

# NEW YORK, SUSQUEHANNA & WESTERN RAILROAD

HENRY K. NORTON, Trustee

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## TIME TABLE No. 20

Effective 2:01 A.M., Sunday, September 28, 1952

Eastern Standard Time



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FOR EMPLOYEES ONLY

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SUPERSEDES ALL PREVIOUS TIMETABLES.

THE USE OF THE PUBLIC SUBURBAN  
TIMETABLE BY EMPLOYEES  
WHILE ON DUTY IS PROHIBITED.

F. C. KRONAUER  
GENERAL MANAGER

*Mr. Courson, Newfoundland Sta.*

## I N D E X

<i>Pages</i>	
1- 4.	Special Instructions.
4- 6.	Speed Restrictions.
6-17.	Special Instructions.
18-19.	Paterson City Branch.
20-27.	Eastward Trains.
28-34.	Westward Trains.
35-36.	Edgewater Branch.
36-37.	Lodi and Passaic Branches.
37-38.	Hanford Branch.
38-39.	Station List.
40-41.	Station Platform Lights.
42.	Qualification.
43-44.	Bulletin and Special Order record.

### COMPANY SURGEONS

<i>Location</i>	<i>Name</i>	<i>Address</i>	<i>Telephone</i>
Woodcliffe. . . . .	Dr. J. L. Evans	72nd St. and Park Ave.	Union 3-1857
Hawthorne. . . . .	Dr. A. Van Eerde	339 Lafayette Ave.	HA.- 7-2161
Teaneck. . . . .	Dr. David Corn	541 Queen Ann Road	TEa.- 6-1187
Hackensack. . . . .	Dr. G. W. Finke	237 State St.	DIa.- 2-0944
Hackensack. . . . .	Dr. Edward Dana	163 Prospect Ave.	DIa.- 2-6266
Butler. . . . .	Dr. Wm. H. MacGahan	1 Main St.	Butler 9-1177
Franklin. . . . .	Dr. W. Boyd, Jr.	Franklin Hospital	Franklin Boro 8-2201
Blairstown. . . . .	Dr. W. R. Bostwick	Main St.	Blairstown 35

### LOCAL WATCH INSPECTORS

Name	Location	Telephone
Kramer & Company	Foot of Pavonia Ave., Jersey City	JO 2-4986
A. Lebson Inc.	134 Main St., Hackensack	DIa.- 2-6512
Smetana Watchmakers	155 Ellison St., Paterson	SH 2-4698
L. Marrow	200 Diamond Bridge Ave., Hawthorne	HA 7-0534
G. S. Niccoli	201 Wanaque Ave., Pompton Lakes	Po. Lakes 7-1487
Joseph J. Speaker	116 Main St , Butler	BUtler 9-0366W

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL  
A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 0 sec. . . . .	60.00	2 min. 24 sec. . . . .	25.00
1 min. 5 sec. . . . .	55.33	2 min. 40 sec. . . . .	22.50
1 min. 12 sec. . . . .	50.00	3 min. 0 sec. . . . .	20.00
1 min. 20 sec. . . . .	45.00	3 min. 25 sec. . . . .	17.56
1 min. 30 sec. . . . .	40.00	4 min. 0 sec. . . . .	15.00
2 min. 0 sec. . . . .	30.00	4 min. 48 sec. . . . .	12.50
2 min. 11 sec. . . . .	27.48	6 min. 0 sec. . . . .	10.00

SAFETY is of the first importance in the discharge of duty.  
IN CASE OF DOUBT or uncertainty, the safe course must  
be taken.

OBEDIENCE to the rules is essential to safety.

TO ENTER OR REMAIN in the service is an assurance  
of willingness to obey the rules.

THE SERVICE demands faithful, intelligent and courteous  
discharge of duty.

COURTESY must be extended to passengers and considera-  
tion given for their comfort and pleasure.

# THINK

Keep your mind clear.

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Which? Be Careful or Crippled.

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Safety Always.

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The best safety device is a careful man.

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SAFETY RULES — Read them and heed them.

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

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

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

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

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

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

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# THINK

## TRACK SCALES

Location	Length	Capacity
Edgewater.....	60 ft.	267½ net tons
Edgewater (Lever Bros. Co.).....	50 ft.	125 net tons
Edgewater (Archer Daniels Midland Co.).....	50 ft.	100 net tons
Babbitt (Armour & Co.).....	42 ft.	100 net tons
Passaic Jct.....	50 ft.	150 gross tons
Prompton Lakes.....	42 ft.	100 net tons
Ogdensburg (N. J. Zinc Co.).....	50 ft.	100 net tons

Engines are restricted from operating over Armour's scales at Babbitt and are also restricted from operating over live rail on all track scales.

*Procedure to be followed for weighing car not too long for scale.*

1. Balance scale light.
2. Center car on scale, uncoupled from all other equipment.
3. Be sure all wheels are on scale.
4. Balance scale and record weight.
5. Enter on ticket light weight stenciled on car as TARE WEIGHT, enter load limit, initial, number, length and capacity of car, location and time.
6. Sign ticket and surrender to Agent or Operator on duty.

*Procedure to be followed for weighing a car too long for single weighing on scale.*

1. Balance scale light.
2. Place car on scale, uncoupled from all other equipment, with east truck as near center of scale as possible but be sure all wheels of west truck and all other equipment are entirely clear of scale.
3. Balance scale and record weight.
4. Mark scale ticket east truck.
5. Move car to place west truck centered on scale, as nearly as possible, uncoupled from all other equipment, but with all wheels of east truck and all other equipment entirely clear of scale.
6. Balance scale and record weight, marking scale ticket west truck of car.
7. Enter on each scale ticket all information as required above.
8. Sign both tickets and surrender to Agent or Operator on duty.

### ROUGH HANDLING

Impact Shocks or Energy Possessed by a Fifty Ton Car Loaded to Capacity, Moving at Different Speeds or Velocity.

Velocity Miles Per Hour Speed	Impact Shock Energy in Foot Pounds	Times Shock Increased
1	4785	
2	19140	4
3	43095	9
4	76594	16
5	119598	25
6	172381	36
7	234598	49
8	306431	64
9	387858	81
10	478490	100

A.A.R. Minimum Draft Gear-Absorption-  
18,000 Foot-Pounds

**PREVENT LOSS AND DAMAGE TO FREIGHT**

## SPECIAL INSTRUCTIONS

### RULES OF THE OPERATING DEPARTMENT

Effective July 1, 1930

DEFINITIONS OF RESTRICTED AND MEDIUM SPEED, PAGES 18 AND 89, RULES OF THE OPERATING DEPARTMENT ARE CHANGED TO READ AS FOLLOWS:

Restricted Speed—A speed that will permit stopping short of another train or an obstruction, but not exceeding fifteen (15) miles per hour.

Medium Speed—A speed not exceeding one-half authorized speed (at point involved) but not exceeding thirty (30) miles per hour.

#### STANDARD CLOCKS

Yardmaster's Office (Little Ferry Jct.)	Passaic Jct. Dispatcher's Office, Paterson	Butler Swartswood Jct. Hainesburg Jct.
Eng. Dispr.'s Office (Little Ferry Jct.)	North Hawthorne	

#### HOLIDAYS

The term "holiday" as used in this time table applies to the following dates only: Thanksgiving Day, Nov. 27, Christmas Day, Dec. 25, New Years Day, Jan 1, 1953, Washington's Birthday, Monday, Feb. 23.

Trains operating over another railroad will be subject to rules and regulations of that railroad.

#### SIGNS. Additional to Rule 6.

D.	Day train order office.	H.	Holiday stop.
N.	Day and night train order office.	Sat.	Saturday.
*	Conditional stops.	Sun.	Sunday.
S.	Stop.	Hol.	Holiday.
F.	Stop to let off or take on passengers.		
N.B.	Will not carry Baggage, Mail or Express.		
X.	Carries no passengers.		

Trains shown as flag stops to receive passengers at points where no employes are on duty will make regular stop between sunset and sunrise.

#### WHISTLE SIGNALS

Trains sound crossing whistle as per Operating Rule 14L approaching private crossing located 700 feet east of Boonton Ave., Butler.

#### INSTRUCTIONS GOVERNING TRAINS MOVING AGAINST THE CURRENT OF TRAFFIC

When necessary to allow a train to follow another train against the current of traffic, when such movements are made by train order, signalman must bring train to full stop before clearing any signal. Unless otherwise provided, all trains moving against the current of traffic will stop before crossing drawbridges and proceed only under pilot protection of the bridge tender; and maintain a speed not to exceed 5 miles per hour crossing draw span and until rear car of train is clear.

#### CLASSIFICATION SIGNALS

The display of two white flags and two white lights, as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory.

#### TRAIN REGISTERS

Paterson City	Butler	Swartswood Jct.
North Hawthorne	Beaver Lake	Hainesburg Jct.

Trains not scheduled to stop at station at which train registers are located may register by throwing off train register, "unless otherwise directed", displaying signals for following section when train must stop and conductor register train in person.

When registering trains, write out in full the color of signals displayed; when not displaying signals write out in full "No Signals," sign name and initials, and use no ditto marks.

## SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Jersey City (Erie R.R. Dispr's. Office)

Edgewater (Yard Office)

Eng. Dispr's. Office

(Little Ferry Jct.)	Passaic Jct.	No. Hawthorne	Butler
Little Ferry Jct.	Paterson B'way	Swartwood Jct.	
(Yard Office)	Paterson City	Hainesburg Jct.	

Conductors, Engineers, Firemen, Road and Yard Brakemen, when registering in Special Order Books are required to sign their name and initials and enter in column headed "Time" date and time they examined each special order.

**THIS TIMETABLE DOES NOT NULLIFY SPECIAL ORDERS OR BULLETINS THAT HAVE NOT OTHERWISE BEEN CANCELLED.**

## SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class unless otherwise specified.

Except: No. 907 is superior to No. 920.

Paterson City Branch:

Westward trains are superior to eastward trains.

Except No. 884 is superior to No. 885, Paterson City to Paterson.

## CLEARING OF TRAINS

Trains will not leave initial station on single track without a clearance form A or B when operator is on duty.

Extra trains except passenger extras will start from their initial point and proceed on two or more tracks without running orders.

Westward first class trains will not leave North Hawthorne without clearance card Form A or B.

## MOVEMENTS OF TRAINS

Trains making maximum time, or receiving Special Orders to run at a higher rate of speed, will run expecting to overtake trains making minimum or schedule time.

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

Employes' motor cars operating through interlocking plants will not proceed over switches without proper signal indication, and when passing tower or station will notify operator.

On two or more tracks, employes' motor cars will not pass an interlocking tower while train is passing, unless they receive hand signal from operator.

## RATING FOR ORDINARY TRAINS

Train tonnage will be determined by Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

## GRADE CROSSINGS

Except where interlocking signals are in operation, trains and engines must come to full stop not less than 200 nor more than 800 feet from railroad crossings at grade.

Automatic grade crossing interlocked signals, N. Y. & G. L. Ry. and N. Y. S. & W. R. R. at Pompton Jct.

Two-unit color light grade crossing signals located 200 feet from crossing to govern movement in each direction on both railroads. Signals consist of a top unit indicating stop or proceed, and a lower unit of a fixed red light as location signal.

A time release to work in conjunction with grade crossing signals is located in box at crossing, with instructions for operation.

A train finding signal in stop position, member of crew will proceed to crossing and after ascertaining no train approaching on other railroad, will work release and train proceed on signal indication.

A train on the N. Y. S. & W. R. R. finding the top light on the home signal at the crossing indicating red and crew can see a train switching or standing upon the interlocking approach circuits on the G. L. Ry. may clear the N. Y. S. & W. R. R. home signal by turning this release handle *ONCE ONLY* to the right. This takes the signal away from the G. L. Ry. train, and when the release returns to the normal position after two (2) minutes and 38 seconds, the N. Y. S. & W. R. R. home signal will clear.

In event signal fails to clear after release has been operated, train will move over crossing under flag protection.

Automatic block signal rules dated July 1, 1930, will govern.

Telephone located at crossing connects with Butler station.

Trains operating over L. & H. Ry. Crossing at Sparta Jct. will come to full stop at Stop sign and be governed by a tilting board signal, located at intersection of N. Y. S. & W. R. R. and L. & H. Ry.

Horizontal position indicates Stop. 45-degree diagonal position indicates proceed. This signal is equipped with shunt control and when in proceed position, will place L. & H. Ry. home signals in Stop position.

Conductor will communicate with L. & H. Ry. Train Dispatcher on telephone at west end Station, obtain permission to proceed, then operate signal with lever on side of signal pole. After train is clear of crossing, signal to be restored to Stop position and locked.

Trains operating over D. L. & W. R. R. at Hyper Humus will come to full stop at stop sign and be governed by a Smash Board signal located on southwest side of crossing (Operating Rule 292). Smash Board Signal is controlled by track circuits extending 300 feet on each side of crossing, indicated by signs reading: "BEGINNING OF SMASH BOARD CIRCUIT", and "END OF SMASH BOARD CIRCUIT". Signs reading "STOP" on each side of and 100 feet from crossing, D. L. & W. signals are interlocked with Smash Board Circuits.

After train has been brought to full stop a member of crew will proceed to Smash Board Signal and operate this signal by inserting and turning switch key in side of signal case marked "RAISE". If the D. L. & W. circuits are clear, Smash Board will then raise to indicate clear, proceed (Operating Rule 281). If the D. L. & W. circuits are occupied, Smash Board will not clear until D. L. & W. circuits have been cleared and then only by turning switch key. Train will not pass "STOP" sign until Smash Board signal indicates proceed.

When N. Y. S. & W. train clears Smash Board circuit, Smash Board will automatically return to STOP position, clearing D. L. & W. signals.

In case of failure of Smash Board to operate, train crew will communicate with Dispatcher who will authorize manual lifting of the Smash Board to permit crossing under flag protection.

D. L. & W. R. R. trains known or seen to be approaching will be given preference in movement over the crossing.

## **RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING**

Effective July 1, 1930

Trains between Granton Jct. and North Hawthorne will be governed by Automatic Block Signal Rules.

Trains between North Hawthorne and Butler will be operated under Manual Block Rules (Rule 317B) except that during hours Block Office at Butler is closed, trains operating west of North Hawthorne will be governed by train order and timetable rights. Indications of Manual Block Signals do not supersede Operating Rule 93.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before and after the time specified for operation, and trains will be governed by the signals at such points, regardless of the time specified for operation. Trains entering a Block under permissive indication displayed at a day and night Block Signal office will operate as per Operating Rule 289 to the next day and night Block Signal office, regardless of a "proceed" signal that may be displayed at intermediate day or night Block Signal office, except when enginemen have positive information that the day or night Block Signal office is actually in operation. If a stop signal is displayed, trains will stop and ascertain cause.

In automatic territory trains operating at restricted speed under Operating Rule 291-A, or operating in interlocking limits at Paterson-Broadway, Little Ferry Drawbridge and Granton Jct., on Clearance Form "B" will come to a full stop at all facing point switches and ascertain that the points are in proper position before proceeding.

**TRAIN ORDER SIGNALS**

North Hawthorne westbound located Stillwater  
 on east end of station Blairstown  
 Butler (Westbound) Newfoundland Hainesburg Jct.  
 Swartswood Jct. for both N. Y. S. & W.—L. & N. E. R. R. trains.  
 Red light by night, or arm horizontal by day, indicates train order.  
 Conductors finding signal in this position must immediately re-  
 port for orders at the telegraph or telephone office.  
 Green light by night, or arm proceed by day, indicates no orders.

**FIXED SIGNALS**

**POINTS WHERE INTERLOCKING HOME SIGNALS ARE USED AS TRAIN ORDER SIGNALS:** See Rule 221-a, Rules of Operating Department effective July 1, 1930.

Granton Jct.

**POINTS WHERE BLOCK SIGNALS ARE USED AS TRAIN ORDER SIGNALS:** See Rule 221-a, Rules of Operating Department effective July 1, 1930.

North Hawthorne (westbound) Oakland  
 Wortendyke Campgaw Butler (eastbound)

**HOURS DURING WHICH BLOCK STATIONS ARE IN OPERATION**

**WORTENDYKE.**—7.00 A.M.—11.00 A.M., 12.00 Noon—4.00 P.M. Saturdays, Sundays and Holidays closed.

**CAMPGAW.**—6.00 A.M.—10.00 P.M. Saturdays, Sundays and Holidays closed.

**OAKLAND.**—7.00 A.M.—11.00 A.M., 12.00 Noon—4.00 P.M. Saturdays, Sundays and Holidays closed.

**BUTLER.**—3.55 A.M.—11.50 P.M. Except Saturdays, Sundays and Holidays. 7.00 A.M.—11.00 A.M., 12.00 Noon—4.00 P.M., Saturdays.—Sundays and Holidays closed.

**Sidings**

	Capacity
North Hawthorne.....	26 Cars
Wortendyke.....	49 "
Campgaw.....	36 "
Oakland.....	26 "
Pompton Lakes.....	15 "
Bloomington.....	39 "
Butler.....	30 "
Macopin.....	25 "
Oak Ridge.....	50 "
Sparta Jct.....	18 "
Stillwater.....	65 "
Blairstown.....	63 "

**YARD LIMITS—INDICATED BY SIGNS**

Edgewater	Passaic Jct.	Pompton Jct.
Edgewater Branch	Passaic Branch	Butler
Little Ferry Jct.	East Paterson	Greenpond Jct.
Little Ferry	Paterson	Beaver Lake
Ridgefield Park	Riverside	Sparta Jct.
Bogota	North Hawthorne	Hainesburg Jct.
Hackensack	Pompton Lakes	Franklin Jct.
Lodi Branch		

**SPEED RESTRICTIONS**

	Miles per Hour
<b>Passenger Trains:</b>	
Interlocking switches, Croxton.....	20
Interlocking switches, Granton Jct.....	30
Granton Junction and North Hawthorne.....	60
North Hawthorne and Butler.....	50
Butler to Bridge 42.69 west of Green Pond Junction.....	20
Bridge 42.69 west of Green Pond Jct. and Charlotteburg ...	35
Charlotteburg and Beaver Lake.....	40
<b>Freight Trains:</b>	
Interlocking switches, Granton Jct.....	20
Granton Jct. and Butler.....	40
Butler to Bridge 42.69 west of Green Pond Jct.....	20
Bridge 42.69 west of Green Pond Jct. and Hainesburg Jct. ..	35
<b>All Trains:</b>	
Tracks 3 and 4, Lundys Lane—Granton Jct.....	15
Railroad Avenue Crossing, New Durham.....	30
Beaver Lake and Hainesburg Jct.....	35



	Miles per Hour
All Trains: (Continued)	
Spreader Cars must be handled with blades in trailing position .	30
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery	
Granton Jct. and Butler . . . . .	20
Butler and Hainesburg Jct. . . . .	15
Bridge 8.77, Bellmans Creek (Diesel or Steam Engines) . . . . .	40
M-1, M-2, M-3, M-4 . . . . .	60
From 150 Ft east of turnout west end Little Ferry Yard to 150 Ft west of turnout to Flintkote Company Switch Little Ferry . .	20
From 1760 Ft east of Fort Lee Road Crossing, Bogota to 150 Ft west of Bogota Station Switch . . . . .	25
From 150 Ft west of Bogota Station Switch to 150 Ft west of Pratt Company's Switch Hackensack . . . . .	20
From 150 Ft west of Pratt Company's Switch Hackensack to N. J. & N. Y. Overhead Bridge, Hackensack . . . . .	25
Maywood Ave., Maywood . . . . .	50
Trains operating against current of traffic over Rochelle Ave. Crossing and Maple Ave. Crossing, east and west of Rochelle Park Station . . . . .	15
River Drive, East Paterson . . . . .	50
Through City Limits of Paterson, from Vreeland Avenue Station to Park Avenue Crossing . . . . .	25
From Park Avenue Crossing to Ellison Place Crossing . . . . .	20
From Ellison Place Crossing to Riverside Bridge . . . . .	25
Trains 933 and 851 will not exceed a speed of ten (10) Miles Per Hour over Lyon Street Crossing, Paterson.	
End of double track, Riverside . . . . .	20
Between Diamond Bridge and Warburton Avenues, Hawthorne. Both directions . . . . .	45
Bridge 32.29 West of Oakland . . . . .	30
Two or more engines coupled over Bridge 32.29 west of Oakland	15
N. Y. & G. L. Railway Crossing, Pompton Jct. . . . .	15
Mile Post 37.00 to M. P. 37.50 east of Butler . . . . .	15
Bridges 38.75 and 39.32, west of Butler . . . . .	15
Engines double headed over Bridges 38.75 and 39.32, west of Butler . . . . .	10
Engines double-headed between Smith's Mills and Charlotteburg. Bridges 43.78 and 43.98, west of Charlotteburg . . . . .	20
Bridges 43.78 and 43.98, west of Charlotteburg . . . . .	15
Engines double-headed over Bridges 43.78 and 43.98 west of Charlotteburg . . . . .	10
Bridge 45.88, east of Oak Ridge . . . . .	15
Engines double-headed over Bridge 45.88 east of Oak Ridge . . .	10
Curves between Oak Ridge and Stockholm, M.P. 49.25 . . . . .	30
Bridges 49.08, 49.53 and 49.92, east of Stockholm . . . . .	15
Engines double-headed over Bridges 49.08, 49.53 and 49.92 east of Stockholm . . . . .	10
First Curve east of Beaver Lake . . . . .	30
Bridge 53.60, west of Beaver Lake . . . . .	15
Engines double-headed over Bridge 53.60 west of Beaver Lake .	10
Bridge 59.87, east of Sparta . . . . .	15
Engines double-headed over Bridge 59.87, Sparta . . . . .	10
Engines double-headed between Sparta Jct. and Swartswood Jct.	25
Trains or engines over State Road Crossing, between Halsey and Hyper-Humus . . . . .	5
Swartswood Junction: Through turnout connecting L. & N. E. R. R. and N. Y. S. & W. R. R. . . . . .	10
Curves M.P. 71.16 to 71.31 Swartswood . . . . .	30
Curves M.P. 72.96 to 73.17 east of Stillwater . . . . .	30
Curves M.P. 74.31 to 75.31 Stillwater . . . . .	30
Curves M.P. 79.28 to 81.12 Marksboro . . . . .	30
Curves M.P. 82.77 to 84.24 Blairstown . . . . .	30
Curves M.P. 85.76 to 86.08 Vails . . . . .	30
Curves M.P. 88.25 to 89.04 Hainesburg . . . . .	30
Hainesburg Junction: Through turnout connecting L. & N. E. R. R. and N. Y. S. & W. R. R. . . . . .	10
Trains entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided . . . . .	10
Steam engines operated backwards must not exceed a speed of 15 miles per hour on curves, over grade crossings, or through crossovers, and not exceed 25 miles per hour at other points.	

When road and yard switchers or yard switchers are coupled as a multiple unit or otherwise double-headed, a speed of thirty (30) miles per hour must not be exceeded.

### ENGINE RESTRICTIONS

Erie Class R and S Engine and diesel No. 700, 800, 900 and 1200 series:

West of Passaic Jct.; east of Maywood.

Coalberg Yard tracks, Middle 2, Lower 2

Middle 3, Lower 3

Middle 4.

Engines are restricted from operating in Middle 4 and Lower 4 Coalberg Yard. Reachers may be used if necessary for storing cars.

Engines are restricted on Marcalus Paper Co. Trestle at East Paterson westside.

Engines are restricted from operating on Laytham's Trestle Vreeland Ave. and on their outside track beyond a point 268 feet east of their gate

Engines are restricted on Hawthorne Coal Co. Trestle at Hawthorne.

Engines must not be double-headed or multiple unit Engs operated over trestle on south leg of Wye, Pompton Jct.

Engines must not be double headed over any structure west of Butler except Class Diesel 200, Butler to Hainesburg Junction, L. & N. E. Class E 13-E 14 Diesel Electric Class OE-1-A and OE-1-B between Swartwood Junction and Hainesburg Junction.

Locomotives in pusher service or otherwise must not couple on trains while in motion.

All persons, except Engine and Train Crews and Supervisory Officers, on duty, are prohibited from riding in cab of locomotives or rail motor cars unless otherwise authorized.

### SPECIAL INSTRUCTIONS

Engine headlights of all trains will be kept lighted at all times.

Trains using tracks 3 and 4 between Lundys Lane and Granton Jct. will not occupy tracks 1 and 2 without permission from ERIE RR Train Dispatcher.

All main line main track hand-operated switches are equipped with a switch lock. All such switches must be properly lined and locked after having been used. The absence of a switch lock must be reported immediately to Dispatcher.

Flagman must be stationed on rear car of passenger trains between Jersey City and Croxton, provided with red and white lantern lighted and placed on rear end of rear car both day and night.

Maximum over-all clearance, Bergen Tunnel, 17 feet high and 3 feet wide at this height. Cars exceeding these dimensions are, therefore, restricted. Conductors will not depart Little Ferry Junction with high or wide shipments on east end of trains. Yardmaster will see that such shipments are placed on west end of train, making it unnecessary for such loads to enter Bergen Tunnel. Conductors will notify Engineers of location of such cars in train.

Eastbound crews delivering trains to Croxton Yard and pulling into Bergen tunnel will not back out of the tunnel until member of crew secures permission by telephone from operator, Croxton Tower.

Westbound trains from Croxton Yard containing cars loaded with auto frames or other high shipments will not back into Bergen Tunnel or into Archways unless the high shipments are on west end of train, next to engine. Conductors must walk along one side of train and one trainman walk on opposite side of train to observe shipments before moving out of the yard.

Crews operating in siding serving Charles Miller & Company, North Bergen, will exercise caution to see that gates are open to provide full clearance prior to operating on that track.

All trains departing Susquehanna Transfer westbound will sound whistle signal in accordance with Operating Rule 14-L. This is to afford additional protection at Paterson Plank Road Crossing.

Crews desiring to use electric interlocking crossover, at Susquehanna transfer, upon receiving permission to do so by telephone, will unlock door of electric lock which is secured by a standard switch padlock, then insert switch key in key operated circuit controller located on the right side of electric lock stand. Key to be turned to extreme right and must be left in this position

- until the switch at the west end of crossover has been placed in reverse position, after which the key may be removed.
- Lock is provided with an illuminated indicator reading "LOCKED" or "UNLOCKED", which, if no train is approaching will read "UNLOCKED" as soon as key has been turned to extreme right in key controller.
- If illuminated indicator continues to read "LOCKED" after placing and turning of key in key controller, a time of approximately four (4) minutes will elapse before switch can be unlocked.
- When indicator reads "UNLOCKED", the small lever located directly below the indicator must be thrown to the extreme left position. This unlocks the switch at the west end of the crossover and it may be thrown reverse after which the east end of the crossover may be thrown reverse.
- The switch at the east end of crossover must be restored to normal position before west end can be restored.
- After west end is restored to normal position, small lever in lock stand must be thrown to extreme right position and door closed and locked.
- A semaphore type indicator, located in telephone box, will indicate the approach of trains on westbound Northern R.R. track.
- Trains operating from NYS & WRR to Northern Railroad through crossover at Susquehanna Transfer will operate at restricted speed from this crossover to Signal 6-1-1-N located 500 feet west of New Durham Road crossing and will obtain permission from Erie RR Train Dispatcher before making crossover movement.
- Crews operating through the runaround track between Tracks 2 and 4 at Susquehanna Transfer must complete entire movement through the spring switch at west end runaround track before moving eastward. Any train entering the runaround track from west end through the spring switch will operate the switch by hand and restore it by hand to normal position for main track movement. Trains finding eastbound positive stop signal located 670 feet west of Susquehanna Transfer Station in stop position will inspect this facing point spring switch. If this switch is found set for runaround track, they will restore it to normal position and report to Dispatcher.
- Employees performing industrial switching at Armour's Plant, Babbitt, are forbidden to ride on top or side of cars.
- When ammonia tank cars are spotted at Ammonia Building on Track 2 in Armour Plant at Babbitt, track skates and blue flag will be placed on rails by Armour & Co. to prevent tank car being moved while connected to delivery pipes of Ammonia Building during switching operations. Crews will exercise extreme caution while switching on Track 2 after tank car is connected, to avoid moving car and ascertain that blue flag and track skates are removed from rails before tank car is moved after unloading.
- Eastbound freight trains must not obstruct private crossing at Babbitt on time of westbound passenger trains scheduled to stop at that station.
- Employees are prohibited from riding on top of box cars, engines or other high equipment while movement is being made under Bridge 10.25.
- Road crews will not occupy the Hump Lead east end Little Ferry Jct. New Yard without first obtaining permission to do so from the Yardmaster.
- Upper No. 4 tail track will be used as running track between Little Ferry Yard Office and Little Ferry Drawbridge and must be kept clear.
- When trains are yarded in Upper No. 2 or Upper No. 3 Tail tracks Little Ferry Yard they should be left east beyond clearance point for west end of Upper No. 1 and No. 4.
- Automatic signals located at Little Ferry Drawbridge and at Hackensack Drawbridge are equipped with square end blades. Train finding these signals in STOP position with smash board signals in CLEAR position will flag across Drawbridge and proceed in accordance with Operating Rule 509B.
- City ordinance, city of Hackensack, provides that no train or car shall be permitted to obstruct any public street in excess of five minutes.
- Crews entering Citro Chemical Co. Plant, Maywood, will ring warning bell so that guard can open gates account gates equipped with private lock.
- N. Y. S. & W. equipment, (caboose or engines) will not be left on

- Yard tracks 5, 6, 7 or 8, Passaic Jct. Yard. These tracks for the exclusive use of Erie R. R.
- Crews operating over Midland Avenue Crossing, Interchange Tracks, Passaic Junction, must come to a full stop and member of crew protect highway traffic for movement over the crossing.
- Engines are restricted from operating on Laytham's Trestle at Vreeland Ave. and crews are forbidden to handle cars to or from that portion of the siding west of a point forty (40) feet east of Laytham's building where a sign reading "CARS ARE NOT TO BE PLACED BEYOND THIS POINT BY RAILROAD" has been erected. This track is on a grade and crews placing cars will see that they are properly secured.
- Junction of Paterson City Branch and eastbound main track at Paterson is equipped with automatic spring type switch, normal position for Paterson City Branch. Eastbound trains on eastbound track will complete entire movement over spring switch before a reverse movement is made. Trains making reverse movement over this switch against current of traffic are required to operate switch by hand.
- West end of main track crossover located between Paterson Broadway Station and Park Avenue is equipped with an electric lock. This lock is controlled by Operator in Paterson-Broadway Station. Time release control is so arranged that lock will be released two minutes and thirty seconds after release is operated by the Operator, and indicator light is located in an iron box on a pole south of the eastbound main track and opposite the west end of the crossover. When light is displayed, it will indicate that lock is released and switch may be set for crossover movement. Main track signals in both directions will be put in "Stop" position when lock release is operated and will continue in "Stop" position until lock release is restored. Crews finding the signals at the above locations in "Stop" position will immediately report on telephone for orders.
- Freight trains or engines operating between Paterson (Broadway) and Paterson City will flag over Madison Ave., East 18th Street and Straight Street Crossings.
- Single track between Riverside, Paterson and North Hawthorne is equipped with Traffic Route Control. Trains or engines may proceed on proper signal indication without regard to train or timetable rights against opposing trains. It is forbidden to accept a proceed indication if there is any known cause that will prevent making usual running time.
- Westbound movement from double to single track will be governed by signal located 370 feet east of Fifth Avenue, Riverside, Paterson. Color light low home signal located between main track 370 feet east of Fifth Avenue will govern movement from eastbound main track to single track.
- End of double track Riverside, Paterson is equipped with automatic Spring Type Switch, normal position, eastward track. Reverse movement will not be made at West End of double-track Riverside, Paterson until Engine or Train desiring to make such movement have proceeded west of Signal 21-2-S and then be governed by indication of that signal.
- Trains finding signal at Riverside, Paterson in stop position will call Operator at North Hawthorne on telephone for instructions.
- Train orders are not required between Riverside, Paterson and North Hawthorne.
- Trains finding Signal 21-2-S located about 395 feet west of end of double track Riverside, Paterson, in stop position will stop and inspect spring switch at west end of double track before proceeding over switch point.
- Westbound passenger trains finding Signal 22-1-S displayed against their movement will stop with entire train east of Bridge 21.94 over Erie RR Wagaraw Road Hawthorne.
- Interchange switch Hawthorne, equipped with electric lock controlled by Operator, North Hawthorne.
- To release lock which is on the switch at the Hawthorne Interchange, which is controlled by the Operator at North Hawthorne, the following procedure should be followed:
- Request Operator at North Hawthorne to unlock. When switch is unlocked, same will be indicated by white light indicator being lighted, which is located in box at switch. Turn knob of time clock to the right as far as possible for release, and after a period

of three minutes electric lock will release for the operation of switch. DO NOT use time clock if indicator light is not lighted.

NYS&W crews delivering cars to Erie RR at Hawthorne will make delivery on Interchange track located next to Erie RR Team Driveway and will receive cars from Erie on Interchange track located next to Erie Eastbound Main Track. No cars will be left standing on lead track between NYS&WRR Main track and the two Interchange tracks located east of the Bridge over Wagaraw Road.

The normal position of inside switch of crossover from main track to town track, North Hawthorne, will be set for siding to act as derail.

The normal position of switches for the Yard tracks at North Hawthorne will be for the ladder track.

Eastbound trains departing North Hawthorne are governed by signal located 400 feet east of North Hawthorne station.

Crews will exercise caution and operate carefully in siding west of Lake Avenue Crossing serving the Black Millwork and Lumber Company, Midland Park, due to descending grade to the west, and protect movements in both directions over Lake Avenue Crossing as required by Operating Rule 103. This siding is protected by hinge type derail located 100 feet east of Lake Avenue Crossing. See Operating Rule 154.

Crews performing switching operations at Campgaw will station a man on Franklin Avenue crossing before starting switching to protect highway traffic.

Cement hopper cars, loaded, will not be handled next to engines or coupled together over Bridge 32.29, west of Oakland.

Trains of 3 coaches or less stopping at West Oakland will stop coaches opposite platform west of Road Crossing.

Train crews doing switching in Pompton Powder Mill siding must station member of crew on the end car.

Trains leaving cars or passing trains in Old Powder Mill switch, Pompton Lakes, must cut crossing.

Passenger trains eastbound, stop clear of Wanaque Road crossing Pompton Lakes.

Cars must not be placed against the bumping block west end of loading platform track serving Pequano Rubber Company, Butler. Cars placed on this track must be controlled by brakes.

In delivering cars to the Wharton & Northern Railroad at Green Pond Jct all cars are to be left in the same track except when the number of cars delivered exceed the capacity of one track. The crew making a second delivery must when possible set cars in against the first delivery.

No cars will be left at Green Pond Jct without hand brakes and in addition must be secured with a chock.

Eastward freight trains will stop at Macopin Siding to turn up retainers.

Beaver Lake, junction of Hanford Branch and Main Line, normal position Crossover switches, Main Line.

The normal position of switch leading to turntable off east end long siding at Hainesburg will be for the turntable.

Swartwood Jct. and Hainesburg Jct.; Junctions of N. Y. S. & W. and L. & N. E. R. R.—Normal position of switch L. & N. E. R. R.

Cars of more than 160,000 lbs. gross weight are restricted between Butler and Swartwood Jct. unless otherwise directed.

Blairstown Coal, Lbr. Co., Trestle, Blairstown, is restricted to cars of 100,000 lbs. maximum gross weight.

When cars are being placed in industries, upon arrival at industry Conductor will walk along one side of the cars and one brakeman will walk the other side to see that there are no obstructions on either side of track before making move in the track.

When side track is found to be unsafe due to sleet or snow storm crews are forbidden to place cars in industrial sidings until the industry has removed snow and ice and the conductor finds it safe to enter siding.

The Hours-of-Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten

consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

When it becomes apparent that a trip cannot be completed within sixteen hours, it is the duty of Conductor and Engineer to notify Dispatcher promptly, giving at least two hours' advance notice.

A lighted fuzee displayed from the side of an engine cab, by day or by night, indicates stop to trains on the other main track or tracks.

In case of an emergency bringing about the necessity of operating a train through the territory where the line-up for a motor car has been issued, the train must only be allowed to proceed with full knowledge and protection against the motor car which has the line-up.

Operators on duty must have every member of engine and train crews sign Special Order and Bulletin Books and furnish this information to Dispatcher who will not clear trains until signatures received.

**CLOSE CLEARANCE**

Crews operating in Tracks 1 and 2, Armours, Babbitt, will exercise caution on account of close overhead and side clearance.

Crews operating in Marcalus Paper Company trestle at East Paterson will exercise caution to avoid personal injury account close clearance and covered platform.

Crews exercise caution to avoid personal injury at barricade located at Okonite Company plant and Laytham Foundry plant, Vreeland Avenue, account close clearance.

Due to lack of proper side clearance, all passenger equipment will not be permitted in Track 5, Paterson.

Crews operating in Standard Fuel Company siding at Lyon St., Paterson exercise caution to avoid personal injury account close clearance, and open pit of coal hopper.

Crews exercise caution while passing Oak Ridge Station switch to avoid personal injury account close clearance.

**OVERHEAD CLEARANCE**

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employes must not ride on top of freight cars at these locations.

<i>Location</i>	<i>Tracks</i>
East of Bogota Station.....	2 main tracks
<i>Location</i>	<i>Sidetrack</i>
Little Ferry.....	Brewster Coal Switch
Little Ferry.....	Brewster Lumber Switch No. 1
Little Ferry.....	Brewster Lumber Switch No. 2
Little Ferry.....	Flintkote Co.
Bogota.....	Bogota Paper Co.
Bogota.....	Felter Lumber Co.
Bogota.....	Brewster & Son
Lodi Jct.....	Lodi Branch
Maywood.....	Maywood Chemical Co.
Rochelle Park.....	Maywood Chemical Co.
Passaic Jct.....	Utilities Switch
Passaic Jct.....	Passaic Branch
East Paterson.....	Cartwright Coal Co.
East Paterson.....	Marcalus Mfg. Co. (East Side)
Vreeland Ave.....	Desmonds
Vreeland Ave.....	Okonite Co.
Vreeland Ave.....	Johnson-Cueman Co
Vreeland Ave.....	Fairclough & Son
Paterson, Broadway.....	Paterson City Branch
Paterson, Broadway.....	B. Newman & Son
Lyon St., Paterson.....	J & S Coal Co.
Riverside, Paterson.....	Rodrock Coal Co. (West Side)
Riverside, Paterson.....	Gaede Silk Co.
Hawthorne.....	Hawthorne Coal Co.
North Hawthorne.....	West End of Runaround Track
North Hawthorne.....	Houchin Machine Co.
Wortendyke.....	Wortendyke Coal Co.

Wyckoff .....	Wyckoff Station Switch
Campgaw .....	Pulis Coal Switch
Pompton Lakes .....	Scale Track
Pompton Lakes .....	Old Powder Mill Siding
Butler .....	Pequanoc Coal & Lumber Co.
Butler .....	Butler Coal & Lumber Co.
Butler .....	Butler Std. Coal & Lumber Co.
West of Butler .....	Pequannock Valley Paper Co.

### DISPATCHER'S TELEPHONES AVAILABLE TO TRAIN CREWS—24 HOURS DAILY

<i>Location</i>	<i>Connection</i>
Susquehanna Transfer	Dispatcher's Office
Babbitt Station	" "
East end of Little Ferry Old Yard	" "
Yardmaster's Office Little Ferry Jct.	" "
Crossover Little Ferry Jct.	" "
Eastbound Home Signal—Crossover Little Ferry Jct.	" "
Engine Dispatcher, Little Ferry Roundhouse	" "
Crossover—west end of Little Ferry Yard	" "
Little Ferry Drawbridge	" "
Crossover—Ridgefield Park	" "
Crossover—Bogota	" "
Crossover—Hackensack	" "
Lodi Junction	" "
Maywood	" "
East end of Coalberg Yard	" "
Crossover—Coalberg Yard	" "
Passaic Junction	" "
Crossover—West of Passaic Junction	" "
Crossover—Vreeland Avenue	" "
Paterson Station	" "
Crossover—Governor Street, Paterson	" "
East end of single track, Riverside, Paterson	" "
North Hawthorne	" "
New Powder Mill Switch, Pompton Lakes	" "
Pompton Junction	" "
Register Room, Butler	" "
Roundhouse, Butler	" "
Green Pond Junction	" "
Beaver Lake	" "
Sparta Junction	" "
Hyper Humus, D. L. & W. Crossing	" "
Swartwood Junction	" "
East end of siding, Stillwater	" "
West end of siding, Stillwater	" "
East end of siding, Blairstown	" "
West end of siding, Blairstown	" "
Hainesburg Junction	" "
Ogdensburg	" "

### SHORT LINE TELEPHONES

<i>Location</i>	<i>Connection</i>
East end Track 4	Croxtown Tower
Susquehanna Transfer	Dispatcher's Office
Granton Junction	" "
Babbitt Station	" "
Signal 8-1-S	" "
East end Little Ferry Old Yard	" "
East End W. S. R. R. Interchange	" "
Yardmaster's Office Little Ferry Jct.	" "
Crossover Little Ferry Jct.	" "
Engine Dispatchers Office	" "
Little Ferry Paper Mill	" "
Lodi Junction	" "
Station Switch, Rochelle Park	" "
Passaic Junction	" "
Paterson Station	" "
Broadway Crossing Tower	" "
Governor Street Crossing Tower	" "
East end of single track—Riverside	" "
Riverside Crossing Tower	" "
North Hawthorne Interchange	" "

East end North Hawthorne Siding	Dispatcher's Office
No. 8 Signal, North Hawthorne	" "
East end yard, North Hawthorne	" "
North Hawthorne Station	" "
Crossing Tower, Midland Park	North Hawthorne
Wortendyke Station	" "
West end of passing siding, Wortendyke	" "
Station Switch, Wyckoff	" "
East end of passing siding, Campgaw	" "
West end of passing siding, Oakland	" "
East end of Yard, Pompton Lakes	" "
Pompton Junction	" "
West end of "Y" Pompton Junction	" "
East end of passing siding, Bloomingdale	" "
West end of passing siding, Bloomingdale	" "
Register Room, Butler	" "
West end Butler Yard	Butler
Turntable, Butler	" "
Green Pond Junction	" "
East end Macopin siding	" "
West end Macopin siding	" "
Station Switch, Newfoundland	" "
East end of Oak Ridge Siding	" "
West end of Oak Ridge Siding	" "
Stockholm	" "
Register Room Beaver Lake	" "

### GENERAL INSTRUCTIONS

Train crew of No. 818 will make 'announcement' at 'Hackensack. This train to make Times Square, New York connection only. Does not operate into Jersey City.

When eastbound trains approach Susquehanna Transfer conductors and trainmen must make the announcement "Susquehanna Transfer, change for Times Square, New York."

Conductors and trainmen, departing from each station, must make the announcement "The next station is —," and arriving at each station, call the name of that station twice, clearly and distinctly, in each coach.

When stationed alongside their train at Jersey City Station, they must indicate their trains by using the words "On this side" instead of "On your left" or "On your right."

When announcing train at Jersey City, train must be called "N. Y. S. & W." and not "Susquehanna."

Immediately before departure of passenger trains from Jersey City, a member of the train crew must announce inside the cars the destination of the train.

Train crews on westbound trains will make announcement at Susquehanna Transfer as to destination of their trains.

Uniformed agents of Union News Co. will be permitted to sell their merchandise on passenger trains, under direct supervision of conductor.

Conductors and trainmen when opening doors in passenger cars for the purpose of handling passengers at stations must see that doors are properly latched open.

It is absolutely necessary that the hand brakes be applied on both ends of passenger equipment. It must be understood that the hand brakes must be released on all equipment before departing terminals.

All passenger equipment must be kept locked while laying over at terminals.

Conductors and trainmen must keep toilet doors locked while trains are in Jersey City and other large stations and have them unlocked on westbound trains before passing Croxton, and when leaving other stations.

Passenger train employes must close windows of passenger cars before leaving their trains at terminals.

Uniformed employes must not wear uniform caps while dead-heading on passenger trains.



- The use of the public SUBURBAN TIMETABLE by employes while on duty is prohibited.
- Employes must not occupy seats in passenger trains to the exclusion of paying passengers and must vacate seats when paying passengers are standing.
- Employes in train and engine service, while dead-heading, must not take part in card games.
- Passenger conductors and trainmen must prevent passengers destined to terminal stations from riding beyond station platforms and prevent passengers from boarding trains at such terminals until trains arrive at stations.
- Passenger conductors and trainmen must not touch passengers boarding and leaving cars, except small children, invalid or feeble passengers, but they must stand prepared to give assistance should it be warranted.
- Passenger conductors must remit cash collections daily.
- Passenger conductors must report at Dispatcher's office, Jersey City, for orders fifteen minutes before leaving time of each train.
- Lost articles found on trains or about stations must be turned in or forwarded under register to Lost and Found department, Paterson, Broadway. If unclaimed for 30-day period, articles will be surrendered to finder. Perishable articles will not be retained beyond a reasonable time.
- Conductor will arrange for search of each car in train after passengers are unloaded for lost articles and will report any unauthorized person who attempts to search equipment.
- Conductors must keep record of seals on carload lots of baggage, such as theatrical baggage, and be prepared to furnish full information in case claim is made for loss.
- Baggage to be checked should be delivered at stations at least thirty minutes before train time. Baggage must not be checked to or from Hackensack.
- When trains are instructed to omit regular stops, conductors and trainmen must be careful to make announcement so that passengers will not board train for stations at which stops are omitted.
- Where a train has sidetracked and is to give its passengers to following train, conductors must get in touch with Dispatcher as to stops train will make in handling passengers and make announcement to passengers regarding the stops.
- Under no circumstances must a car without brake (either air or hand) be handled behind cabooses even when chained. A car may be handled behind cabooses when necessary, provided the air can be coupled through and is in working order or when there is a good hand-brake available, but in doing so car must be chained to the caboose and a trainman stationed on such car.
- At the completion of each trip, when a caboose is to be unoccupied, conductors and trainmen must know that the fire is removed from the stove and all lights extinguished before leaving same.
- When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving car.
- Freight conductors must transcribe tonnage carefully from way-bills to wheel reports and add up the tonnage in transit. In case total tonnage does not agree with tonnage reported out of terminal, they must telegraph from the first available point, advising the correct tonnage of the train.
- Conductors will arrange to check trains before moving same from Little Ferry Jct. or Croxton. Will not move cars without bills.
- Conductors must examine carefully releases held by attendants in charge of live stock to see that they are in proper form and date and that the attendant is the signer of the release.
- Freight conductors must show on their train slips the time of arrival of their trains at terminals.
- Freight conductors must leave at stations where they take on or leave cars, train slips properly filled out to show the cars so handled.
- Passenger trains when blocked off by freight train at a station will wait until freight train clears and passengers have had opportunity

- to board train. When delay will exceed 5 minutes, communicate with Train Dispatcher. This does not apply to commuter trains.
- Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 16 car lengths from the engine, diesel-electric locomotive or motor car, and at least 11 car lengths from the caboose, if the length of the train will permit.
- Cars placarded "Explosives" may be placed in local freight trains, not closer than 2-car lengths from the engine, diesel-electric locomotive or motor car or caboose. Conductors will notify engineers when explosives in train departing Terminals or picked up on division.
- Trainmen before entering a car containing gasoline, must leave the car door open a sufficient period of time to allow gases to escape before entering the car with a light.
- Conductors will reseal cars found with broken seals or without seals maintaining proper record and furnishing wire report of action taken.

### WORK TRAINS

- On two or more tracks, conductors on work extras must advise Train Dispatcher by wire before leaving initial station specifying working limits, and must not proceed beyond such limits without permission from Train Dispatcher. When work is completed for the day and train clear of main track conductors must so report.
- Only members of crews manning work or wreck trains are permitted to give signals governing movement of such trains or portion of trains. Locomotive engineers of these trains must not accept signals given by other than members of train crew except "Stop" signals given in emergency.

### LOCOMOTIVE CRANES

- Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track and member of train crew will give proceed signal to approaching train.

### SPREADING EQUIPMENT

- When handling Jordan Spreader, engineers and conductors will arrange to have train line and main reservoir hoses coupled and know that the reservoirs on the machine are charged to 110 pounds before an attempt is made to do any work with the machine. Engineers are required to watch main reservoir pressure on the engine to maintain 110 to 130 pounds.

### AUTOMATIC ELECTRIC CROSSING GATES

Automatic electric crossing gates are in operation at:

Crossings	Length of Circuits	
	Eastbound	Westbound
Fort Lee Road, Bogota	1500 ft.	1760 ft.
Maywood Avenue, Maywood	2200 ft.	2200 ft.
Rochelle Avenue, Rochelle Park	2640 ft.	2640 ft.
Boulevard (Van Riper Ave.) East Paterson	2640 ft.	2640 ft.
River Drive, East Paterson	2200 ft.	2200 ft.
Vreeland Avenue, Paterson	1100 ft.	1100 ft.
Broadway Paterson	1100 ft.	1100 ft.
Oakland Avenue, Oakland	2000 ft.	2200 ft.
Wanaque Avenue, Pompton Lakes	2200 ft.	2200 ft.

- Automatic gates are operated by track circuits, the starting points of which are indicated by road signs, reading: "BEGINNING OF CIRCUIT FOR AUTOMATIC GATES." Trains will reduce speed so as to use not less than 30 seconds from beginning of circuits to the crossings.
- Manual releases for the electric gates are installed at the relay case located at the crossings. These releases are operated by switch keys and are marked "EASTBOUND" and "WESTBOUND" "CUT IN" and "CUT OUT" respectively. They are provided for the purpose of releasing the gates if the track circuits are occupied by trains performing switching operations or otherwise delayed while occupying the circuit. The gates are provided with a red light indication showing in the direction of approaching trains on both east and westbound tracks and visible to the trains when the gates are in the raised position. Trains finding gates in raised position will stop short of the crossing and operate cut-in to lower gates before proceeding over crossing.

A train entering the approach circuit and performing switching operations within the limits of the approach circuit must first proceed to the crossing and release gates by operating manual cut-out for the track occupied. If such a train then enters a side-track to clear the main track and closes the main track switch, normal operation of the gates will be automatically restored. A train that has operated manual release to clear the gates will, when proceeding to the crossing, stop short of the crossing, and operate cut-in to lower the gates before proceeding over the crossing.

A manual release for Eastbound Circuit for Broadway Crossing Paterson marked "CUT OUT" and "CUT IN" is located on Crossing Watchman's Tower at East 18th Street and Hamilton Avenue. A "CUT" circuit 342 feet long in the eastbound circuit controls the automatic gates at Broadway Crossing. This "CUT" circuit extends between the sign located 186 feet west of Twelfth Avenue reading "BEGINNING OF CIRCUIT FOR AUTOMATIC GATES", and the sign located 111 feet east of Twelfth Avenue reading, "END OF EASTBOUND CUT CIRCUIT". When a train occupies this "CUT" circuit the automatic gates at Broadway Crossing may be released by operating manual release located on the post of the sign located 186 feet west of Twelfth Avenue. Operation of automatic gates will be automatically restored to normal when train leaves this "CUT" circuit. A 535 ft. "CUT" Circuit is located at east end of the westbound circuit and is indicated by a sign reading "END OF WESTBOUND CUT CIRCUIT", located 10 ft. west of Ellison Place Crossing. With trains occupying automatic gate circuit east of this sign, the gates may be released by operating manual release on Crossing Watchman's Tower at Ellison Place, marked "AUTOMATIC GATE CUT OUT" and "CUT IN" for westbound "CUT" Circuit. Operation of Gates will be restored to normal when train leaves westbound "CUT" circuit.

A sign reading "Automatic Cut-out Device" is located on the north side of Main Track 1150 feet east of Wanaque Avenue, Pompton Lakes. When the track circuit east of this point is occupied and any Main Track switch between this point and the east end of the track circuit is opened, the automatic gates will be cut out and will raise. After such an operation the gates will be restored to normal operation when the train proceeds west of the point of cut-out.

#### **PUBLIC CROSSINGS AT GRADE**

Trains moving against the current of traffic will stop short of the crossings and protect movement over crossings by flag protection as per Operating Rule 103.

At highway Grade Crossings equipped with automatic visual warning signals, but not equipped with cutout controls and no crossing watchman on duty: When a train or engine stops or is switching, or cars are left standing within operating circuits of automatic highway crossing signals, causing warning signals to operate more than 5 minutes, member of crew or other qualified employe must be stationed at the crossing, to direct highway traffic and pedestrians safely over crossing and make every effort to avoid delay to such traffic.

Manual cut-out and cut-in device controlling automatic flagman at Diamond Bridge Avenue, Hawthorne located on east end of Crossing Watchman's cabin, at southwest side of the crossing. Crews performing switching operations east of Central Avenue or at Hawthorne Interchange, will operate this device when crossing watchman at Diamond Bridge Avenue is off duty and member of crew will protect the crossing.

Automatic flagman at Central Avenue and at Warburton Ave., North Hawthorne, are so connected as to start operating when signal at North Hawthorne is set in clear position. Following rules will govern: No. 1—Operator at North Hawthorne will not clear signal No. 3 for eastbound trains until train departs from station. No. 2—All trains and engines moving east from North Hawthorne when eastbound signal located 400 feet east of station is not clear, or cannot be cleared, will come to full stop before proceeding over Central Avenue and proceed at ten miles per hour over Warburton Ave. Crossing.

Manual cut-out and cut-in device at North Hawthorne, controlling automatic flagman at Central Avenue and Warburton Avenue is located on south side main track between switch leading to east end

yard and west end passing siding. Control of this device extends to Central Avenue Crossing. When cut-out device is operated automatic flagman at Central Avenue and Warburton Avenue will not operate when the main track is occupied at any point west of Central Avenue, or when the main track switch at the east end of North Hawthorne Yard is open. Trainmen will operate this device to eliminate unnecessary operation of automatic crossing flagman and member of the crew will protect crossing. Eastbound trains finding this main track switch set for Yard movement will operate cut-in device before proceeding over Central Avenue Crossing.

Manual cut-out with cut-in device controlling flasher lights at Utter Ave. Crossing, west of North Hawthorne located at Northeast corner of crossing. Trains performing switching movements in vicinity of this crossing will operate this device and member of crew protect crossing. Westbound trains leaving Yard must operate this device after main track switch is opened for movement to main track.

Manual cut-out devices controlling automatic crossing protection, after having been manually operated or cut out will, when train leaves circuit which was cut out, automatically restore crossing protection only when all main track switches in that circuit have been lined in normal position.

Westbound trains authorized to pass westward manual advance signal located 225 feet east of Van Winkle Avenue Crossing west of North Hawthorne, will, when such signal displays "STOP" indication, come to a full stop east of Van Winkle Avenue and flag over the crossing.

When trains meet at Campgaw and eastbound train takes siding, westbound train will run at a speed not to exceed five (5) miles per hour, over Pulis Avenue Crossing, west of Campgaw station, account Flasher signals not operating under such conditions.

Manual cut-out and cut-in device controlling flasher lights and bell at Ringwood Avenue, Pompton Lakes, is mounted on the signal relay case, north side of track 200 feet west of N. Y. & G. L. R.R. crossing Pompton Jct. Cut-out is provided for crews occupying main track between a point 200 feet west of point of switch to south leg of Wye and a point 200 feet east of N. Y. & G. L. Crossing.

Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.

All trains and engines are required to flag over the following crossings during the hours shown, when no manual crossing protection is provided:

Location	Hours
Midland Avenue, Passaic Junction .....	10:15 P.M. to 5:35 A.M.
31st Street & 20th Avenue, Paterson .....	1:15 A.M. to 5:15 A.M.
27th Street, Paterson .....	1:15 A.M. to 5:15 A.M.
17th Avenue & 24th Street, Paterson .....	1:15 A.M. to 5:15 A.M.
Park Avenue & 22nd Street, Paterson .....	1:30 A.M. to 5:15 A.M.
Ellison Place, Paterson .....	1:30 A.M. to 5:15 A.M.
East 18th Street & Hamilton Ave., Paterson .....	1:30 A.M. to 5:15 A.M.
Godwin Avenue, Paterson .....	1:30 A.M. to 5:15 A.M.
12th Avenue, Paterson .....	1:30 A.M. to 5:15 A.M.
Governor Street, Paterson .....	1:30 A.M. to 5:15 A.M.
Lafayette Street, Paterson .....	1:30 A.M. to 5:15 A.M.
6th Avenue, Paterson .....	1:30 A.M. to 5:15 A.M.
5th Avenue, Paterson .....	1:30 A.M. to 5:15 A.M.
River Street, Riverside Paterson .....	1:30 A.M. to 5:15 A.M.
Goffe Road, Midland Park .....	9:45 P.M. to 5:15 A.M.
Boonton Avenue, Butler .....	7:00 P.M. to 6:55 A.M., week days and all day Sunday

## CROSSOVER RESTRICTIONS

In the territory Greenpond Junction to Little Ferry Junction permission to enter upon main tracks or to cross over from one main track to another must first be obtained from Train Dispatcher, except where movement is governed by signal indication. This does not relieve enginemen and trainmen from protecting movements as per Operating Rule 99.

Unless otherwise provided in automatic block system territory engines or trains before entering a main track or crossing from one main track to another must obtain permission from the train dispatcher. This permission must not be given unless it is known that the movement of an approaching train will not be effected. This will not relieve employes in train service from the duty of promptly and properly protecting their train. Trainmen will operate the switch and wait three (3) minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be effected.

Employes must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc., are observed, trainmen will be notified by use of following code:

### HOT JOURNALS.

By day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

### CONNECTIONS DRAGGING.

By day or night—Give stop signal.

### CAR DOOR SWINGING OR ABOUT TO FALL.

By day—Raise hand above head and hold it stationary.

By night—Same signal with lantern, in addition give stop signal.

### BRAKES STICKING.

By day—Shove hand in sliding movement from body.

By night—Same signal with lantern, in addition give stop signal.

### FLAT WHEELS.

By day—Place palms of both hands together in horizontal position.

By night—Hold lantern at arm's length with globe in horizontal position.

### ALL CLEAR.

By day or night—Proceed signal.

Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

## TRAINS STOPPING AT LITTLE FERRY ROUNDHOUSE FOR EMPLOYES

### Eastbound:

Weekdays 904—906—908

920—924—846

Saturdays 960—846

Sundays 846

Holidays 846

### Westbound:

Weekdays 907—829—933

849—851

Saturdays 829—849

Sundays 849

Holidays 829

**Paterson City Branch**

**EASTWARD—FIRST CLASS TRAINS (Read Up)**

Distance between Stations	No. 20 STATIONS			850	878	880	804
				Daily	Daily Except Sunday	Sunday Only	Daily Ex. Sat. Sun. and Hol.
				A.M.	A.M.	A.M.	A.M.
0.7	..... PATERSON.....N PATERSON CITY N			N.B. s12.18 12.15	N.B. 1.18 1.15	1.25 1.22	N.B. s 6.28 6.25
		<b>806</b>	<b>882</b>	<b>808</b>	<b>810</b>	<b>884</b>	<b>812</b>
		Daily Ex. Sat. & Sun.	Saturday Only	Daily Ex. Sat. Sun. and Hol	Daily Ex. Saturday	Saturday Only	Daily Ex. Sunday and Hol.
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
0.7	..... PATERSON.....N PATERSON CITY N	N.B. s 7.03 7.00	N.B. s 7.07 7.04	N.B. s 7.33 7.30	N.B. s 8.03 8.00	N.B. s 8.03 8.00	N.B. s 8.33 8.30
		<b>814</b>	<b>816</b>	<b>818</b>	<b>820</b>	<b>822</b>	<b>824</b>
		Daily	Daily Ex. Sat. Sun. & Hol.	Daily	Daily	Daily	Daily
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
0.7	..... PATERSON.....N PATERSON CITY N	N.B. s 9.03 9.00	N.B. s 9.33 9.30	N.B. s10.03 10.00	N.B. s11.03 11.00	N.B. s12.03 12.00	N.B. s 1.03 1.00
		<b>826</b>	<b>828</b>	<b>890</b>	<b>830</b>	<b>832</b>	<b>892</b>
		Daily	Daily	Daily Ex. Sat. Sun. & Hol.	Sat., Sun. and Hol. Only	Daily	Daily Ex. Sat. Sun. & Hol.
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0.7	..... PATERSON.....N PATERSON CITY N	N.B. s 2.03 2.00	N.B. s 3.03 3.00	N.B. s 4.03 4.00	N.B. s 4.03 4.00	N.B. s 5.03 5.00	N.B. s 5.33 5.30
		<b>836</b>	<b>838</b>	<b>840</b>	<b>896</b>	<b>842</b>	<b>844</b>
		Daily	Daily Ex. Sat. Sun. & Hol.	Daily	Daily Except Sat. & Sun.	Daily	Daily
		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0.7	..... PATERSON.....N PATERSON CITY N	N.B. s 6.03 6.00	N.B. s 6.33 6.30	N.B. s 7.03 7.00	N.B. 7.43 7.35	N.B. s 8.03 8.00	N.B. s 9.03 9.00
		<b>846</b>	<b>848</b>				
		Daily	Daily				
		P.M.	P.M.				
0.7	..... PATERSON.....N PATERSON CITY N	N.B. s10.03 10.00	N.B. s11.18 11.15				

**Superiority of Trains**

Westward trains are superior to eastward trains of the same class. Except No. 884 is superior to No. 885, Paterson City to Paterson.

Speed Restrictions  
 Paterson City Branch..... 15 Miles per Hour  
 First Class Trains over Madison Avenue and East 18th Street.. 5  
 All westward trains reduce speed to 5 miles per hour from Summer St. overhead bridge to Paterson City station.

**SPECIAL INSTRUCTIONS**

Engine headlights of all trains will be kept lighted at all times while operating on Paterson City Branch.  
 Freight trains or engines operating between Paterson (Broadway)

Paterson City Branch

WESTWARD—FIRST CLASS TRAINS (Read Down)

Distance between Stations	No. 20				849	877	11	
	STATIONS				Daily	Daily	Daily Ex Sat. Sun. and Hol.	
					A.M.	A.M.	A.M.	
0.7	.....	.....			N.B.	N.B.	X	
	.....	.....			\$12.09	\$ 1.09	5.58	
	.....	.....			12.12	1.12	6.01	
			15	881	805	807	885	809
			Daily Ex. Sat. and Sunday	Saturday Only	Daily Ex. Sat. Sun. and Hol.	Daily	Saturday Only	Daily Ex. Sat. Sun. and Hol.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
			X	N.B.	N.B.	N.B.	N.B.	N.B.
0.7	.....	.....	6.48	6.57	\$ 7.24	\$ 7.54	8.05	\$ 8.24
	.....	.....	6.51	7.00	7.27	7.57	8.08	8.27
			811	813	815	819	821	823
			Daily	Daily Ex. Sat. Sun. and Hol.	Daily	Daily	Daily	Daily
			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
			N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
0.7	.....	.....	\$ 8.54	\$ 9.24	\$ 9.54	\$10.54	\$11.54	\$12.54
	.....	.....	8.57	9.27	9.57	10.57	11.57	12.57
			825	827	889	829	831	891
			Daily	Daily	Daily Ex. Sat. Sun. & Hol.	Saturday Sunday & Hol. only	Daily	Daily Ex. Sat. Sun & Hol.
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
0.7	.....	.....	\$ 1.54	\$ 2.54	\$ 3.54	\$ 3.54	\$ 4.54	5.21
	.....	.....	1.57	2.57	3.57	3.57	4.57	5.25
			833	835	837	895	841	897
			Daily	Daily Ex. Sat. Sun. & Hol.	Daily	Daily Except Sat. & Sun.	Daily	Daily
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
			N.B.	N.B.	N.B.	N.B.	N.B.	N.B.
0.7	.....	.....	5.58	\$ 6.24	\$ 6.54	\$ 7.29	\$ 7.54	\$ 8.54
	.....	.....	5.56	6.27	6.57	7.32	7.57	8.57
			845	847	899			
			Daily	Saturday Sunday & Hol. Only	Daily Ex. Sat. Sun. & Hol.			
			P.M.	P.M.	P.M.			
			N.B.	N.B.	N.B.			
0.7	.....	.....	\$ 9.54	\$10.54	\$11.08			
	.....	.....	9.57	10.57	11.08			

and Paterson City will flag over Madison Ave., East 18th Street and Straight Street Crossings.

Scheduled trains will not depart Paterson City without Clearance Form "A" or permission of Train Dispatcher, when operators are on duty.

Extra trains operating on Paterson City Branch will not depart Paterson City or Paterson without train orders and Clearance Form "A".

All main track hand-operated switches are equipped with a switch lock. All such switches must be properly lined and locked after having been used. The absence of a switch lock must be reported immediately to Dispatcher.

Saturdays, Sundays and Holidays train No. 833 stop Paterson. Arrive Paterson City 5.57 P. M.

Sundays, Train No. 877 depart Paterson 1.15 A.M. Arrive Paterson City 1.18 A. M.

20 New York, Susquehanna & Western Railroad

Hainesburg Junction to Granton Junction

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Hainesburg Jct.	Distance between Stations	No. 20 STATIONS	850	904	804	906
			Daily	Daily Ex. Sat., Sun. and Hol.	Daily Ex. Sat. Sun. and Hol.	Daily Ex. Sat. Sun. and Hol.
			A.M.	A.M.	A.M.	A.M.
			N.B.		N.B.	
88.4	4.9	JERSEY CITY.....A.		6.15		7.26
83.5	2.2	SUSQUEHANNA TRANSFER	12.39	6.03	6.50	7.16
81.3	0.3	GRANTON JCT.....N		6.00	6.47	7.13
81.0	1.5	BABBITT.....		*		
79.5	1.2	LITTLE FERRY JCT.....				
78.3	0.7	LITTLE FERRY.....	12.33	5.54	6.44	7.06
77.6	1.5	RIDGEFIELD PARK.....		5.52		7.04
76.1	0.6	BOGOTA.....		5.50		7.01
75.5	0.7	HACKENSACK.....	12.30	5.48	6.40	6.59
74.8	0.7	PROSPECT AVE.....				
74.1	0.8	MAYWOOD.....		5.45	6.37	6.55
73.3	1.3	ROCHELLE PARK.....		5.43	6.35	6.53
72.0	1.2	PASSAIC JCT.....N	12.25	5.41		6.50
70.8	0.6	EAST PATERSON.....	12.23	5.39		6.48
70.2	1.2	VREELAND AVE.....	12.21	5.37	6.31	6.45
69.0	1.4	PATERSON.....N	12.18	5.34	6.28	6.42
67.6	0.9	RIVERSIDE.....		5.31		6.38
66.7	0.6	HAWTHORNE.....		5.29		6.36
66.1	1.8	NO. HAWTHORNE.....N		5.27		6.34
64.3	1.2	MIDLAND PARK.....		5.23		6.30
63.1	1.5	WORTENDYKE.....D		5.20		6.27
61.6	1.7	WYCKOFF.....		5.17		6.24
59.9	1.1	CAMPGAW.....N		5.14		6.21
58.8	1.3	CRYSTAL LAKE.....			6.18	
57.5	0.8	OAKLAND.....D		5.10		6.15
56.7	2.2	WEST OAKLAND.....		5.09		6.13
54.5	0.5	POMPTON LAKES.....D		5.04		6.09
54.0	1.2	POMPTON JCT.....				
52.8	1.2	BLOOMINGDALE.....				
51.6	4.9	BUTLER.....N		4.59		6.03
46.7	0.6	GREEN POND JCT.....				
46.1	0.4	CHARLOTTEBURG.....				
45.7	1.3	MACOPIN SIDING.....				
44.4	1.9	NEWFOUNDLAND.....D				
42.5	3.4	OAK RIDGE.....				
39.1	3.5	STOCKHOLM.....				
35.6	6.4	BEAVER LAKE.....				
29.2	2.9	SPARTA.....D				
26.3	2.3	SPARTA JCT.....D				
24.0	3.0	HYPER-HUMUS.....D				
21.0	2.6	HALSEY.....				
18.4	0.4	SWARTSWOOD JCT.....N				
18.0	4.0	SWARTSWOOD.....				
14.0	4.4	STILLWATER.....D				
9.6	3.1	MARKSBORO.....				
6.5	6.1	BLAIRSTOWN.....D				
0.4	0.4	HAINESBURG.....				
0.0	0.0	HAINESBURG JCT.....N				

Single Track

Will not operate east of Little Ferry Monday thru Saturday. Equipment for No. 851 Sunday.

Stop Babbitt on signal.

No passengers east of Hackensack.

Stop Little Ferry Roundhouse employees.

Stop Little Ferry Roundhouse employees.

A.M.

A.M.

A.M.

A.M.





Hainesburg Junction to Granton Junction

		EASTWARD — FIRST CLASS — TRAINS (Read Up)					
Distance from Hainesburg Jct.	Distance between Stations	No. 20 STATIONS	962	812	814	816	818
			Saturday Only	Daily Ex. Sun. and Hol.	Daily	Daily Ex. Sat., Sun. and Hol.	Daily
			A.M.	A.M.	A.M.	A.M.	A.M.
			N.B.	N.B.	N.B.	N.B.	N.B.
88.4	4.9	JERSEY CITY.....A.	8.39				
83.5	2.2	SUSQUEHANNA TRANSFER	8.30	8.55	9.25	9.55	10.25
81.3	0.3	GRANTON JCT.....N	8.27	8.52	9.22	9.52	10.22
81.0	1.5	BABBITT.....f	8.26				
79.5	1.2	LITTLE FERRY JCT.....f					
78.3	0.7	LITTLE FERRY.....f	8.23	8.49	9.19	9.49	10.18
77.6	1.5	RIDGEFIELD PARK.....f	8.21				
76.1	0.6	BOGOTA.....f	8.19				
75.5	0.7	HACKENSACK.....s	8.17	8.45	9.15	9.45	10.15
74.8	0.7	PROSPECT AVE.....f	8.15		9.13		
74.1	0.8	MAYWOOD.....s	8.14		9.12		10.13
73.3	1.3	ROCHELLE PARK.....s	8.12	8.41		9.40	10.11
72.0	1.2	PASSAIC JCT.....N	8.10		9.09		
70.8	0.6	EAST PATERSON.....f	8.08	8.38		9.38	10.08
70.2	1.2	VREELAND AVE.....s	8.06	8.36	9.06	9.36	10.06
69.0	1.4	PATERSON.....N	8.03	8.33	9.03	9.33	10.03
67.6	0.9	RIVERSIDE.....f	8.00				
66.7	0.6	HAWTHORNE.....s	7.58				
66.1	1.8	NO. HAWTHORNE.....N	7.56				
64.3	1.2	MIDLAND PARK.....s	7.52				
63.1	1.5	WORTENDYKE.....D	7.49				
61.6	1.7	WYCKOFF.....s	7.46				
59.9	1.1	CAMPGAW.....N	7.43				
58.8	1.3	CRYSTAL LAKE.....f	7.41				
57.5	0.8	OAKLAND.....D	7.39				
56.7	2.2	WEST OAKLAND.....f	7.38				
54.5	0.5	POMPTON LAKES.....D	7.35				
54.0	1.2	POMPTON JCT.....f					
52.8	1.2	BLOOMINGDALE.....f					
51.6	4.9	BUTLER.....N	7.30				
46.7	0.6	GREEN POND JCT.....f					
46.1	0.4	CHARLOTTEBURG.....f					
45.7	1.3	MACOPIN SIDING.....f					
44.4	1.9	NEWFOUNDLAND.....D					
42.5	3.4	OAK RIDGE.....f					
39.1	3.5	STOCKHOLM.....f					
35.6	6.4	BEAVER LAKE.....f					
29.2	2.9	SPARTA.....D					
26.3	2.3	SPARTA JCT.....D					
24.0	3.0	HYPER-HUMUS.....D					
21.0	2.6	HALSEY.....f					
18.4	0.4	SWARTSWOOD JCT.....N					
18.0	4.0	SWARTSWOOD.....f					
14.0	4.4	STILLWATER.....D					
9.6	3.1	MARKSBORO.....f					
6.5	6.1	BLAIRSTOWN.....D					
0.4	0.4	HAINESBURG.....f					
0.0	0.0	HAINESBURG JCT.....N					
			A.M.	A.M.	A.M.	A.M.	A.M.

Single Track

Will make connection with Train No. 884 at Paterson for passengers east of Paterson.

Saturdays stop at East Paterson, 8.39 A. M.; Rochelle Park, 8.44 A. M.; Maywood, 8.46 A. M.; Prospect Ave., 8.48 A. M.; Hackensack, 8.51 A. M.; arrive at Susquehanna Transfer, 9.04 A. M.

Will wait at Paterson for train 920 to receive Times Square Passengers



Hainesburg Junction to Granton Junction

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Hainesburg Jct.	Distance between Stations	No. 20 STATIONS	830	924	832	834
			Sat., Sun. and Hol. only	Daily Ex. Sat., Sun. and Hol.	Daily	Daily Ex. Sat., Sun. and Hol.
			P.M.	P.M.	P.M.	P.M.
			N.B.		N.B.	N.B.
88.4	4.9	JERSEY CITY.....A.		4.44		
83.5	2.2	SUSQUEHANNA TRANSFER	4.25	s 4.34	5.25	5.55
81.3	0.3	GRANTON JCT.....N	4.22	4.31	5.22	5.52
81.0	1.5	BABBITT.....				
79.5	1.2	LITTLE FERRY JCT.....				
78.3	0.7	LITTLE FERRY.....	4.18	4.27	5.18	5.48
77.6	1.5	RIDGEFIELD PARK.....				
76.1	0.6	BOGOTA.....		s 4.24		
75.5	0.7	HACKENSACK.....s	4.15	s 4.20	s 5.15	s 5.45
74.8	0.7	PROSPECT AVE.....				
74.1	0.8	MAYWOOD.....f	4.12	s 4.16		f 5.42
73.3	1.3	ROCHELLE PARK.....		s 4.18	f 5.11	
72.0	1.2	PASSAIC JCT.....N	4.10	4.09		5.40
70.8	0.6	EAST PATERSON.....	s 4.08	s 4.08	s 5.08	s 5.38
70.2	1.2	VREELAND AVE.....s	4.06	s 4.06	s 5.06	s 5.36
69.0	1.4	PATERSON.....N	s 4.03	s 4.03	s 5.03	s 5.33
				3.54		5.21
67.6	0.9	RIVERSIDE.....		f 3.50		s 5.18
66.7	0.6	HAWTHORNE.....		s 3.48		s 5.17
66.1	1.8	NO. HAWTHORNE..N		s 3.43		s 5.15
64.3	1.2	MIDLAND PARK.....		s 3.39		
63.1	1.5	WORTENDYKE.....D		s 3.36		
61.6	1.7	WYCKOFF.....		s 3.33		
59.9	1.1	CAMPGAW.....N		f 3.29		
58.8	1.3	CRYSTAL LAKE.....				
57.5	0.8	OAKLAND.....D		s 3.25		
56.7	2.2	WEST OAKLAND.....		*		
54.5	0.5	POMPTON LAKES..D		s 3.20		
54.0	1.2	POMPTON JCT.....				
52.8	1.2	BLOOMINGDALE.....				
51.6	4.9	BUTLER.....N		s 3.12		
46.7	0.6	GREEN POND JCT.....				
46.1	0.4	CHARLOTTEBURG..				
45.7	1.3	MACOPIN SIDING..				
44.4	1.9	NEWFOUNDLAND..D				
42.5	3.4	OAK RIDGE.....				
39.1	3.5	STOCKHOLM.....				
35.6	6.4	BEAVER LAKE.....				
29.2	2.9	SPARTA.....D				
26.3	2.3	SPARTA JCT.....D				
24.0	3.0	HYPER-HUMUS...D				
21.0	2.6	HALSEY.....				
18.4	0.4	SWARTSWOOD JCTN				
18.0	4.0	SWARTSWOOD.....				
14.0	4.4	STILLWATER.....D				
9.6	3.1	MARKSBORO.....				
6.5	6.1	BLAIRSTOWN.....D				
0.4	0.4	HAINESBURG.....				
0.0	0.0	HAINESBURG JCT. N				
			P.M.	P.M.	P.M.	P.M.

Single Track

Will stop West Oakland to receive or discharge passengers.

Stop Little Ferry roundhouse employees.

No. 924 will make connection with train 890 at Paterson to receive passengers for East of Paterson

Hainesburg Junction to Granton Junction

EASTWARD — FIRST CLASS — TRAINS (Read Up)

836	838	840	842	844				
Daily	Daily Ex. Sat., Sun. and Hol.	Daily	Daily	Daily				
P.M.	P.M.	P.M.	P.M.	P.M.				
N.B.	N.B.	N.B.	N.B.	N.B.				
6.25	6.55	7.25	8.25	9.25				
6.22	6.52	7.22	8.22	9.22				
6.18	6.48	7.18	8.18	9.18				
s 6.15	s 6.45	s 7.15	s 8.15	s 9.15				
*.....	f 6.42	f 7.13		s 9.12				
f 6.10		f 7.11	s 8.10					
	6.39			9.10				
		s 7.08	f 8.08	s 9.08				
s 6.06	s 6.36	s 7.06	s 8.06	s 9.06				
s 6.03	s 6.33	s 7.03	s 8.03	s 9.03				
Saturdays, Sunday and Holiday stop at Maywood.								
P.M.	P.M.	P.M.	P.M.	P.M.				

Hainesburg Junction to Granton Junction

EASTWARD — FIRST CLASS — TRAINS (Read Up)

Distance from Hainesburg Jct.	Distance between Stations	STATIONS	846	848		
			Daily	Daily		
			P.M.	P.M.		
			N.B.	N.B.		
88.4	4.9	JERSEY CITY.....A.				
83.5	2.2	SUSQUEHANNA TRANSFER	10.25	11.40		
81.3	0.3	GRANTON JCT.....N	10.22	11.37		
81.0	1.5	BABBITT.....				
79.5	1.2	LITTLE FERRY JCT.....				
78.3	0.7	LITTLE FERRY.....	10.18	11.33		
77.6	1.5	RIDGEFIELD PARK.....				
76.1	10.6	BOGOTA.....				
75.5	0.7	HACKENSACK.....	\$10.15	\$11.30		
74.8	0.7	PROSPECT AVE.....				
74.1	10.8	MAYWOOD.....		\$11.28		
73.3	1.3	ROCHELLE PARK.....	\$10.10	*		
72.0	1.2	PASSAIC JCT.....N		11.25		
70.8	0.6	EAST PATERSON.....		\$11.23		
70.2	1.2	VREELAND AVE.....	\$10.06	\$11.21		
69.0	1.4	PATERSON.....N	\$10.03	\$11.18		
67.6	0.9	RIVERSIDE.....				
66.7	0.6	HAWTHORNE.....				
66.1	1.8	NO. HAWTHORNE.....N				
64.3	1.2	MIDLAND PARK.....				
63.1	1.5	WORTENDYKE.....D				
61.6	1.7	WYCKOFF.....				
59.9	1.1	CAMPGAW.....N				
58.8	1.3	CRYSTAL LAKE.....				
57.5	0.8	OAKLAND.....D				
56.7	2.2	WEST OAKLAND.....				
54.5	0.5	POMPTON LAKES.....D				
54.0	1.2	POMPTON JCT.....				
52.8	1.2	BLOOMINGDALE.....				
51.6	4.9	BUTLER.....N				
46.7	0.6	GREEN POND JCT.....				
46.1	10.4	CHARLOTTEBURG.....				
45.7	1.3	MACOPIN SIDING.....				
44.4	1.9	NEWFOUNDLAND.....D				
42.5	3.4	OAK RIDGE.....				
39.1	3.5	STOCKHOLM.....				
35.6	6.4	BEAVER LAKE.....				
29.2	2.9	SPARTA.....D				
26.3	2.3	SPARTA JCT.....D				
24.0	3.0	HYPER-HUMUS.....D				
21.0	2.6	HALSEY.....				
18.4	0.4	SWARTSWOOD JCT.....N				
18.0	4.0	SWARTSWOOD.....				
14.0	4.4	STILLWATER.....D				
9.6	3.1	MARKSBORO.....				
6.5	6.1	BLAIRSTOWN.....D				
0.4	0.4	HAINESBURG.....				
0.0	0.0	HAINESBURG JCT.....N				
			P.M.	P.M.		

Single Track

Stop Little Ferry Roundhouse employees.

Stop Rochelle Park Sundays.



Granton Junction to Hainesburg Junction

WESTWARD — FIRST CLASS — TRAINS (Read Down)

Distance from Jersey City	Distance between Stations	No. 20 STATIONS	851	11	15		907
			Daily	Daily Ex. Sat. Sun. and Hol.	Daily Ex. Saturday & Sunday		Daily Ex. Sat. Sun. & Hol.
			A.M.	A.M.	A.M.		A.M.
			N.B.	X	X		
..	..	JERSEY CITY.....L.					6.38
4.9	4.9	SUSQUEHANNA TRANSFER.....	12.45				s 6.47
7.1	2.2	GRANTON JCT.....N	12.49				6.50
7.4	0.3	BABBITT.....					f 6.51
8.9	1.5	LITTLE FERRY JCT.....					
10.1	1.2	LITTLE FERRY.....		5.40	6.30		s 6.56
10.8	0.7	RIDGEFIELD PARK.....					f 6.59
12.3	1.5	BOGOTA.....					
12.9	0.6	HACKENSACK.....	s 12.56	5.44	6.34		s 7.04
13.6	0.7	PROSPECT AVE.....*					
14.3	0.7	MAYWOOD.....	s 12.58				f 7.18
15.1	0.8	ROCHELLE PARK.....	s 1.00				s 7.22
16.4	1.3	PASSAIC JCT.....N	* 1.02	5.50	6.40		s 7.25
17.6	1.2	EAST PATERSON.....	s 1.04				s 7.28
18.2	0.6	VREELAND AVE.....	s 1.06				s 7.31
19.4	1.2	PATERSON.....N	s 1.09 1.18	5.58	6.48		s 7.35
20.8	1.4	RIVERSIDE.....	* 1.21				f 7.43
21.7	0.9	HAWTHORNE.....	*				s 7.46
22.3	0.6	NO. HAWTHORNE N.....	s 1.25 1.45				s 7.58
24.1	1.8	MIDLAND PARK.....					s 8.05
25.3	1.2	WORTENDYKE.....D					s 8.11
26.8	1.5	WYCKOFF.....					s 8.18
28.5	1.7	CAMPGAW.....N	1.55				s 8.23
29.6	1.1	CRYSTAL LAKE.....					f 8.26
30.9	1.3	OAKLAND.....D					s 8.30
31.7	0.8	WEST OAKLAND.....					f 8.31
33.9	2.2	POMPTON LAKES..D	2.05				s 8.40
34.4	0.5	POMPTON JCT.....					
35.6	1.2	BLOOMINGDALE.....					
36.8	1.2	BUTLER.....N	2.14				s 8.48
41.7	4.9	GREEN POND JCT.....					
42.3	0.6	CHARLOTTEBURG ..					
42.7	0.4	MACOPIN SIDING.....					
44.0	1.3	NEWFOUNDLAND D					
45.9	1.9	OAK RIDGE.....					
49.3	3.4	STOCKHOLM.....					
52.8	3.5	BEAVER LAKE.....					
59.2	6.4	SPARTA.....D					
62.1	2.9	SPARTA JCT.....D					
64.4	2.3	HYPHER-HUMUS...D					
67.4	3.0	HALSEY.....					
70.0	2.6	SWARTSWOOD JCTN					
70.4	0.4	SWARTSWOOD.....					
74.4	4.0	STILLWATER.....D					
78.8	4.4	MARKSBORO.....					
81.9	3.1	BLAIRSTOWN.....D					
88.0	6.1	HAINESBURG.....					
88.4	0.4	HAINESBURG JCT. N					
			A.M.	A.M.	A.M.	A.M.	A.M.

Single Track

Stop Prospect Ave, Passaic Jct., Riverside, Hawthorne, let off New York passengers.

No. 851 will not operate west of Paterson Sundays.

No. 851 will not operate west of No. Hawthorne Holidays.

No. 851 Sundays stop Little Ferry, 12.53 A. M.; Ridgefield Park, 12.55 A. M.; Hackensack, 12.59 A. M.; Maywood, 1.03 A. M.; Rochelle Park, 1.05 A. M.; Passaic Jct. F, 1.07 A. M.; East Paterson, 1.10 A. M.; Vreeland Ave., 1.12 A. M.; Paterson, 1.15 A. M., arrive Paterson City 1.18 A. M. Stop Bogota, discharge passengers.

Stop Little Ferry Roundhouse, employees.





# 30 New York, Susquehanna & Western Railroad

## Granton Junction to Hainesburg Junction

		WESTWARD — FIRST CLASS — TRAINS (Read Down)				
Distance from Jersey City	Distance between Stations	No. 20 STATIONS	915		823	951
			Daily Ex. Sat., Sun. and Hol.		Daily	Saturday Only
			A.M.		P.M.	P.M.
..	..	JERSEY CITY..... L.	11.55			12.50
4.9	4.9	SUSQUEHANNA TRANSFER			12.30	s 1.00
7.1	2.2	GRANTON JCT..... N	12.07		12.34	f 1.04
7.4	0.3	BABBITT	s12.08			f 1.05
8.9	1.5	LITTLE FERRY JCT.				
10.1	1.2	LITTLE FERRY.....	s12.13			s 1.09
10.8	0.7	RIDGEFIELD PARK	s12.15			s 1.11
12.3	1.5	BOGOTA.....	s12.21			s 1.17
12.9	0.6	HACKENSACK.....	s12.23		s12.41	s 1.20
13.6	0.7	PROSPECT AVE.....	f12.26			s 1.22
14.3	0.7	MAYWOOD.....	s12.28		f12.43	s 1.24
15.1	0.8	ROCHELLE PARK	s12.30			s 1.26
16.4	1.3	PASSAIC JCT..... N	f12.33		12.47	s 1.29
17.6	1.2	EAST PATERSON	s12.35		f12.49	s 1.31
18.2	0.6	VREELAND AVE.....	s12.38		s12.51	s 1.35
19.4	1.2	PATERSON..... N	s12.41		s12.54	s 1.39
20.8	1.4	RIVERSIDE.....	f12.45			s 1.43
21.7	0.9	HAWTHORNE.....	s12.49			s 1.46
22.3	0.6	NO. HAWTHORNE.. N	s12.52			s 1.49
24.1	1.8	MIDLAND PARK.....	s12.57			s 1.54
25.3	1.2	WORTENDYKE..... D	s 1.02			s 1.57
26.8	1.5	WYCKOFF.....	s 1.08			s 2.01
28.5	1.7	CAMPGAW..... N	s 1.12			s 2.05
29.6	1.1	CRYSTAL LAKE.....	f 1.15			f 2.08
30.9	1.3	OAKLAND..... D	s 1.20			s 2.12
31.7	0.8	WEST OAKLAND.....	f 1.22			f 2.13
33.9	2.2	POMPTON LAKES.. D	s 1.29			s 2.19
34.4	0.5	POMPTON JCT.....				
35.6	1.2	BLOOMINGDALE.....				
36.8	1.2	BUTLER..... N	s 1.37			s 2.25
41.7	4.9	GREEN POND JCT.....				
42.3	0.6	CHARLOTTEBURG.....				
42.7	0.4	MACOPIN SIDING.....				
44.0	1.3	NEWFOUNDLAND D				
45.9	1.9	OAK RIDGE.....				
49.3	3.4	STOCKHOLM.....				
52.8	3.5	BEAVER LAKE.....				
59.2	6.4	SPARTA..... D				
62.1	2.9	SPARTA JCT..... D				
64.4	2.3	HYPER-HUMUS..... D				
67.4	3.0	HALSEY.....				
70.0	2.6	SWARTSWOOD JCT N				
70.4	0.4	SWARTSWOOD.....				
74.4	4.0	STILLWATER..... D				
78.8	4.4	MARKSBORO.....				
81.9	3.1	BLAIRSTOWN..... D				
88.0	6.1	HAINESBURG.....				
88.4	0.4	HAINESBURG JCT. N				
			P.M.		P.M.	P.M.

Stop No. Bergen, Discharge and receive Passengers.



# 32 New York, Susquehanna & Western Railroad

## Granton Junction to Hainesburg Junction

Distance from Jersey City		WESTWARD — FIRST CLASS — TRAINS (Read Down)					
		Distance between Stations	No. 20	833	923	927	835
		STATIONS	Daily	Daily Ex. Sat., Sun. and Hol.	Daily Ex. Sat., Sun. and Hol.	Daily Ex. Sat., Sun. and Hol.	
			P.M.	P.M.	P.M.	P.M.	
			N.B.	N.B.	N.B.	N.B.	
..	..	JERSEY CITY.....L.		5.30	5.35		
4.9	4.9	SUSQUEHANNA TRANSFER	5.30	s 5.40	s 5.45	6.00	
7.1	2.2	GRANTON JCT.....N	5.34	5.43	5.48	6.04	
7.4	0.3	BABBITT			f 5.49		
8.9	1.5	LITTLE FERRY JCT...					
10.1	1.2	LITTLE FERRY			s 5.52		
10.8	0.7	RIDGEFIELD PARK			s 5.54		
12.3	1.5	BOGOTA			s 5.58		
12.9	0.6	HACKENSACK	*		s 6.00	s 6.11	
13.6	0.7	PROSPECT AVE			s 6.02		
14.3	0.7	MAYWOOD	*	s 5.55	s 6.05		
15.1	0.8	ROCHELLE PARK	*		s 6.07		
16.4	1.3	PASSAIC JCT.....N	5.46	5.58	s 6.10	6.17	
17.6	1.2	EAST PATERSON	*		s 6.13	s 6.19	
18.2	0.6	VREELAND AVE	s 5.50		s 6.15	s 6.21	
19.4	1.2	PATERSON.....N	* 5.53	s 6.06	s 6.18	s 6.24	
20.8	1.4	RIVERSIDE			6.10	s 6.22	
21.7	0.9	HAWTHORNE			s 6.13	s 6.25	
22.3	0.6	NO. HAWTHORNE..N			s 6.16	6.30	
24.1	1.8	MIDLAND PARK			s 6.21		
25.3	1.2	WORTENDYKE.....D			s 6.26		
26.8	1.5	WYCKOFF			s 6.30		
28.5	1.7	CAMPGAW.....N			s 6.35		
29.6	1.1	CRYSTAL LAKE			s 6.37		
30.9	1.3	OAKLAND.....D			s 6.40		
31.7	0.8	WEST OAKLAND			s 6.43		
33.9	2.2	POMPTON LAKES..D			s 6.47		
34.4	0.5	POMPTON JCT.					
35.6	1.2	BLOOMINGDALE...					
36.8	1.2	BUTLER.....N			s 6.55		
41.7	4.9	GREEN POND JCT...					
42.3	0.6	CHARLOTTEBURG...					
42.7	0.4	MACOPIN SIDING...					
44.0	1.3	NEWFOUNDLAND D					
45.9	1.9	OAK RIDGE					
49.3	3.4	STOCKHOLM					
52.8	3.5	BEAVER LAKE					
59.2	6.4	SPARTA.....D					
62.1	2.9	SPARTA JCT.....D					
64.4	2.3	HYPER-HUMUS...D					
67.4	3.0	HALSEY					
70.0	2.6	SWARTSWOOD JCTN					
70.4	0.4	SWARTSWOOD					
74.4	4.0	STILLWATER.....D					
78.8	4.4	MARKSBORO					
81.9	3.1	BLAIRSTOWN.....D					
88.0	6.1	HAINESBURG					
88.4	0.4	HAINESBURG JCT. N					
			P.M.	P.M.	P.M.	P.M.	

Single Track

Sat., Sundays and Holidays, stops at Hackensack, Rochelle Park, and Paterson, arrive Paterson City 5.57 P. M.

Stop Maywood and East Paterson Saturdays. Let off New York passengers and stop East Paterson Sunday.



Granton Junction to Hainesburg Junction

Distance from Jersey City		Distance between Stations		WESTWARD — FIRST CLASS — TRAINS (Read Down)					
				<b>No. 20</b>	<b>849</b>				
					STATIONS		Daily		
						P.M.			
						N.B.			
..	..	JERSEY CITY.....	L.						
4.9	4.9	SUSQUEHANNA TRANSFER.....			11.45				
7.1	2.2	GRANTON JCT.....	N		11.49				
7.4	0.3	BABBITT.....							
8.9	1.5	LITTLE FERRY JCT.....							
10.1	1.2	LITTLE FERRY.....							
10.8	0.7	RIDGEFIELD PARK.....							
12.3	1.5	BOGOTA.....							
12.9	0.6	HACKENSACK.....			\$11.56				
13.6	0.7	PROSPECT AVE.....							
14.3	0.7	MAYWOOD.....			\$11.58				
15.1	0.8	ROCHELLE PARK.....			\$12.00				
16.4	1.3	PASSAIC JCT.....	N		12.02				
17.6	1.2	EAST PATERSON.....			\$12.04				
18.2	0.6	VREELAND AVE.....			\$12.06				
19.4	1.2	PATERSON.....	N		\$12.09				
20.8	1.4	RIVERSIDE.....							
21.7	0.9	HAWTHORNE.....							
22.3	0.6	NO. HAWTHORNE.....	N						
24.1	1.8	MIDLAND PARK.....							
25.3	1.2	WORTENDYKE.....	D						
26.8	1.5	WYCKOFF.....							
28.5	1.7	CAMPGAW.....	N						
29.6	1.1	CRYSTAL LAKE.....							
30.9	1.3	OAKLAND.....	D						
31.7	0.8	WEST OAKLAND.....							
33.9	2.2	POMPTON LAKES.....	D						
34.4	0.5	POMPTON JCT.....							
35.6	1.2	BLOOMINGDALE.....							
36.8	1.2	BUTLER.....	N						
41.7	4.9	GREEN POND JCT.....							
42.3	0.6	CHARLOTTEBURG.....							
42.7	0.4	MACOPIN SIDING.....							
44.0	1.3	NEWFOUNDLAND.....	D						
45.9	1.9	OAK RIDGE.....							
49.3	3.4	STOCKHOLM.....							
52.8	3.5	BEAVER LAKE.....							
59.2	6.4	SPARTA.....	D						
62.1	2.9	SPARTA JCT.....	D						
64.4	2.3	HYPER-HUMUS.....	D						
67.4	3.0	HALSEY.....							
70.0	2.6	SWARTSWOOD JCTN.....							
70.4	0.4	SWARTSWOOD.....							
74.4	4.0	STILLWATER.....	D						
78.8	4.4	MARKSBORO.....							
81.9	3.1	BLAIRSTOWN.....	D						
88.0	6.1	HAINESBURG.....							
88.4	0.4	HAINESBURG JCT.....	N						
					A.M.				

Stop Little Ferry Roundhouse, employes.

Edgewater Branch

Distance from Little Ferry Jct.	Distance between Stations	STATIONS
3.0	1.0	EDGEWATER.....
2.0	2.0	WEST END OF TUNNEL..
..	..	LITTLE FERRY JCT.....

Train movements between Little Ferry Junction and west end of Edgewater tunnel will be governed by yard limit rules.

Positive block signals at each end of Edgewater Tunnel will govern normal direction of traffic through tunnel.

When signals indicate "STOP," trains will not pass them. When signals remain in "STOP" position for a period of five (5) minutes, trains or engines so held will communicate with yardmaster at Edgewater or Little Ferry Junction Yard; if necessary, trains so held will start flagman through tunnel and after flagman has preceded train for a period of fifteen (15) minutes, train will proceed under this protection.

SPECIAL INSTRUCTIONS

- A loud ringing alarm bell located at east end of tunnel will announce the approach of trains on eastbound track from Little Ferry Junction for a distance of two thousand (2000) feet west of the signal at west end of tunnel. The loud ringing bell is to give information to switching crews that they must keep clear of eastbound tunnel track in order to give the eastbound train coming from Little Ferry Junction a clear signal.
- An indicator showing (2) red lights is located over east portal of tunnel at Edgewater; when one or both of these lights are lighted, the presence of a train on eastbound tunnel circuit is indicated. When only one of the two lights on this indicator is lighted, it must be reported to the Yardmaster at Edgewater or Little Ferry Jct. Switching crews must not enter on the eastbound tunnel track when two-light indicator shows track occupied.
- Special circuits have been installed for the protection of light engines and for trains of five (5) cars or less and are to be operated in the following manner:
  - WESTBOUND—Light engine or train, after receiving signal to "PROCEED," will stop after passing the westbound signal at east end of tunnel and press for a period of ten (10) seconds a button located in a box installed on east end wall of tunnel. After this has been done engine or train will proceed to signal bridge at west end of tunnel, stop, and press for a period of ten (10) seconds a button located in box on west side of bridge pillar.
  - EASTBOUND—Light engine or train, after receiving signal at west end of tunnel to "PROCEED," will stop after passing eastbound signal on signal bridge and press for a period of ten (10) seconds a button located in telephone box on eastbound side of signal bridge. After this has been done engine or train will proceed through tunnel and stop at relay case located 100 ft. east of east portal of tunnel and press for a period of ten (10) seconds a button located in box on side of relay case.
- Cars loaded with auto frames are restricted from movement between Little Ferry Jct. and Edgewater except via eastward main track. Maximum over-all clearance, Edgewater Tunnel via eastward track 8 feet 8 inches wide at 16 feet 3 inches high.
- Reverse movement through Edgewater Tunnel will be made only on authority of Yardmaster at Edgewater or Little Ferry Junction.
- End of track circuit on eastbound Edgewater Tunnel track ends 200 feet east of east portal of Tunnel on Eastbound Southside Running track. End of circuit is indicated by a white marker post.
- Eastbound engines or trains moving to Edgewater (Southside) on Eastbound tunnel track will clear the white marker post as soon as yard conditions will permit after arrival at Edgewater and cars left standing on this track should be clear of marker, except when Yardmaster issues instructions to the contrary.
- Yard Tracks 4, 5, 6, 10-11 (Old Yard), Little Ferry Jct. Clearance between these tracks will not permit engines to pass. In addition, the use of these tracks for handling wide box cars (automobile type) is prohibited.
- Yard tracks Nos. 9, 10, 11 and 12 in "C" Yard Edgewater are in service as dumper light car tracks through connection installed between coal dock and east end Tracks 9, 10, 11 and 12 in "C" Yard. These tracks will not be used without authority of Yardmaster.

Before crews make any switching movement on any track in "D" Yard Edgewater occupied by cars, conductor will see that the three rear cars on the track have hand brakes applied.

No cars are to be dropped in any track in "D" Yard Edgewater without a man riding same.

Cars loaded with Seatrain cradles or other high and wide loads are restricted from being placed on all tracks, except tracks 3, 4, 5 and 6 clear of curves in Seatrain Yard.

No movements will be made in or out of Burns Brothers Switch, Northern Extension, Edgewater, while movements are being made through turnout connecting the "New Wye Track" with Northern Extension main track, account of close clearance.

On account of close overhead clearance, employes will use caution to avoid personal injury while riding on top of cars on Track 4, Ford Motor Company, Edgewater.

Yardmasters going on duty at Edgewater will obtain correct time from Yardmaster at Little Ferry Jct where standard clock is provided.

Yardmasters at Edgewater and Little Ferry Jct. will be responsible for engine crews and yard crews signing for special orders, yard bulletins and time register before permitting them to go on duty and will also see that men are provided with copies of special orders, yard bulletins and recapitulation of special orders.

<b>Speed Restrictions</b>	<b>Miles per Hour</b>
Edgewater Branch.....	20
Edgewater Tunnel.....	20
Edgewater Branch, west end of tunnel to Highway Bridge....	10

**Lodi Branch**

<b>Dist. from Lodi Jct.</b>		<b>STATIONS</b>
..	Single Track	LODI JUNCTION.....
2.6		LODI.....

<b>Speed Restrictions</b>	<b>Miles per Hour</b>
Lodi Branch.....	10
Curve on Lodi Branch, Lodi Jct.....	5

**SPECIAL INSTRUCTIONS**

Trains will flag over all highway crossings on Lodi Branch. Trains operating on Lodi Branch between sunset and sunrise will station two members of crew with red and white lanterns, one on each side of track at center of highway and stop highway travel before moving train over these crossings.

All trains will operate in accordance with Operating Rule 93 and protect movement over all crossings as per Operating Rule 103.

Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.

Crews operating in Liberty Coal Company switch on Lodi Branch exercise caution to avoid personal injury account close clearance.

Crews operating in sidetrack serving the Bleachine Corporation at Lodi will exercise extreme caution on account of steel vertical tanks located close to the end of the switch.

**Overhead Clearances**

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employes must not ride on top of freight cars at these locations.

Location:	Tracks:
Lodi Jct.	Lodi Branch

**Passaic Branch**

<b>Dist. from Passaic Jct.</b>		<b>STATIONS</b>
3.1	Single Track	PASSAIC JUNCTION.....
		PASSAIC.....



<b>Speed Restrictions</b>	<b>Miles per Hour</b>
Passaic Branch.....	10

**SPECIAL INSTRUCTIONS**

Trains will flag over all highway crossings on Passaic Branch.  
 A speed of five miles per hour must not be exceeded while operating on trestle serving the Botany Mills Inc., and Julius Forstmann Co., at Passaic.  
 All trains will operate in accordance with Operating Rule 93 and protect movement over all crossings as per Operating Rule 103. Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.  
 All employes exercise caution to avoid personal injury account close overhead clearance at coal silo, Clifton Paper Board Company, Clifton.  
 Employees are forbidden to ride either sides or on top of cars while switching in the Andrew McLean Plant, Passaic, account close side and overhead clearance.  
 It is forbidden to double-head engines on Passaic Branch.

**Overhead Clearances**

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employes must not ride on top of freight cars at these locations.

Location:	Tracks:
Passaic Jet.	Passaic Branch

**Hanford Branch**

Distance from Beaver Lake	Distance between Stations	STATIONS
..	..	BEAVER LAKE
3.0	3.0	OGDENSBURG.....D
5.4	2.4	FRANKLIN.....D
5.7	0.3	FRANKLIN JCT.....D
8.6	2.9	HAMBURG.....D
11.6	3.0	MARTINS.....D
13.0	1.4	SUSSEX.....D
16.7	3.7	QUARRYVILLE.....D
19.7	3.0	HANFORD.....D
20.0	0.3	M. & N.J. RY. JCT.....D

<b>Speed Restrictions</b>	<b>Miles per Hour</b>
All trains.....	25
Bridge 53.60, west of Beaver Lake.....	15
Bridges 60.24, and 60.94, west of Franklin Jct.....	15
Mill Street Crossing, east of Hamburg Station.....	10
Bridge 63.64, west of Hamburg.....	15
M.P. 64.00 to M.P. 65.00, east of Martins.....	20
Trains over Cork Hill, Wilsons, Pine Road Crossings.....	5

**SPECIAL INSTRUCTIONS**

Cars of more than 160,000 lbs. gross weight are restricted on Hanford Branch unless otherwise directed.  
 Trains and engines come to full stop at signs located 75 feet from Wildcat Road Crossing, Franklin Jct. Member of crew proceed to crossing with red flag by day and red and white light by night and stop all highway traffic before giving signal to train to proceed over crossing.  
 Crews protecting movement over crossings at grade will use both red and white lights to protect highway traffic.  
 Interlocking tower, Franklin Jct., closed 3.00 P.M. until 7.00 A.M. During this period signal indication will be:  
 N. Y. S. & W. R. R. Stop Indication  
 L. & H. Ry. Proceed Indication

To operate over L. & H. Ry. Crossing, member of crew will obtain permission from L. & H. Ry. Train Dispatcher by telephone located on pole adjacent to crossing.

When permission is obtained from L. & H. Ry. Train Dispatcher and train proceeds over L. & H. Ry., signal will be shunted to Stop position as soon as train on N. Y. S. & W. R. R. Track occupies circuit. All main track hand-operated switches are equipped with a switch lock. All such switches must be properly lined and locked after having been used. The absence of a switch lock must be reported immediately to Dispatcher.

### STATION LIST

For the use of Agents, Conductors and others for reporting movements of Trains, Locomotives and Cars, and General Information.

Station Calls	STATION	Station No.	HOURS OPEN
JC	Jersey City.....	0	
BR	Croxtan.....	2	
OM	Millers.....	4	
SQ	Susquehanna Transfer.	5	
KA	North Bergen.....	5	
ND	New Durham.....	6	
GR	Granton Jct.....	907	6:45 A.M.-11:45 P.M. Sundays closed
SO	Babbitt.....	7	8:00 A.M.-5:00 P.M. Sat., Sun.-Hol. closed
YD	Little Ferry Jct.....	9	
—	Dunhams.....	210	
GW	Edgewater.....	212	
WS	Little Ferry Draw-bridge.....	—	6:00 A.M.-10:00 P.M. daily
FY	Little Ferry Sta.....	10	6:45 A.M.-5:00 P.M. Mon. thru Fri. Sat., Sun. and Hol. closed
RP	Ridgefield Park.....	11	
BO	Bogota.....	12	8:00 A.M.-11:00 A.M.—12:00 Noon 5:00 P.M. Sat. Sun.-Hol. closed
HK	Hackensack Sta.....	13	7:00 A.M.-7:15 P.M. Sat., Sun.-Hol. closed
CA	Hackensack Sta. N.J. & N.Y. R.R....	913	
DO	Lodi Jct.....	14	
DA	Lodi.....	316	8:00 A.M.-12:00 Noon—1:00 P. M. 5:00 P.M. Sat., Sun.-Hol. closed
MW	Maywood.....	14	7:00 A.M.-11:00 A.M.—12:00 Noon 4:00 P.M. Sat., Sun.-Hol. closed
RO	Rochelle Park.....	15	7:00 A.M.-11:30 A.M. Sat., Sun.-Hol. closed
BT	Coalberg.....	16	
PC	Passaic Jct.....	916	12:01 A.M.-12:01 A.M. Mon. thru Fri. 12:01 A.M.-11:01 P.M. Sat. 7:01 A.M.-3:01 P.M.—11:01 P.M. -12:00 Midnight Sun.
DD	Dundee.....	419	
PW	East Paterson.....	18	7:30 A.M.-11:30 A.M., 12:30 P.M.—4:30 P.M. Sat., Sun.-Hol. closed
VA	Vreeland Ave.....	18	7:30 A.M.-11:30 A.M.—12:30 P.M. 4:30 P.M. Sat., Sun.-Hol. closed
RS	Paterson Broadway....	20	12:01 A.M.-12:01 A.M. daily
CH	Paterson City.....	520	6:50 A.M.-11:00 P.M. Mon. to Fri. 6:50 A.M.-3:10 P.M. Sat. 7:45 A.M.-4:10 P.M. Sun.
RD	Riverside.....	21	
HW	Hawthorne.....	922	
NP	North Hawthorne.....	22	12:01 A.M.-12:01 A.M. Mon. thru Sat. 12:01 A.M. 7:01 A.M.-3:01 P.M.-12:00 Midnight Sun.
MP	Midland Park.....	24	7:00 A.M.-11:30 A.M.—12:30 P.M.—4:00 P.M. Sat., Sun.-Hol. closed
W	Wortendyke.....	25	7:00 A.M.-11:00 A.M.—12:00 Noon—4:00 P.M. Sat., Sun.-Hol. closed
WY	Wyckoff.....	27	7:10 A.M.-11:30 A.M.—12:30 P.M.—4:10 P.M. Sat., Sun.-Hol. closed
CG	Campgaw.....	29	6:00 A.M.-10:00 P.M. Sat., Sun.-Hol. closed
CR	Crystal Lake.....	30	
DK	Oakland.....	31	7:00 A.M.-11:00 A.M.—12:00 Noon 4:00 P.M. Sat., Sun.-Hol. closed
NM	New Dupont Switch...	33	
PO	Pompton Lakes.....	34	8:00 A.M.-12:00 Noon—1:00 P.M. 5:00 P.M. Sat., Sun.-Hol. closed
PJ	Pompton Jct.....	35	
BD	Bloomington.....	36	

Station Calls	STATION	Station No.	HOURS OPEN For information only and subject to change
BA	Butler.....	37	3:55 A.M.—11:50 P.M. Mon. to Fri. 7:00 A. M.—11:00 A. M. — 12:00 Noon—4:00 P.M. Sat., - Sun. Hol. closed
—	Pequanock Paper...	38	
GP	Greenpond Jet.....	942	As required
CB	Charlotteburg.....	42	
MC	Macopin Siding.....	43	
NW	Newfoundland.....	44	9:45 A.M.—12:00 Noon—1:00 P.M.— 6:45 P.M. Hours at Greenpond Jet. as required
OG	Oak Ridge.....	46	
CS	Stockholm.....	49	
BS	Beaver Lake.....	53	
—	So. Ogdensburg.....	56	
SA	Sparta.....	59	8:00 A.M.—8:15 A.M.—4:15 P.M.— 5:00 P.M. Sat., Sun.-Hol. closed
SJ	Sparta Jet.....	62	8:30 A.M.—9:30 A.M.—2:00 P.M.— 4:00 P.M. Sat., Sun.-Hol. closed
BJ	Hyper Humus.....	64	8:45 A.M.—9:45 A.M. Sat., Sun. - Hol. closed
—	Hyper Humus Co.....	65	
VI	Halsey.....	67	
JU	Swartswood Jet.....	970	3:30 A.M.—6:30 A.M. — 7:30 A.M.— 12:30 P.M. Daily
WD	Swartswood.....	70	
AR	Stillwater.....	74	11:15 A.M.—12:15 P.M. Sat., Sun.- Hol. closed
MO	Marksboro.....	79	
BN	Blairstown.....	82	12:30 P.M.—1:30 P.M. Sat., Sun.- Hol. closed
AV	Vails.....	85	
RU	Hainesburg.....	88	
H	Hainesburg Jet.....	988	3:00 A.M.—11:00 A.M. Sun.—3:00 A.M.—7:00 P.M. Mon. to Sat.
NS	Ogdensburg.....	656	8:00 A.M.—11:00 A.M.— 1:15 P.M.— 5:00 P.M. Sat., Sun.-Hol. closed
FA	Franklin.....	658	11:15 A.M.—1:00 P.M. Sat., Sun.- Hol. closed
FJ	Franklin Jet.....	659	
—	Union Paper.....	661	
HM	Hamburg.....	662	8:00 A.M.—9:00 A.M.—4:00 P.M.— 5:00 P.M. Sat., Sun.-Hol. closed
—	Martins.....	664	
DC	Sussex.....	666	9:15 A.M.—12:00 Noon— 1:00 P.M.— -3:45 P.M. Sat., Sun.-Hol. closed
QV	Quarryville.....	670	
MU	M. & N. J. Ry. Jet....	673	

TONNAGE RATING FOR ALCO 1000 H.P. DIESELS.

EASTBOUND		
From	To	Tons
Hainesburg Jet.—Sparta Jet.		1600
Sparta Jet.—No. Hawthorne		1200
No. Hawthorne—Passaic Jet.		2400
Passaic Jet.—Little Ferry Jet.		3000
Little Ferry Jet.—Croxtton		3500
WESTBOUND		
From	To	Tons
Croxtton—Little Ferry Jet.		3200
Little Ferry Jet.—Passaic Jet.		1800
Passaic Jet.—No. Hawthorne		1200
No. Hawthorne—Beaver Lake		850
Beaver Lake—Hainesburg Jet.		1500
EDGEWATER BRANCH		
EASTBOUND		
Little Ferry Jet.—Edgewater		1500
WESTBOUND		
Edgewater—Little Ferry Jet.		3000
HANFORD BRANCH		
EASTBOUND		
M. & N. J. Ry. Jet.—Franklin Jet.		1200
Franklin Jet.—Ogdensburg		800
Ogdensburg—Beaver Lake		550
WESTBOUND		
Beaver Lake—M. & N. J. Ry. Jet.		1200

Tonnage Based on Single Unit

Station platform lights will be turned on as follows:

To be turned on by:

At stations:

MORNINGS:

Train No. 904 (Mon. thru Fri.)

Pompton Lakes, Oakland,  
Campgaw, Wyckoff,  
Wortendyke, Midland Park,  
Hawthorne, Vreeland Ave.,  
E. Paterson, Rochelle Park,  
Maywood, Hackensack,  
Bogota Susq. Transfer.

Train No. 906 (Mon. thru Fri.)

Crystal Lake

Train No. 804 (Mon. thru Fri.)

Paterson City

Operators (Mon. thru Fri.)

Butler.

Operators (Daily)

No. Hawthorne, Paterson  
B'way, Passaic Jct.

Towermen (Daily)

Little Ferry

EVENINGS:

Operators (Daily)

No. Hawthorne,  
Paterson B'way, Passaic Jct.

Agents (Mon. thru Fri.)

Bogota, Hackensack, Maywood,  
E. Paterson, Vreeland Ave.,  
Paterson City, Midland Park,  
Wortendyke, Wyckoff,  
Campgaw, Oakland,  
Pompton Lakes.

Operators (Mon. thru Fri.)

Butler.

Train No. 833 (Sat., Sun & Hol.)

Vreeland Ave., Paterson City.

Until Nov. 1st.

Train No. 831

Effective Nov. 1st

Train No. 829 (Sat., Sun. & Hol.)

Maywood.

Train No. 831 (Daily)

Rochelle Park.

Train No. 831 (Sat., Sun. & Hol.)

Hackensack.

Train No. 832 (Sat., Sun. & Hol.)

E. Paterson.

Train No. 834 (Mon. thru Fri.)

Hawthorne.

Train No. 919 (Mon. thru Fri.)

Prospect Ave., Crystal Lake.

Train No. 851 (Sunday)

Bogota.

Towermen (Daily)

Little Ferry

Train No. 931 (Holidays)

Hawthorne, Midland Park,  
Wortendyke, Wyckoff,  
Campgaw, Crystal Lake,  
Oakland, Pompton Lakes,  
Butler.

Station platform lights will be turned off as follows:

*To be turned off by:*

**MORNINGS:**

Operators (Mon. thru Fri.)

Operators (Daily)

Agents (Mon. thru Fri.)

Train No. 916 (Mon. thru Fri.)

Towermen (Daily)

**EVENINGS:**

Train No. 933 (Mon. thru Fri.)

Train No. 851 (Mon. thru Sat.,  
and Holidays)

Train No. 877 (Mon. thru Sat.,  
and Holidays)

Train No. 851 (Sunday)

Train No. 879 (Sunday)

Operators (Daily)

Towermen (Daily)

Train No. 931 (Holidays)

Train No. 851 (Daily)

*At stations:*

Butler

No. Hawthorne, Paterson  
B'way, Passaic Jct.

Pompton Lakes, Oakland,  
Campgaw, Wyckoff,  
Wortendyke, Midland Park,  
Paterson City, Vreeland Ave.,  
E. Paterson, Rochelle Park,  
Maywood, Hackensack, Bogota.

Crystal Lake, Hawthorne.

Little Ferry

Bogota, Hawthorne,  
Midland Park, Wortendyke,  
Wyckoff, Campgaw,  
Crystal Lake, Oakland,  
Pompton Lakes, Butler.

Susq. Transfer, Hackensack,  
Prospect Ave., Maywood,  
Rochelle Park, E. Paterson,  
Vreeland Ave.

Paterson City

Susq. Transfer, Bogota,  
Hackensack, Prospect Ave.,  
Maywood, Rochelle Park,  
E. Paterson, Vreeland Ave.,  
Paterson City.

Passaic Jct., Paterson B'way,  
No. Hawthorne.

Little Ferry

Hawthorne,  
Midland Park, Wortendyke,  
Wyckoff, Campgaw,  
Crystal Lake, Oakland,  
Pompton Lakes, Butler.

Lock Station Susq. Transfer









**Asst. Trainmaster**

**H. H. Kiel**

**Chief Train Dispatcher**

**I. B. Brands**

**Train Dispatchers**

**J. P. Duffy**

**H. W. Mead**

**G. H. Konen**

**E. G. Dunn**

**T. R. MURPHY**  
**TRAINMASTER**