P. M.	4152 P. M.	4154 P. M.	4156 P. M.
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON.....	\$10 58	\$11.57	\$12.24	\$12.25	\$1.06	\$1.41
PENNS NEOK.....	F10 55	F11.52	F12.19	F12.20	F1.01	F1.38
PRINCETON JOT..	\$10 52	\$11.52	\$12.19	\$12.20	\$1.01	\$1.35
Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	SUN. ONLY	DAILY EXSUN	DAILY EXSUN	DAILY EXSUN
	4148	4150	4266	4152	4154	4156

STATIONS	FIRST CLASS					
	4172 P. M.	4270 P. M.	4174 P. M.	4176 P. M.	4180 P. M.	4272 P. M.
Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PRINCETON.....	\$ 5.15	\$5 19	\$5.42	\$6.06	\$6.59	\$7.20
PENNS NEOK.....	F 5.12	F5.18	F5.42	F6.01	F6.54	F7.15
PRINCETON JOT..	\$ 5.09	\$5.13	\$5.37	\$6.01	\$6.54	\$7.15
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX.SUN.	SUN. ONLY	DAILY EX.SUN.	DAILY	Daily	Sun. Only
	4172	4270	4174	4176	4180	4272

Schedule trains on Princeton Branch operated with MU equipment.
Trains Nos. 4127, 4128, 4141, 4142, 4155, 4156, 4157, 4158, 4185, 4186 will
not run May 30, July 4, Sept. 1.

SOUTHWARD

FIRST CLASS								
4135 DAILY	4137 DAILY	4261 SUN. & HOL.	4139 DAILY	4141 DAILY EX. SUN.	4143 Daily Ex. Sun.	4145 DAILY	4263 SUN. ONLY	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$7.43	\$ 8.02	\$8.22	\$ 8.44	\$ 9.02	\$9.25	\$10.07	\$10.29	
F7.46	F 8.07	NOTE	F 8.47	F 9.07	F 9.30	F10.10	F10.34	
\$7.49	\$ 8.07	\$8.27	\$ 8.50	\$ 9.07	\$9.30	\$10.13	\$10.34	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
4135	4137	4261	4139	4141	4143	4145	4263	

FIRST CLASS							
4157 DAILY EX.SUN	4161 DAILY	4163 DAILY EX.SUN	4165 DAILY	4167 DAILY	4169 DAILY	4171 DAILY	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$2 01	\$ 2.53	\$ 3.12	\$ 3.40	\$ 4.12	\$ 4.39	\$ 4.58	
\$2.06	\$ 2.58	F 3.15	F 3.43	F 4.15	F 4.42	F 5.01	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4157	4161	4163	4165	4167	4169	4171	

FIRST CLASS						
4187 DAILY	4273 RTN. ONLY	4189 DAILY	4191 DAILY	4275 SUN. ONLY	4181 DAILY EX. SUN.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.47	\$ 9.16	\$ 9.48	\$10 01	\$11 13	\$7.05	
F 8.50	F 9.21	F 9.53	F10.04	F11.18	F7.10	
\$ 8.53	\$ 9.21	\$ 9.53	\$10.07	\$11.18	\$7.10	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4187	4273	4189	4191	4275	4181	

NORTHWARD

FIRST CLASS							
4136 A. M.	4138 A. M.	4262 A. M.	4140 A. M.	4142 A. M.	4144 A. M.	4146 A. M.	4264 A. M.
\$8.01	\$ 8.20	\$ 8.38	\$ 9 01	\$ 9 19	\$ 9 47	\$10 24	\$10.41
\$7.56	\$ 8.17	NOTE	F 8.58	F 9 14	F 9 42	F10 19	F10.36
\$7.56	\$ 8.14	\$ 8.33	\$ 8.55	\$ 9 14	\$ 9 42	\$10 19	\$10.36
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	SUN. & HOL.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	SUN. ONLY
4136	4138	4262	4140	4142	4144	4146	4264

FIRST CLASS							
4268 P. M.	4158 P. M.		4162 P. M.	4164 P. M.	4166 P. M.	4168 P. M.	4170 P. M.
\$ 1.57	\$2.21		\$ 3.06	\$ 3.30	\$ 3.56	\$4.30	\$4.57
\$ 1.52	F2.18		F 3.01	F 3.27	F 3.53	F4.25	F4.52
\$ 1.52	\$2.15		\$ 3.01	\$ 3.24	\$ 3.50	\$4.25	\$4.52
P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.
SUN. ONLY	DAILY EX. SUN.		DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY
4268	4158		4162	4164	4166	4168	4170

FIRST CLASS							
4184 P. M.	4186 P. M.	4188 P. M.	4274 P. M.	4190 P. M.	4192 P. M.	4276 P. M.	4182 P. M.
\$ 8 03	\$ 8.21	\$ 9.15	\$ 9 28	\$10.00	\$10.17	\$11.28	\$7.23
\$ 7 58	F 8.18	\$ 9 10	\$ 9 28	\$ 9.55	F10.14	\$11.23	\$7.18
\$ 7 58	\$ 8.15	\$ 9 10	\$ 9 28	\$ 9.55	\$10.11	\$11.23	\$7.18
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	SUN. ONLY	DAILY	DAILY	SUN. ONLY	DAILY EX. SUN.
4184	4186	4188	4274	4190	4192	4276	4182

NOTE—Trains Nos. 4261 and 4262 will run May 30, July 4, Sept. 1.

4271
Sun.
Only

P. M.
\$7.05

\$7.10

P. M.
4271

4272

P. M.
\$7.17

\$7.12

P. M.
4272

Sun.
Only

4272

STATIONS Leave	FIRST CLASS		
	2557	2559	2591
	DAILY EX. SUN. A. M.	DAILY EX. SUN. A. M.	DAILY EX. SAT. & SUN. A. M.
TRENTON	S 4.37	S 5.30	S 5.52
BROAD ST. (Trenton)	F 5.32		
LALOR ST. (Trenton)			
BD	4.44	5.38	5.59
BORDENTOWN	S 4.46	S 5.41	S 6.01
FIELDSBORO	F 4.48		
KINKORA			
ROEBLING	S 4.52	S 5.47	S 6.07
FLORENCE	F 4.54		F 6.09
STEVENS			
EAST BURLINGTON	4.59	5.55	6.15
BURLINGTON	S 5.02	S 5.59	S 6.18
EDGEWATER PARK	F 5.06	F 6.03	F 6.22
BEVERLY	S 5.08	S 6.06	S 6.24
WALL ROPE WORKS	F 5.10		
PERKINS	F 5.12	F 6.08	
DELANCO	S 5.15	S 6.11	S 6.28
RIVERSIDE	S 5.18	S 6.13	S 6.30
CAMBRIDGE			
RIVERTON	S 5.24	S 6.18	S 6.35
PALMYRA	S 5.27	S 6.20	S 6.37
ARCH ST. (Palmyra)	S 5.29	S 6.22	S 6.39
MINSON (Atlantic Div.)	5.32	6.25	6.42
OAMDEN	S 5.46	S 6.38	
PHILA. (Mkt. St. Whf.)	S 5.53	S 6.45	
PHILA. (BroadSt.) (P.T. Div.)			S 7.10
Arrive	A. M.	A. M.	A. M.
	2557	2559	2591

MINSON TO TRENTON

STATIONS Arrive	FIRST CLASS		
	2552	2554	1070
	A. M.	A. M.	A. M.
TRENTON	S 6.22	S 7.38	S 9.56
BROAD ST. (Trenton)	S 6.20	S 7.36	
LALOR ST. (Trenton)	F 6.18	F 7.34	
BD	6.12	7.28	9.48
BORDENTOWN	S 6.10	S 7.26	9.46
FIELDSBORO	F 6.05		
KINKORA			
ROEBLING	S 6.01	S 7.18	
FLORENCE	F 5.58	F 7.15	
STEVENS			
EAST BURLINGTON	S 5.52	S 7.07	9.36
BURLINGTON	S 5.49	S 7.04	S 9.33
EDGEWATER PARK	S 5.48	S 6.57	
BEVERLY	S 5.41	S 6.55	
WALL ROPE WORKS	F 5.39		
PERKINS		F 6.50	
DELANCO	S 5.36	S 6.48	
RIVERSIDE	S 5.33	S 6.45	9.25
CAMBRIDGE			
RIVERTON	S 5.27	S 6.37	
PALMYRA	S 5.25	S 6.34	
ARCH ST. (Palmyra)	F 5.23		
MINSON (Atlantic Div.)	5.21	6.31	9.18
OAMDEN	S 5.08	S 6.18	
PHILA. (Mkt. St. Whf.)	S 5.00	S 6.10	
PHILA. (BroadSt.) (P.T. Div.)			
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN. 2552	DAILY EX. SUN. 2554	DAILY EX. SUN. 1070

	FIRST CLASS				
	2561	2593	2359	1073	2569
	DAILY EX. SUN. A. M.	DAILY EX. SUN. A. M.	DAILY EX. SUN. A. M.	DAILY A. M.	SAT. ONLY A. M.
	S 6.05	S 6.29	S 7.38	S 10.23	S 11.20
	F 6.07	F 6.31	S 7.40		S 11.22
	F 6.09				
	6.15	6.37	7.46	10.30	11.28
	S 6.17	S 6.39	S 7.48	10.32	S 11.30
	S 6.23	F 6.45	S 7.54		S 11.36
	F 6.25		S 7.56		F 11.38
	6.31	6.51	8.02	10.42	11.44
	S 6.34	S 6.54	S 8.05	S 10.45	S 11.47
	S 6.38	S 6.58	S 8.09		
	S 6.41	S 7.00	S 8.11		S 11.52
	F 6.43				
	S 6.46	S 7.04	S 8.15		F 11.56
	S 6.49	7.06	S 8.18	10.54	S 11.59
		7.07			
	S 6.54	S 7.12	S 8.23		S 12.04
	S 6.57	S 7.15	S 8.26		S 12.07
	7.00	7.19	8.29	11.01	12.10
	S 7.12		S 8.42		S 12.22
	S 7.20		S 8.50		S 12.30
		S 7.47			
	A. M.	A. M.	A. M.	A. M.	P. M.
	2561	2593	2359	1073	2569

EASTWARD

	FIRST CLASS			
	2560	2590	2372	1072
	P. M.	P. M.	P. M.	P. M.
	S 12.37	S 1.10	S 3.30	S 3.41
	F 12.35		S 3.28	
			F 3.26	
	12.28	1.02	3.20	3.38
	S 12.26	S 1.00	S 3.18	3.31
	S 12.20	F 12.54	S 3.12	
		F 12.52	S 3.09	
	12.13	12.46	3.02	3.21
	S 12.10	S 12.43	S 2.59	S 3.18
		F 12.39	F 2.52	
	S 12.04	S 12.37	S 2.49	Will not run May 30, July 4, Sept. 1
	S 12.00	S 12.32	S 2.45	
	S 11.58	S 12.30	S 2.43	3.09
			F 2.40	
	S 11.53	S 12.25	S 2.36	
	S 11.51	S 12.23	S 2.33	
		F 12.21		
	11.49	12.19	2.31	3.02
	S 11.35		S 2.18	
	S 11.25		S 2.10	
		S 11.50		
	A. M.	A. M.	P. M.	P. M.
	SAT. ONLY 2560	SAT. ONLY 2590	DAILY EX. SUN. 2372	DAILY EX. SUN. 1072

STATIONS	FIRST CLASS		
	1075	2571	1077
	SAT. ONLY P. M.	#DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.
Leave			
TRENTON	\$ 1.14	\$ 2.10	\$ 3.16
BROAD ST. (Trenton)		\$ 2.12	
LALOR ST. (Trenton)			
BD	1.21	2.18	3.23
BORDENTOWN	1.23	\$ 2.20	3.25
FIELDSBORO			
KINKORA			
ROEBLING	Will not run	\$ 2.26	
FLORENCE	May 31,	F 2.29	
STEVENS	July 5		
EAST BURLINGTON	1.33	2.35	3.35
BURLINGTON	\$ 1.36	\$ 2.38	\$ 3.38
EDGEWATER PARK		F 2.42	
BEVERLY		\$ 2.45	
WALL ROPE WORKS		F 2.47	
PERKINS		\$ 2.50	
DELANCO			
RIVERSIDE	1.45	\$ 2.53	3.48
OAMBRIDGE			
RIVERTON		\$ 2.58	
PALMYRA		\$ 3.01	
AROH ST. (Palmyra)			
MINSON (Atlantic Div.)	1.52	3.04	3.59
CAMDEN		\$ 3.17	
PHILA. (Mkt. St. Whf.)		\$ 3.25	
PHILA. (Broad St.) (P.T. Div.)			
Arrive	P. M.	P. M.	P. M.
	1075	2571	1077

MINSON TO TRENTON

STATIONS	FIRST CLASS		
	2592	2568	2594
	P. M.	P. M.	P. M.
Arrive			
TRENTON	\$ 4.57	\$ 5.22	\$ 5.42
BROAD ST. (Trenton)	\$ 4.55	F 5.20	
LALOR ST. (Trenton)			
BD	4.48	5.12	5.34
BORDENTOWN	\$ 4.46	\$ 5.10	\$ 5.32
FIELDSBORO		F 5.07	
KINKORA			
ROEBLING	\$ 4.40	\$ 5.03	F 5.26
FLORENCE		\$ 5.01	F 5.24
STEVENS			
EAST BURLINGTON	4.34	4.55	5.18
BURLINGTON	\$ 4.31	\$ 4.52	\$ 5.15
EDGEWATER PARK	\$ 4.27	\$ 4.47	\$ 5.10
BEVERLY	\$ 4.25	\$ 4.45	\$ 5.08
WALL ROPE WORKS		F 4.41	
PERKINS		\$ 4.39	\$ 5.05
DELANCO	\$ 4.21	\$ 4.39	\$ 5.03
RIVERSIDE	\$ 4.18	\$ 4.36	\$ 5.00
OAMBRIDGE	F 4.16		\$ 4.58
RIVERTON	\$ 4.12	\$ 4.31	\$ 4.54
PALMYRA	\$ 4.10	\$ 4.29	\$ 4.51
AROH ST. (Palmyra)	F 4.08		F 4.49
MINSON (Atlantic Div.)	4.06	4.27	4.47
CAMDEN		\$ 4.12	
PHILA. (Mkt. St. Whf.)		\$ 4.00	
PHILA. (Broad St.) (P.T. Div.)	\$ 3.38		\$ 4.18
Leave	P. M.	P. M.	P. M.
	#DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	#DAILY EX. SAT. & SUN.
	2592	2568	2594

	FIRST CLASS			
	2577	2581	1079	2713
	DAILY EX. SAT. & SUN. P. M.	DAILY EX. SUN. P. M.	FRIDAY ONLY P. M.	SUNDAY ONLY P. M.
	\$ 4.15	\$ 5.28	\$ 6.46	\$ 7.40
	\$ 4.17	F 5.30		
	F 4.19			
	4.25	5.36	6.53	7.48
	\$ 4.27	\$ 5.38	6.55	\$ 7.50
	\$ 4.38	\$ 5.44		\$ 7.56
	F 4.46	F 5.46	Will not run July 4	
	4.39	5.52	7.05	8.02
	\$ 4.42	\$ 5.55	\$ 7.08	\$ 8.05
	F 4.46			F 8.09
	\$ 4.48	\$ 6.01	First Trip June 27	\$ 8.11
	\$ 4.52	\$ 6.05		F 8.15
	\$ 4.55	\$ 6.08	7.17	\$ 8.17
	\$ 5.00	\$ 6.13		\$ 8.22
	\$ 5.03	\$ 6.16	Will also run Thursday July 3	\$ 8.24
	5.06	6.19	7.25	8.27
	\$ 5.18	\$ 6.32		\$ 8.40
	\$ 5.25	\$ 6.40		\$ 8.50
	P. M.	P. M.	P. M.	P. M.
	2577	2581	1079	2713

EASTWARD

	FIRST CLASS				
	1078	2570	2572	1080	2582
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.41	\$ 6.00	\$ 6.25	\$ 8.08	\$ 10.42
	5.33	5.51	6.17	7.54	10.34
	5.31	\$ 5.49	\$ 6.15	7.52	\$ 10.32
		\$ 5.43	\$ 6.09		\$ 10.26
		B 5.41		Will not run July 4	F 10.24
	5.21	5.36	6.03	7.42	10.18
	\$ 5.18	\$ 5.33	\$ 6.00	\$ 7.39	\$ 10.15
		\$ 5.29	F 5.55		F 10.11
		\$ 5.27	\$ 5.53		\$ 10.09
	Will run May 30, July 4, Sept. 1	F 5.24		Will run May 30, Sept. 1	F 10.06
		\$ 5.22	\$ 5.49		\$ 10.04
	5.09	\$ 5.19	\$ 5.46	7.29	\$ 10.02
		\$ 5.14	\$ 5.41		\$ 9.56
		\$ 5.11	\$ 5.39		\$ 9.54
		\$ 5.09			
	5.02	5.07	5.37	7.22	9.52
		\$ 4.53	\$ 5.23		\$ 9.38
		\$ 4.45	\$ 5.15		\$ 9.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	SUN. & HOLIDAYS	#DAILY EX. SUN.	DAILY EX. SAT. & SUN.	SUN. & HOLIDAYS	DAILY
	1078	2570	2572	1080	2582

**MANUNKA CHUNK TO TRENTON
SOUTHWARD**

STATIONS	FIRST CLASS		
	2359 #DAILY EX. SUN.	585 SUNDAY ONLY	575 DAILY EX. SUN.
	A. M.	P. M.	P. M.
Leave			
STROUDSBURG.....	S 3.30	S 3.30	S 3.30
DEL. WATER GAP.....	S 3.38	S 3.38	S 3.38
PORTLAND.....	S 3.46	S 3.48	S 3.48
DELAWARE.....	F 3.50	F 3.53	F 3.53
MANUNKA CHUNK.....		3.55	3.58
BELVIDERE.....	Will not run May 30, July 4, Sept. 1	S 4.02	S 4.06
G.....		4.04	4.08
CR.....		4.11	4.15
MARTINS CREEK.....			S 4.17
DY.....		4.16	4.22
PHILLIPSBURG.....	S 5.19	S 4.25	S 4.36
KENT.....	5.22	4.28	4.40
WARREN.....	5.26	4.31	4.43
CARPENTERVILLE.....			F 4.45
RIEGELSVILLE.....	E 5.33	F 4.39	S 4.53
HD.....	5.37	4.43	4.58
MILFORD.....	S 5.44	S 4.48	S 5.04
FRENCHTOWN.....	S 5.52	S 4.55	S 5.14
BYRAM.....	S 6.03	F 5.05	S 5.24
RK.....	6.05	5.07	5.26
RAVEN ROCK.....	F 6.06		
STOCKTON.....	S 6.11	S 5.13	S 5.33
LAMBERTVILLE.....	S 6.17	S 5.20	S 5.44
MOORE.....	6.23	5.26	5.51
TITUSVILLE.....			
WASH'N CROSSING.....	S 6.27	5.31	5.56
WB.....	6.32	5.36	6.01
WARREN ST., TRENTON.....	S 6.39	S 5.43	S 6.08
MG.....	6.40	5.44	6.09
TRENTON.....	S 6.46	S 5.50	S 6.15
Arrive	A. M.	P. M.	P. M.
	2359	585	575

**TRENTON TO MANUNKA CHUNK
NORTHWARD**

STATIONS	FIRST CLASS		
	556	586	2372
	A. M.	A. M.	P. M.
Arrive			
STROUDSBURG.....	S 10.55	S 10.55	
DEL. WATER GAP.....	S 10.44	S 10.45	
PORTLAND.....	S 10.35	S 10.36	
DELAWARE.....	F 10.28	F 10.31	
MANUNKA CHUNK.....	10.24	10.27	
BELVIDERE.....	S 10.16	F 10.19	Will not run May 30, July 4, Sept. 1
G.....	10.13	10.16	
CR.....	10.06	10.08	
MARTINS CREEK.....	S 10.04		
DY.....	9.59	10.02	
PHILLIPSBURG.....	S 9.51	S 9.54	S 5.47
KENT.....	9.39	9.47	5.43
WARREN.....	9.36	9.44	5.40
CARPENTERVILLE.....	F 9.34		
RIEGELSVILLE.....	S 9.28		F 5.32
HD.....	9.23	9.33	5.28
MILFORD.....	S 9.18	F 9.23	S 5.23
FRENCHTOWN.....	S 9.11	S 9.22	S 5.17
BYRAM.....	S 8.58	F 9.12	S 5.06
RK.....	8.56	9.10	5.04
RAVEN ROCK.....	F 8.55		F 5.03
STOCKTON.....	S 8.50	F 9.05	S 4.57
LAMBERTVILLE.....	S 8.44	S 9.00	S 4.52
MOORE.....	8.36	8.53	4.46
TITUSVILLE.....			E 4.44
WASH'N CROSSING.....	8.32	8.48	S 4.42
WB.....	8.28	8.43	4.38
WARREN ST., TRENTON.....	S 8.21		S 4.31
MG.....	8.20	8.35	4.30
TRENTON.....	S 8.15	S 8.30	S 4.26
Leave	A. M.	A. M.	P. M.
	DAILY EX. SUN.	SUNDAY ONLY	#DAILY EX. SUN.
	556	586	2372

**THE TICKET OFFICES OF STATIONS NAMED BELOW
WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All Trains		New York	All Trains	
All Trains		New York (Hudson Ter.)	All Trains	
3255-3257	3333	Jersey City		
All Trains		Journal Square (Jersey City)	All Trains	
Eastbound office		Harrison	Eastbound office	
3224	0156		3520	0156
Westbound office			Westbound office	
0217	071			
All Trains		Newark	All Trains	
3703	3818	South St. (Newark) (†)		
3706	3718	North Elisabeth (†)		
All Trains		Elizabeth	All Trains	
2500	3710	South Elisabeth (†)		
3812	3734	Linden	4244	4254
3812	3736	Rahway	4244	290
3710	3707	Avenel (†)		
2500	3730	Woodbridge (†)		
3752	3760	Colonia (†)		
3752	258	Iselin (†)		
3812	3840	Metuchen	3826	4256
3822	3840	Stelton (†)		
All Trains		New Brunswick	All Trains	
3827	266	Deans (†)		
254	263	Monmouth Junc. (†)		
254	3827	Plainsboro (†)		
256	261	Princeton Junc.		
4127	4181	Princeton	4135	4183
All Trains		Trenton	All Trains	
253	268	Bristol	285	216
254	1257	Croydon (†)		
3857	261	Cornwells Heights (†)		
253	266	Torresdale (†)		

(†) Closed holidays.

‡—Also open for and close after train No. 3859.

**THE TICKET OFFICES OF STATIONS NAMED BELOW
WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
2500	2509	Old Bridge (†)		
2509	2509	Helmetta (†)		
All Trains		Sea Girt	All Trains	
805	805	Manasquan (†)		
All Trains		Farmingdale	All Trains	
805	812	Freehold	All Trains	
805	805	Englishtown (†)		
805	805	Jamesburg (†)		
2593	2372	Bordentown (†)		
2554	2372	Roebling (†)		
2591	1077	Burlington (†)		
2561	2372	Beverly (†)		
2559	2359	Delanco (†)		
2559	2572	Riverside		
2552	2577	Riverton		
2552	2359	Palmyra (†)		
2557	2557	Arch St. (Palmyra) (†)		
All Trains	All Trains	Belvidere (†)		
All Trains	All Trains	Martin's Creek (†)		
All Trains		Phillipsburg	All Trains	
556	556	Riegelsville (†)		
556	556	Milford		
All Trains		Frenchtown	All Trains	
All Trains		Stockton (†)		
All Trains		Lambertville	All Trains	

(†) Closed holidays.

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop at	For
Psg. Ex. (X6)	Portal	Employees.
4241	Portal	Employees.
266	Portal (Sunday only)	Employees.
3728	Portal	Employees.
3795	Portal	Employees.
263	Sub-Station 4, Kearny	Employees.
3706	Karny Interlocking, OS Switches.....	Employees.
3719	Karny Interlocking, OS Switches.....	Employees.
0101	Karny Block Station	Employees.
3209	Karny Block Station	Employees.
0119	Karny Block Station	Employees.
0253	Karny Block Station	Employees.
03753	Karny Block Station (Sunday Only)..	Employees.
3812	Karny Block Station	Employees.
3221	Karny Block Station	Employees.
0723	Karny Block Station	Employees.
037	Karny Block Station	Employees.
3471	Karny Block Station	Employees.
0255	Hudson Block Station	Employees.
3517	Hudson Block Station	Employees.
3221	Hudson Block Station	Employees.
0149	Hudson Block Station	Employees.
0263	Hudson Block Station	Employees.
03795	Hudson Block Station	Employees.
3469	Hudson Block Station	Employees.
3751	Waverly Freight Station, Haynes Ave..	Employees.
3833	Waverly Freight Station, Haynes Ave..	Employees.

TRAINS WAIT FOR CONNECTIONS

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive	
Newark.....	3703	5.48 AM	703	5.25 AM*	
	3751	6.27 "	201	6.14 "	
	3823	10.18 "	75	10.15 "	
	3711	11.21 "	211	11.15 "	
	3715	1.04 PM	125	12.45 PM	
	3833	3.10 "	725	3.00 "	
	3719	3.35 "	3769	3.22 "	
	3771	3.51 "	729	3.47 "	
	3723	4.01 "	729	3.47 "	
	3773	4.27 "	271	4.20 "	
	3775	4.28 "	271	4.20 "	
	3727	4.33 "	735	4.29 "	
	3837	4.41 "	735	4.29 "	
	3779	4.46 "	2509	4.36 "	
	3787	5.20 "	737	5.04 "	
	Rahway.....	255	6.25 AM	2500	6.11 AM
		3751	6.56 "	3710	6.42 "
257		7.33 "	3718	7.20 "	
781		8.14 "	4248	8.01 "	
709		9.08 "	3822	8.46 "	
4231		11.12 "	3826	10.49 "	
717		12.04 PM	3768	11.50 "	
3715		1.23 "	266	1.02 PM	
3717		2.03 "	3772	1.43 "	
4205		2.27 "	4232	2.03 "	
3833		3.29 "	720	3.20 "	
4251		3.38 "	4234	3.32 "	
3727		4.51 "	3780	4.34 "	
2509		4.55 "	3780	4.34 "	
3837		4.56 "	3734	4.49 "	
3731		5.07 "	4204	4.53 "	
3735		5.24 "	3840	5.10 "	
3739	6.08 "	268	5.33 "		
3841	6.40 "	4236	5.58 "		
3795	10.28 "	4240	9.59 "		
3795	10.28 "	728	10.04 "		

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive
Princeton Junction.....	3847	12.14 AM	4123	12.13 AM
	252	12.29 "	4123	12.13 "
	253	5.45 "	4125	5.43 "
	254	6.05 "	4125	5.43 "
	256	6.36 "	4127	6.32 "
	201	6.50 "	4129	6.48 "
	200	6.51 "	4129	6.48 "
	255	7.00 "	4129	6.48 "
	3818	7.04 "	4131	7.02 "
	805	7.36 "	4133	7.33 "
	182	7.53 "	4135	7.49 "
	3822	8.10 "	4137	8.07 "
	285	8.11 "	4137	8.07 "
	257	8.11 "	4137	8.07 "
	832	8.12 "	4137	8.07 "
	264	8.30 "	4261	8.27 "
	4202	8.30 "	4261	8.27 "
	188	8.53 "	4139	8.50 "
	258	9.02 "	4139	8.50 "
	3821	9.41 "	4143	9.38 "
	3826	10.16 "	4145	10.13 "
	4203	10.36 "	4263	10.34 "
	75	10.50 "	4147	10.47 "
	210	11.48 "	4149	11.44 "
	266	12.16 PM	4151	12.13 PM
	3827	12.41 "	4153	12.35 "
	822	12.51 "	4153	12.35 "
	1075	12.58 "	4153	12.35 "
	3828	1.32 "	4155	1.28 "
	262	1.32 "	4155	1.28 "
	214	1.48 "	4267	1.44 "
	261	2.08 "	4157	2.06 "
	4205	3.00 "	4161	2.58 "
	1077	3.00 "	4161	2.58 "
	272	3.21 "	4163	3.18 "
	263	3.38 "	4163	3.18 "
	219	3.49 "	4165	3.46 "
	4204	4.21 "	4167	4.18 "
	3840	4.22 "	4167	4.18 "
	812	4.27 "	4167	4.18 "
	220	4.49 "	4169	4.45 "
	271	5.07 "	4171	5.04 "
	287	5.08 "	4171	5.04 "
	286	5.10 "	4171	5.04 "
	157	5.36 "	4173	5.33 "
	222	5.51 "	4175	5.48 "
	270	6.06 "	4175	5.48 "
	225	6.52 "	4179	6.50 "
	224	6.55 "	4179	6.50 "
	4206	7.06 "	4179	6.50 "
	3841	7.17 "	4181	7.14 "
	3844	7.56 "	4183	7.53 "
	275	8.11 "	4185	8.09 "
	229	8.58 "	4187	8.53 "
	156	9.02 "	4187	8.53 "
	3846	9.06 "	4187	8.53 "
	274	10.01 "	4189	9.53 "
	3845	10.08 "	4191	10.07 "
	189	11.21 "	4275	11.18 "

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive.
Princeton J'tion (Con.).	4124	12.32 AM	3847	12.14 AM
	4124	12.32 "	252	12.29 "
	4126	6.09 "	253	5.45 "
	4126	6.09 "	254	6.05 "
	4130	6.50 "	256	6.36 "
	4130	6.50 "	201	6.50 "
	4132	7.08 "	200	6.51 "
	4132	7.08 "	255	7.00 "
	4132	7.08 "	3818	7.04 "
	4134	7.36 "	805	7.36 "
	4136	7.56 "	182	7.53 "
	4138	8.14 "	3822	8.10 "
	4138	8.14 "	285	8.11 "
	4138	8.14 "	257	8.11 "
	4138	8.14 "	832	8.12 "
	4262	8.33 "	264	8.30 "
	4262	8.33 "	4202	8.30 "
	4140	8.55 "	188	8.53 "
	4142	9.14 "	258	9.02 "
	4144	9.42 "	3821	9.41 "
	4146	10.19 "	3826	10.16 "
	4264	10.36 "	4203	10.36 "
	4148	10.52 "	75	10.50 "
	4150	11.52 "	210	11.48 "
	4266	12.19 PM	266	12.16 PM
	4152	12.20 "	266	12.16 "
	4154	1.01 "	3827	12.41 "
	4154	1.01 "	822	12.56 "
	4154	1.01 "	1075	12.58 "
	4156	1.35 "	3828	1.32 "
	4156	1.35 "	262	1.32 "
	4268	1.52 "	214	1.48 "
	4158	2.09 "	261	2.08 "
	4162	3.04 "	4205	3.00 "
	4162	3.04 "	1077	3.00 "
	4164	3.24 "	272	3.21 "
	4166	3.50 "	263	3.38 "
	4166	3.50 "	219	3.49 "
	4168	4.25 "	4204	4.21 "
	4168	4.25 "	3840	4.22 "
	4170	4.52 "	220	4.49 "
	4172	5.09 "	271	5.07 "
	4270	5.13 "	287	5.08 "
	4270	5.13 "	286	5.10 "
	4174	5.37 "	157	5.36 "
	4176	6.01 "	222	5.51 "
	4176	6.01 "	69	6.00 "
	4180	6.58 "	225	6.52 "
	4180	6.58 "	224	6.55 "
	4182	7.18 "	4206	7.06 "
	4182	7.18 "	3841	7.17 "
	4184	7.58 "	3844	7.56 "
	4186	8.15 "	275	8.11 "
	4188	9.10 "	229	8.58 "
	4188	9.10 "	156	9.02 "
	4188	9.10 "	3846	9.06 "
	4274	9.23 "	835	9.09 "
	4192	10.11 "	274	10.01 "
	4192	10.11 "	3845	10.08 "
	4276	11.23 "	189	11.21 "

	Train No.	Due to Leave	Will Wait 5 Minutes for Train No.	Due to Arrive
Trenton.....	2557	4.37 AM	119	4.20 AM
	256	4.26 "	2552	6.22 "
	2593	4.29 "	187	6.06 "
	3816	6.30 "	2552	6.22 "
	3818	6.53 "	2359	6.45 "
	201	7.01 "	2359	6.45 "
	2359	7.38 "	131	7.31 "
	182	7.43 "	2554	7.38 "
	203	7.59 "	805	7.48 "
	832	8.00 "	182	7.43 "
	556	8.15 "	182	7.43 "
	556	8.15 "	203	7.58 "
	586	8.30 "	109	8.30 "
	586	8.30 "	188	8.43 "
	3826	10.05 "	1070	9.51 "
	2569	11.20 "	75	11.02 "
	822	12.40 PM	212	12.38 PM
	822	12.40 "	2560	12.37 "
	126	12.56 "	2560	12.37 "
	262	1.20 "	2590	1.10 "
	2571	2.10 "	215	2.00 "
	218	3.40 "	2372	3.30 "
	2577	4.15 "	219	3.59 "
	812	4.16 "	132	3.59 "
	2372	4.26 "	132	3.59 "
	2372	4.26 "	219	3.59 "
	2581	5.28 "	271	5.19 "
	222	5.40 "	2568	5.22 "
	142	5.53 "	2594	5.37 "
	142	5.53 "	585	5.50 "
	223	6.04 "	585	5.50 "
	155	6.34 "	575	6.15 "
	224	6.45 "	575	6.15 "
	224	6.45 "	2572	6.25 "
	2713	7.40 "	137	7.32 "
	183	9.25 "	835	9.20 "
	198	10.48 "	2582	10.42 "
	160	11.13 "	2582	10.42 "

U. S. MAIL WORK AT NON STOP STATIONS EASTWARD

STATIONS	2552	264	258	122	822	812	2372	556	
Elizabath									
Colonia									
Iselin									
Stelton		CD	CD						
Deans									
Allenwood.....					CD	CD			
Tennent					CD				
Monmouth Junction...									
Plainsboro					D	D			
Carpenterville								CD	
Titusville								CD	
Washington Crossing ..									
Tullytown.....		CD	CD						
Bristol				CD†					
Croydon									
Eddington		D	D						
Andalusia		D							
Fieldsboro.....	CD							CD	
Edgewater Park.....									

WESTWARD

STATIONS	255	805	189	263	2577	2359	575		
Elizabath									
Colonia				D					
Iselin.....	CD								
Stelton	CD			CD					
Deans									
Allenwood.....		CD							
Tennent		CD							
Monmouth Junction...									
Plainsboro	D			CD					
Carpenterville							D		
Titusville						CD			
Washington Crossing ..									
Tullytown.....	CD			CD					
Bristol.....			CD†						
Croydon	CD								
Eddington	CD								
Andalusia	D								
Fieldsboro.....					CD	CD			
Edgewater Park.....						CD			

C—Mail caught from crane only. E—Train stops. Mail received or
 D—Mail delivered only. delivered, or both.
 CD—Mail caught and delivered. †—Sunday only.
 †—Mail not delivered Sunday.

Note—Letters and characters as used in these pages, have no reference to their application as provided in Special Instructions *1201 or 1202.

Note—Speed must be reduced to effect safe delivery or receipt of Mail when necessary.

EXPRESS TRAINS WESTWARD

PASSENGER EXTRA
The time shown conveys no time table authority

STATIONS	WP-1	Exp-107	M-181	Exp-169	Exp-15	Exp-11
	#DAILY EX. MON. A. M.	#DAILY EX. MON. A. M.	#DAILY EX. MON. A. M.	#DAILY EX. MON. A. M.	#DAILY EX. MON. A. M.	#DAILY EX. SUN. P. M.
SUNNYSIDE	E 12.45	E 12.40			E 9.00	E 10.00
NEW YORK		1.00	E 5.15	E 5.00 5.20	E 5.40 5.55	9.20 10.20
JERSEY CITY (Waldo Ave.)			E 5.45			
NEWARK						
NEWARK (So. Broad St.)						
TRENTON						
HOLMES	2.15	2.22		7.15	7.25	11.45
Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	WP-1	Exp-107	M-181	Exp-169	Exp-15	Exp-11

WP-1, Exp-13, Exp-107, M-181, Exp-15, Exp-169 will not run May 31, July 5, Sept. 2.
Exp-11 will not run May 30, July 4, Sept. 1.

EXPRESS TRAINS EASTWARD

PASSENGER EXTRA
The time shown conveys no time table authority

STATIONS	PW-2	Exp-172	Exp-18	Exp-72	M-172	Exp-144
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
SUNNYSIDE						
NEW YORK		E 2.55 E 2.55	E 6.10	E 9.06 E 9.30	E 10.30	E 9.30
JERSEY CITY (Waldo Ave.)			E 5.25	E 9.12		
NEWARK			E 4.05	E 8.17	E 9.55	
NEWARK (So. Broad St.)			3.45	7.55		7.12
TRENTON			A. M.	P. M.	P. M.	P. M.
HOLMES	12.55	1.04				
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	PW-2	Exp-172	Exp-18	Exp-72	M-172	Exp-144

PW-2 will not run May 31, July 5, Sept. 2.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The Time Shown Conveys No Time Table Authority

STATIONS	PG-11 (1) P. M.	AN-31 (2) A. M.	NE-1 (6) A. M.	NY-1 (1) A. M.	BL-5 (1) A. M.	BL-1 (1) A. M.	R-3 (1) A. M.	MD-1 (1) A. M.	MD-3 (2) A. M.	JO-7 (1) P. M.	AN-8 (7) P. M.	JO-5 (1) P. M.	A-31 (2) P. M.	N-51 (1) P. M.
Harsimus Cove.....Leave	11.30			1.00										
Meadows.....Leave														
Greenville.....Leave		3.00	3.30				5.45	9.30	11.30	1.00	2.00	3.00		5.45
Waverly.....Leave	1.00			2.30										8.00
County.....Leave														
South Amboy.....Leave														
Phillipsburg.....Leave					4.30	6.30								
Frenchtown.....Arrive														
Byram.....Leave						9.30							2.00	
Coalport.....Arrive														
Millham.....Leave														9.30
Fair.....Leave					7.45									
Minson.....Pass														
MA.....Pass	3.15			5.15			7.45			8.15		5.15		8.00
Holmes.....Pass		5.00	5.30		8.30			12.01	2.30		4.00			10.30
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

1—Daily
2—Daily Except Sunday
3—Daily Except Monday

4—Daily Except Saturday
5—Daily Ex. Saturday & Sunday
6—Daily Ex. Sunday & Monday

7—Sunday Only
8—Monday Only
9—Saturday Only

10—Daily Except Tuesday & Saturday
11—Daily Except Tuesday
12—Daily Except Wednesday

ARRANGED FREIGHT TRAIN SERVICE—CONTINUED—WESTWARD

The Time Shown Conveys No Time Table Authority

STATIONS	LOT-1 (2) P. M.	MD-18 (1) P. M.	1/P-5 (1) P. M.	A-1 (1) P. M.	KT-1 (2) P. M.	A-5 (4) P. M.	N-3 (1) P. M.	OS-1 (2) P. M.	OS-1 (7) P. M.	2/P-5 (2) P. M.	N-31 (1) P. M.	BI-3 (1) P. M.	A-9 (1) P. M.	BL-33 (1) P. M.	N-15 (1) P. M.	MD-7 (1) P. M.
Harsimus Cove.....Leave	5.55							8.30	8.30	8.30	9.30					
Meadows.....Leave																
Greenville.....Leave		6.30	7.00			8.00	7.30								10.30	11.59
Waverly.....Leave		7.30	8.30			9.15	10.00				11.30				12.30	2.00
County.....Leave																
South Amboy.....Leave				10.45		10.45										
Phillipsburg.....Leave										9.00		9.45				10.15
Frenchtown.....Arrive																
Byram.....Leave															12.30	
Coalport.....Arrive																
Millham.....Leave					9.30											
Fair.....Leave																
Minson.....Pass						2.00										
MA.....Pass			10.30	4.00	10.15					10.45						
Holmes.....Pass	7.55	9.30					12.15	10.30	11.30		2.15	1.45		3.30	3.30	4.00
	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

1—Daily
2—Daily Except Sunday
3—Daily Except Monday

4—Daily Except Saturday
5—Daily Ex. Saturday & Sunday
6—Daily Ex. Sunday & Monday

7—Sunday Only
8—Monday Only
9—Saturday Only

10—Daily Except Tuesday & Saturday
11—Daily Except Tuesday
12—Daily Except Wednesday

ARRANGED FREIGHT TRAIN SERVICE—CONTINUED—EASTWARD

The Time Shown Conveys No Time Table Authority

STATIONS	N-28 (1)	A-2 (1)	BNY-16 (1)	OS-3 (1)	F-14 (1)	N-16 (1)	MD-14 (1)	N-30 (1)	BL-6 (1)	MD-16 (1)	OE-2 (2)	ET-2 (1)	SW-8 (1)	YN-2 (1)	LOL-2 (6)	PNE-8 (1)	OG-8 (1)	SW-8 (1)	MD-6 (1)	EG-8 (1)	BL-2 (1)		
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
Harsimus Cove Arrive			4.30	4.15	5.30	5.30	6.00				7.00			8.30	7.45								
Meadows Arrive						4.30																	
Greenville Arrive	3.00									6.00			7.00			8.10	10.45	10.45	11.45	12.15			
Waverly Arrive			3.30	3.15	4.00	3.30	4.30																
County Arrive						2.30																	
South Amboy Arrive		4.00																					
Jamesburg Leave																							2.30
Phillipsburg Arrive								8.00	8.30														
Frenchtown Leave																							
Byram Arrive								4.45	6.00														
Coalport Leave		1.00																					11.30
Millham Arrive						1.30																	
Fair Arrive								3.15	3.45			6.00											
Minson Pass																							
MA Pass		12.01	1.00		1.30	12.30					4.30	5.00	5.00	5.30		6.15	8.45	8.45		10.15			
Holmes Pass				1.30				2.45	3.00	3.45					5.40				9.45				
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

1—Daily.
2—Daily Except Sunday.
3—Daily Except Monday.

4—Daily Except Saturday.
5—Daily Ex. Saturday & Sunday.
6—Daily Ex. Sunday & Monday.

7—Sunday Only.
8—Monday Only.
9—Saturday Only.

10—Daily Except Tuesday & Saturday.
11—Daily Except Tuesday.
12—Daily Except Wednesday.

ARRANGED FREIGHT TRAIN SERVICE—CONTINUED—EASTWARD

The Time Shown Conveys No Time Table Authority

STATIONS	A-80 (2)	NY-2 (1)	NY-8 (1)	N-12 (1)	MD-12 (1)	HA-2 (1)	NE-8 (1)	BL-4 (1)	BL-34 (1)	WS-4 (1)	AG-12 (1)	P-16 (1)	A-10 (1)	MD-8 (1)	FW-8 (1)	N-8 (1)	PNE-8 (1)	MD-18 (1)	A-6 (9)	NY-4 (1)		
	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
Harsimus Cove Arrive		2.30	2.45		4.00					10.00		2.00	3.00		1.00	2.00					2.30	
Meadows Arrive				4.00							3.30											
Greenville Arrive		1.30	1.45	3.30	3.00		6.00			9.00			1.15	12.15		12.30	2.00		4.15		1.30	
Waverly Arrive																						
County Arrive																						
South Amboy Arrive																						
Jamesburg Leave																						
Phillipsburg Arrive								7.45	9.00				10.45									
Frenchtown Leave																						
Byram Arrive																						
Coalport Leave																						
Millham Arrive																						
Fair Arrive																						
Minson Pass																						
MA Pass		11.45	12.15	12.30		3.00		4.30	4.45	7.00	9.15	9.30							11.80			11.45
Holmes Pass						1.15	4.00							10.00	10.15	10.01		11.30				
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

1—Daily.
2—Daily Except Sunday.
3—Daily Except Monday.

4—Daily Except Saturday.
5—Daily Ex. Saturday & Sunday.
6—Daily Ex. Sunday & Monday.

7—Sunday Only.
8—Monday Only.
9—Saturday Only.

10—Daily Except Tuesday & Saturday.
11—Daily Except Tuesday.
12—Daily Except Wednesday.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal And Interlocking Rules."

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

★1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail or newspapers.

G—Regular stop, Saturday only.

H—Regular stop, Saturday only, to receive passengers.

J—Regular stop, Saturday only, to discharge passengers.

K—Regular stop, Sunday only.

L—Stop on signal, Sunday only, to receive or discharge passengers.

M—Regular stop daily except Saturday and Sunday.

N—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

⊕—Passenger train—schedule assigned to gas-electric, gasoline, or oil-electric rail motor cars.

*—Passenger train—schedule assigned to handle passenger and freight equipment.

◇—Passenger train—No train baggageman.

⊖—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

AA—Regular stop to receive or discharge passengers to or from St. Louis and beyond.

P—Regular stop to receive or discharge passengers to or from south of Washington.

Q—Regular stop, Monday only.

R—Regular stop to discharge passengers daily except Sunday.

T—Regular stop to receive or discharge passengers to or from south or west of Philadelphia.

U—Regular stop to receive or discharge passengers to or from west of Pittsburgh.

V—Regular stop to receive or discharge passengers to or from Altoona and beyond.

W—Regular stop to receive or discharge passengers to or from south of Wilmington.

Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.

Z—Regular stop to change engines.

CC—Regular stop to receive or discharge passengers to or from New Haven, Conn., and beyond.

RR—Regular stop to receive passengers for Lewistown and points west of Pittsburgh.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction

to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

1305. For protection of trackmen working between automatic signals W37-W38 and east end of North River tunnels, also between west end of East River tunnels and F:—

A yellow flag or yellow light will be placed a sufficient distance from trackmen to enable trains to reduce speed to 35 miles per hour. Speed must be reduced as soon as it can be accomplished with proper handling of train, after passing the yellow flag or yellow light, to conform with this requirement.

A green flag or green light will be placed at point where authorized speed may be resumed.

Engine whistle must be promptly sounded after yellow flag or yellow light is sighted to warn trackmen of approach of train.

HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. Rule 14(dc) will apply:

Track	Between	And
No. 2.....	Hunter.....	Hudson
No. 3.....	C.....	Harold
A.....	Union.....	Elmora

Rule 14(ec) will apply:

Track	Between	And
No. 2.....	Harold.....	JO
No. 3.....	Hudson.....	Hunter
B.....	Elmora.....	Union

1502. Rule 14(r) will apply:

When irregular stops are to be made for change of engines, coal, water, hot parts, etc. Operator will notify train dispatcher promptly.

1503. Engine whistle on H. & M. R. R. trains must be sounded at R signs.

1504. The engine whistle signal prescribed by Rule 14(l) must be sounded by eastward trains at whistle sign (W) mounted on catenary pole adjacent to No. 1 track, 1765 feet east of MA, to warn employees at west end of C Yard, Morrisville, of approach of train.

1505. Portable whistle post (yellow disc with black letter W) will be placed south of eastward track for eastward trains and north of westward track for westward trains, approximately 1250 feet from point where trackmen are working in the territory shown:

Trenton Branch

Between Millham and Coalport

Between Midway and Jamesburg

Between Jamesburg and South Amboy

Between Harsimus Cove and WA-3

Between Greenville and WA-6

When portable whistle post is displayed, Rules 14(l) and 14(q) will apply.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

1602. On H. & M. R. R. trains, when LIGHT communicating signal system fails, BELL communicating signal system must be used. When train does not start within a reasonable time after doors have been closed, signal of two bells originated by Rear Brakeman must be transmitted ahead in proper succession to Conductor, who must personally inform Engineman to accept BELL instead of LIGHT communicating signals.

TRAIN SIGNALS

1701. Night Signals will be displayed on rear of trains and engines while passing through tunnels.

1702. Night signals must be displayed by day as well as by night in New York Pennsylvania Station area.

1703. Trains operating to or from connecting railroads, whose operating rules require display of train signals to designate passenger extras or sections of regular trains, may display such signals when on New York Division to avoid delay putting up or taking down same at connecting points.

USE OF SIGNALS

Fuseses And Torpedoes

★1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fuseses must not be displayed on bridges and trestles, or between east portals of East River tunnels and west portals of North River tunnels unless necessary to prevent an accident.

1802A. Torpedoes must not be used between east portals of East River Tunnels and west portals of North River Tunnels or on drawbridges.

1803. Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service.	10	20
Freight Service.	12	12
Engines in Road Service.	3	6
Engines in Shifting Service.	3	4
H. & M. R. R. Trains.	4	10

1803A. Additional fuseses and torpedoes must be carried when necessitated by weather or other conditions. In event supply becomes depleted enroute, proper advance information must be given in order that it may be replenished at convenient points.

Conductors and Flagmen in so far as the Flagman's equipment is concerned, Enginemen and Firemen in so far as the equipment on engine is concerned, are responsible for knowing they are properly equipped with necessary train signal appliances before starting from each terminal, as well as enroute.

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary track or siding	Switch
No. 0 track, Elmora and Linden Park Yard	Secondary track	All Switches
No. 5 track, Hunter and Waverly Freight Station	Secondary track	E. P. Harrison track.
No. 5 track, Waverly Freight Station and Lane	Secondary track	All Switches.
Edison and Raritan Arsenal	Secondary track	All Switches.
County and East Millstone	Secondary track	All Switches.
No. 5 track, Baldwin St. Yard and County	Secondary track	All Switches.
Midway and Rocky Hill	Secondary track	All Switches.
Nassau and KS	Siding	All Switches.
WC and Perth Amboy	Secondary track	All Switches.
No. 0 track, Grundy and Morris	Secondary track	All Switches.
Amboy Branch, JG and BO	Main track	All Switches.
Lambertville and Flemington	Secondary track	All Switches.

1805. Ringing of engine bell may be omitted when running through tunnels.

1806. In the application of Rule 30, engines not equipped with engine bell will sound engine whistle as provided in Rule 14(p) when passing a train standing on an adjacent track.

1811. Head Trainman (Train Baggage man where no Head Trainman is assigned, or Conductor when train crew consists of less than three (3) men, and Conductors of H. & M. R. R. Trains) must place a red flag, red lamp and white lamp in head car of MU trains, also trains hauled by gas-electric cars or other self-propelled cars of similar type, for use as prescribed by Rule 7.

1815. Duplicate Signals are located on left side of track at:

First Home Signal Track No. 1, A Interlocking.
Signal 4E11 Track 4 East River Tunnel.
Signal 4E25 Track 4 East River Tunnel.
Signal 2E21 Track 2 East River Tunnel.

1816. Flag Station Signals have been discontinued at all stations. Enginemen and Conductors of trains scheduled to make flag stops must assure themselves there are no passengers before passing station without stopping.

1821. When a train extends beyond first interlocking signal in such position that indication can not be seen by engine crew, train must not be moved until either engineman or fireman has observed signal or one of their trainmen has personally notified them, immediately prior to moving, that signal is in passing position.

SUPERIORITY OF TRAINS

★1901. Eastward and Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

1902. A delayed regular train is superior by direction to an opposing train that is to be run by the same engine and crew.

**GENERAL ORDERS, BULLETIN BOARDS,
EMPLOYEES' REGISTERS, STANDARD CLOCKS**

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Brooklyn—North 4th St. Freight Station	.....
X	X	X	Sunnyside—Crew Dispatcher's Office	L.I.R.R. N.Y. & L.B.R.R. Phila. Terminal.
X	X	X	New York—Crew Dispatcher's Office	P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.
X	X	X	New York—37th St. Freight Station	.....
X	X	X	Jersey City—Crew Dispatcher's Office	L.V.R.R. N.Y. & L.B.R.R.
X	X	X	Jersey City—Henderson St. Yard Office	Phila. Terminal.
X	X	X	Jersey City—Green St. Yard Office	P.R.S.L. Atlantic. Philadelphia.
X	X	X	Meadows—No. 1 Yard Office....	Maryland.
X	X	X	Meadows—Enginehouse.....	Washington Terminal.
X	X	X	Meadows—Hump Class Yard Office	.....
X	X	X	Meadows—Produce Yard Office	.....
X	X	X	Harrison—Yard Office.....	.....
X	X	X	Newark—Asst. Station Master's Office	.....
X	X	X	Newark—Clinton Ave. Yard Office	.....
X	X	X	Waverly—Yard Office—WA-4..	L.V.R.R. N.Y. & L.B.R.R. Phila. Terminal.
X	X	X	Waverly—WA-5.....	P.R.S.L. Atlantic.
X	X	X	Greenville—Yard Master's Office	Philadelphia. Maryland. Washington Terminal.
X	X	X	Greenville—Westbound Hump Yard Office	.....
X	X	X	Linden—Stiles St. Yard Office	.....
X	X	X	South Amboy—Brown Yard Office	.....

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	South Amboy—Yard Office	L.V.R.R. N.Y. & L.B.R.R. Phila. Terminal. P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.
X	X	X	County—Yard Office	L.V.R.R. N.Y. & L.B.R.R. Phila. Terminal. P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.
X	X	X	Princeton—Conductor's Room	.....
X	X	X	Trenton—Yard Office, East End Barracks Yard Trenton—Switchman's Office, West End Barracks Yard	L.V.R.R. N.Y. & L.B.R.R. Phila. Terminal. P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.
X	X	X	Trenton—Station Master's Office	D.L. & W. Notices N.Y. & L.B.R.R. Phila. Terminal.
X	X	X	Trenton—Crew Dispatcher's Office, Coalport	P.R.S.L. Atlantic. Philadelphia.
X	X	X	Trenton—Enginehouse Foreman's Office	Maryland. Washington Terminal.
X	X	X	Morrisville—Hump Yard Office	.....
X	X	X	Morrisville—Yard Office C Yard	.....
X	X	X	Morrisville—Yard Office A Yard	L.V.R.R. N.Y. & L.B.R.R. Phila. Terminal. P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.
X	X	X	Bristol—Weighmaster's Office..	.....
X	X	X	Phillipsburg—Yard Office	D.L. & W. Notices. L. & H.R.Ry. N.Y. & L.B.R.R. Phila. Terminal. P.R.S.L. Atlantic. Philadelphia. Maryland. Washington Terminal.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X			HUDSON & MANHATTAN R. R. Hudson Terminal—No. 4 platform	New York.
X			WASHINGTON TERMINAL R. R. P. R. R. Conductor's Work-Room Enginehouse	New York.
X			NEW YORK & LONG BRANCH R. R. Red Bank—Interlocking Station Long Branch—Conductor's Room Bay Head Jct.—Yard Office	New York.
X			PENNSYLVANIA-READING SEASHORE LINES Atlantic City—Station Master's Office Enginehouse Foreman's Office	New York.
X			NEW YORK, NEW HAVEN & HARTFORD R. R. Grand Central Terminal—Assistant Superintendent's Office and Motor Shop Oak Point, New York—Motor Shop Stamford, Conn.—Enginehouse Hartford, Conn.—Conductor's Room New Haven, Conn.—Crew Dispatcher's Office and Motor Shop Yard Springfield, Mass.—Conductor's Room Boston, Mass.—Conductor's Room Maybrook, N. Y.—BK Office Maybrook, N. Y.—Enginehouse Foreman's Office	New York.
X			LEHIGH VALLEY R. R. Jersey City, N. J.—Main Office Oak Island, N. J.—Enginehouse Easton, Pa.—Yard Office Lehighon, Pa. Passenger Sta. and Crew Dispatcher's Office South Easton, Pa.—Enginehouse Wilkes-Barre, Pa.—Passenger Sta. and Yard Office Coxton, Pa.—Gen'l Yard Office Sayre, Pa.—Passenger Sta. Buffalo, N. Y.—Train Dispatcher's Office Suspension Bridge, N. Y.—Yard Office	New York.
X			WEST SHORE R. R. Weehawken—General Yard Master's Office	New York.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
			CENTRAL RAILROAD OF N. J. Enginehouse Foreman's Office—Phillipsburg PU Tower—Phillipsburg Enginehouse Foreman's Office—Bethlehem Terminal Train Master's Office—Allentown	New York.

NOTE.—X indicates in service.

2002. Standard Clocks At Other Points:
Block Stations.
Interlocking Stations.
Jersey City—Train Dispatcher's Office.
Newark —Station Master's Office.

*2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

2004. Passenger Trainmen and Passenger Engine Crews, unless otherwise instructed, must report for duty prior to scheduled leaving time of trains ready for duty, not later than time specified; as follows:

LOCATION	SERVICE	Notes	Number of minutes required to report prior to leaving time			
			Steam Engines	Electric Engines	MU Trains	Passenger Trainmen
Sunnyside Yard...	Trains from Sunnyside Yard	1	105			70
Sunnyside Yard...	Trains from P. X. T.	1	75			30
Sunnyside Yard...	Trains from New York	1	75			
Sunnyside Yard...	Trains from Jersey City	3	105			
New York					20	30
New York	L. I. R. R. (MU)				15	20
New York	L. I. R. R. (other than MU)		90			20
New York	N. Y., N. H. & H. R. R.	2	40			10
Jersey City			30	20		20
Meadows	Trains from Jersey City	3	90	90		
Meadows	Trains from Hudson	4	75	75		
Newark	H. & M. R. R.				10	10
Rahway						10
County					20	15
Princeton					20	15
Trenton			90	45		15
Trenton	Equipment from West Bar-racks			75	40	40
Trenton	Equipment from East Bar-racks			75	45	45
Trenton	Equipment from Station Yards			60	40	25
South Amboy			50	45	30	25
South Amboy	Trains from Union	5	90			
Long Branch			45			20
Bay Head Junction			50			35
Phillipsburg			75			30
Stroudsburg			90			30

Passenger Trainmen deadheading must sign crew register 10 minutes prior to leaving time of train on which deadheading.

NOTES:

1. Prior to scheduled leaving time of train from New York.
2. Prior to scheduled arriving time of train at New York for Trainmen.
3. Prior to scheduled leaving time of train from Jersey City.
4. Prior to scheduled leaving time of train from Hudson.
5. Prior to scheduled leaving time of train from Union.

2005. Passenger Trainmen terminating duty at Sunnyside Yard, New York and Jersey City must personally sign crew register.

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

ZONE A.—Harold to western limits of A Interlocking, including Sunnyside Yard.

ZONE B.—Western limits of A Interlocking, and Jersey City, to western limits of Lane, including yards and branches.

ZONE C.—Western limits of Lane to Division Post (P. T. Division), Perth Amboy and Woodbridge Branch, Princeton Branch and Trenton Branch Morris to Division Post (Phila. Division), also secondary tracks WC to Perth Amboy, Edison to Raritan Arsenal, County to East Millstone and Midway to Rocky Hill.

ZONE D.—Sea Girt to Monmouth Jct.

ZONE E.—South Amboy Jct. to Division Post—Minson—(Atlantic Division) including Bordentown Branch, and yard tracks Hamilton Avenue to Coalport.

ZONE F.—Chambers St. Bridge east of Fair to Manunka Chunk including Barracks Yard (west side), and that part of Coalport yard not included in Zone E, also secondary track Lambertville to Flemington.

Qualification of Conductor Or Engineman

2102. Employes of foreign divisions or other railroads, not having run or made a trip for the purpose of remaining qualified over any portion of this division on which they are qualified, within a period of one year, will be required to requalify before again running over that portion of the division.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

2103. Employes whose duties require them to be familiar with Operating, Signal, and Interlocking rules and special instructions must pass a satisfactory examination within six months after employment and be reexamined at least once every three years, or at more frequent intervals where required by law, except where a man has in the interim passed examination for promotion.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Amboy Branch	SA	CQ
Amboy Branch	OB	BO
Amboy Branch	MJ	BU
Freehold Branch	JG	SG
Princeton Branch	Nassau	Princeton
Belvidere Delaware Branch	MG	Manunka Chunk
Bordentown Branch	BD	BO

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	Track B	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	Track A
Between Harold and JO or C		West'd Pgr.	East'd Pgr.	West'd Pgr.	East'd Pgr.	
Between A and Hudson				West'd	East'd	
Through and Between Hudson and Hunter		West'd Pgr.	West'd Pgr.	East'd Pgr.	East'd Pgr.	
Between Hunter and Elmora		West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
Through and Between Elmora and Union	West'd Pgr.	West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	East'd Pgr.
Between Stelton and Kilmer (Track A)						East'd
Between Union and Division Post (P. T. Division)		West'd Pgr.	West'd Frt.	East'd Frt.	East'd Pgr.	
Jersey City Branch Between Jersey City and Hudson				West'd Pgr.	East'd Pgr.	
Passaic and Harsimus Branch Between Waldo and WA-3				West'd Frt.	East'd Frt.	
Greenville Branch Bay and Lane				West'd Frt.	East'd Frt.	
Perth Amboy and Woodbridge Br. Through Union and Between Union and WC				West'd	East'd	
Amboy Branch Between CQ and OB, BO and MJ, BU and Division Post—Minson (Atlantic Division)				West'd	East'd	
Jamesburg Branch Between Midway and JG				West'd	East'd	
Belvidere Delaware Branch Between Trenton and MG				South'd	North'd	
Bordentown Branch Between Trenton and BD				West'd	East'd	
Trenton Branch Between Morris and Division Post (Philadelphia Division)				West'd	East'd	

NOTE—Tracks are numbered from south to north or east to west.

NOTE—Within Doek Interlocking
Tracks 5 and W—Westward Passenger
Tracks E and A—Eastward Passenger

Within Hudson Interlocking
Tracks 5, 6 and 8—Westward Passenger
Tracks 10 and 11—Eastward Passenger

2203. Secondary Tracks of Assigned Direction						
Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Notes
Connecting Track	Q	Harold	Eastward	Q	Q	1
Loop Track No. 1	F	R	Eastward	R	R	2
Loop Track No. 2	F	R	Eastward	R	R	2
Sub. Track No. 1	Q	F	Westward	Q	Q	3
Sub. Track No. 2	Q	F	Westward	Q	Q	3
Sub. Track No. 3	Q	F	Westward	Q	Q	3
Sub. Track No. 4	Q	F	Westward	Q	Q	3
Engine Track	Jacy	East End of Waldo Ave. Yard	Westward	Jacy	Jacy	4
Center St. Track	Hudson	Karny	Eastward	Hudson	Hudson	5
Engine Track	Hudson	Karny	Eastward	Hudson	Hudson	5
No. 0 Track	Hudson	Karny	Eastward	Hudson	Hudson	5
Modoo Track	Karny	Connection with No. 0 Track	Westward	Karny	Karny	
No. 9 Track	Hudson	Connection to Center St. Track	Westward	Hudson	Hudson	10
Track A	WA-4	WA-3	Eastward	WA-4	WA-4	8
No. 0 Track	Elmora	Linden Park Yard	Westward	Elmora	Elmora	
No. 0 Track	Union	Linden	Eastward	Union	Union	
No. 0 Track	Track F	Stelton (Track 1)	Eastward	Edison	Edison	9
Siding	Nassau	KS	Northward	Nassau	Nassau	
Middle Track	Morris	MY	Westward	Morris	Morris	6
Middle Track	Morris	MW	Westward	Morris	Morris	6
Siding	Phillipsburg Yard	Switch 1 Warren	Southward	Yd. Master Phillipsburg	Yd. Master Phillipsburg	7

Notes

- Signal indication at Harold will be permission for westward movements.
- Signal indication at R will be permission for westward movements.
- Eastward movements made on signal indication at F, permission must be obtained from Q to use this track at any intermediate point between F and Q.
- Westward movements must report clear at east end Waldo Ave. Yard.
- Westward movements may be made on hand signal from Signalman at Karny.
- Signal indication at MW and MY will be permission for eastward movements. Train entering or leaving this track at intermediate points must obtain permission from and report clear to Signalman at Morris.
- This track assigned for making up of southward trains.
- Westward movement made on permission of Signalman WA-6 or hand signal from Signalman WA-3. Trains or engines entering or leaving this track at intermediate points must obtain permission and report clear to WA-6.
- Signal indication at Stelton will be permission for westward movements.
- Signal indication at Hudson will be permission for eastward movements.

2204. Secondary Tracks of No Assigned Direction				
Track	Between	And	Controlled by	Note
Third St. Siding, L. I. R. R.	F	Long Island City	F	1
Running Track	Jacy	Waldo	Jacy	2
Route Via Grape Yard Lead, No. 1 Ice House Track and Government Lead	Hack	Karny	Hack	3
Morris Track	Karny	Crossover 100 feet east of east end of Cabin Track	Karny	4
Morris Track	Crossover 100 feet east of east end of Cabin Track	Hack	Yard Master	
No. 0 Track	Karny Switches	Grape Yard Lead	Karny	
No. 13 Track	at Hudson		Hudson	5
No. 5 Track	Hunter	Lane	Hunter	6
Oak Island Track	WA-2	CY C. R. E. of N. J.	WA-2	
Set Off Track (E)	WA-4	WA-3	WA-4	12
Set Off Track (E)	WA-3	WA-5	WA-5	13
WC—Perth Amboy (W)	WC	Perth Amboy	WC	
Edison-Raritan Arsenal (S)	Edison	Raritan Arsenal	Edison	
F Track (E)	Stelton	Spring Switch 1	Edison	10
No. 5 Track (W)	Baldwin St. Yard	County	County	
County—East Millstone (N)	County	East Millstone	County	
Midway—Rocky Hill (N)	Midway	Rocky Hill	Midway	
No. 0 Track (E)	Fair	Millham	Fair	7-8
No. 5 Track (E)	Fair	Millham	Fair	8
Lambertville—Flemington (N)	Lambertville	Flemington	Lambertville	
Middle Track (E)	MA	MW	MA	11
No. 0 Track (E)	Grundy	Morris	Grundy	9
Kinkora Siding (E)	at Kinkora		BO	

Letters N, S, E and W indicate railroad direction.

Notes

- Westward movements from F made on signal indication.
- Eastward movements from Waldo made on signal indication. Movements entering or leaving this track at intermediate points must obtain permission from and report clear to Signalman at Jacy.
- Movements may enter this track at Hack or Karny on signal indication.
- Movements may enter this track on signal indication at Karny.
- Movements may enter this track on signal indication, except at hand switches permission must be obtained from Signalman at Hudson.
- Movements may enter this track at Lane on signal indication.
- Westward movements from Millham made on signal indication.
- Movements entering or leaving this track at intermediate points must obtain permission from and report clear to the Train Director at Fair.
- Westward movements from Morris made on signal indication.
- Movements may enter this track on signal indication or permission from Edison.
- Westward movements from MW may be made on signal indication.
- Eastward movements at WA-6 and westward movements at WA-3 may be made on hand signal from Signalman. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to Signalman WA-6.
- Eastward movements at WA-3 may be made on hand signal from Signalman WA-3 and westward movements at WA-5 on hand signal from switch tender WA-5. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to Signalman at WA-5.

2204A. Following tracks designated Yard Running Tracks:

- No. 1 Track, Waldo Avenue Yard.
- Westward Track, Brunswick Street, Waldo.
- No. 6 Track Elevation, Harsimus Cove.
- Center St. Track, Hudson-River Street.
- Old Eastward Track, New York Bay Line R. R., WA-5—WA-2.
- Speedway Track, Waverly Yard.
- No. 0 Track, WA-5—WA-6.
- Running 1 Track, Waverly Yard.

2204A.—Continued.

No. 3 Track, New Garden Yard.
 Float Running Track, Greenville.
 No. 1 Track to connection with No. 11 Track, Departure Yard, Greenville.
 Departure Yard Lead, Greenville.
 Southwest Lead, Greenville.
 No. 12 Track, South Amboy Yard.
 No. 5 Track east of Millham.
 Eastward Running Track, East Trenton switches—Millham.
 Westward Running Track, Millham—East Trenton switches.
 Eastward Running Track, Hamilton Ave.—Coalport.
 Westward Running Track, Coalport-Hamilton Ave.
 No. 5 Track, Coalport-East Trenton.
 No. 7 Track, Upper Yard, Phillipsburg.
 Old Main Track, Phillipsburg.
 No. 1 Track, Lower Yard, Phillipsburg.
 No. 10 Track, "C" Yard Morrisville.
 Northside Hump Track, between "C" and "B" Yards, Morrisville.
 No. 14 Track, "B" Yard, Morrisville.
 No. 4 Track, "A" Yard, Morrisville.

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train	Use Track No.	From	To	To Pass
WESTWARD				
203	3	Dock	Elmora	257
779	3	Dock	Elmora	169
745	3	Dock	Elmora	3711
747	3	Dock	Elmora	3827
105	3	Dock	Elmora	3717
217	3	Dock	Elmora	4205
5	3	Dock	Elmora	263
219	3	Dock	Elmora	3833
49	3	Dock	Elmora	3771
221	3	Dock	Elmora	731
753	3	Dock	Elmora	271
733	3	Dock	Elmora	271
735	3	Dock	Elmora	3773-3775
177	3	Dock	Union	3837
157	3	Dock	Elmora	3779
737	3	Dock	Elmora	3735
69	3	Dock	Elmora	3787-4255
225-31	3	Dock	Elmora	3841
171	3	Dock	Elmora	275-4259
67	3	Dock	Elmora	3843
23	3	Dock	Elmora	289
147	3	Dock	Elmora	3743
469	3	Dock	Elmora	3845
233	3	Dock	Elmora	3795
189	3	Dock	Elmora	3791
61	3	Dock	Elmora	3847
79	3	Dock	Elmora	3811
EASTWARD				
110	2	Elmora	Dock	3812
22	2	Elmora	Dock	3706
60	2	Union	Dock	3752
4	2	Elmora	Dock	3752
468	2	Elmora	Dock	3710
70	2	Union	Dock	254-3710
38	2	Elmora	Dock	254
256	2	Union	Dock	3758
730	2	Elmora	Dock	3758
200	2	Union	Dock	3816
66	2	Elmora	Dock	3718
202	2	Elmora	Dock	4248
712-742	2	Elmora	Dock	3760
64	2	Elmora	Dock	258
216	2	Elmora	Dock	3776
166	2	Elmora	Dock	3778
156	2	Elmora	Dock	290

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

On all main tracks, except between Harold and Holmes, Jacy and Hudson and between Union and WC.

★2302. Track cars will not operate spring switches.

2303. Track cars will display night signals while passing through tunnels.

★2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track-car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Jersey City.

2401A. Movements on Main Tracks between MA and Division Post (Philadelphia Division) in charge of Train Dispatchers Harrisburg. Train Orders will be issued over signature of Superintendent of Philadelphia Division.

2401B. Movements on tracks A Interlocking, inclusive, to Harold, in charge of Train Directors, A Interlocking Station.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on Form C.T.1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

★2403. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

★2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations.

Switch Located at	Connecting	With	Normal Position Is for Movements
West end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end No. 13 Track Hudson Interlocking	No. 13 Track	No. 14 Track	To No. 13 Track
East end Modoc Track	Modoc Track	No. 0 Track	Modoc Track
East end No. 5 Track, Millham	Westward Running Track	No. 5 Track	Westward Running Track
West leg of Wye, west of Millham	West leg of Wye	No. 5 Track	West leg of Wye

2408. Switch tenders are stationed at and have charge of main track switches as indicated:	
Location	Switches
WA-5	All switches.
2409. Signalmen in charge of main track hand operated switches when block station is open:	
Location	Switches
Warren	Switch 2.
WA-2	All switches.
WA-3	All switches.
WA-6	All switches.
MA	Switch in No. 1 track at MA and Switch in No. 2 track 550 feet east of MA.

Numbered Switches

*2410. Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward or northward switch, with the numbers increasing towards the westward or southward.

When switch numbers are used in train orders, the word "Switch....." will precede the name of the station.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
2650 feet east MA	Crossover between middle track and No. 2 track	MA
1560 feet west MW	Crossover between No. 2 track and Middle track	Morris
4144 feet west Morris	Switch in No. 2 track at east end "E" Yard	Morris
4244 feet west Morris	Switch in No. 2 track at east end "D" Yard	Morris
4900 feet east MJ	Crossover between No. 2 track and U. S. Pipe and Foundry Company track	MJ
4900 feet east MJ	Switch in No. 1 track at east end East Burlington siding	MJ
5100 feet east MJ	Crossover between Nos. 1 and 2 tracks	MJ
2200 feet west BU	Switch in No. 2 track at east end Industrial track	MJ
1000 feet east BO	Switch at east leg of wye, Bordentown Branch	BO
Nassau	*Crossover between Main track and west leg of Wye, Princeton Branch	Nassau
Nassau	*Crossover between Main track and siding, Princeton Branch	Nassau

* Lock Lever must be placed in locked position and padlock inserted in Keeper of Electric Lock in either normal or reverse position before proceed signal can be displayed.

2411A. The following switches are equipped with electric locks; to unlock, obtain permission from signalman, remove padlock from keeper and wait for lamp located on staff adjacent to switch lock mechanism to light:

Location	Switch	Controlled by
3000 feet west Waldo	Switch in No. 2 track P & H Branch leading to Marion Yard	Waldo
2100 feet east WA-2	Switch in No. 2 track Greenville Branch leading to Old Westward Bay Line track	WA-2

Location	Switch	Controlled by
1500 feet west CY	Crossover between No. 1 track and Oak Island track, Greenville Branch	WA-2
900 feet east CY	Switch in No. 1 track Greenville Branch leading to New Garden Yard	CY
Midway	Crossover between Nos. 1 and 2 Tracks, Jamesburg Branch, located 1435 feet east of Midway Interlocking Station	Midway
Kinkora	Switch at west leg Wye, Kinkora Branch	*Kinkora
Kinkora	Switch in No. 1 track at west leg of Wye, Amboy Branch	*Kinkora
Kinkora	Switch in No. 2 track at east end Roebling Industrial track	*Kinkora
Kinkora	Crossover between Kinkora siding and No. 1 track	*Kinkora
Kinkora	Switch in No. 1 track at east end Kinkora siding	*Kinkora
Kinkora	Crossover between Nos. 1 and 2 tracks located 20 feet east of east end Kinkora siding	*Kinkora

* When Kinkora Block Station is closed, Special Instruction 2411B will apply.

2411B. The following switches are equipped with electric lock controlled by automatic timing device; to unlock, remove padlock from keeper and wait for lamp, located on staff adjacent to switch lock mechanism, to light. If switch does not unlock within seven minutes after padlock is removed, the superintendent must be notified:

Location	Switches
1768 feet east of WC	Switch in No. 1 track leading to Refrigeration Corporation of America track
Kinkora	*Switch at west leg of Wye, Kinkora Branch
Kinkora	*Switch in No. 1 track at west leg of Wye, Amboy Branch
Kinkora	*Switch in No. 2 track at east end Roebling Industrial track
Kinkora	*Crossover between Kinkora siding and No. 1 track
Kinkora	*Switch in No. 1 track at east end Kinkora siding
Kinkora	*Crossover between Nos. 1 and 2 tracks located 20 feet east of east end Kinkora siding

* When Kinkora Block Station is open, Special Instruction 2411A will apply.

2411C. CB. Facing point hand operated crossover for movements from Track No. 1 to Ladder Track, east end of "C" Yard, equipped with center lock lever and electrically locked. Employee, before using this crossover, will operate push-button located on post at west end of crossover, holding button until lamp marked "Locked" goes out. Then wait four minutes until lamp marked "Unlocked" lights, after which lock lever can be operated. Lock lever can only be operated to unlock switch while lamp marked "Unlocked" is lighted.

Spring Switches.

*2412. Spring Switch is marked by disc with white background and black letters SS. Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been

operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp.

The switch must be restored to normal position after movement is completed.

Spring Switches Located:

Location	Normal Position	Route For Which It Is Sprung
Meadows—745 feet east of P. & H. Branch overhead bridge connecting Modoc Track to No. 0 Track	No. 0 Track	Westward movements from Modoc Track
Meadows—2395 feet east of P. & H. Branch overhead bridge on west end of east crossover between Modoc Track and No. 0 Track	No. 0 Track	Westward movements from Modoc Track
South Amboy Junction—Connecting westward siding to single track	Single Track	Westward movements from westward siding
South Amboy Junction—End of two main tracks	Single Track to No. 2 Track	Eastward movements from No. 1 Track to single track
OB—End of two main tracks	Single Track to No. 1 Track	Westward movements from No. 2 Track to single track
Stelton—Kilmer—Connecting east end Track F to Track A	Track F	Eastward movements on Track A
Sunnyside—Connecting Hump Track to Inbound Motor Track	Inbound Motor Track	Eastward movements from Hump Track

2413. Eastward movements over spring switches at Meadows must not be made with red light displayed on switch lamp, until switch points have been checked in proper position.

When spring switches, or hand switch 3, at South Amboy Junction are hand-operated for movements to or from the yard, they must not be returned to normal position until movement has cleared signals governing movements in opposite direction.

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:

Princeton Junction (Princeton Branch)
Princeton
Old Bridge
Jamesburg (Amboy and Freehold Branches)
Hightstown
Bordentown (Amboy Branch)
Freehold
Sea Girt
Manunka Chunk
Belvidere
Phillipsburg
Frenchtown
Lambertville
MG and Mile Post 4 (Bel-Del Branch)

[2418. Rule D-93 in effect as follows:

Track	Between	And
Westward L. I. R. R. Passenger Track	Harold	F
Westward L. I. R. R. Freight Track	Harold	F
Jersey City Branch	East end Waldo Ave. Yard	Jersey City
Passaic and Harsimus Branch	Waldo	WA-3
Greenville Branch	WA-6	Bay
Bordentown Branch	Lalor Street	Fair
Belvidere Delaware Branch	Fair	MG
Amboy Branch	CQ	OB

2419. Martins Creek Yard—All trains and yard engines must move in vicinity of junction with L. & N. E. R. R. and D. L. & W. R. R. prepared to stop unless track is seen or known to be clear.

Attention is called to Special Instruction of current time table of L. & N. E. R. R. reading "Within yard limits the main track may be used, protecting against first-class and second-class trains. Third-class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear." Also D. L. & W. R. R. General Instruction of current time table reading—"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."

Non-Interlocked Railroad Crossings at Grade

2427. Movements of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or position		
Perth Amboy: Crossing with L.V.R.R.	Semaphore	Stop	Operate push button to obtain Aspect Figure C, Rule 290.	1
Jersey City: Hudson St., Crossing with P. S. Co. trolley track.	None	None	It must be known the crossing is clear and protected by trainman before using.	
Newark: Crossing with L. V. R. R. Interchange Track.	None	None	Operate derails by means of two-lever machine located between P.R.R. and L.V.R.R. tracks, east of Frelinghuysen Ave.	2
Phillipsburg: Freight House tracks, Crossing with lead to L. & H. R.R. Bridge.	None	None	It must be known the crossing is clear before using.	

Note 1.—Home signals governing movements on L. V. R. R. tracks normally displayed for movements over crossing. Home signals governing movements on P. R. R. track normally display STOP.

Separate push button for controlling each P. R. R. home signal is provided in case marked PB, equipped with P. R. R. switch lock. Each button is located adjacent to and on the same side of L. V. R. R. tracks as signal it controls.

P. R. R. trains must stop at home signal. Trainman must go to crossing and after assuring himself that no L. V. R. R. train is on or approaching crossing on any L. V. R. R. track, will operate push button. After an interval of approximately two minutes P. R. R. home signal governing movement desired will display aspect Figure C, Rule 290. Train may then proceed over crossing beyond opposing signal.

Cases containing push-buttons must be kept locked when not in use.

Note 2.—Instructions for operating levers are posted at machine.

Miscellaneous

2428. EDISON—PARK—STELTON:

Movements on Connecting Track and between Kilmer and Park will be governed by instructions issued by the Army authorities, which are as follows:

Pennsylvania Railroad Book of Rules, C. T. 290 and Electrical Operating Instructions will apply to Pennsylvania Railroad Employees.

Tracks between Kilmer and Park will be operated as yard tracks under the jurisdiction of the Yard Master located in the railroad office building.

Trains will operate on these tracks at speed that will permit stopping within one-half of the range of vision but not exceeding 15 miles per hour.

Trains entering this facility at Park Interlocking will proceed to first crossover switch and report to Yard Master.

Trains must not enter the running tracks or loop track without permission from the Yard Master.

Lead tracks west of Kilmer Tower designated B, A, and C from south to north.

The normal position of switch in Track C, leading to Freight Yard, is for Track C.

Movements entering Freight Yard must promptly report clear to Yard Master at Kilmer Yard Office.

Permission to enter Track C at Freight Yard switch must be obtained from Yard Master at Kilmer Yard Office.

Kilmer Yard and tower will be closed from 5.00 P.M. to 8.00 A.M. Mondays to Fridays incl. Closed all day, Saturdays and Sundays.

Trains routed to Kilmer during the hours this facility is closed must stop clear of all hand operated switches and remain standing until authorized to proceed by Army authorities.

2430. Eastward movements on No. 2 Track between connections to Westbound Classification Yard, 1,500 feet west of Hack, and Hack, may be made on permission from Signalman at Hack.

2430A. Drill movements sufficient to clear switches at WA-3 may be made on No. 2 Track between WA-3 and WA-2 on permission from Signalman at WA-3.

2430B. Movements entering or leaving Eastward and Westward Running tracks at hand operated switches Millham-East Trenton switches, must obtain permission from and report clear to Signalman at Millham.

2430C. Movements entering or leaving Eastward and Westward Running tracks between Coalport and Hamilton Ave., must obtain permission from and report clear to Signalman MG.

2430D. Trenton Enginehouse—Trains using west ladder between connection to No. 5 track and inbound and outbound engine track connections must obtain permission and report clear to Signalman at Millham. Normal position of switch leading from No. 5 track to west ladder is for movements to west ladder.

2430E. Trenton Branch—Westward movements on No. 1 track between Morris and MB and eastward movements on No. 2 track between MW and Morris may be made on verbal permission from Signalman at Morris and proper signal indication.

2431. Southward movements on No. 1 track, MG to Switch 1, Coalport, and shifting and light engine movements on No. 1 track between MG and Fair may be made on permission from Signalman at MG or restricting signal at MG and, in addition, yellow flag or yellow lamp hand signal.

Before authorizing such movements, Signalmen at MG and Fair must first arrange for proper protection and know that track on which movement is to be made is clear of opposing movements.

All other movements against current of traffic between Fair and MG must be by Train Order.

2432. Engines assisting westward trains from Trenton may uncouple between Fair and Hamilton Avenue, and promptly return to Fair.

2432a. Engines assisting southward trains from Kent may uncouple within yard limits and return to that point, but must be reported clear before any following train is permitted to proceed.

2433. Edison—Movements from Edison to Perth Junction (L. V. R. R.) may be made under flag protection. Movements from Perth Junction (L. V. R. R.) to Edison may be made on permission from Signalman at Edison.

2434. Time Table of Long Island Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

2435. Time Table of New York, New Haven & Hartford Railroad is authority for movement of their regular trains, subject to rules of Pennsylvania Railroad and Special Instructions of New York Division, between New York and Harold.

2436. Eastward trains having station stop at Trenton must not run No. 2 or No. 3 track without permission from Signalman at Morris. Westward trains having station stop at Trenton must not run No. 2 or No. 3 track without permission from Train Director at Fair.

Eastward trains having station stop at Rahway must not run No. 1 track eastern limits Union without permission from Signalman at Union.

2436A. Rapid Transit Trains stopping at Karny and Hudson for employes will platform rear end of first car.

2437. When delayed Pullman or Postal cars are attached to trains, stops of train on which cars are regularly assigned may be made to discharge passengers or handle mail. Superintendent must be advised in advance of stops that will be made.

2438. When Signal P-80 on Passaic and Harsimus Branch is in Stop-and-Proceed position train on No. 1 track will stop at Plank Road Switches and ask for instructions.

2438B. Trains receiving Aspect Rule 292, Fig. A on block signal, No. 4 track, located 830 feet West of F, will report to signalman F Interlocking station.

2439. Conductor or Engineman of any train stopped by an interlocking signal, disabled, stalled or stopped behind another train must promptly communicate with Signalman.

2440. Passenger trains on other than regularly assigned tracks or making other than schedule stop at stations where there is a track fence between track they are using and the station platform to be used, must make station stop as follows:

North Elizabeth.....	West end of track fence.
Elizabeth.....	“ “ “ “
Linden (Nos. 3 and 4 tracks).....	“ “ “ “
Rahway (No. 1 track).....	“ “ platform.
Metuchen.....	East end of track fence.
New Brunswick.....	West end of track fence.
Princeton Jet.....	“ “ “ “

2441. At points where work is to be done, Conductors of freight trains will locate on front end of train to avoid delay.

2442. Engineman must personally handle engine while loading and unloading floats and making movements on coal wharves.

2443. Coal Wharves, etc., engines must be headed up. (Precaution against exposure of crown sheet by low water).

2444. Westward trains operating on No. 2 Track WA-3 to WA-6, to pick up cars at WA-6, must, when length of train permits, stop with rear of train just clear of switches at WA-3.

2445. Westward movements on Postal Switching Track, Sunnyside Yard, must not foul the facing point eastward crossover, located between Postal Switching Track and Long Island Railroad Hump Track 1300 feet west of "R" Interlocking, without permission from signalman at "R."

Long Island Railroad eastward movements from Postal Switching Track to Long Island Railroad Hump Track may be made at eastward facing point crossover, located 1300 feet west of "R" Interlocking, without permission from signalman at "R."

2446. Automatic train stops (trippers) are located as follows:

At all automatic and Home signals in East and North River Tunnels except Signals 1E28, track No. 1, and E28, track No. 3.

At all signals which govern the movement into each tunnel with current of traffic, except interlocked signal governing westward movements from track Sub 4 to track 2 East River Tunnels.

At all signals which govern the movement into North River Tunnels against current of traffic.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 493 feet east of Waldo.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 470 feet west of Waldo.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 645 feet west of Waldo.

Interlocking Home signal Westward H. & M. R. R. Tunnel track west end of Journal Square station platform.

Interlocking Home signal Westward Station track west end of Journal Square station platform.

Interlocking Home signal Westward H. & M. R. R. Tunnel track 470 feet west of Journal Square station platform.

Interlocking Home signal Eastward H. & M. R. R. Tunnel track east end of Journal Square station platform.

Interlocking Home signal Eastward Station track east end of Journal Square station platform.

Release mechanism is located in case adjacent to signal.

2446A. When a train equipped with automatic train stops (trippers) is stopped by a signal at which an automatic train stop is located to enable the train to proceed, the Conductor or Engineman, or such person as they may designate, must be governed as follows:

North River Tunnels

Place P.R.R. switch key in end of mechanism case and turn to right. This releases automatic stop arm so that it will not trip train valve. Key must be held to right until engine has passed over train stop. With multiple unit equipment, key must not be released until entire train has passed train stop.

East River Tunnels

Place P. R. R. switch key in slot in small iron case and turn key to right, holding for five seconds or until it is known automatic train stop is down; key may then be removed and train proceed in accordance with signal indication. Automatic train stop will remain down until entire train has passed over same. If train stop does not remain down when key is removed, reinsert key and turn to right, holding same to the right until entire train has passed over train stop.

If for any reason automatic stop arm cannot be released by using switch key, train may pass same in tripping position. When this occurs great care must be exercised to avoid damage to train and Train Director at A must be immediately notified.

When train is assisted by one or more engines at rear of train equipped with automatic train stop, the automatic train stops on assisting engine or engines must be made inoperative by closing cutout cocks in brake pipe leading to automatic train stop. This must be done before movement is started. After assisting service has been completed, cutout cocks must immediately be opened to restore normal operation.

2446B. Minimum distance from signal to point at which automatic train stop (tripper) at that signal will go to tripping position is as follows:

North River Tunnel, track No. 2	1503 feet
North River Tunnel, track No. 1	1355 feet
East River Tunnel, track No. 1	1287 feet
East River Tunnel, track No. 2	1250 feet
East River Tunnel, track No. 3	1050 feet
East River Tunnel, track No. 4	1080 feet

When trains equipped with automatic train stops exceed above lengths, crews must take precaution to prevent trains being tripped, either by cutting out tripping device on rear cars or by operating tripper release mechanism until entire train has passed signal.

2446C. Automatic train stops (trippers) located at the following points work in conjunction with smash boards only and are not equipped with release mechanism: Interlocking home signal governing eastward movements on No. 1 track at Hack. Interlocking home signal governing westward movements on No. 2 track at Hack.

Automatic Highway Crossing Signals.

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the following locations they do not operate for movement against the current of traffic:—New Brunswick Turnpike-Dayton, Friendship Road-Dayton and Jones Street-East Burlington. Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with Rules 14(1) and 30.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14(1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen: Fairview Street-Riverside and Cooper Street-Beverly.

At the following location a device is provided to cut out the operation of the automatic highway crossing signals and gates by trainmen: Columbus Road-Florence.

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and gates and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Automatic Highway Crossing Signals on Sidings.

Flashing light highway crossing signals operate on sidings within limits of track circuits extending 70 feet on each side of crossing, designated by yellow stripe, 10 inches wide, on outside of both rails at following locations:

Riverton —Cedar Street
 Delanco —Cooperstown Road
 Burlington —Sluice Road
 Wilburtha—Road Crossing, located 2100 feet south of WB Block Limit Station

These flashing light highway crossing signals may be operated manually by means of a push-button located in box locked with switch lock, mounted on crossing signal support and marked "OPERATING BUTTON."

WILBURTHA

At Upper Ferry Road, flashing light highway crossing signals operate on passing siding from connection to main track at Switch No. 1-WB to a point designated by yellow stripe, 10 inches wide, on outside of both rails; 70 feet south of the crossing.

These flashing light highway crossing signals may be operated by a push-button from either of the following locations:

In a box locked with switch lock and mounted on a post at Switch No. 1-WB, or in a box locked with switch lock and mounted on signal mast at west side of crossing.

Before making movements over crossing on siding, a trainman must station himself at the operating button and manually operate the flashing-light highway crossing signals should they not start flashing when the movement enters siding circuit limits. The signals will flash when the button is pushed in and held.

When necessary to operate the signals manually, they must be kept in operation until the entire movement clears the crossing. When movement is completed, OPERATING BUTTON box must be locked.

Cars must not be left standing between limits as defined above.

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

TRACK	CROSSING	LOCATION
Track leading to Washington St. Yard.	Washington Street.....	Jersey City.
(*) Track to Public Service Electric & Gas Company's plant.....	Fourth Street.....	Harrison.
Hudson—River St.....	First St., Second St. and First and Essex Streets.	Harrison.
Hudson—River St.....	Center and River Streets....	Newark.
Hunter—18th Ave.....	Street crossings not protected by Crossing Watchman.	Newark.
Industrial Spur Track...	Lower Road to Rahway.....	Linden.
Industrial Siding.....	Greene St., Polion St., Main Street, Factory Lane (Berry's Crossing).	Woodbridge.
Cutters Siding.....	Amboy Avenue.....	Genasoo.
WC—Perth Amboy.....	Hall Ave., Washington St., William St., Broad St. and Easton Avenue.	Perth Amboy.
Edison—Raritan Arsenal	N. J. Route No. 25.....	Raritan Townshp.
County—East Millstone.	Grade crossing 1839 feet west of junction with the Main Line.	New Brunswick.

(*) Track can only be used between the hours 2.00 A.M. and 5.00 A.M.

TRACK	CROSSING	LOCATION
County—East Millstone.	N. J. Route No. 27.....	Voorhees.
County—East Millstone.	Millstone-New Brunswick Turnpikes.	Middlebush.
County—East Millstone.	Millstone-New Brunswick Turnpikes.	East Millstone.
Tail track.....	Tower Road.....	Monmouth Junction.
Midway—Rocky Hill...	Ridge Road and New Road...	Monmouth Junction.
Midway—Rocky Hill...	N. J. Route No. 26 and Kingston Road.	Kingston.
Conrad Sebolt.....	Franklin-Georgetown Pike....	Rocky Hill.
W. & J. Sloane Co.....	Bear Swamp Road.....	East of Millham.
Fair Ground.....	East State Street.....	East of Millham.
General Electric Co.....	East State Street.....	East of Millham.
L. A. Young Spring & Wire Co.	East State Street Extension...	Millham
Enterprise Spur.....	Cherry Tree Lane and Hutchinson Mills, Lawrence Road.	Lawrence Townshp.
Old Line Tracks.....	Pennsylvania Ave. and Washington Street.	Morrisville.
Naught Track Warner Company	Philadelphia and Bristol Turnpike.	Tullytown.
Paterson Parchment Paper Co.	Philadelphia and Bristol Turnpike.	Edgely.
Old Line Tracks.....	All Street Crossings.....	Bristol.
Lambertville-Flemington	Public Road Crossing.....	Lambertville.
Quarry.....	River Road.....	Moors.
Lambertville-Flemington	N. J. Route No. 12.....	Flemington.
Wye.....	Sherman Street.....	Jamesburg.
Amboy Branch.....	Edinburg Road.....	Windsor.
Amboy Branch.....	Trenton Road.....	Yardville.
Wye.....	Park Street.....	Bordentown.
Old Mt. Holly Track.	N. J. Route 25.....	Burlington.
Farmers' Cooperative Assn., Track.	Southard Avenue.....	Farmingdale.

2461. Trenton:—Trains stopping over highway crossings and obstructing traffic must be cut except where less delay to traffic will result by not cutting trains.

When traffic has been obstructed by train on crossing, such traffic must be allowed to proceed, if possible, before crossing is again obstructed by a train in either direction.

Shifting crews must not leave any portion of their train standing so as to obstruct crossings.

Fire gongs located at following crossings—Montgomery Street, Warren Street, Willow Street, Hermitage Avenue, Perry Street, State Street, Greenwood Avenue, South Broad Street, Hamilton Avenue, Cass Street and Lalor Street, and when sounded indicate that fire is in locality where it will be necessary for fire apparatus to cross tracks. Employees must hold trains clear of crossings sufficient time to allow apparatus movement across tracks without delay.

2462. Between Hunter and 18th Ave., Newark—Elizabeth Avenue and Peddie Street Crossing—trains must stop clear of stop sign; —Before making a movement across Elizabeth Avenue, Conductor or Engineman must go to signal control box, located at the southeast corner, or to the switch box, located on traffic signal mast on the southwest corner of Elizabeth Avenue and Peddie Street, insert switch key in opening marked "Key" and wait until traffic lights on Peddie Street go to Amber or "caution," then turn key to right,

which will hold highway traffic signals in their most restrictive position. Key must remain in this position in box until movement over crossing has been completed, after which Conductor or Engineer must restore traffic lights to normal operation by turning key to left and removing from box.

Movement must not be made across Elizabeth Avenue when traffic light for Elizabeth Avenue indicates "Proceed."

2465. Frelinghuysen Avenue, Newark—Trains or engines must come to a stop before passing over highway crossing and must not proceed until gates are lowered, or when gates are out of order proceed on hand signal from crossing watchman.

2466. Union Square, Phillipsburg—Trains and engines in either direction must approach crossing prepared to stop.

2470. Cars must not be placed on industrial tracks between clearance posts located as follows:—

100 feet east and west of crossing west of Arch Street Station, Palmyra.

100 feet east and west of first crossing west of Beverly.

50 feet east and west of Maple Avenue on G. W. Helme Co. track, Helmetta.

150 feet east and west of tile works crossing 1800 feet east of Old Bridge.

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

★2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight trains, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector.

★2478. After each actuation of a Dragging Equipment Detector, the train crew must examine the entire train and advise the Signalman when this has been done before proceeding.

2479. Eastward movements at the following locations:

HUNTER { Track No. 1—1200 feet west of Signal 122.
Tracks Nos. 2 and 3 at Westward Home Signal Bridge, Lane.

MILLHAM { Tracks Nos. 1, 2 and 3—1500 feet west of Signal 558.

When device is actuated, cab signals will indicate Restricting and most favorable indication on fixed signals between location of device and interlocking (including interlocking home signal) will be Approach.

Trains receiving Restricting indication on cab signals in conjunction with Approach indication on fixed signals between point where device is located and interlocking must stop as soon as proper handling of train will permit, report to Signalman and be governed by his instructions.

Non-equipped trains receiving Approach indication on fixed

signals between point where device is located and interlocking (including interlocking home signals) must not exceed speed of 20 miles per hour.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where Rules 261, 262 and 263 are in effect.

2502. Train orders copied by Conductors, Enginemen or Drivers must be endorsed on face of order with name and occupation and turned in with time cards at completion of trip or day. Employe receiving time cards and orders will daily forward orders to Division Operator at Jersey City.

2503. Form DR Train Orders authorizing movements against the current of traffic between Waldo and Karny, must include the name of the branch on which applicable.

★2505. While train order signal (Rule 294, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221A.

★2506. Referring to Rule 221a, message form C.T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION] BY BLOCK SIGNALS

★2601. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 4	Hudson	Division Post (P. T. Division)
	A and B	Elmora	Union
	No. 2 and No. 3	Morris	Division Post (P. T. Division)
Jersey City Branch	No. 1 and No. 2	Jacy	Hudson
P. A. & W. Branch	No. 1 and No. 2	Union	WC
Amboy Branch	No. 1 and No. 2	CQ ¹⁴	OB
	No. 1 and No. 2	BO	MJ
	No. 1 and No. 2	BU	Minson
Jamesburg Branch	No. 1 and No. 2	JG	Midway
Bordertown Branch	No. 1 and No. 2	Fair	BD
Belvidere Delaware Branch	No. 1 and No. 2	Fair	MG

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Newark and Trenton by the Station Master or his representative.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★2602. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Long Island R. R.	Westw'd Psgr. and Westward Freight	Harold	F
	No. 1 and No. 2	Harold	JO
Main Line	No. 3 and No. 4	Harold	C
	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris
	A	Kilmer	Spring Switch 1
Amboy Branch	Single	SA	CQ
Bordertown Branch	Single	BD	BO

Signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Pennsylvania Station, New York; Newark and Trenton by the Station Master or his representative.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

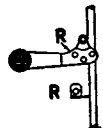


INDICATION — Proceed prepared to stop at next signal. Train exceeding slow speed must at once reduce to that speed.

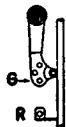
NAME—Approach-Signal.
In service between East portal of North River and West portal of East River Tunnels.



INDICATION—Proceed.
NAME—Clear



INDICATION—Stop.
NAME—Stop-Signal.



INDICATION—Proceed.
NAME—Proceed-Signal.

DISTANT SWITCH INDICATOR



INDICATION—Switch Open.
NAME—Caution Indicator.

INDICATION—Switch Closed.
NAME—Clear Indicator.

SPRING SWITCH—SWITCH LAMP



INDICATION:

Green—Switch Normal.
Red—Switch Reverse or Not Properly Set.

NOTE: R = Red; Y = Yellow; G = Green.

2702. When letters H-M are displayed, signal must not be accepted by any trains except H. & M. R. R. trains.

H. & M. R. R. trains must not accept signal at Waldo for movement from No. 1 track (Jersey City Branch) to H. & M. R. R. tracks at Waldo—WR, or signal from track 4 to track W at Dock, unless H-M sign is displayed. Eastward H. & M. R. R. trains making station stop at Journal Square must not accept signal for movement to No. 1 track (Jersey City Branch).

2703. MJ, Westward Home Signal, located 5130 feet east of MJ and the Eastward Home Signal, located 60 feet west of MJ, in addition to giving indication as to the condition of block, will act as distant signal to the next home signal.

2704. During hours Riverside is open, the eastward block signal located 500 feet east of Riverside will display Approach indication when block is clear and home signal for Delanco draw in Stop position.

During hours Riverside is open, trains will accept Approach indication on this signal as Clear Block, but must comply with Rule 285.

2705. Before entering territory where signals equipped with yellow disk on which is shown the letter "G" in black are in use, conductor must notify engineman of the authorized freight engine rating for the trip, exact tonnage or number of cars in train and changes due to setting off or picking up cars.

2706. Home signals controlled from A—Interlocking station governing eastward movement in North River Tunnels are located as follows:

No. 2 Track

Position light signal located 300 feet west of West Portal.
Color light signal located 2,700 feet east of Weehawken Shaft.

No. 1 Track

Position light signal located 300 feet west of West Portal.
Color light signal located 1,820 feet east of Weehawken Shaft.

2707. Home signal controlled from JO Interlocking Station governing westward movements in Line 2, East River Tunnels, is located as follows:

Color light signal located 1830 feet east of First Avenue Shaft.
When stop signal, Rule 292 is displayed, crew must immediately report to Train Director or Operator.

CAB SIGNALS

2751. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic

	Track	Between	And
Main Line	No. 1, No. 2 No. 3 and No. 4	Harold	JO or C Hudson
	No. 1 and No. 2	A	
	No. 1, No. 2 No. 3 and No. 4	Hudson	Elmora
	No. 1, No. 2, No. 3, No. 4, A and B	Elmora	Union
	No. 1, No. 2 No. 3 and No. 4	Union	Division Post (Pt. Div.)
	Jersey City Branch	No. 1 and No. 2	Jacy	Hudson
P. A. & W. Branch	No. 1 and No. 2	Union	WC
Trenton Branch	No. 1 and No. 2	Morris	Division Post (Phila. Div.)

For movements against current of traffic

	Track	Between	And
Main Line	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris

*2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:

Trenton—

No. 1 track (Belvidere Delaware Branch) at west end of station platform.

Eastward station track, 225 feet west of east end of eastward platform.

North side low platform track 225 feet west of east end of eastward platform.

South Amboy Junction—

Between SA and end of two main tracks SA from 1100 feet
I west of SA to 100 feet west thereof.

Journal Square (H. & M. R. R.)—

West ends of Tracks A, C, F and R.

Pennsylvania Station, New York—

East end of tracks Nos. 5 to 14, inclusive.

West end of tracks Nos. 1 to 18, inclusive, and track 5, Yard A.

East end of tracks Nos. 13 to 21, inclusive (L. I. R. R.).

Stroudsburg—

Engines dispatched from Stroudsburg for movement in cab-
signal territory must make departure test at Trenton.

★2754. Departure test of cab signals on engines equipped for
forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple,
departure test will be made from front end of leading unit and
trailing end of rear unit, noting that all cab signals and warning
whistles are operative.

When two or more engines are coupled and it becomes necessary
enroute to operate one of the engines from an end from which
departure test of cab signals has not been made, the engine must
be considered as not equipped.

2755. Enginemen will make cab signal departure test of
multiple unit cars as promptly as possible when taking charge of
equipment. After test has been satisfactorily completed, they
must not pull the control plug nor open control cut-out switch,
nor cut out cab signal warning whistle. If desired to be relieved
from holding the master controller in the "off" position, they may
deplete the brake pipe pressure by making a 25 pound brake pipe
reduction and then permitting the master controller handle to go
to "dead man" position. Enginemen must be in operating
position and release the brakes at least four minutes before
scheduled departure times.

2756. When cab signal and fixed signal aspects conflict,
engineman will, in addition in complying with cab signal rules,
report occurrence to Superintendent from next point of commu-
nication where this report can be made without serious delay to
train; also on M. P. 62, M. P. 62-E or M. P. 217.

2757. A change in cab signal to "Restricting," approximately
1000 feet from the home signal, will indicate home signal is less
favorable than "Approach" at the following locations:

Location	Track	Movements
Harold Interlocking (First home signal)	No. 1 and No. 3	Eastward.
Portal	No. 1 and No. 2	Eastward.
Portal	No. 1 and No. 2	Westward.
Hack Interlocking	No. 1	Eastward.
Hack Interlocking	No. 2	Westward.
Elmora Interlocking	No. 1, No. 2 and No. 3	Eastward.
Elmora Interlocking (First and Second home signals)	A	Eastward.
Elmora Interlocking	No. 2, No. 3 and No. 4	Westward.
Union Interlocking (Second and third home signals)	A	Eastward.
Union Interlocking (All home signals)	No. 1, No. 2 and No. 3	Eastward.
Union Interlocking (All home signals)	No. 2, No. 3, No. 4 and B	Westward.
Union Interlocking (First and second home signals tunnel route)	*No. 1 (P. A. & W. Branch)	Eastward.
Union Interlocking	No. 2 (P. A. & W. Branch)	Westward.
Midway Interlocking	No. 2, Jamesburg Branch	Westward.
Midway Interlocking	No. 1, No. 2 and No. 3	*Eastward.
Midway Interlocking	No. 2, No. 3 and No. 4	Westward.
Nassau Interlocking	No. 1, No. 2 and No. 3	Eastward.
Nassau Interlocking	No. 2, No. 3 and No. 4	Westward.
Morris Interlocking	No. 1 and No. 2	Eastward.
Morris Interlocking	*No. 1, Trenton Branch	Eastward.
Morris Interlocking	No. 2, No. 3 and No. 4	Westward.

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows,
except that Rules 316 and 317 will apply only on portions of the
Division as specified:

	Track	Between	And
Greenville Branch	No. 1 and No. 2 (Against current of traffic only)	WA-6	WA-2
Passaic and Harsimus Branch	No. 1 and No. 2 (Against current of traffic only)	WA-3	WA-5
	No. 1 and No. 2 (Against current of traffic only)	Karny	Hack
Princeton Branch	Single	Nassau	KS
Amboy Branch	No. 1	CQ	OB
	No. 2	Deep Cut	OB
	Single	OB	BO
	No. 1 and No. 2	BO	Division Post— Minson (Atlantic Div.)
Freehold Branch	Single	SG	JG
Jamesburg Branch	No. 1	Eastward Block Signal, Midway	JG
	No. 2	JG	Midway
Belvidere Delaware Branch	Single	Manunka Chunk	MG

2801A. Rules 305 to 373 inclusive, except Rules 317, 333,
335, 361 and 365b, in effect for movements against current of
traffic as follows:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	F	JO or C

2802. Rule 316 will apply:

Princeton Branch between Nassau and KS

Main Line between F and JO or C for movements against
current of traffic only.

2803. Rule 317 will apply:

Greenville Branch between WA-6 and WA-2
(against current of traffic only)

Passaic and Harsimus Branch between
WA-3 and WA-5 } (against current of
Karny and Hack } traffic only)

Amboy Branch between
CQ and OB, No. 1 Track
Deep Cut and OB, No. 2 Track
OB and Division Post—Minson (Atlantic Div.)

Freehold Branch between SG and JG

Jamesburg Branch between
Eastward Block signal, Midway and JG,
No. 1 Track
JG and Midway, No. 2 Track

Belvidere Delaware Branch between
Manunka Chunk and MG

For all movements against current of traffic except where Rule
261 is in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic

	Track	Between	And
Main Line	A	Stelton	Kilmer(G.R.)
Greenville Branch	No. 1 and No. 2	Bay	WA-2
Passaic and Harsimus Branch	No. 1 and No. 2	Waldo	Hack
	No. 2	Karny	WA-5
	No. 1	Signal P-106	Karny
Amboy Branch	No. 2	CQ	Deep Cut
Jamesburg Branch.	No. 1	Midway	Eastward Block Signal, Midway
Bordentown Branch	No. 1 and No. 2	Fair	BD
Belvidere Delaware Branch	No. 1 and No. 2	Fair	MG

For movements on single track

	Track	Between	And
Amboy Branch	Single	SA	CQ
Bordentown Branch	Single	BD	BO

For movements against current of traffic

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Harold	F
	A	Kilmer	Spring Switch 1

2915. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic

	Track	Between	And
Main Line	No. 1, No. 2 No. 3 and No. 4	Harold	JO or C
	No. 1 and No. 2	A	Hudson
	No. 1, No. 2, No. 3 and No. 4	Hudson	Elmora
	No. 1, No. 2, No. 3, No. 4, A and B	Elmora	Union
	No. 1, No. 2, No. 3 and No. 4	Union	Division Post (P. T. Div.)
Jersey City Branch	No. 1 and No. 2	Jacy	Hudson
P. A. & W. Branch	No. 1 and No. 2	Union	WC
Trenton Branch	No. 1 and No. 2	Morris	Division Post (Phila. Division)

For movements against current of traffic

	Track	Between	And
Main Line	No. 1 and No. 2	A	Hudson
	No. 2 and No. 3	Hudson	Morris

2916. Rule 515—following exceptions authorized:

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 50 miles per hour—

D.C. Electric Engines or Long Island Railroad M.U. trains equipped with automatic train stops (trippers), except those from North Side Branch or Montauk Branch, between Harold and a train length west of A-Interlocking.

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 25 miles per hour—

Non-equipped engines and gas-electric cars moving light to or from shops.

Non-equipped work and wreck trains.

Non-equipped engines moving light, yard and drill engines, runners (passenger or freight, with or without cars) between Jacy and Hudson, Hudson and Lane, Lane and Union, Union and WC, Millham and Morris.

Following may be dispatched and operated as non-equipped trains and must not exceed a speed of 15 miles per hour—

Non-equipped N. Y., N. H. & H. engines through Harold to or from Sunnyside Yard.

2917. In the application of Rule 515 the Superintendent may authorize a train to move in cab signal territory by the use of Form C.T. 1400-B or the following form of message:

C & E extra 452 West at A.

You are authorized to operate without cab signals from A to B complying with Rule 516.

INTERLOCKING

3002. Emergency Signals—Whistle or Horn, in service as follows:

R	Lane	Jacy
Q	Elmora	Waldo
F	Union	WR
JO	Edison	Hack
C	County	Karny
KN	Midway	Bay
A	Nassau	WC
Portal	Millham	SA
Hudson	Fair	JG
Dock	Morris	G
Hunter	Grundy	

SPEEDS SPEED TABLE

★3101

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	45	35	5	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track		Other Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
BETWEEN:										
Harold to East River Tunnels	50	30	50	30	50	30	50	30		
Through East River Tunnels Except as follows: Trains hauled with electric engines between Signals 2E02 and 3E14 Trains hauled with electric engines Signal 3E04 to 6th Ave. Portal,	50	20	50	20	50	20	50	20		
6th Ave. Portal to Signal Bridge 580 feet east of 10th Ave. Portal, all tracks									15	8
Signal Bridge 580 feet east of 10th Ave. Portal to 10th Ave. Portal Westward Trains—all tracks Eastward Trains—all tracks									15 30	8 8
Through North River Tunnels					50	20	50	20		
Between North River Tunnels and eastern limits of Hudson Interlocking					70	50	70	50		
Eastern limits Hudson Interlocking to 300 feet east of western limits Hudson Interlocking	60	35	60	25	60	25	60	25		
300 feet east of western limits of Hudson Interlocking to west end of Passaic Riv & Bridge	45	25	45	25	45	25	45	25		
West end of Passaic River Bridge to C. R. R. of N. J. overhead bridge	25	25	35	25	35	25	35	25		
Tracks A and No. 5 Dock—Through Dock Interlocking									35	25
Tracks E and W, Dock—Through Dock Interlocking									30	
C. R. R. of N. J. overhead bridge to Signal Bridge 96-97	60	40	55	40	55	40	55	40		
Signal Bridge 96-97 to Hunter	70	40	70	40	70	40	70	40		
Hunter to Union	75	50	70	50	70	50	75	50		
Tracks A and B, Elmore to Union									70	50
Union to Millham	75	50	60	50	60	50	75	50		
Tracks A, B, F and O Edison-Stelton- Kilmer									15	15
Through Midway and Nassau Interlock- ings	75	25	60	35	60	35	75	35		
Millham to Westward Home Signal Bridge, Fair	75	50	75	50	75	50	75	50		
Westward Home Signal Bridge, Fair to east end Delaware River Bridge except adjacent Trenton Station Plat- forms	75	40	75	40	75	40	75	40		
Trenton—Adjacent to Station Platforms	60	40					60	40		
Tracks 5 and 6 Fair Interlocking									10	10
East end Delaware River Bridge to Division Post (P. T. Division)	75	50	75	50	75	50	75	50		
Jersey City Branch										
Jersey City to Jacy					15	15	15	15		
Jacy to Signal Bridge 34-35					50	50	50	50		
Signal Bridge 34-35 to Passaic Branch jumprover bridge Karny					60	50	60	50		
Passaic Branch jumprover bridge, Karny to 300 feet east of western limits of Hudson Interlocking					60	25	60	25		

	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
P. A. & W. Branch			65	30	65	30
Princeton Branch	35	20				
Trenton Branch						
Morris to Div. Post (Phila. Div.)			30	30	30	30
Passaic and Haralimus Branch						
Between WA-3 and L.V.R.R. overhead bridge 750 ft. east of WA-5			10	10	10	10
Between L.V.R.R. overhead bridge 750 feet east of WA and Karny			30	30	30	30
Between Karny and west end of Hackensack Bridge			15	15	15	15
Between west end of Hackensack Bridge and Waldo			25	25	25	25
Greenville Branch						
Between WA6 and Bay			30	30	30	30
Bordertown Branch						
East end of Trenton Passenger Station to West end of Fair Interlocking			10	10	10	10
West end of Fair Interlocking to Hamilton Ave.			20	20	20	20
Hamilton Ave. to Lalar St.			40	40	40	40
Lalar St. to Bordertown	60	40	60	40	60	40
Amboy Branch						
SA to Deep Cut			30	30	30	30
Deep Cut to Jamesburg	50	30	50	30	50	30
Jamesburg Interlocking	20	20				
Jamesburg to Bordertown	30	30				
Bordertown to Division Post—Minson—(Atlantic Division)			60	40	60	40
Jamesburg Branch						
Midway to JG			60	40	60	40
Freehold Branch	50	40				
Belvidere Delaware Branch						
Fair to Fowler St. Trenton	20	30	20	20	20	20
Fowler St. Trenton to Manunka Chunk	50	40				
Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.						
WRECK TRAINS						
	Boom Trailing		Boom Forward			
	Miles per Hour					
Main Line.....	50		40			
Belvidere Delaware Branch.....	40		30			
All Other Branches.....	30		20			
Wreck Trains must not exceed speed authorized for freight trains.						

WORK TRAINS			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line and Branches.	30	20	20
Work Trains must not exceed speed authorized for freight trains. Work trains without cranes may operate at speed authorized for freight trains, unless otherwise instructed.			
VARIOUS			
MAIN LINE			Miles per Hour
Circus Trains.			35
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★3601.			
—on straight track.			30
—on curves.			20
Solid trains of tank cars loaded with petroleum products.			40
Freight trains having in their consist one or more cars of gasoline, or five or more cars of other petroleum products in a block.			40
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 15 cars in a solid block.			30
Note—When handling such trains Conductors must know that enginemen have been so advised.			
Snow Plows in service.			15
Snow Flangers in service.			6
Chloride cars in service.			10
Passing station platforms and trains on adjacent tracks.			5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.			
Back up movements with engines equipped with tripper stops on the rear of trains JO to Signal 1EO8, C to Signal 3EO6 and Signal 4E11 to C:			
—Passenger trains.			15
—Freight trains.			15
Through Newark Station—type M1 engines, unless otherwise restricted—			
—Passenger trains.			25
—Freight trains.			25
West End Newark Station to Hunter—type M1 engines unless otherwise restricted—			
—Passenger trains.			55
—Freight trains.			40
Trains consisting of 50% or more P. R. R. cars of MP-54 and MBM-62 types, or Long Island Railroad cars of P-54 type.			65
East River Tunnels, No. 1 and No. 2 tracks.			40
East River Tunnels, No. 3 and No. 4 tracks.			30
North River Tunnels, No. 1 and No. 2 tracks.			40
East end Delaware River Bridge to Trenton, No. 1 track.			60
NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.			
Long Island Railroad suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.			
When handling such cars, conductors must know that enginemen have been properly advised.			

MAIN LINE AND BRANCHES		Miles per Hour
Operating against current of traffic, except where Rule 261 is in effect:		
Main Line—Passenger Trains.		50
—Freight Trains.		40
Jersey City Branch—Passenger trains.		40
—Freight trains.		30
Trenton Branch—Passenger trains.		20
—Freight trains.		20
Bel-Del Branch—Passenger trains.		20
Fair to MG } —Freight trains.		20
Bordentown Branch—Passenger trains.		40
—Freight trains.		30
Amboy Branch—Passenger trains.		30
SA to OB } —Freight trains.		30
Amboy Branch—Passenger trains.		40
BO to Minson } —Freight trains.		30
Jamesburg Branch—Passenger trains.		30
—Freight trains.		30
P. A. & W. Branch—Passenger trains.		50
—Freight trains.		30
Passenger train assisted by an engine on rear and air brake controlled by leading engine.		30
Pushing Cars—Passenger Trains.		30
—Freight Trains.		20
Track Cars—unless otherwise restricted.		20
—when hauling track cars or trailers.		10
—hand cars operated under Rule 80.		8
—through crossovers and turnouts, and over highway and railroad crossings.		5
Engines taking water from track pans.		45
Movement over track scales.		4
LONG ISLAND RAILROAD		
F to Harold—		
—Passenger Trains.		30
—Freight Trains.		30
Harold Interlocking:		
Maximum speed through interlocking—		
—Passenger trains.		50
—Freight trains.		40
Trains other than MU trains, when making diverting movements through turnouts and crossovers connected to eastward tracks—		
—Passenger trains.		15
—Freight trains.		15
Trains making diverting movements from westward New York Connecting track—		
—Passenger trains.		15
—Freight trains.		15
Eastward home signal, P. R. R. No. 1 track to 300 feet east thereof on L. I. R. R. No. 4 track—		
—Passenger trains.		25
—Freight trains.		25
JERSEY CITY BRANCH		
Waldo-WR:		
H. & M. R. R. movements over switches at east and west end of station tracks; between station tracks and Nos. 2, 3, 4 and 5 Yard Tracks; and on westward H. & M. R. R. track from west end of station to No. 2 Track.		12
Over switches at east and west end Nos. 10, 11, 12, 13, 14, 15, 16 and 17 Tracks, H. & M. R. R. Storage Yard.		8

AMBOY BRANCH		Miles per Hour
Burlington: Trains in both directions not stopping at Burlington must consume at uniform speed four and one-half minutes between westward home signal MJ and Reed Street, West Burlington. Trains in both directions stopping at Burlington must consume at uniform speed two minutes between westward home signal MJ and Burlington and two minutes between Burlington and Reed Street, West Burlington. Fireman must be on seat box with bell ringing in both directions between MJ and Reed Street, West Burlington.		
Riverside: Fairview Street to Pavilion Avenue— —Passenger Trains..... 15 —Freight Trains..... 15		
K to Hightstown— —Passenger Trains..... 20 —Freight Trains..... 20		
Bordentown: Over Third Street crossing— —Passenger Trains..... 20 —Freight Trains..... 20		
BELVIDERE DELAWARE BRANCH		
WB: Over Upper Ferry Road crossing on Sundays— 11:00 A. M. to 11:59 P. M.— —Passenger Trains..... 30 —Freight Trains..... 30		
Between a point 7,600 feet north and a point 10,600 feet north of Riegelsville (Pinchers Point)— —Passenger Trains..... 15 —Freight Trains..... 15		
Between a point 8,700 feet south and a point 7,900 feet south of DY (Marble Hill)— —Passenger Trains..... 15 —Freight Trains..... 15		
Between a point 5,600 feet south and a point 4,400 feet south of DY (Iron Mountain)— —Passenger Trains..... 15 —Freight Trains..... 15		
Between a point 2,750 feet south and a point 3,950 feet south of Manunka Chunk (Manunka Chunk Mountain)— —Passenger Trains..... 15 —Freight Trains..... 15		

FREEHOLD BRANCH		Miles per Hour
Between Jamesburg and Church Street Crossing, 4142 feet east of Jamesburg— —Passenger Trains..... 10 —Freight Trains..... 10		
Between Switch No. 2, Freehold, and Hudson Street Crossing, 1387 feet east of Freehold: —Passenger Trains..... 10 —Freight Trains..... 10		
Farmingdale: C. R. R. of N. J. crossing— —Passenger Trains..... 40 —Freight Trains..... 40 Southard Avenue when using siding— —Passenger Trains..... 6 —Freight Trains..... 6		
Between Switch No. 2, Manasquan, and Broad Street Crossing, 150 feet east of Manasquan— —Passenger Trains..... 10 —Freight Trains..... 10		
Between Broad Street Crossing, 150 feet east of Manasquan and SG— —Passenger Trains..... 30 —Freight Trains..... 30		
3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS		
ENTIRE DIVISION		
Spring Switches		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
OB—End of two main tracks.....	Trailing—Springing switch through turnout.....	30
South Amboy Junction	Trailing—Springing Switch through turnout.....	15
South Amboy Junction, connection westward siding to single track	Trailing—Springing Switch through turnout.....	15
Interlocked Switches		
Pennsylvania Station Area—R Type engines diverting movements through interlocked switches.....		5
Union—From Track 1 to Track A through turnout at West End.....		20
Lane—To or from No. 2 track, Greenville Branch, through switch located in No. 2 Track, Main Line, 180 feet east of Lane Interlocking Station.....		15
Non-interlocked turnouts—diverging movements— Except M1, I1 and Electric Engines.....		15
M1, I1 and Electric Engines.....		10

	Miles per Hour	
	Forward	Backward
DD, M, P, GG and R type engines (either operating or being hauled) on following tracks or diverting over following hand-thrown or interlocked crossovers and turnouts.....	5	5

This will apply at the following locations:

JH—Crossover from No. 5 to No. 6 track
 JH—Crossover from No. 6 to No. 7 track
 JERSEY CITY PASSENGER YARD—All diverting movements.
 WALDO AVENUE YARD—All diverting movements
 Waldo—Track No. 1 to Waldo Ave. Yard Lead
 Karny—Movable point crossing in freight track
 Karny—From eastward track to government lead
 Karny—Crossover, Center St. Branch to Eastward Engine Track
 HUDSON—From No. 5 to No. 6 track, east end
 HUDSON—No. 1 Track to No. 0 track
 HUDSON—From No. 4 to No. 6 track, east end
 HUDSON—From No. 14 to Crucible Steel Co. Industrial Track
 SOUTH ST., NEWARK—From No. 1 track to South St. Yard
 SOUTH BROAD ST. YARD—All diverting movements
 WAVERLY—Crossover between Nos. 1 and 2 tracks at WA-6
 WAVERLY—Trailing crossover west of WA-5, low grade
 WAVERLY—Diamond crossover at WA-5
 WAVERLY—Crossover from No. 2 track P & H Branch to diamond crossover, WA-5
 WAVERLY—Movable point crossing east of WA-5
 WAVERLY, PASSAIC and HARSIMUS BRANCH—Facing crossover 2070 feet east of WA-5.
 GREENVILLE BRANCH—Crossover No. 1 track to Oak Island interchange
 DURANT YARD—All diverting movements
 ELMORA—From No. 4 track to freight yard
 RAHWAY—Wheatena Co. track from B track
 MENLO PARK—Delivery track from No. 4 track
 NEW BRUNSWICK—Janeway & Carpenter Track from No. 1 track
 MIDWAY—Turnout from No. 4 track to Yard
 FAIR—Crossover from No. 5 to No. 6 track, Monmouth Street
 FAIR—Crossover from No. 6 to No. 5 track, State Street
 FAIR—Switches east and west end No. 7 track, Trenton
 FAIR—Switches west end of low platform, Trenton
 FAIR—Switches in slip crossing in No. 5 track
 FAIR—Crossover between No. 1 and No. 2 Tracks of Belvidere Delaware Branch South of Chambers Street
 TRENTON, BARRACKS YARD—Diverting movements on ladders, east and west ends
 COALPORT YARD—Diverting movements on ladders at east and west ends and on middle switches
 EAST TRENTON—Diverting movements on crossovers and ladders
 GRUNDY—Switch from 0 track to old line
 EDDINGTON—St. Francis switch
 CORNWELLS HEIGHTS—Crossover from No. 5 to No. 4 track
 DAYTON—Crossover between Nos. 1 and 2 tracks
 E. BURLINGTON—Track No. 2 to River Wye
 FIELDSBORO—Church Brick Co. Industrial Track
 BO—Double crossovers between Nos. 1 and 2 tracks
 BORDENTOWN—Work train storage track
 YARDVILLE—Smith's coal yard
 YARDVILLE—Courtney's Industrial Track

ROBBINSVILLE—East end of Passing Siding
 HIGHTSTOWN—Monmouth Co. Farmers Exchange
 HIGHTSTOWN—E. B. C. Industrial Track
 HIGHTSTOWN—Grover Bros. Industrial Track
 CRANBURY—East end Freight House Delivery Track
 CRANBURY—East and west end of crossover
 CRANBURY—West end of Freight House Delivery Track
 CRANBURY—No. 2 switch
 PROSPECT PLAINS—East end of Freight House Delivery Track
 PROSPECT PLAINS—No. 2 switch
 JAMESBURG—No. 1 switch
 JAMESBURG—East end of No. 3 storage track
 JAMESBURG—West end of No. 3 storage track
 JG—1st crossover west of JG, Amboy Branch
 JG—1st crossover east of JG, Amboy Branch
 HELMETTA—East end of freight delivery track
 HELMETTA—Boiler house track
 OLD BRIDGE—Freight house delivery track
 OLD BRIDGE—Tile works industrial track
 WEST OF SA—Crossover 1000 feet east of Mile Post 3
 WEST OF SA—Crossover 1000 feet east of Mile Post 2
 SA—Connection to N. Y. & L. B. R. R.
 RAHWAY—Reformatory crossover between Nos. 1 and 2 tracks
 AVENEL—Security Industrial Track from No. 1 track
 AVENEL—Station delivery track from No. 2 track
 GENASCO—Festsanback Industrial Track from No. 2 track
 HAMILTON AVENUE, TRENTON—Crossover between Nos. 2 and 1 tracks
 TRENTON—Switch to Roebbling plant (back entrance) from No. 1 Track
 TRENTON—Switch to Alpaugh Coal Co. from No. 1 Track
 TRENTON—Switch to Wilson & Stokes Lumber Co. from No. 1 Track
 TRENTON—Switch to Cass St. yard from No. 1 Track
 TRENTON—Switch to Home Rubber Co. from No. 1 Track
 TRENTON—Switch to Roebbling Buck Thorn Co. from No. 1 Track
 TRENTON—East end Mott's Industrial Track from No. 1 Track
 TRENTON—West end Mott's Industrial Track from No. 1 Track
 TRENTON—Switch to American Coal & Ice Co. from No. 1 Track
 TRENTON—Switch to Lalor St. yard from No. 1 Track

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
 CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Sunnyside Yard, east end loop tracks.....	15
Portal Drawbridge.....	45
Freight trains operating against current of traffic (Portal Drawbridge).....	10
Manhattan Transfer Yard loop track.....	5
Curve between Elizabeth and South Elizabeth.....	55
First curve west of Trenton Passenger Station.....	65

		Miles per Hour
JERSEY CITY BRANCH		
Jersey City Viaduct:		
—Passenger Trains.....		50
—Freight Trains.....		15
Curves between west end Jersey City Viaduct and Waldo ..		40
Curves between automatic signal 34 and Waldo No. 1		
Track.....		35
Curves between Waldo and a point 300 feet west of		
automatic signal 29, No. 2 Track.....		25
Hack Drawbridge.....		45
AMBOY BRANCH		
Second curve west of Old Bridge, except M1 engines....		45
M1 engines.....		30
Delanco Drawbridge.....		20
Freight trains operating against current of traffic		
(Delanco Drawbridge).....		10
BELVIDERE DELAWARE BRANCH		
First curve south of Manunka Chunk.....		15
First curve south of Mile Post 67, located 4200 feet		
south of Manunka Chunk.....		40
Reverse curve at Craig's Bridge, 7000 feet north of		
Belvidere.....		40
First curve north of Belvidere.....		35
Curve 800 feet north of Kent to one-half mile south		
of Kent.....		30
Reverse curve north of Switch 1, Moore.....		45
Bridge 2.40—Canal Feeder, north of Prospect Street,		
Trenton.....		30
MARTINS CREEK SPUR		
Curve at south end of Spur—		
H8 and H9 type engines backward and D.L. &		
W.R.R. 1200 type engines forward or backward..		5
P. A. & W. BRANCH		
Curve west of Union.....		30
Curve between WC and connection to No. 1 Track,		
west side of C. R. R. of N. J., overhead bridge.....		20
BORDENTOWN BRANCH		
Curves between BO and east end of Crosswick Creek		
bridge, except M1 engines.....		20
Type M1 engines.....		5
Bridge 0.49, Crosswick Creek.....		20
First curve west of Mile Post 3, 1.7 miles west of Lalor		
Street, Trenton.....		50
PRINCETON BRANCH		
Curve, east leg of Wye, Princeton Junction.....		15
Curve, west leg of Wye, Princeton Junction.....		15
PASSAIC AND HARSIMUS BRANCH		
Bridge 6.16 over Jersey City Branch at Karny.....		15
Karny Drawbridge.....		15

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES			
Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	30	50	75
E.....	30	50	75
G.....	30	50	75
H.....	35	40	50
I.....	25	40	50
J.....	.....	.....	.....
K.....	30	50	75
L.....	25	40	50
M.....	25	40	75
N.....	.....	.....	.....
Q.....	.....	.....	.....
S.....	.....	.....	.....
T.....	.....	.....	.....
Note: Gas-and-Oil.....	60	60	60
Electric Rail.....			
Motor Cars.....			
Class Electric Engines			
		Miles per Hour	
		Forward— Light	Forward— with train
B.....		20	20
GG.....		50	75
L.....		50	50
O.....		50	75
P.....		50	70
R.....		50	75
H. & M. R.R. Trains Waldo-Dock..	.....	.....	50
MU Engines, except MU trains made			
up entirely of motor cars and trailer			
semi-permanently coupled equip-			
ment and H. & M. R.R. trains.....	.....	.....	65
*MU trains made up entirely of motor-			
car and trailer semi-permanently			
coupled equipment.....	.....	.....	70
Class. Diesel Engines			
		Miles per Hour	
		Forward— Light	Forward— with train
A6.....		20	20
A6B.....		20	20
B-B6E.....		25	40
B-B6B.....		25	50
AA5B.....		25	50
B-B10B.....		25	50
AA10E.....		25	50
A1A-A1A.....		50	75
2-D+D-2+2-D+D-2.....		50	75

Location	CLASS OF ENGINES																Engines with Tender Capacity of Over 16,000 Gallons
	A, B	H6	H1	C1	E2, E3, E4, E5, E6, H8, H9	G5	H11	K1, N1, N2, CC2	K2, K4	L1	K5, M1, M1a	L5, L6	R1	O1	B1	DDL, DD2, P6, GG1	
ENTERPRISE SPUR.....																	X
LAMBERTVILLE—FLEMINGTON... Connection with C.R.R. of N. J.....	10	10	X	X	X	10	X	X	10	X	X	X	X	X	X	X	X
MARTINS CREEK SPUR.....																	X
AMBOY BRANCH																	
SOUTH AMBOY JCT. TO JAMESBURG.....																	
Mile Post 3: J. R. Suez Track.....																	X
Brown: Perth Amboy Water Works.....																	X
Old Bridge: Annehuser-Busch Track..... Quigley Co. Track.....																	X
Spotswood: Freight House Track.....																	X
Heimetta: Heime Co., Coal Trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
JAMESBURG TO DIVISION POST—MINSON—(Atlantic Div.).....																	
Hightstown: Coal Trestle.....																	X
Yardville: Martin Brothers..... Smith Coal Co.....																	X
Bordentown: Reeder's Coal Track.....																	X
Roebling: Roebling's—Beyond No. 4 Gate.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Edgewater Park: Bridge 18.52, Warren Street..... K5 prohibited.																	XX 40
Beverly: Wall Rope Works..... Wall Paper Co. (Beyond Sign). Fruit Growers' Association..... Delanco Drawbridge..... K5 prohibited.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Riverside: Florence Thread Co..... Riverside Metal Co..... Riverside Milling Co.....																	X
Riverton: J. T. Evans Co.—(Beyond Sign)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Palmyra: H. L. Williams Co.—(Beyond Sign)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
FREEHOLD BRANCH.....																	X
Freehold: Foundry Track—(Beyond Sign)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

Wreck and work derricks not exceeding 16 feet 1½ inches above top of rail may be operated in overhead AC electric territory except as follows:

East and North River Tunnel—14 feet 6 inches.

Eastward passenger track, Journal Square Station—15 feet 3½ inches.

Sunnyside Yard—

Harold Avenue overhead bridge—15 feet.

Honeywell Avenue overhead bridge—15 feet 1½ inches.

Thompson Avenue overhead bridge on Third Street siding (L. I. R. R.)—14 feet 8½ inches.

Movement of derricks exceeding above heights must only be made on written permission of Superintendent and must be accompanied by a qualified electrician.

Before such movements are made, power must be shut off from overhead trolley wire over track on which derrick is to move. Before making such movements, conductors must know that the boom is down tight and properly secured.

Industrial Brownhoist ballast cleaners Nos. 10438, 10439 and 10744 must not be operated east of Hack Interlocking or on tracks equipped for third rail operation.

The movement of any car containing car load shipment of gasoline or explosives is prohibited between South Street (Newark) and Hudson.

New York, East and North River Tunnels—Movement of Passenger and Freight Equipment.

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

(a) Express Cars containing carload shipments of any explosives or other dangerous articles shown in Railway Express Agency Regulations for the Transportation of Explosives and Other Dangerous Articles, I. C. C. No. 4670 supplements thereto and reissues thereof.

(b) Express cars containing L. C. L. shipments of laboratory or samples of forbidden—and acceptable—explosives, also fireworks, poison gases, compressed gases, as well as inflammable liquids, as published in Railway Express Agency Tariff I. C. C. No. 4670, supplements thereto and reissues thereof.

(c) Freight cars containing explosives or other dangerous articles, other than explosives, named in Dangerous Article List of I. C. C. Regulations for the Transportation of Explosives and Other Dangerous Articles as shown in Agent H. A. Campbell's Freight Tariff No. 4, and P. R. R. General Notice No. 225-B, supplements thereto and reissues thereof. This restriction includes all cars which require protection of the following placards: Explosives, Poison Gas, Dangerous and/or Inflammable, Acid or corrosive, Compressed Gas, Poison Gas, and Poisonous.

(d) Cars with wooden or composite center sills.

(e) Cars exceeding dimensions shown in General Notice No. 207-A, and car and lading exceeding weight of 210,000 lbs. on rail, as shown in General Notice No. 208-D.

3. Operating limitations which must be observed:

(f) Passenger trains must not exceed 30 cars.

(g) Freight trains or trains of mixed freight and passenger equipment must not exceed 30 cars or 1800 tons.

(h) All cars in train carrying passengers must be of all-steel construction.

(i) All cars in other trains must have all-steel underframe.

(j) Car lighting equipment other than electricity is prohibited.

(k) Coal or charcoal ranges or heaters in cars of other than all-steel construction must have fires extinguished before entering tunnels. Conductors must know that fires are extinguished.

MAIN LINE AND BRANCHES:

Track scale test weight cars may be moved only at speeds not exceeding 30 m.p.h.

Compartment test weight cars of the Non-truck, 4-wheel type, when empty may be moved only at speeds not exceeding 25 m.p.h.

Test weight cars should be handled at rear of train just ahead of cabin car. Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

BRANCHES:

On account of that portion of bridge No. 2.24 over Storage Track, Prospect Street, Trenton, being lower than the portion over the main track, cars or lading more than 15 feet 5 inches in height must not be moved under the bridge on this track.

Industrial Brownhoist ballast cleaners Nos. 10438, 10439 and 10744 must not be operated between Trenton and Manunka Chunk.

YARDS:

Industrial tracks leading to Trenton Potteries Company Muirhead Avenue Plant, Coalport Yard, restricted to cars exceeding 52 feet 6 inches in length.

Steam Suburban Cars

★ 3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road Suburban Cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Cabin Cars in Passenger Trains

★ 3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★ 3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet or More in Length

★ 3119. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

Passenger—Mail—Express—Main Trains

★ 3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★ 3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★ 3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
C1 HH1 I1s I1sa J1 J1a N1s N2sa All others	8 15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic, or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "Start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

ELECTRICAL OPERATION

3301. Identical instructions on divisions having electrical operation will be indicated by five-pointed star symbols.

3302. Power Directors are located and have jurisdiction as follows:

New York—Zone 1. East of west portal North River Tunnels.
Jersey City—Zone 2. West of west portal North River Tunnels.

3303. Electrical Operating Instructions, C. T. 401 in effect.

3305. Following tracks equipped for A.C. electrical operation.

MAIN TRACKS—Between:

Harold and Division Post (P. T. Division).
Jacy and Hudson (Jersey City Branch).
Union and WC.

SA and Midway via JG, except:

Trailing point crossover 4884 feet west of CQ.
Westward facing point crossover, between main track and
Eastward Siding 1722 feet east of JG.
Crossover between Eastward Siding and No. 1 Siding (long
siding) 1840 feet east of JG.

Nassau and Princeton.

Morris and Division Post (Philadelphia Division).

Trenton and east side Greenwood Avenue overhead bridge,
No. 2 Track, Bordentown Branch.

Trenton and 300 feet west of Greenwood Avenue overhead
bridge, No. 1 Track, Bordentown Branch.

TRENTON—MANUNKA CHUNK—

No. 1 Track from connection to No. 4 Track, West end of
Trenton Passenger Station, to a point 2846 feet north
thereof.

Facing-point crossover between No. 1 and No. 2 Tracks,
895 feet north of Fair.

No. 2 Track from facing-point crossover, 895 feet north of
Fair, to a point 1005 feet north thereof.

Hunter—Connection from No. 4 track to L. V. R.R.

SIDINGS:**SA AND MINSON:**

Eastward Siding, Helmetta to Jamesburg.
Spotswood Siding from connection to main track 935 feet
west of East Spotswood to connection to main track 40 feet
west of Spotswood.

No. 1 Siding (long siding) from connection to Eastward
Siding 258 feet east of JG to connection to Eastward
Siding 5054 feet east of JG.

YARD TRACKS—**SUNNYSIDE YARD—**

All tracks except Nos. 74 and 75 and Track F Gosman
Avenue Yard.

JERSEY CITY—

Tracks 1 to 9, inclusive.
Track Nos. 11 and 12 and connection to Running Track.

WALDO AVENUE YARD, JERSEY CITY—

Tracks 2, 7, 17, 18; including leads to Engine Track at east
end of Waldo Avenue Yard.
Westbound lead to No. 1 Track at Waldo.

HARSIMUS COVE—

Tracks 1 to 7 inclusive.
Brunswick Street back lead.
Brunswick Street ladder.
Water Plug Track from connection to Track 7 to 800 feet
eastward.

Old Stock Yard Tracks 2, 3 and 4.

New Stock Yard Tracks 5 to 12 inclusive.

New Yard Ladder.

Back Lead.

A—Ladder Track.

J Yard Tracks 1 to 9 inclusive from west end ladder to 460
feet eastward.

No. 4 Track, Slate Dock Yard.

North Incline Track, Berwind-White Coal Dock Pier

Loop Track connection to Jacy.

MEADOWS YARD—

Engine Storage Tracks Nos. 2, 3 and 4, and connections from
Engine Storage Tracks Nos. 2, 3 and 4, to connection to
Outbound Engine Track 1760 feet east of Karny.

Cabin Track.

A-1 Lead.

Ladder Track west end Eastward Storage Yard and East-
ward Receiving Yard.

Ladder Track east end Eastward Storage Yard.

Ladder Track east end Eastward Receiving Yard including
Ladder Track west end tracks 14 to 22 inclusive, westward
Classification Yard.

Eastward Storage Yard Tracks Nos. 12 and 19.

Eastward Receiving Yard Tracks Nos. 7 to 11 inclusive.

Westward Classification Yard Tracks 14, 15, 17 to 22 in-
clusive, from connection to westward ladder to 133 feet
eastward.

Ladder Track west end Westward Classification Yard Tracks
1 to 14 inclusive.

Westward Classification Yard Tracks 1 to 14 inclusive from
connection to westward ladder to 133 feet eastward.

No. 3 Old Receiving Yard Lead.

Ladder Track east end Eastward Classification Yard.

Running Nos. 1, 2 and 3.

Flat Tracks Nos. 1, 2 and 3.

Berwind Track.

Engine Track Karny to 1760 feet eastward.

MANHATTAN PRODUCE YARDS—

Produce Yard Tracks 7 to 10 inclusive from connection to
No. 1 Ice House Lead to 978 feet westward

Display Yard Lead from connection to Government Lead to
connection with No. 0 track.

Modoc Track from crossover switches Karny to connection
with No. 0 Track.

MANHATTAN TRANSFER YARD, HUDSON—

Tracks 14, 15 and 16, including lead to No. 0 Track east
of Hudson.

NEWARK—

Post Office and Beef House Sidings.

GREENVILLE YARD—

Westward Make-up, Departure yard.

Tracks 1 to 11 inclusive from connection to Lead Track to
990 feet eastward.

Lead Track.

No. 1 Running Track.

Nos. 3 and 4 Hump Tracks from C. R. R. of N. J. Bridge to
800 feet eastward.

Southwest Lead and Westward Lighterage Yard lead from
connection to No. 4 Hump Track to 1194 feet eastward.

Locomotive Lay-up Track.

Pit Track.

Nos. 1 and 2 Float Tracks to connection to No. 1 Running
Track.

Receiving Yard Tracks 3 to 6 inclusive.

No. 3 Garden Track.

Nos. 4, 5, and 6 Garden Tracks from westward connection to
No. 1 Track to 700 feet eastward.

Oak Island Interchange Track from connection to No. 1
Track (CY) to 1200 feet eastward.

WAVERLY YARD—

No. 8 East End Yard Track WA-5 to WA-4.

Spur Track WA-6.

Old Westward Track WA-6.

Westward Empty Yard Stub Track.

Eastward Receiving Yard Tracks 1, 2, 3 and 13.

Eastward Receiving Yard Tracks 4 to 12 inclusive, from
Westward connection to lead to 300 feet eastward.

Eastward Receiving Yard Tracks 9 to 12 inclusive, from con-
nection to lead to Set-off Track WA-4 to 400 feet westward.

Westward Empty Yard Track No. 1 from connection to Old
Westward Track to 250 feet eastward.

Westward Empty Yard Tracks 2 to 12 inclusive from west-
ward connection to lead to 350 feet eastward.

Westward Preference Yard Tracks 4 to 11 inclusive from
connection to Speedway to 350 feet eastward.

Running track between WA-5 and WA-2.

HUNTER STREET YARD, NEWARK—

Drill Track.
Track No. 0 including connection to Track No. 1 (Hunter).

SOUTH BROAD STREET YARD, NEWARK—

Spur Track from connection to Express House Lead to 300 feet eastward.
Spur Track from connection to track No. 5 to Express House tracks.
Express House Tracks 1 and 2.
Milk Track.

WAVERLY—

West Yard Track No. 4 and connection to Track No. 6, 1950 feet westward.

DURANT YARD—

Tracks A and B from eastward connection to No. 5 Track to 400 feet westward.

STILES STREET YARD, LINDEN—

Track No. 1.
Track No. 2, from connection to Track No. 1, 150 feet west of Stiles Street Undergrade Bridge to 950 feet westward, and from connection to Track No. 1 at North Rahway to 600 feet eastward.
Tracks Nos. 3 and 4, from connection to Track No. 0, 150 feet west of Stiles Street Undergrade Bridge to 950 feet westward.

RAHWAY—

Siding (Tail Track) from switch connection to westward track, 1066 feet west of Signal A205 to 510 feet east of switch connection.
Track No. 0 from and including connection to Track A, 140 feet east of North Rahway Station to and including connection to Track A, 300 feet west of Linden Station.

SOUTH AMBOY YARD—

Receiving Tracks, Nos. 1 and 2, including connection to Eastward Main Track.
Ladder Track west end Receiving Yard.
West end Track E-12 including connection to Lead to No. 2 Dumper and Pier C.
West end Tracks 1 and 2, Pier C, from connection to lead to 420 feet eastward.
West end Tracks 3 and 4, Pier C, from connection to lead to 500 feet eastward.
Loop Track.
Running Track.
Lead from Running Track to Pier C.
Lead to No. 1 Dumper.
Sand Bridge and Locomotive Cleaning Platform Tracks, including lead to Loop Track.
Cabin Track.
Passenger MU Yard Tracks 1, 2, 3, 4 and 5.

OLD BRIDGE YARD—

Empty Car Yard Track No. 1, including connections to Westward Main Track.
West end Empty Car Yard Tracks Nos. 2 to 7 inclusive from connection to Ladder to 500 feet eastward.
East end Loaded Car Yard Tracks Nos. 1 to 18 inclusive from connection to Ladder to 500 feet westward.
Loaded Car Yard Ladder including connection to Eastward Main Track.
East end Raccoon Tracks Nos. 1 and 2 from connection to Eastward Main Track to 350 feet westward.
West end Stock Ground Tracks Nos. 1 and 2 from connection to Eastward Main Track to 445 feet eastward.

COUNTY, BALDWIN STREET YARD—

Tracks Nos. 1, 2 and 3 from connection to No. 5 Track to 350 feet eastward.
Ladder Track west end Mile Run Yard including lead to Passenger MU Yard Tracks 1, 2 and 3.
Track No. 0 from connection with Track No. 1 to 275 feet westward.

MONMOUTH JUNCTION—

Track No. 0 from connection to No. 1 Track Jamesburg Branch, to 1068 feet westward.

PRINCETON—

Lower yard Tracks 7 to 16.
Lower yard Leads A and B.

TRENTON—

Barracks Yard—
East Side Tracks Nos. 1 and 2.
West Side Tracks Nos. 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13 and 14.
Track No. 7 from Olden Avenue to connection to Track No. 5 at east end of Advance Yard.
Coalport Yard—
Tracks Nos. 0, 1 and 2.
Ladder track from Track 0 to Track 2, west end.
Inside ladder track from a point 225 feet east of Yardmaster's office to connection to ladder track, west end Coalport Yard.
Ladder track from Track 0 to Track 5, east end, and connection to Westward running track, Millham-East Trenton switches.
Passenger Station—
Tracks Nos. 6 and 7.
South Side Low Platform.
Track No. 1 Station Yard.
Wall Track.
Crossover from Track No. 0 to Wall Track under Chestnut Avenue overhead bridge.

GRUNDY—

No. 5 Track from connection to No. 4 Track to 552 feet eastward.

BRISTOL YARD—

Track No. 1 from connection to Track No. 0 to 5030 feet westward.
Track No. 2 from connection to Track No. 0 to connection to Track No. 1 east of Scale House.
Track No. 2 from connection to Track No. 1 west of Scale House to 2495 feet westward.
Track No. 3 from connection to Track No. 0 to 788 feet westward.

TORRESDALE—

Siding from connection to Track No. 1 to 1900 feet westward.

MORRIS TO DIVISION POST (PHILADELPHIA DIVISION)—

Yard A Tracks Nos. 2, 3 and 4.
West end Yard D tracks Nos. 2, 3 and 4 from connection to westward track to 850 feet eastward.

OTHER TRACKS:**HAROLD—**

Eastward Local Track from continuation of Line 1 to Gosman Avenue.
Eastward Express Track from continuation of Line 3 to facing point crossover leading from Eastward Express to Eastward North Side Track.
Westward Express and Westward Local Tracks from Laurel Hill Avenue to connection to Line 2 and Line 4.
Westward North Side Track from Laurel Hill Avenue to connection with Line 2.
Eastward and Westward New York Connecting Tracks.
Facing Point Crossover leading from Eastward Local Track to Eastward Express Track.
Facing Point Crossover leading from Eastward Express Track to Eastward North Side Track.
Facing Point Crossover leading from Eastward North Shore Track to Eastward New York Connecting Track.
Facing Point Crossover leading from Eastward New York Connecting Track to Westward Express Track.
Facing Point Crossovers leading from Westward Express Track to Westward Local Track.
Facing Point Crossover leading from Westward Local Track to Westward Express Track.

Facing Point Crossovers leading from Westward Local Track to Westward North Side Track.
Facing Point Crossover leading from Westward North Side Track to Westward Local Track.
Facing Point Crossover leading from Westward North Side Track to Line 4.
Facing Point Crossover leading from Westward New York Connecting Track to Westward North Side Track.
Facing Point Crossover leading from Westward New York Connecting Track to Westward Long Island Connecting Track.
Trailing Point Crossover between Eastward and Westward New York Connecting Tracks 3880 feet east of Harold.

F INTERLOCKING—

Long Island City westward passenger track from Harold Interlocking Station to a point 825 feet west of F Interlocking Station.
Long Island City westward freight track from a point 785 feet east to a point 410 feet west of F Interlocking Station.
Facing Point Crossover leading from P. R. R. track, Sub. 1, to Long Island City westward passenger track 210 feet west of F Interlocking Station.
Facing Point Crossover leading from Long Island City westward passenger track to P. R. R. track, Sub. 1, 642 feet west of F Interlocking Station.
Facing Point Crossover located 225 feet east of F Interlocking Station leading from Long Island City westward freight track to Long Island City westward passenger track.
Third Street Siding from connection to Loop 1, to a point 660 feet west thereof.
Sub Tracks 1, 2, 3, and 4 between F and Q.
Loop Tracks Nos. 1 and 2 between F and R.

R INTERLOCKING—

Loop Track A (R Interlocking).

Q INTERLOCKING—

Connecting Track between Q and Harold.
Eastward and Westward Engine Tracks between Q and Sunnyside Engine House.

PENNSYLVANIA STATION, NEW YORK—

All Tracks.

JERSEY CITY—

Engine Track between east end Waldo Avenue Yard and Jacy.
Running Track between Jacy and Waldo.

MEADOWS—

Morris Track between Hack and Karny.
Hand-operated crossover between Morris Track and Track 19, Eastward Storage Yard, 2300 feet east of Karny.
Hand-operated crossover between Morris Track and Track 19, Eastward Storage Yard, 1250 feet east of Karny.
Between Karny and Hack via Government Lead, No. 1 Ice House and Grape Yard Lead.
Display Yard Ladder between Government Lead and Naught Track.
No. 0 Track between Karny switches and connection with Grape Yard Lead.
Engine Track between Meadows and Karny.

HUDSON—

No. 0 Track from connection Hudson to Karny.
Hudson—Tracks Nos. 5, 6, 8, 10, 11 and 13.

HUNTER—

Hunter-18th Street Track from connection to L. V. R. R. to 950 feet westward.
No. 5 Track between Hunter and Lane.

WAVERLY—

Set-off Track between WA-6 and WA-5.
"A" Track between WA-6 and WA-3.
Speedway between WA-5 and WA-6.
No. 0 Track between WA-5 and WA-6.
No. 1 Running between WA-5 and WA-6.

PASSAIC AND HARSIMUS BRANCH—

Nos. 1 and 2 Tracks, Waldo to WA-3.

GREENVILLE BRANCH—

Nos. 1 and 2 Tracks between Greenville and Lane.

ELMORA—

Track No. 0 from connection to Track A, Elmora to 3155 feet westward.

EDISON-STELTON-PARK—

Track A.
Track B.
Track F.
Track O.
Park lead connection.

NEW BRUNSWICK—

No. 5 Track between Baldwin Street Yard and County.
County—East Millstone Track to 1700 feet west of No. 4 Track connection.

MIDWAY—

Midway—Rocky Hill Track from connection to Track No. 4 to 730 feet eastward.

PRINCETON JUNCTION—

Track No. 5 from connection to Princeton Branch to 3230 feet eastward.
Siding between Nassau and KS.

MILLHAM—East Trenton Switches—

Eastward Running Track. Millham to connection to east end of Coalport Yard.
Westward Running Track from connection to Eastward Running Track to 720 feet westward, and from a point 2897 feet west of Millham to connection to east end of Coalport Yard.
East and west leg of wye from connection to Track 5, to connection to Eastward Running track.
Crossover between Eastward Running and Westward Running tracks, located 2897 feet west of Millham.
Trailing point crossover between Eastward and Westward Running tracks located 5360 feet west of Millham.

MILLHAM TO FAIR—

Tracks Nos. 0 and 5.

TRENTON ENGINEHOUSE—

Tracks Nos. 1 and 2.
West Ladder Track from connection to Eastward Running Track (260 feet west of Millham) to connection to Tracks Nos. 1 and 2.

Grundy to Morris—No. 0 Track.

Trenton Branch—Middle Track Morris to west end of "C" Yard.

Tail Track from connection to Track No. 1 at MA to connection to Middle Track, west end of "C" Yard.

Crossover between Middle Track and Track No. 2, west end of "C" Yard.

3307. County—Engine crews before going on top of tender to use stand-pipe on Track No. 5 must operate Sectionalizing Switch No. 55, located on catenary pole 31.60, to OPEN position. Operation of this switch to OPEN position de-energizes and grounds catenary over Track No. 5 from 57 feet east of to 280 feet west of standpipe. Sectionalizing Switch must be restored to CLOSED position after taking water.

3308. Stand pipes at following locations are equipped to automatically de-energize trolley wire over engine and tender when stand pipe is moved into position for taking water:

Track	Location	Distance Wire De-energized
Track A	WA-3	250 feet east and 110 west of stand pipe.
No. 2 track	WA-3	200 feet east and 70 west of stand pipe.

Employees taking water at stand pipes listed above are not permitted on top of tender until stand pipe is moved into position for taking water. Employees must descend from top of tender of engine before stand pipe is restored to normal position, as trolley wire will automatically be energized when stand pipe is restored to normal position.

3309. Torrensdale—Before making movements with A.C. electrical equipment on Industrial Track, Trainmen must operate Sectionalizing Switch No. 10, located on catenary pole 74.09 to CLOSED position. Sectionalizing Switch must be restored to OPEN position after completing movement.

3310. PHASE BREAKS in trolley wire located as follows:
New York Route—No. 1 and No. 2 tracks, 1500 feet east of Signal W38, extending 200 feet east of and 200 feet west of Catenary Pole W3.44.

Phase Break signs, located on first Catenary Pole in advance of break.

Position Light Phase Break Indicators for eastward movements on No. 1 and No. 2 tracks located on Signal Bridge W38 and for westward movements on No. 2 track on Catenary Pole W3.05 and for westward movements on No. 1 track on ground mast 186 feet west of Signal W31.

3311. During sleet storms pantographs of electric engines in passenger service and multiple unit cars will be examined on trains making schedule stop at Trenton.

Enginemen of eastward passenger trains making schedule stop will stop with front end of leading engine opposite east end of eastward station platform.

Enginemen of westward passenger trains making schedule stop will stop with front end of leading engine opposite west end of westward station platform.

Firemen must operate boiler in manual control using stack blower approaching Trenton to permit engineman to lower pantographs.

Engineman must lower pantographs immediately after stopping to permit qualified employe to make pantograph inspection. Engineman must not raise pantographs until after inspection is completed and has been so advised by the qualified employe that pantographs may be raised.

3311A. Two electric engines coupled light, operated as a patrol train to remove sleet from trolley wires, will run with two pantographs up on the leading engine (except at locations covered by special instructions) and with rear pantograph up on the following engine. Any three pantographs may be up in an emergency; but the rear pantograph of the leading engine and the front pantograph of the trailing engine shall not both be up at the same time when it can be avoided. When the trolley wire is heavily coated with ice, speed should be reduced below the Maximum Speed authorized for light engines in order to effect a better removal of ice from the trolley wire with minimum wear on the pantograph shoes.

3312. All engine crews operating in passenger service, when moving between Sunnyside Enginehouse and Yard, after arrival at signal for reverse movement on Sub Tracks, will change to leading end of engine for reverse movement to enginehouse or train.

3313. Operation of one A. C. multiple unit car is prohibited except when shifting (and as provided for in Special Instruction 3314). Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour.

In making shifting movements with single DC multiple unit cars a running brake test must be made immediately after movement is started.

3314. Multiple Unit cars nos. 4551 and 4553 are equipped for single car operation on Princeton Branch.

An emergency switch located in each engineman's operating compartment, is sealed in its normal open position. In event of failure of the air brake apparatus, the car may be stopped by closing the emergency switch and reversing the controller lever to the number 2 running position. When emergency switch has been used it must be reported to the Superintendent.

3315. Heat numeral signs 0-1-2-3 will be displayed at:
Sunnyside Yard..... Crew Dispatcher's Office
New York..... Crew Dispatcher's Office
New York (Hudson Terminal).... Bulletin Board
Jersey City..... Crew Dispatcher's Office
Newark..... Track E, west end
South Amboy..... Yard Master's Office
County..... Yard Master's Office
Trenton..... Baggage Room
Trenton (West Barracks)..... Asst. Yard Master's Office

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

3316. Pantographs must not be dropped—between west portal of North River Tunnels and east portal of East River Tunnels—Sub-1 and Sub-2 tracks under L. I. R. R. tracks east of F Interlocking Station—under low overhead structures, except in New York as follows:

On Tracks Nos. 2, 3, and 4 after requesting Power Director to open Sectionalizing Switch No. 35.

Yard A.

West end Yard E.

Pantographs must not be dropped until controller is in OFF position and control switches to blower motors, air compressors and heaters have been opened or it is known that trolley wire is de-energized.

There is no restriction on raising lowered pantographs in this territory.

Pantographs must be in down position at layover points except as outlined above or when required to be raised to make tests, heat cars, or to prepare them for movement.

3317. New Haven R. R. Enginemen of electric engines are responsible for knowing that changeover switch is in A. C. position, D. C. pantograph locked down and third rail contact shoes in raised position clear of third rail and protection board.

Employes are prohibited from moving A. C. changeover switch from A. C. position.

3318. Engines and cars must stop clear of insulated rail joints on east end of Tracks Nos. 2 to 9, inclusive, Jersey City Passenger Station. Locations of insulated rail joints are designated by yellow stripe painted across tracks and red sign with yellow cross suspended adjacent to track.

3326. Employes working on or near energized wires must obtain permission and proper protection from Power Director.

Conductors are responsible for knowing that Trainmen; Enginemen are responsible for knowing that Firemen; Foremen are responsible for knowing that their men understand and comply with instructions for electrical operations.

When inexperienced employes are required to work in electrified territory, experienced employes must call their attention to the danger.

3335. When necessary to remove or apply jumpers between electric engines all pantographs must be lowered. If not practicable, open generator switch, battery switch, and air compressor switch during time of insertion or removal of jumpers.

3339. Enginemen operating electric engines in both passenger and freight service must use Form M. P. 252—Electric Engine Failure Report—to report electrical trouble or failures, to Road Foreman of Engines of Division on which failure occurs. This form must also be used to report any trouble experienced with steam heating or boiler apparatus, and where water or oil is taken enroute.

Form must be made out promptly on arrival of engine at final terminal and delivered to Enginehouse Foreman or his representative. Upon receipt of form, Enginehouse Foreman or his representative must telephone the information to following designated points:

If failure occurred on:

New York Division.....Call Jersey City 321.
 Philadelphia Terminal DivisionCall Broad 566.
 Maryland Division.....Call Baltimore 331.
 Philadelphia Division.....Call Harrisburg 344.
 Atlantic Division.....Call Camden 32.

After report is telephoned to designated point, Form M. P. 252 must be mailed promptly to Road Foreman of Engines of Division involved, with notation on back of report as to defects found on engine.

3351. Employees must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks, which are not electrified, to tracks which are electrified, except in High Wire Territory.

3352. Firemen must not operate an electric engine except under personal supervision of Engineman, who must be in cab with Fireman when he is operating engine.

Engineman must not allow fireman to operate electric engine in Pennsylvania Station area, New York, or between Newark and Harold or Sunnyside Yard.

3353. Back up movements with electric engines, except movements of single engine with streamlined cab. Fireman must take position on forward end of engine in direction of movement and control movement by means of hand signals to Engineman. He must observe all signals affecting movement of his engine and accordingly give hand signal to Engineman.

3354. When moving D. C. or A. C. multiple unit cars in yards, Engineman must be on forward end in direction of movement.

3355. Brake pipe pressure on multiple unit cars when handled by an engine must not exceed following:

A. C. multiple unit cars..... 90 pounds
 L. I. R. R. D. C. multiple unit cars..... 80 pounds
 H. & M. R. R. D. C. multiple unit cars..... 70 pounds

3360. Following tracks equipped for D. C. electrical operation:

MAIN TRACKS—Between:

Harold and west portals of North River tunnels.
 Waldo and Hudson (Jersey City Branch).
 Track No. 4 Hudson to Track W Dock.
 Track W Dock to Newark MU Yard.
 Track E Newark MU Yard to Track 1 Dock.
 Track 1 Dock to Hudson.

YARD TRACKS:**SUNNYSIDE YARD:**

Sub. Tracks 1, 2, 3 and 4.
 Long Island Connecting Track.
 Run Around Track.
 No. 5 Storage Track.
 Nos. 3 and 4 Pit Tracks, east and west ends.
 Nos. 1 and 2 Engine House Tracks.
 Wreck Train Track.
 Hump Track.
 Ladder Track to Turn Table and Wheel Tracks.
 East Ladder Track No. 6 to connection to Hump Track.
 East End East Ladder Track No. 2 to 35 feet east of R.
 East End East Ladder Track No. 3 to 135 feet west of R.
 East End East Ladder Track No. 4 to 300 feet west of R.
 East End East Ladder Track No. 5 to 640 feet west of R.
 West Ladder Tracks 1 to 5.
 Tracks 45 to 50, Tracks 67 and 68, Tracks 71 to 75, Tracks 101 to 106.
 No. 68 Spur.

NEWARK—

MU Yard Tracks, including Tail Track.

OTHER TRACKS:

Loop Tracks Nos. 1 and 2 between F and R.
 Eastward and Westward Engine Tracks between Q and Sunny-Side Engine House.
 Pennsylvania Station, New York.

HUDSON—

Tracks Nos. 6, 8 and 13.

Track 10 from eastward Connection Track 1 to 1264 feet westward.

Crossover Route Track 4 to Track 1.

3361. When there is possibility of contact between D.C. electric engines or D.C. multiple unit cars and electric return circuit, as represented by running rail, being broken, third rail contact shoes must be removed from contact with third rail.

3362. When two or more Rapid Transit Trains using D. C. electric power stop on the same track a short distance apart, train that is close to train ahead, must not start until preceding train has been under headway one minute.

3363. When more than two D. C. electric engines are coupled power must not be used on more than two engines.

3364. D. C. Electric Trains will operate in the Series Running position between Newark and Harrison.



3365. Run in Series signs when lighted indicated partial failure of DC power supply and requires that all DC Electric trains operate in the Series Running position between specified points as follows:

Location of Sign	Run In Series		
	Track	Between	And
440 feet east of JO Interlocking Station.....	No. 1	JO	Harold
565 feet east of C Interlocking Station.....	No. 3	C	Harold
1205 feet west of F Interlocking Station.....	No. 2	F	JO
735 feet west of Harold Interlocking Station.....	No. 4	Harold	C
300 feet west of WR Interlocking Station.....	No. 2	Waldo	Harrison
10 feet east of Dock Interlocking Station.....	No. 1	Harrison	WR

In all cases of abnormal low DC power, even though "Run in Series" signs are not displayed, enginemen will run carefully for one minute after power is restored to prevent abnormal loads on the power system.

3390. H. & M. R. R. Enginemen must use electric brake except eastward trains from Newark must make station stop at Harrison with automatic brake.

Eastward trains not stopping at Harrison, Engineman must make running test with automatic brake between Newark and Harrison.

Automatic brake must be tested prior to departure from Yard.

3391. H. & M. R. R. Enginemen and Trainmen on Lay up Trains must turn all drum switches to OFF position. Before uncoupling or coupling cars, it must be known that drum switches are in OFF position. After make-up of train has been completed, drum switches may be turned to ON position, indicating GREEN on panel board in end of each car.

H. & M. R. R. Rear Brakemen of westward trains after arrival at Newark must personally turn drum switch of rear car to OFF position.

H. & M. R. R. Conductors of eastward trains when taking position on trains must personally turn drum switch of head car to ON position.

3392. Portable Third Rail Jumpers are located at east end, westward platform Harrison and at all interlocking stations in D. C. electrified territory. They must be replaced after using.

3393. H. & M. R. R. Compromise Car Couplers are located at Waldo, Hack, Karny and Hudson Block Stations also at east end, westward platform Harrison.

TUNNEL ALARM SYSTEM

3398. Tunnel alarm system consists of alarm boxes, indicated by blue light, located not more than 800 feet apart on opposite bench walls to signals which govern movements with current of traffic, and are connected to indicators in offices of Power Director as well as Sub-Stations and Interlocking Stations controlling operation of trains in respective tunnels, where each series of alarm boxes is located.

Each box is numbered and contains two levers, one BLUE and one RED. Blue lever is marked POWER and when pulled trips circuit breakers controlling Third Rail Section adjacent to box, thus cutting off power, and at same time sending in two alarms to connected indicators. Red lever is marked FIRE and when pulled performs same function as power lever, but sends in two additional alarms.

Appliances belonging to this system must not be tampered with, and must be used only in an emergency which makes it necessary for preservation of life or property to remove energy from Third Rail.

Person who pulls lever must at once telephone circumstances to Train Director, at A.

Employes charged with movement of trains, maintenance of or repair to track or signals, or engaged in any kind of work in tunnels, must familiarize themselves with location and use of tunnel alarm boxes.

When Power Director, New York, receives indication from box of tunnel alarm system, he must notify Train Director, at A, who will arrange for holding all trains out of tunnel involved.

3399. Tunnel alarm bells, located at various automatic signals which govern movement with current of traffic in East River Tunnels, are so connected that when power leaves Third Rail of section in advance of signal, signal will display its most restrictive indication and alarm bell will ring until power is restored. Train must not pass signal while alarm bell is ringing without authority from Train Director, at A.

USE OF TELEPHONES

★3501. Employes using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Telephones are located at or near Automatic signals, Home Interlocking signals and hand switches to main track.

3503. Many telephones at outlying points are located in boxes which are equipped with cut-out switches, which cuts the telephone off the line when the door is closed; if necessary to wait for a call, the door should be kept open in order that the bell will ring.

When through using telephone, door must be closed to avoid damage to equipment due to exposure to the weather and to avoid personal injury.

Employes using telephones which are equipped with knife switches must open the switch when through using telephone.

Employes using these telephones should report promptly any defective equipment, absence of train order blanks, etc.

3504. Telephone boxes at outlying points in the electrified territory are equipped with three-way switches with telephone lines connected with:

- 1—Power Director.
- 2—Telephone Switch-board.
- 3—Tower on each side of telephone.

When necessary to clear any line to get the Power Director, the words "POWER EMERGENCY" will be used; all other persons using line at that time must yield the line at once.

Detailed instructions posted in each box.

3505. In East and North River Tunnels loud ringing bells have been provided for calling. These bells are located at all telephones, and in some cases between telephones.

Persons who have no direct connection and wish to communicate with any person in the tunnels should call central and state to the operator the person wanted, and in which tunnel they are located.

Calls are as follows:

Telephone Exchange.....	1 Long.
Trainmen and Emergency Call.....	2 Short.
Trackmen.....	3 Short.
Telegraph and Telephone Repairmen.....	4 Short.
Signal Maintainer.....	1 Long, 1 Short.
Electric Traction Employee.....	1 Long, 2 Short.

Trainphone

★3506. Trainphone consists of hand-set telephones, loud speakers, control panels and associated apparatus installed on engines, cabin cars and in block stations for trainphone communication between two units so equipped.

Trainphone in service:

Track	Between	And
Belvidere Delaware Branch	MG	Warren

Block stations equipped with trainphone as follows:

Frenchtown and MG Block Stations:

Engines and cabin cars equipped with trainphone must have the apparatus in service at all times between MG and Warren.

When engines and cabin cars equipped with trainphone pass MG northward, the apparatus on engine and cabin car must be tested with MG, and when passing Warren southward, with Frenchtown.

If trainphone fails, occurrence must be reported to the Superintendent from the next point of communication where report can be made without serious delay to train.

Time Table Special Instruction **★3501** will apply to the use of trainphones.

Trainphone may be used in train operations as follows:

A—When an engine or cabin car is equipped with a trainphone, it may be used in connection with delays, defects on engine or train, and other matters relating to the operation of the train.

B—When both the engine and cabin car of a train are equipped with trainphone, they may also be used:

- 1—To advise Engineman when Flagman has returned to train.
- 2—For information in connection with testing brakes.
- 3—Regarding action to be taken when defects on train are noted and for other purposes of assistance in expediting the movement of the train.

C—It may be used for telephone communications incidental to Manual Block System operations within the limits specified on the time-table as "in service":

- 1—For the signalman in charge of a Block-limit Station to give a train approaching that Block-limit Station verbal permission to enter one block.
- 2—Permitting a train moving under Permissive-block signal to proceed through the remainder of the block as though Clear-block signal were displayed, when the signalman knows that the portion of the block to be occupied by the train is clear.
- 3—Reporting clear of blocks at Block-limit Stations.
- 4—Reporting clear of main track.
- 5—Permitting train to enter a block or foul a main track, or cross from one main track to another.

D—A train approaching a Block-limit Station must not be given a more favorable block indication to pass that Block-limit Station than the indication under which it is operating.

E—A train being governed by a Clear-block signal must not be given permission to pass a Block-limit Station as though Permissive-block signal were displayed without stopping the train.

F—Should the delivery of Clearance Card (Form K) or written instructions, including train orders, be required, the train addressed must be stopped before effecting delivery by trainphone.

Facsimile Transmission of Communications

★3525. Apparatus for production of facsimile copies of typed or written train orders, Clearance Cards (Form K) and messages by means of a transmitter at a sending station connected by an electrical circuit with a recorder at a receiving station, is in service for the delivery of train orders, Clearance Cards (Form K) and messages at the following locations:

Location of Transmitter	Location of Recorder
G Block Station.....	Switch No. 2, Phillipsburg. Switch No. 6, Phillipsburg.

The operator at the location of the transmitter will use the facsimile machine in the manner prescribed by the Instructions to Operators in the use of Automatic Transmitter of Facsimile Machine, to effect delivery of a train order, Clearance Card (Form K) or message to persons addressed at the locations of the recorders.

Unless otherwise provided, when a train stops at a station or is required by Special Instructions or message to stop at a point at which a recorder is located, the train must not proceed until the conductor or engineman examines the recorder, removes from the receiving receptacle all communications addressed to him and other employes on his train, and communicates with the operator by telephone.

The conductor, engineman or other employe addressed, removing communications from the recorder, will compare the number of each train order received with numbers shown on message accompanying the train orders, and will check each train order, Clearance Card (Form K) or message and ascertain each copy is clear, legible and complete. The employe must then acknowledge receipt of the 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 must be exercised in their use to avoid damage to the equipment by rough usage and exposure to the weather.

GENERAL INSTRUCTIONS.

Machinery of Rotary or Swinging Type

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A. A. R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at and loaded as per A. A. R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in a secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

3605. Trainmen must not pass over container cars while cars are in motion.

3608. Enginemen and Firemen will handle and fire engines and electric engine steam heat boilers in such manner as will eliminate emission of steam and smoke as far as practicable in Newark Passenger Station.

Overhead Clearance

★3610. Employes are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridges	Location
37th Street, New York	Between east line of 12th Avenue and Float Bridge.
Center Street Branch	Between Second Street, Harrison, N. J., and western limits of this Branch.
Wertman Street, East Millstone	1240 feet east of East Millstone Freight Station.
Bridge Street, Morrisville	Tattersall Industrial Track (Old Line).
No. 43.36	Cranbury.
No. 29.27	Groveville Road, 1 Mi. West of Yardville.
No. 27.29	Second Street, Bordentown.
No. 27.13	Prince Street, Bordentown.
No. 55.75	Olden Avenue, Trenton, Freight Station Yard.
No. 56.24	Chambers Street, Trenton.
No. 0.78	North Clinton Avenue, Trenton.
No. 0.83	Olden Avenue, Coalport Yard, Trenton.
No. 1.04	Southard Street, Coalport Yard, Trenton.
No. 1.95	Calhoun Street, Trenton.
No. 2.24	Prospect Street, Trenton.
No. 41.42	Finesville Road, Riegelville.
No. 50.42	Lehigh Valley R. R., Phillipsburg.
No. 61.06	Fines Road, 2.8 Mi. North of D.Y.
No. 62.76	Foul Rift Road, 1.2 Mi. South of G.
No. 65.08	Market Street, Belvidere.

3611. Heating and Ventilating Systems for Passenger Trains, Instructions No. 103-B, Air Conditioning Systems for Passenger Trains, No. 213-B, and Book No. 204 in effect, except as otherwise provided.

3612. When steam heat is necessary, following will be in effect:—

Westward Trains.

Sunnyside Yard:

(a) Steam Heat Boiler must be in service before leaving engine-house storage yard. When maximum boiler pressure has been obtained, open wide Main Steam Heat Valve. Open wide Directional Valve to rear end (train end) of engine and adjust rear train steam pipe end valve to vent condensation. Adjust Directional Valve to front end of engine to vent condensation from train steam pipe through front train steam pipe and valve. The latter must be wide open.

(b) When coupling to train, maximum boiler pressure must be maintained and train steam line cleared of condensation prior to departure from yard.

(c) Maintain maximum boiler pressure and do not extinguish fire in boiler until after leaving F Interlocking Station and scavenge firebox of gases prior to entering East River Tunnel.

(d) Fire in boiler must be extinguished between East Portals of East River Tunnels and West Portals of North River Tunnels, excepting: P. R. R. A. C. electric engines may fire boiler in low flame in A Yard, New York, to blow out steam pipes to prevent freezing; and New Haven R. R. engines on lay-up track, track 5, A Yard, New York.

(e) Light engines enroute from Sunnyside Yard for service from New York or beyond must be prepared as outlined in paragraphs (a), (c) and (d).

(f) Car Service Employees, Sunnyside Yard, must adjust heating apparatus prior to departure to maintain authorized temperature to New York.

Pennsylvania Station, New York:

(g) Station Steam Plant must be coupled to trains when weather conditions necessitate, and train steam line cleared of condensation prior to departure.

(h) Rear Trainman must know train steam pipe end valve at rear of train is wide open leaving Pennsylvania Station, New York. Train, Express, Pullman and Dining Car employees must know steam admission valves are closed leaving Pennsylvania Station, New York.

(i) Cars on rear of train not requiring steam heat must have train steam line connectors uncoupled to enable rear trainman to operate rear train steam pipe end valve to release condensation.

(j) Car Service Employees must adjust heating apparatus on trains turning at New York to maintain authorized temperature during layover.

Between North River Tunnel and Holmes:

(k) Fire in steam heat boiler must be immediately relighted after engine passes west portal of North River Tunnel and as soon as 175 pounds steam pressure has been attained, open main steam heat valve wide.

(l) Rear Trainman, after train steam line has been cleared of condensation, must adjust rear train steam line end valve to vent condensation enroute. After leaving Newark, steam may be admitted to radiators to heat cars, beginning at rear car.

(m) In event train steam line becomes waterlogged or does not clear of condensation prior to passing Elizabeth, Rear Trainman must signal Engineman [Rule 16 (j)] for additional steam pressure and arrange to have Conductor notified, and latter must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, Conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

(n) Rear Trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train steam line clear of condensation.

(o) In absence of steam pressure at rear train steam pipe end valve, Rear Trainman must promptly signal Engineman [Rule 16 (j)] for increased steam pressure, advising Conductor at first opportunity.

Eastward Trains.

(p) Steam pressure must be maintained in train steam line and fire not extinguished until passing Portal Interlocking Station, when main steam heat valve must be closed, fire extinguished and firebox scavenged of gases before entering North River Tunnel, excepting in mild weather (Temperature above 40°), when steam heat valve may be closed and fire extinguished at Hunter.

(q) Rear Trainmen must open wide rear train steam pipe end valve at Portal Interlocking Station and as soon as practicable thereafter, open all steam admission and blowoff valves as required in paragraph 42, Book 103-B.

(r) In event trains are delayed between East River Tunnel and Sunnyside Yard and during periods of severe cold weather, steam heat boiler must be put into service and maximum steam pressure turned back to train to prevent damage to equipment from freezing.

(s) Conductors must advise Train Dispatcher, Jersey City, by wire from first convenient point, of failure to properly heat train and cause.

Eastward New Haven R. R. Trains.

Pennsylvania Station, New York:

(t) New Haven R. R. engines must have steam heat boilers put in service on layup track, track 5, A Yard, in sufficient time to procure maximum steam pressure prior to departure from that point preparatory to coupling to train.

(u) Fire in steam boiler must be extinguished and fire box scavenged of gases prior to leaving layup track, track 5, A Yard, and promptly relighted after leaving East River Tunnel.

(v) Rear train steam pipe end valve must be wide open and steam admission valves in all cars must be closed leaving Pennsylvania Station and latter remain closed until after train steam line is cleared of condensation and rear train steam pipe end valve is adjusted to vent condensation enroute, after which steam may be admitted to radiators to heat cars, commencing with rear car.

Westward New Haven R. R. Trains.

(w) Fire in steam heat boiler must be extinguished before passing F Interlocking Station and firebox scavenged of gases prior to entering East River Tunnel.

(x) Rear Trainmen must open wide rear train steam pipe end valve before passing F Interlocking Station, open all steam admission valves and blowoff valves.

3612A. Temperature signs will be displayed at the following locations:

Sunnyside Yard.....	Crew Dispatcher's Office
New York.....	Crew Dispatcher's Office
Newark.....	Station Master's Office
Trenton.....	Station Master's Office

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

3616. Brake and Train Air Signal Instructions No. 99-C-1 in effect.

3619. 99-C-1 Modified.

Dock—Trains hauled by electric or steam engines, the brakes may remain applied or be released on Passaic Drawbridge; but no additional application of the brakes may be made while engine is on lift span of drawbridge, except in an emergency.

MU trains, the brakes may be applied or released on Passaic Drawbridge.

Observation of Trains for Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal
Sliding Wheels
Broken Wheels
Defective Truck
Dragging Brake Connection
Lading Shifted Over Side Or End Of Car
Swinging Car Door

3621. Gates have been installed at the Tenth Avenue Portals of the North River Tunnels and at the Sixth Avenue Portals of the East River Tunnels. These gates can be closed to confine water to each individual tunnel in case of breakage or damage to the tunnel.

The Train Director at A must be notified immediately of any damage or water in tunnels that would interfere with the safe passage of trains, and will arrange for the closing of gate or gates when necessary.

3622. In event of fire or serious flashing on trains in East or North River Tunnels every effort must be made to get train out of tunnel as quickly as possible. Engineman must be notified at once but train must not be stopped unless there is reason to believe that derailment or personal injury may otherwise result.

Trainmen must close all doors, windows and ventilators as quickly as possible.

If fire should occur in interior of any car or threaten to communicate to it, passengers must be removed from this car to an adjacent car as quickly as possible but no more doors must be opened than necessary to make expeditious transfer.

After this is done, fire extinguishers may be used to put out fire; but employes are cautioned to use only sufficient of liquid as is necessary to extinguish fire, to reduce to greatest possible extent fumes given off when this liquid comes in contact with fire, thus insuring least amount of inconvenience and discomfort to passengers.

In event of electrical trouble, Engineman must be at once advised and his instructions carried out.

In case Engineman discovers fire of any magnitude on roadway in East or North River Tunnels, he must attempt to stop train within reasonable distance before reaching fire in order that smoke or fumes may not reach train. If it is found to be impossible to stop train before reaching fire, train should proceed until it has passed beyond fire, provided that condition of track is such that it is safe to proceed. Should train be stopped by an emergency application close to or over fire, train must be started as quickly as possible and moved to a safe distance beyond fire.

3623. Emergency exits are provided in East and North River Tunnels at following locations:

North River Tunnels			
Track	Type	Location	Side With Current of Traffic
1	Stairs	Weehawken Shaft	North Bench Wall (Left Side)
1	Stairs	11th Avenue Shaft	Bench Walls, Both Sides
1	Ladder	10th Avenue Portal	South Side of Gate (Right Side)
2	Ladder	10th Avenue Portal	North Side of Gate (Right Side)
2	Stairs	11th Avenue Shaft	Bench Walls, Both Sides
2	Stairs	Weehawken Shaft	Bench South Wall (Left Side)
East River Tunnels			
1	Stairs	1st Avenue Shaft	South Bench Wall (Right Side)
1	Stairs	Long Island City Shaft	South Bench Wall (Right Side)
1	Stairs	Long Island City Portal	South Bench Wall (Right Side)
2	Stairs	Long Island City Portal	Both Bench Walls
2	Stairs	Long Island City Shaft	Both Bench Walls
2	Stairs	1st Avenue Shaft	Both Bench Walls
3	Stairs	1st Avenue Shaft	South Bench Wall (Right Side)
3	Stairs	Long Island City Shaft	South Bench Wall (Right Side)
3	Stairs	Long Island City Portal	North Bench Wall (Left Side)
4	Stairs	Long Island City Portal	Both Bench Walls
4	Stairs	Long Island City Shaft	Both Bench Walls
4	Stairs	1st Avenue Shaft	Both Bench Walls

In the event of accident or irregularity occurring to tunnel or train which would endanger safety of passengers or train, immediate action must be taken to get passengers to place of safety. If train cannot be moved, passengers should be escorted to an exit.

3624. Mechanical platform gap-closers are located on Platform No. 10, adjacent to Track No. 18, Pennsylvania Station, New York, 62 feet and 188 feet, respectively, west of C Tower, operated from controlling device located on column midway between mechanical gap-closers.

Emergency controlling devices are located on column adjacent to each mechanical gap-closer and lever is to be operated after glass has been broken by small iron hammer attached to each emergency controlling device.

Trains placed on Track No. 18 for loading must stop so that third rail shoes of car on east end of train are in contact with 8-foot section of dead third rail located on east end of Track No. 18 opposite west end of C Tower. Westward movements to this track will stop with west end of leading car opposite number on platform or track which corresponds with number of cars in train.

Color light indicators are located 8 feet above and in the center of each mechanical gap-closer, indicating as follows:

Purple—Mechanical gap-closer withdrawn; train can be moved.

Red—Mechanical gap-closer extended; train must not be moved.

3625. PENNSYLVANIA STATION, NEW YORK:

Passenger conductor will notify controlling interlocking station one minute before train is ready to leave by placing P. R. R. switch key in mechanism case located on platform column adjacent to track, bearing same number as track, and turning key in proper direction for the train.

The interlocking station must acknowledge by lighting indicator light near top of mechanism case, after which conductor may remove key and restore system to normal by pressing button near bottom of mechanism case. If prompt acknowledgement is not received, conductor must notify the interlocking station that his train is ready.

Conductor must know that the loading gate is closed and that all passengers admitted through the loading gate have boarded train, and will, at proper time, give communicating signal to proceed.

3630. Windows of cars occupied by passengers must be arranged as follows:

CLOSED.—Eastbound in North River Tunnels and Westbound in East River Tunnels.

MAY REMAIN OPEN IN WARM WEATHER.—Westbound in North River Tunnels and Eastbound in East River Tunnels.

Trainmen of eastward trains when approaching North River Tunnel and westward trains when approaching East River Tunnel must announce "Please close windows—train is approaching Tunnel."

Eastward Long Island trains in East River Tunnels—east end car doors to remain open (or partially open) in warm weather.

3631. Trainmen approaching Newark must make the following announcements:

Eastward Uptown Trains—"Newark, change for Jersey City and Hudson Terminal."

Eastward Downtown Trains—"Newark, change for Pennsylvania Station, New York."

Westward Trains—"Newark, change for (name advertised connecting stations)."

Westward Hudson Tube Trains—"Newark, all change. Use ramps for Pennsylvania and Lehigh Valley Trains."

3635. Toilet room doors of cars must be locked between Sunnyside Portals and New York; while in Pennsylvania Station; between New York and Newark; between Jersey City and Newark; between North Elizabeth and South Elizabeth. Toilet room doors in Pullman cars may remain unlocked west of North River Tunnels and west of Journal Square. In case of emergency, doors may be opened upon request.

Toilet room doors of cars operating to or from Camp Kilmer must be locked from the time trains leave our main line until they return to the main line.

3642. Where station stop markers are located, Engineman must stop front end of engine opposite marker number corresponding to number of cars in train, unless otherwise instructed by Conductor.

MU station stop markers are designated by letter M except when located on ties.

3643. When wheels are overheated due to brakes sticking and after releasing and cutting brake out on car in question, a thorough examination must be made of overheated wheels and where cracks are found as given herein, car must be set out of train:

1. Transverse cracks (cracks at right angle to plane of wheel) in tread of wheel which are over $2\frac{1}{4}$ inches in length, or extend into throat of flange, or extend across top of flange.
2. Wheels with crack in plate, circular crack between hub and rim of wheel.
3. Wheels cracked radially through plate from wheel fit towards rim.

3644. Jacks and materials for use in case of hot journals are located at:

- *Waverly.....Car Inspector's Building.
- *Rahway.....Under west end of Westward Platform.
- *Perth Amboy Junction..Yard Clerk's Office.
- *Metuchen.....Edison Tower.
- *County.....Car Inspector's Building.
- *Monmouth Junction....East end of Passenger Station.
- Trenton.....Station Platforms.
- *Bristol.....South side of No. 1 track about opposite Scale House.

* Indicates car inspectors are not always at these points to take care of hot boxes.

When cars develop hot bearings, or similar conditions, likely to result in fire, making it necessary to set cars off on road or in yards, train crews must take necessary precautions to prevent fire. At outlying points where there are no inspectors, waste must be taken out of journal box and thoroughly drenched with water to prevent possibility of blazing after car is cut off and left.

3645. Car replacers for emergency use are located at all interlockings between R and Hudson inclusive, each set bearing a mark indicating where it belongs.

They may be taken by Trainmen on permission of Signalman, or forwarded by direction of Superintendent to any point where required; but must be immediately returned to point where they belong. Signalman must report to Superintendent when car replacers are not promptly returned.

3650. Position of vents on loaded refrigerator cars must not be changed except in case of necessity and when changed must be restored to original position as soon as possible.

3651. New light-weight stream-lined Pullman cars are equipped with telephone, radio and train line connectors which are connected and disconnected by Pullman employees.

If necessary to part these cars, care must be exercised to see that connectors have been removed before cars are separated.

3652. When necessary to take slack to start train, front engineman will do so, after having first given whistle signal to apply brakes. If not successful in starting train after having taken slack with front engine rear engineman will take slack, after having given whistle signal to apply brakes. When there are two engines on front end of train, leading engineman only will take slack, and when there are two helpers on rear, rear engineman only will take slack. In starting train under either of above conditions, engineman next to train will not use steam until necessary to supplement other engine. Enginemen must use care and good judgment to avoid damage to train.

Enginemen of helping engines on rear of train must know that air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding train when necessary to take slack.

3653. In the application of Rule 76 side and trap doors on passenger cars may be left open when impractical to close them.

3654. Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation

3655. Doors of occupied passenger cars must not be locked, preventing passengers from moving from the coaches to the Diner or other portions of the train.

Front and rear end doors must be closed and locked on H. & M. R. R. Trains.

3660. Close clearance exists in various locations in New York Terminal area. Employees must use care and take precautions necessary to protect against injuries.

3661. Gillman & Brown emergency knuckle should not be applied to an A.R.A. type D or E coupler. Standard knuckle should be applied. Gillman & Brown emergency knuckles may be used when necessary for couplers of makes other than A.R.A. type D or E coupler. Emergency knuckles must be removed at first inspection point.

3663. When car equipped with non-tight-lock coupler is coupled to car equipped with tight-lock coupler, knuckle on tight-lock coupler must be closed and knuckle on non-tight-lock coupler open when making coupling.

When cars equipped with tight-lock, couplers are coupled, indicator hole in lock connection must be entirely below coupler head to insure locking device is in anticreep position.

Brake pipe and train air signal hose on cars equipped with tight-lock couplers, when not in use, must be coupled to the dummy couplings at end of car, as they will not clear rail when hanging free.

3664. Mail catchers must not be carried in door post fittings on postal cars between Newark, N. J., and Harold Interlocking Station, N. Y.

Where requirements of circular issued by Post Office Department necessitates delivery of mail from moving trains, Train Baggage men and Railroad Postal Clerks are hereby instructed to throw off mail bags and newspapers at stations at points designated. It must be distinctly understood this does not in any way relieve Train Baggage men and Railway Postal Clerks from using all possible precaution against liability of injuring anyone in throwing off mail and newspapers. Speed must be reduced consistent with safety to mail and newspapers delivered.

STATION	WESTWARD	EASTWARD
Linden.....	West end of station platform and waiting room.	No mail or newspapers thrown from moving trains.
Colonia.....	West of Westward platform..	100 feet East of overhead bridge.
Iselin.....	200 feet East of underpass...	West of Eastward platform.
Stelton.....	West of Westward platform..	West of platform near crane.
Deans.....	East of Westward platform..	East of Eastward platform.
Monmouth Jet...	East of Westward platform..	East of Eastward platform.
Plainsboro.....	West of Westward platform..	East of Eastward platform.
Tullytown.....	150 feet East of mail crane...	150 ft. W. of overhead bridge
Bristol.....	West of Westward platform in chute.	50 feet East of Eastward platform in chute.
Croyden (Bridge-water P. O.).	East of Westward platform, and between crane and platform.	East of Eastward platform.
Eddington.....	On Lawn East of station....	East of platform.
Cornwells Heights.	500 feet East of Westward platform.....	50 feet East of Eastward platform.
Andalusia.....	150 feet West of Westward platform.	150 feet West of Eastward platform.
Torreadale.....	West of Westward platform..	25 feet West of Eastward platform.
Fieldsboro.....	Beside mail crane.....	Beside mail crane.
Tennent.....	On West side of station just after passing.	East of Tennent road crossing.
Allenwood.....	On East side of station between road and station.	East of road crossing, East of Allenwood station.
	NORTHWARD	SOUTHWARD
Carpenterville....	Beside crane, East side.....	10 feet So. of station platform
Riegelsville.....	50 feet South of station.....	50 feet So. of station platform
Titusville.....	100 feet South of shelter shed.	200 feet So. of station platform

No mail or newspapers to be thrown from moving trains at other than above specified points.

PERSONAL INJURIES.

★3701. Emergency calls for Surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property, or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3702. Medical Examiners and Company Surgeons

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Long Island City	Wm. J. Lavelle, 30-52 Crescent St....	Stillwell 4-0666 or Astoria 8-0426.
New York.....	J. S. Moses, Pennsylvania Station.. Judson C. Fisher, 117 East 30th Street..	Penna. 6-6000. UPTown 2451. Lexington 2-2680.
Jersey City.....	P. E. Deckard, Jersey City Pass. Sta.. Geo. J. Brick, 43 Cottage St.....	Bergen 3-4000 Jersey City 380. Journal Sq. 2-4138.
Newark.....	Dr. Henry Reich, 89 Lincoln Park..... Dr. Frank H. Feldman 115 Lyons Avenue.....	Market 3-3560. Waverly 3-0711
Elizabeth.....	S. F. Wade, 555 Newark Ave.	Elizabeth 2-5214
Rahway.....	Dr. A. R. Comunale 1709 Irving St..... H. Irving Dunn, 610 Salem Ave., Elizabeth.....	Rahway 7-2169 Elizabeth 2-5406.
South Amboy...	J. Francis Weber 264 Main St..... E. H. Eulner, 216 Henry St.....	So. Amboy 360. So. Amboy 216.
Asbury Park....	Oliver K. Parry, 601 Bangs Ave.....	Asbury Park 3546
Point Pleasant..	J. Bruce Henriksen, 422 River Ave.....	Pt. Pleasant 164.
Metuchen.....	J. D. Witmer, 456 Middlesex Ave...	Metuchen 6-1573.
Trenton.....	J. M. Hill, Trenton Pass. Sta.... C. W. Carroll, 125 Center Street ...	Trenton 2-4161 Extension 63. Trenton 2-5444.
Bristol.....	W. C. LeCompte, 237 Radcliffe St.....	Bristol 636.
Jamesburg.....	J. W. McKinsty, Railroad Ave.....	Jamesburg 141 or 161

(Continued on next page)

3702.—Continued.		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Phillipsburg...	Paul F. Drake, 85 Summit Ave.....	Phillipsburg 5-3101.
Bordentown.....	Robert E. Sievers, 15 Walnut St..... *C. D. Mendenhall, 412 Farnsworth Ave..	Bordentown 14. Bordentown 11.
Roebling.....	J. H. Hornberger, 4th and Main Sts.....	Florence 144.
Burlington.....	Dr. R. D. Anderson, 465 High Street.....	Burlington 360.
Riverton.....	Harry L. Rogers, 408 Main St.....	Riverton 203 or Riverton 132.
Camden.....	A. P. Isenberg, Camden Terminal Paul M. Mecray, 405 Cooper St.....	P. R. S. L. Ext. 37. Camden 1125.

* Alternate

3703. Locations of Hospitals.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Long Island City	St. Johns— 12th St. & Jackson Ave	Stillwell 4-8800.
New York.....	West Side— 446 West 43rd St....	Medallion 3-5520.
	Bellevue— First Ave & 26th St..	Caledonia 5-1133.
	French— 324 West 30th St..	Lackawanna 4-3060.
Jersey City.....	City—Baldwin Ave. ..	Bergen 3-7000.
	St. Francis— East Hamilton Place.	Journal Square 2-1050
Newark.....	Beth-Israel— 201 Lyons Ave.....	Waverly 3-6000
	St. Michaels— 306 High St.....	Market 2-7610
	St. James— Jefferson St.....	Market 2 6437.
Elizabeth.....	Elizabeth General— 925 East Jersey St....	Elizabeth 2-3400
Rahway.....	Rahway—Jefferson Ave	Rahway 7-0034.
Perth Amboy...	City— New Brunswick Ave	Perth Amboy 4 0871.
South Amboy ..	South Amboy— Bordentown Ave....	South Amboy 320
Long Branch....	Monmouth Memorial— Third Ave.....	Long Branch 3600.
Asbury Park....	Fitkin Memorial— Asbury Park, N J	Asbury Park 8800.
New Brunswick.	Middlesex General— Somerset St.....	New Brunswick 12.
	St. Peters—Easton Ave.	New Brunswick 2000
Trenton.....	St. Francis— Hamilton Ave. and Chambers St.....	Trenton 2-4141.
	McKinley Memorial— Brunswick Ave.....	Trenton 2-5116.
	Mercer— 446 Bellevue Ave.....	Trenton 8241.

(Continued on next page)

3703.—Continued.		
LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Phillipsburg.....	Warren— Wilbur Ave.....	Phillipsburg 5-1131.
	Easton— 20th and Lehigh Sts. (Easton, Pa.).....	Easton 6221.
Stroudsburg....	General—East Brown St.	Stroudsburg 936.
Riverside.....	Zurbrugg Memorial— Franklin St.....	Riverside 4-0210.
Camden.....	Cooper— 6th and Stevens Sts...	Camden 6600.
	West Jersey— Mt. Ephraim and At- lantic Aves.....	Camden 364.

3704. First-Aid Boxes and Stretchers.

First-Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' offices, power plants, sub-stations, block and interlocking stations, tool houses, pump houses, M.W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train, except MU trains.

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

3705. Injuries to persons or employes must be reported immediately to the Superintendent by wire and full report made to the head of the department within twenty-four hours.

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

JERSEY CITY, N. J., APRIL 7, 1947.

GENERAL ORDER No. 1101

EFFECTIVE 2:00 A. M., SUNDAY, APRIL 27, 1947.

Applies in All Zones

- (a) Time-Table No. 11 in effect. It contains instructions issued in general orders up to and including No. 1027, all of which must be removed from bulletin boards. Each employe must examine Time-Table No. 11 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.

Employes must turn in Time-Table No. 10 to bulletin board attendant, after Time-Table No. 11 takes effect.

Applies in Zone B

- (b) **HARSIMUS COVE-WALDO**
160 feet of the west end of north track and entire south track on coal trestle located just east of Newark Avenue, 3200 feet east of Waldo, out of service.
- (c) **JERSEY CITY BRANCH HACK**
Automatic train stops (trippers) located at eastward home signal, No. 1 track, and westward home signal, No. 2 track, in service. These train stops (trippers) operated in conjunction with smashboards only and are not equipped with release mechanism.
- (d) **WA-5-EAST OF HUNTER STREET YARD**
Ladder track leading from No. 15 track to Schofel Brothers' Warehouse extended east 200 feet across Poinier Street to serve Sears Roebuck & Company. Trains or engines must stop before passing over Poinier Street and a member of the crew must protect the crossing in advance of each movement over the cross-over.

Applies in Zone C

- (e) **STELTON**
Facing hand operated switch for eastward movements in No. 0 track, 168 feet west of interlocking home signal governing eastward movements on No. 0 track, leading to new track under construction, in service.
- (f) **MAIN LINE EDISON**
First catenary pole west of interlocking switch leading to Edison-Raritan Arsenal secondary track, shifted south, creating close side clearance on Edison-Raritan Arsenal secondary track at this point. Employes will take necessary precaution.

- (g) **MAIN LINE STELTON-EDISON**
Overhead wires for AC electrical operation are being constructed and energized for test purposes over tracks under construction south of and paralleling No. 1 track between Stelton and Edison. Employes will be governed accordingly.

- (h) **MAIN LINE**
Lawrence, 52.6 miles distant from New York, page 3, added.

Applies in Zone D

- (i) **FREEHOLD BRANCH FREEHOLD**
Facing hand operated switch for westward movements in Main track, 4710 feet east of Freehold, leading to Nestle Milk Products, Incorporated track, capacity 8 cars, in service.
Position light signal, numbered F195, located 12,400 feet east of Freehold, governing westward approach to trailing hand operated switch leading to Jones Industrial track, 9781 feet east of Freehold and facing hand operated switch leading to Nestle Milk Products, Incorporated track, 4710 feet east of Freehold, in service.
- (j) **JAMESBURG BRANCH**
Dayton, 2.3 miles distant from Midway, Page 7, added.

Applies in Zone E

- (k) **AMBOY BRANCH**
The following stations, Page 6, added:
Brown, 5.9 miles distant from South Amboy Junction.
Prospect Plains, 16.0 miles distant from South Amboy Junction.
Hightstown, 20.6 miles distant from South Amboy Junction.
Windsor, 24.1 miles distant from South Amboy Junction.
Robbinsville, 27.0 miles distant from South Amboy Junction.
Yardville, 30.5 miles distant from South Amboy Junction.
Florence Water Station, 39.7 miles distant from South Amboy Junction.
NW and DR, page 6, eliminated.

Applies in Zone F

- (l) That part of Special Instruction No. 2431 reading: "Northward shifting and light engine movements on Track No. 2 between Fair and MG may be made on permission from signalman at MG or on signal indication at Fair and, in addition, yellow flag or yellow lamp hand signal from switchtender west end Barracks Yard", annulled.
- (m) **BELVIDERE-DELAWARE BRANCH**
Somerset Water Station, 60.0 miles distant from Manunka Chunk, page 8, added.

This General Order is printed in Time-Table No. 11 and will not be issued in sticker form.

P. W. TRIPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

Jersey City, N. J., April 18, 1947

GENERAL ORDER No. 1102

Effective 2.01 A.M., Sunday, April 27, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 3841, No. 3791, No. 4181, No. 4248, No. 3786, and No. 4182 withdrawn.

Schedule of No. 4271 and No. 4272 added.

Schedule of No. 4244 and No. 1072 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 4244 over corresponding schedule page 64.

No. 1072 over corresponding schedule page 85.

No. 4271 over No. 4181 page 134.

No. 4272 over No. 4182 page 134.

Blank coupons over No. 3841, page 44, No. 3791, page 53, No. 4248, page 67 and No. 3786, page 85.

(b) EXPRESS TRAINS

The following Express Trains will run Daily Except Sunday, Monday and days following Holidays: WP-1 and PW-2.

Employes must correct pages 152 and 153, Time-Table No. 11 in ink.

Applies in Zone D

(c) FREEHOLD BRANCH

JG-SG

Maximum speed for passenger trains is 50 miles per hour.

Effective 10.01 A.M., Monday, April 28, 1947

Applies in Zone E

(d) BORDENTOWN BRANCH
BROAD STREET—WEST OF

Hand operated switch in No. 9 track, Cass Street Yard, located 862 feet west of Broad Street, leading to Columbian Carbon Company Industrial track, capacity 9 cars, in service.

General Order No. 1102 (Continued)

General Order No. 1102 (Concluded)

Trains or engines using this track must stop before passing over Cass Street grade crossing and the crossing protected in advance of each movement by one member of the crew in day time and two members of the crew at night.

Applies in Zone F

(e) BELVIDERE-DELAWARE BRANCH
FRENCHTOWN

Track troughs, in service.

Effective 11.01 A.M., Wednesday, April 30, 1947

Applies in Zone B

(f) MAIN LINE
DOCK

Automatic train stops (trippers) located at eastward home signal E track, and westward home signal W track, in service. These train stops (trippers) operate in conjunction with smashboards only and are not equipped with release mechanism.

P. W. TRIPLETT,
Superintendent

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., April 24, 1947

GENERAL ORDER NO. 1103

Effective 12.01 A.M., Thursday, May 1, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 161 changed.

Schedule of No. 4271 and No. 4272 corrected.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 161 over No. 161, page 55.

No. 4271 and No. 4272 over corresponding schedules, page 134.

S Stop for No. 3751 at Menlo Park, at 7.06 A.M., page 15, added.

S Stop for No. 3741 at Linden, at 6.52 P.M., page 45, added.

No. 3297, instead of No. 3295, will not run May 30, July 4, September 1, page 107, correction.

No. 1072 due at Princeton Jct. at 3.55 P.M., correction.

Employes must correct pages 15, 45, 85 and 107, Time-Table No. 11, in ink.

(b) EXTRA STOPS BY PASSENGER TRAINS

No. 03813, instead of No. 0101, stop at Karny Block Station for employes, correction.

Employes must correct page 146, Time-Table No. 11, in ink.

**P. W. TRIPLETT,
Superintendent**

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., April 30, 1947

GENERAL ORDER No. 1104

Effective 12.01 A.M., Wednesday, May 7, 1947

Applies in All Zones

(a) STEAM SUBURBAN CARS

Reading Company passenger train equipment cars, all types, are subject to the same restrictions as provided for PRR MP54 types.

Special Instruction 3116 changed.

Effective 10.01 A.M., Wednesday, May 7, 1947

Applies in Zone C

(b) MAIN LINE

EDISON

Interlocked low home signal, 1500 feet west of Edison Interlocking Station, governing westward movements on No. 1 track, out of service.

Position light interlocked home signal, mounted on signal bridge, 840 feet west of Edison Interlocking Station, governing westward movements on No. 1 track, in service.

Interlocked trailing switch in No. 1 track, 1560 feet west of Edison Interlocking Station, leading to Edison-Raritan Arsenal secondary track, out of service.

Interlocked trailing switch in No. 1 track, 1235 feet west of Edison Interlocking Station, leading to Edison-Raritan Arsenal secondary track, equipped with switch point derail, in service.

Applies in Zone E

(c) AMBOY BRANCH

YARDVILLE

Hand operated on-the-rail derail in siding, 2150 feet from east end of siding, in service.

Yardville siding blocked with stored cars.

Hand operated switch at east end of freight house track, out of service.

General Order No. 1104—Continued

General Order No. 1104—Concluded

Effective 2.01 A.M., Sunday, May 11, 1947

Applies in All Zones

(d) TIME-TABLE AUTHORITY

S Stop for No. 4247 at Iselin, at 12.42 P.M., page 27, added.

S Stop for No. 3818 at North Elizabeth, at 7.43 A.M., page 66, added.

S Stop for No. 3736 at Linden, at 5.49 P.M., page 89, added.

No. 197, page 29, first trip May 18, 1947 instead of June 1, 1947, changed.

No. 197, page 29, due at Penna., 30th Street, at 2.30 P.M., correction.

No. 196, page 81, first trip May 20, 1947 instead of June 3, 1947, changed.

No. 196, page 81, due at Penna., 30th Street, at 1.06 P.M., correction.

Employes must correct pages 27, 29, 66, 81 and 89, Time-Table No. 11, in ink.

Effective 12.01 A.M., Friday, May 16, 1947

Applies in All Zones

(e) TIME-TABLE AUTHORITY

Schedule of No. 191 withdrawn.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11, over No. 191, page 23.

Effective 12.01 A.M., Monday, May 19, 1947

Applies in All Zones

(f) TIME-TABLE AUTHORITY

Schedule of No. 190 withdrawn.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11, over No. 190, page 82.

**P. W. TRIPLETT,
Superintendent**

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., May 10, 1947

GENERAL ORDER No. 1105

Effective 2.01 A.M., Monday, May 19, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

No. 0190 changed to No. 3366.

Schedule of No. 4164 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 3366 over No. 0190, page 129.

No. 4164 over corresponding schedule, page 135.

B Stop for No. 275 at Monmouth Junction, at 8.03 P.M., page 46, added.

F Stop for No. 835 at Farmingdale, at 8.21 P.M., page 143, added.

F Stop for No. 2372 at Cambridge, at 2.40 P. M., page 137, withdrawn.

Employes must correct pages 46, 137, and 143, Time-Table No. 11, in ink.

(b) EXTRA STOPS BY PASSENGER TRAINS

No. 03811 Stop at Karny Block Station for employes, added.

No. 03813 Stop at Karny Block Station for employes, withdrawn.

Employes must correct page 146, Time-Table No. 11, in ink.

(c) SPECIAL INSTRUCTIONS

OTHER EQUIPMENT RESTRICTIONS

Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Special Instruction *3119, changed.

**P. W. TRIPLETT,
Superintendent**

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., May 13, 1947

GENERAL ORDER NO. 1106

Effective 12.01 A .M., Sunday, May 18, 1947

Applies in All Zones.

(a) TIME-TABLE AUTHORITY

Schedule of No. 164 withdrawn.

Schedule of No. 116 added.

Schedule of No. 251, No. 103, No. 107 and No. 258 changed:

No. 3207 changed to No. 0107.

No. 0107 changed to No. 3207.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

Blank coupon over No. 164, page 56.

No. 116 over blank space, page 71.

No. 0107 over No. 3207, page 102.

No. 3207 over No. 0107, page 103.

No. 251, No. 103, No. 107, and No. 258 over corresponding schedules, pages 10, 11 and 71.

(b) GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

Bulletin Boards where General Orders of this Division will be posted and delivered, also Employees' Registers and Standard Clocks located as follows:

New York—Yard Master's Office—No. 1 Track
—Yard Master's Office—7th Avenue

Bulletin Boards on other Railroads where General Orders of this Division will be posted and delivered located as follows:

DELAWARE, LACKAWANNA & WESTERN RAILROAD
Stroudsburg—Gravel Place Enginehouse.
—Stroudsburg Tower.

Special Instruction *2001, changed.

**P. W. TRIPLETT,
Superintendent.**

THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

Jersey City, N. J., May 28, 1947

GENERAL ORDER No. 1107

Effective 12.01 P.M., Sunday, June 8, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 734 added.

Schedule of No. 3833, No. 3843, No. 102, No. 162, No. 222, No. 152, No. 1078, No. 142, No. 224, No. 3784, No. 4206, No. 4175, No. 4179, No. 4271, No. 4180, and No. 4272 changed.

No. 03843 changed to No. 3445.

No. 3445 changed to No. 03843.

No. 018 changed to No. 0102.

No. 0102 changed to No. 3226.

No. 3438 changed to No. 0152.

No. 0222 changed to No. 3442.

No. 3442 changed to No. 0222.

No. 0142 changed to No. 3444.

No. 0152 changed to No. 3450.

No. 3450 changed to No. 0142.

No. 03784 changed to No. 3452.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 784 over blank space, page 62.

No. 3833 over corresponding schedule, pages 33 and 111.

No. 3843, No. 102, No. 162, No. 3784, No. 4206, No. 4175, No. 4179, No. 4271, No. 4180 and No. 4272 over corresponding schedules, pages 47, 57, 93 and 134.

No. 152 over No. 222, page 90.

No. 222 over No. 1078, page 90.

No. 1078 over No. 142, page 90.

No. 224 over No. 152, page 91.

No. 142 over No. 224, page 91.

No. 3445 over No. 03843, page 116.

No. 03843 over No. 3445, page 116.

No. 0102 over No. 018, page 118.

No. 3226 over No. 0102, page 118.

No. 0152 over No. 3438, page 131.

No. 3442 over No. 0222, page 131.

No. 0222 over No. 3442, page 131.

No. 3444 over No. 0142, page 131.

No. 3450 over No. 0152, page 132.

General Order No. 1107—(Sheet I)

General Order No. 1107—(Sheet II)

No. 0142 over No. 3450, page 133.
No. 3452 over No. 03784, page 133.
S Stop for No. 3821 at South Street, Newark, at 8.39 A.M., page 20, added.
S Stop for No. 3827 at South Street, Newark, at 11.34 A.M., page 25, added.
S Stop for No. 3767 at South Street, Newark, at 12.27 P.M., page 27, added.
S Stop for No. 3741 at South Street, Newark, at 6.42 P.M., page 45, added.
S Stop for No. 3795 at North Rahway, at 10.26 P.M., page 53, added.
S Stop for No. 702 at South Street, Newark, at 6.36 A.M., page 59, added.
S Stop for No. 3724 at South Street, Newark, at 9.51 A.M., page 72, added.
S Stop for No. 3768 at South Street, Newark, at 12.07 P.M., page 76, added.
G Stop for No. 3778 at Linden, at 4.01 P.M., page 84, changed to S Stop.
S Stop for No. 270 at South Street, Newark, at 7.05 P.M., page 89, added.
F Stops for No. 2560 at Edgewater Park, at 12.06 P.M., and Fieldsboro at 12.24 P.M., page 137, added. No. 195, page 33, and No. 194, page 77, will not carry baggage.
Employees must correct pages 20, 25, 27, 33, 45, 53, 59, 72, 76, 77, 84, 89 and 137, Time-Table No. 11, in ink.

(b) SPECIAL INSTRUCTIONS

OTHER EQUIPMENT RESTRICTIONS

Add following note to Special Instructions governing the handling of Track scale test weight cars:
NOTE: When handling such trains, Conductors must know that enginemen have been so advised.
Special instruction 3115 changed.

(c) SPECIAL INSTRUCTIONS

MEDICAL EXAMINERS AND
COMPANY SURGEONS

Lambertville—Dr. Lloyd A. Hamilton, 46 York Street, Telephone Lambertville 125, added.
Special Instruction 3702 changed.

Applies in Zone A

(d) SPECIAL INSTRUCTIONS

OTHER EQUIPMENT RESTRICTIONS

Wrecking Crane 490751 assigned to electrified territory must not be operated through North and East River Tunnels, nor Pennsylvania Station, New York, account exceeding permitted wire height.

Applies in Zone C

(e) MAIN LINE

EDISON

Close side clearance on Edison-Raritan Arsenal secondary track at first catenary pole west of Interlocking switch leading to Edison-Raritan Arsenal secondary track no longer exists. Item (f) of General Order No. 1101 annulled.

(f) MAIN LINE

STELTON

Facing hand-operated switch for eastward movements in No. 0 track, 168 feet west of interlocking home signal, governing eastward movements on No. 0 track, out of service. Item (e)—General Order No. 1101 annulled.

Applies in Zone E

(g) AMBOY BRANCH

FIELDSBORO

Facing hand-operated switch for westward movements in No. 2 track, 4,098 feet west of Fieldsboro, leading to Doans Salvage Company track, capacity 2 cars, in service.

Fixed signal Y-257, located 1300 feet west of Fieldsboro, governs approach thereto.

Applies in Zone F

(h) BELVIDERE-DELAWARE BRANCH

DY

Siding between switches 1 and 3 blocked with cars.

(i) BELVIDERE-DELAWARE BRANCH

BELVIDERE-NORTH OF

Facing hand-operated switch for northward movements in Main track, 5930 feet north of Belvidere, leading to New Jersey Powder Company track, out of service.

Fixed signal B-648, 1430 feet north of Belvidere, governing approach to switch leading to New Jersey Powder Company track, out of service.

P. W. TRIPLETT,

Superintendent

THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

Jersey City, N. J., June 9, 1947

GENERAL ORDER No. 1108

Effective 12.01 P.M., Friday, June 13, 1947

Applies in Zone C

(a) MAIN LINE

PRINCETON JUNCTION

Trailing hand-operated switch in No. 4 track, with pipe connected derail, electrically locked, controlled from Nassau, 1020 feet west of Princeton Junction, leading to west leg of Princeton Branch Wye, in service.

Special Instruction 2411, page 172, changed.

Effective 12.01 A.M., Monday, June 16, 1947

Applies in All Zones

(b) TIME-TABLE AUTHORITY

Schedule of No. 815, No. 804, No. 814, No. 4181 and No. 4182 added.

Schedule of No. 4143 and No. 4158 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 815 over blank spaces following No. 65, page 45, and following No. 2509, page 143.

No. 804 over blank spaces, page 72, and following No. 832, page 142.

No. 814, over blank spaces following No. 130, page 81, and following No. 822, page 143.

No. 4181 over blank space following No. 4275, page 135.

No. 4182 over blank space following No. 4276, page 135.

No. 4143 and No. 4158 over corresponding schedules, page 135.

General Order No. 1108—Continued

General Order No. 1108—Concluded

S Stop for No. 3813 at Metuchen, at 1.04 A.M., page 10, added.

S Stop for No. 3768 at South St., Newark, at 12.07 P.M., page 76, changed to N Stop.

No. 4181 and No. 4182 will not run July 4 and Sept. 1, page 135.

Employes must correct pages 10, 76 and 135, Time-Table No. 11, in ink.

(c) EXTRA STOPS BY PASSENGER TRAINS

No. 3853 stop at Grundy for employes.

Employes must correct page 146, Time-Table No. 11, in ink.

(d) THE TICKET OFFICES OF STATION NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily Except Sunday

<u>Open for Train No.</u>	<u>Closed After Train No.</u>	<u>Station</u>
4127	4179	Princeton

Employes must correct page 144, Time-Table No. 11 in ink.

P. W. TRIPLETT,
Superintendent

THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

General Order No. 1109—(Sheet II)

Jersey City, N. J., June 10, 1947

GENERAL ORDER No. 1109

Effective 12.01 P.M., Wednesday, June 18, 1947.

Applies in Zone C

(a) MAIN LINE

STELTON-EDISON

Main track south of and paralleling No. 1 track, extending from a point 4990 feet east of Stelton Passenger Station to Edison, equipped for A. C. electrical operation, designated No. 0 track, and assigned as eastward freight track, in service.

Special Instruction 2202, page 167, and Special Instruction 3305, page 208, changed.

Maximum speed for passenger trains and freight trains on No. 0 track is 30 miles per hour.

Special Instruction 3102, page 190, changed.

Rules 261, 262, 263 and 264 in effect on No. 0 track between Stelton and Edison.

Special Instruction *2602, page 183, changed.

Rules 295 to 298 inclusive, in effect for movement with and against the current of traffic on No. 0 track between Stelton and Edison.

Special Instruction 2751, page 185, changed.

Rules 501 to 518 inclusive, in effect for movement with and against the current of traffic on No. 0 track between Stelton and Edison.

Special Instruction 2915, page 188, changed.

Two yard tracks south of No. 0 track, designated No. 5 and No. 6 track from north to south, capacity 50 cars each, equipped for A. C. electrical operation, connected on west end by facing hand-operated switch in No. 0 track, 7470 feet west of Edison Interlocking Station and on east end by trailing hand-operated switch in No. 0 track, 4100 feet west of Edison Interlocking Station, both switches equipped with pipe connected derails, electrically locked and controlled from Edison, in service.

Special Instruction 3305, page 208, and Special Instruction 2411A, page 172, changed.

Facing hand-operated switch in No. 0 track, with pipe connected derail, electrically locked, controlled from Edison, 3400 feet west of Edison Interlocking Station, leading to track designated "Wye track," extending to and connected with Edison-Raritan Arsenal secondary track by trailing hand-operated switch, 3430 feet south of Edison Interlocking Station, in service.

Special Instruction 2411A, page 172, changed.

Fixed block signal (pedestal type), numbered 278, 5040 feet east of Stelton Passenger Station, governing eastward movement on No. 0 track, in service.

Home signal (pedestal type), 7200 feet west of and controlled from Edison Interlocking Station, governing eastward movement on No. 0 track, in service.

Home signal (pedestal type), 4395 feet west of and controlled from Edison Interlocking Station, governing eastward movement on No. 0 track, in service.

Home signal (pedestal type), 4370 feet west of and controlled from Edison Interlocking Station, governing westward movement on No. 0 track, in service.

Home signal (pedestal type), 7175 feet west of and controlled from Edison Interlocking Station, governing westward movement on No. 0 track, in service.

A change in cab signal to "Restricting" approximately 1000 feet from the home signal, will indicate home signal is less favorable than "Approach," at the following locations:

<u>Location</u>	<u>Track</u>	<u>Movements</u>
Home Signal 7200 feet west of Edison Interlocking Station	No. 0	Eastward
Home Signal 4395 feet west of Edison Interlocking Station	No. 0	Eastward
Home Signal 4370 feet west of Edison Interlocking Station	No. 0	Westward
Home Signal 7175 feet west of Edison Interlocking Station	No. 0	Westward
Stelton Interlocking, Home Signal, 5065 feet east of Stelton Passenger Station	No. 0	Westward
Edison Interlocking, Home Signal, 1850 feet west of Edison Interlocking Station	No. 0	Eastward

Special Instruction 2757, page 186, changed.

(b) MAIN LINE

STELTON INTERLOCKING

Facing interlocked crossover in No. 2 track, 3940 feet east of Stelton Passenger Station, leading to No. 1 track, equipped for A.C. electrical operation, in service.

Fixed block signal No. 290, 1000 feet west of Stelton Passenger Station, governing eastward movement on No. 2 track, changed to Interlocking Home Signal and number removed.

Fixed block signal No. 275, 7840 feet east of Stelton Passenger Station, governing westward movement on No. 2 track, changed to Interlocking Home Signal and number removed.

Trailing interlocked switch in No. 1 track, 5020 feet east of Stelton Passenger Station, leading to No. 0 secondary track, out of service.

No. 0 secondary track renamed: "Connecting track." Special Instruction 2203, page 168, changed.

Connecting track continuously connected with No. 0 track, equipped for A.C. electrical operation, in service.

Facing interlocked crossover in No. 1 track, 4450 feet east of Stelton Passenger Station, leading to No. 0 track, equipped for A.C. electrical operation, in service.

Interlocking Home Signal (pedestal type), 5065 feet east of Stelton Passenger Station, governing westward movement on No. 0 track, in service.

Dragging Equipment Detector in No. 2 track, 2160 feet east of westward Home Signal bridge, County, protecting Stelton Interlocking, in service.

(c) MAIN LINE

EDISON INTERLOCKING

Trailing interlocked switch in No. 1 track, 1235 feet west of Edison Interlocking Station, leading to Edison-Raritan Arsenal secondary track, equipped with switch point derail, out of service.

Trailing interlocked crossover in No. 1 track, 1235 feet west of Edison Interlocking Station, leading to No. 0 track, equipped for A.C. electrical operation, in service.

Trailing interlocked switch in No. 0 track, 1630 feet west of Edison Interlocking Station, leading to Edison-Raritan Arsenal secondary track, in service.

Interlocking Home Signal (pedestal type), 1850 feet west of Edison Interlocking Station, governing eastward movement on No. 0 track, in service.

Tail track, extending eastward a distance of 330 feet from connection with No. 0 track, 1600 feet west of Edison Interlocking Station, capacity 3 cars, in service.

Interlocking Home Signal (low type), 1405 feet west of Edison Interlocking Station, governing westward movement on Tail track, in service.

Dragging Equipment Detector in No. 2 track, 2670 feet east of block signal No. 308, protecting Edison Interlocking, out of service.

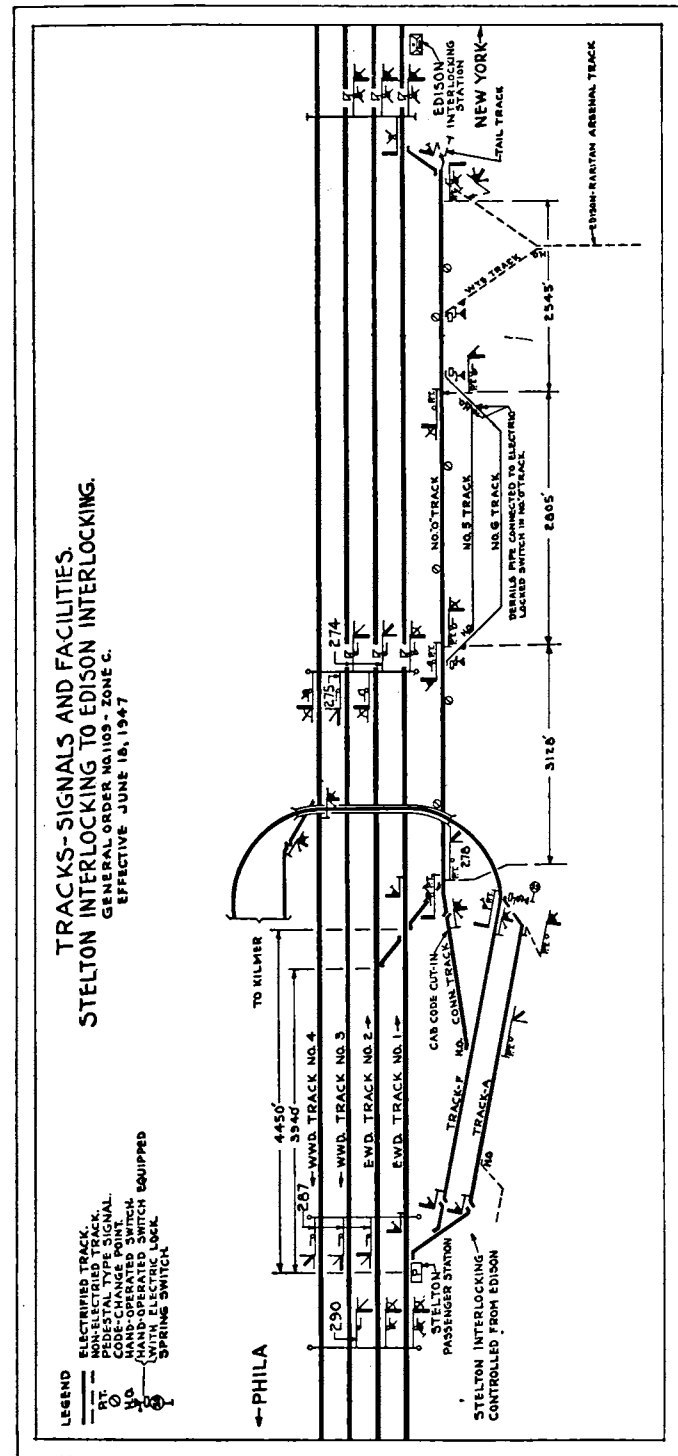
Diagram showing tracks, signals and facilities accompanies and is a part of this General Order.

Applies in Zone E

(d) AMBOY BRANCH
BORDENTOWN

Yard extended eastward to a point 3500 feet east of Yardville. Yard limit board relocated accordingly.

P. W. TRIPLETT,
Superintendent.



THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

Jersey City, N. J., June 17, 1947

GENERAL ORDER No. 1111

Effective 6.01 A.M., Tuesday, June 24, 1947

Applies in Zone D

(a) FREEHOLD BRANCH	Miles Per Hour
MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS.	
Between Jamesburg and Church Street Crossing, 4142 feet east of Jamesburg— Daily, except Saturdays, Sundays and Holidays:	
12.01 A.M. to 7.00 A.M. } Psgr. Trains.	10
10.00 A.M. to 2.15 P.M. } Frt. Trains..	10
7.15 P.M. to 12.00 Midnight	
Saturdays:	
12.01 A.M. to 7.15 A.M. } Psgr. Trains.	10
10.00 A.M. to 1.00 P.M. } Frt. Trains..	10
7.15 P.M. to 12.00 Midnight	
Sundays and Holidays:	
12.01 A.M. to 7.00 A.M. } Psgr. Trains.	10
10.00 A.M. to 4.00 P.M. } Frt. Trains..	10
9.00 P.M. to 12.00 Midnight	
Freehold—Bowne Avenue, Monmouth Street, Broad Street and Hudson Street— Daily, except Saturdays, Sundays and Holidays:	
12.01 A.M. to 6.45 A.M. } Psgr. Trains.	10
10.30 A.M. to 2.30 P.M. } Frt. Trains..	10
6.45 P.M. to 12.00 Midnight	
Saturdays:	
12.01 A.M. to 6.45 A.M. } Psgr. Trains.	10
10.30 A.M. to 1.15 P.M. } Frt. Trains..	10
6.45 P.M. to 12.00 Midnight	
Sundays and Holidays:	
12.01 A.M. to 6.45 A.M. } Psgr. Trains.	10
9.45 A.M. to 4.00 P.M. } Frt. Trains..	10
9.00 P.M. to 12.00 Midnight	
Freehold—Main Street and South Street: Daily, except Sundays and Holidays:	
12.01 A.M. to 6.45 A.M. } Psgr. Trains.	10
6.45 P.M. to 12.00 Midnight } Frt. Trains..	10
Sundays and Holidays:	
12.01 A.M. to 6.45 A.M. } Psgr. Trains.	10
9.00 P.M. to 12.00 Midnight } Frt. Trains..	10
Manasquan—Main Street and Broad Street: Daily, except Saturdays, Sundays and Holidays:	
12.01 A.M. to 6.15 A.M. } Psgr. Trains.	10
10.45 A.M. to 3.00 P.M. } Frt. Trains..	10
6.30 P.M. to 12.00 Midnight	
Saturdays:	
12.01 A.M. to 6.15 A.M. } Psgr. Trains.	10
10.45 A.M. to 1.30 P.M. } Frt. Trains..	10
6.30 P.M. to 12.00 Midnight	
Sundays and Holidays:	
12.01 A.M. to 6.15 A.M. } Psgr. Trains.	10
9.15 A.M. to 3.30 P.M. } Frt. Trains..	10
8.30 P.M. to 12.00 Midnight	

THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION

Jersey City, N. J., June 16, 1947

GENERAL ORDER No. 1110

Effective 12.01 A.M., Sunday, June 22, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 845 and No. 834 added.

Schedule of No. 454 withdrawn.

Schedule of No. 132, No. 154, No. 3844, No. 4183, and No. 4176 changed.

No. 0454 changed to No. 3462.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Time-Table No. 11 as follows:

No. 845 over blank spaces following No. 271, page 37, and following No. 2507, page 143.

No. 834 over blank spaces following No. 760, page 92, and following No. 812, page 143.

Blank coupon over No. 454, page 95.

No. 132, No. 154, No. 3844, No. 4183, and No. 4176 over corresponding schedules, pages 85, 94, and 134.

No. 3462 over No. 0454, page 133.

No. 155 will Lve. North Phila., at 7.09 P.M., Penna. 30th St., at 7.18 P.M.

No. 2568 will Lve. Phila., Market St. Wharf, at 4.05 P.M., and Camden at 4.14 P.M.

Employes must correct pages 43, and 138, Time-Table No. 11, in ink.

(b) EXPRESS TRAINS

Exp-107 changed to operate Daily Ex. Sun., Mon., and day following Holidays.

Employes must correct page 152, Time-Table No. 11, in ink.

P. W. TRIPLETT,
Superintendent

● 3462

P. M.

\$ 9.31

\$ 9.22

\$ 9.13

\$ 9.11

MU

P. M.

DAILY

3462

G. O. 1110
6-22-47

4183

DAILY

P. M.

\$7.45

\$7.50

P. M.

4183

4176

P. M.

\$6.07

\$6.04

\$6.01

P. M.

DAILY

4176

Special Instruction 3102, Page 195, changed

P. W. TRIPLETT,
Superintendent

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., June 23, 1947

GENERAL ORDER No. 1112

Effective 12.01 A.M., Wednesday, July 2, 1947

Applies in Zone B

**(a) HUDSON-RIVER STREET
HARRISON**

Movements using track leading to and serving Zausner Foods Incorporated must not exceed a speed of 6 miles per hour.

While movements are approaching, moving on or standing on Second and Burlington Streets, a member of the train crew must protect highway traffic.

**P. W. TRIPLETT,
Superintendent**

**THE PENNSYLVANIA RAILROAD
NEW YORK DIVISION**

Jersey City, N. J., July 8, 1947.

GENERAL ORDER No. 1113

Effective 12.01 P. M., Wednesday, July 16, 1947

Applies in Zone A

**(a) MAIN LINE
NEW YORK**

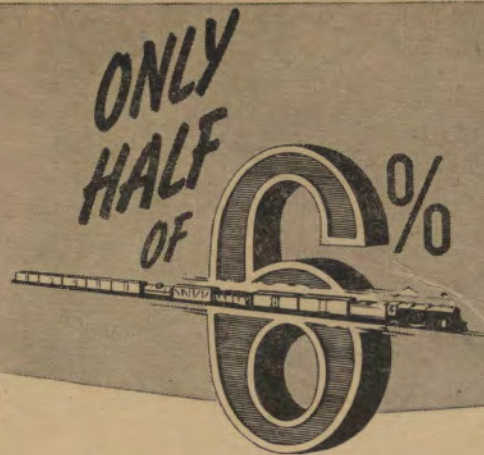
Overhead wires for A.C. electrical operation over No. 19 and No. 20 tracks, Pennsylvania Station, New York, in service.

**(b) HUDSON—RIVER STREET
HARRISON**

Between 12.00 Midnight and 8.00 A.M. daily, the crossing at 4th Street, Harrison will not be protected by a crossing watchman.

When there is no crossing watchman on duty at 4th Street, Harrison, rail movements over the crossing must be protected by two members of the train crew, one stationed on each side of the crossing with standard flagging equipment during the entire time the crossing is occupied by the train or cars.

**P. W. TRIPLETT,
Superintendent.**



● A recent survey of public opinion indicated that nine out of ten people thought 6% or more would be a fair profit for railroads. But the fact is that the railroads don't come out anywhere near that well.

In the years since 1938—four of them war years of tremendous traffic—the railroads earned an average of only 4% per year on their net investment in tracks, cars, engines, shops, stations and all the things it takes to produce the rail service which the nation needs.

In 1946—with wages and prices of material and fuel up more than 50% above prewar levels—railroads still hauled freight at prewar rates. Even with a slight rate increase during the last half of the year, earnings on net investment dropped to an average of only 2¾%. Some railroads earned more, but others showed no profit at all—were, indeed, in the red for the year of the heaviest peacetime traffic in history.

At the end of 1946, the Interstate Commerce Commission authorized higher freight rates to become effective in 1947. These increases will help railroads meet their rising costs, and will give them a better chance to improve equipment, roadways, and other facilities—improvements necessary for continually better service.

But even with these increases, in 1947 railroads as a whole will probably average little more than 3% on their investments—just about half the 6% which is as little as anyone would consider a fair profit.

SAFETY FIRST

BE

CAREFUL

TODAY