ERIE-LACKAWANNA RAILROAD COMPANY

New York Division
Morris & Essex Division
New Jersey & New York Railroad
(Horace Banta, Trustee)
Northern Branch
Greenwood Lake Division & Branches

TIME 4 TABLE

Effective 2:01 A.M.
Eastern Standard Time
SUNDAY, OCTOBER 28, 1962

FOR EMPLOYEES ONLY

THINK! THEN ACT SAFELY

Keep Away From All Overhead Wires in Electric Zone

J. R. EBERT,
Superintendent

C. H. ZIMMERMAN,
Assistant Superintendent

W. G. DORSEY,
Manager of Transportation

COMPANY SURGEONS

So Far as New York State Is Concerned This Notice Applies To Employees In Interstate Commerce Only.

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

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

NAME	ADDRESS	TELEPHONE
Hugh L. Murphy	1 Hanson Place, Brooklyn	
	Res. 64 Prospect Park West, Brooklyn	NEvins 8-7494 SOuth 8-2122
Rudolf Aebli, Oculist	30 East 40th St., New York	MUrray Hill 5-9400
Bronson S. Ray	131 E. 69th St., New York	Regent 7-6877
J. F. Moriarty	Room 7, Hoboken Station	OLdfield 3-6400
John J. Brozdowski	561½ Jersey Ave., Jersey City	OLdfield 3-0776
E. J. Daly	921 Bergen Ave., Jersey City	OLdfield 3-4079
F. P. Nicholson, Oculist	921 Bergen Ave., Jersey City	OLdfield 3-3171
John C. Talty	935 Washington St., Hoboken	OLdfield 9-3028
J. L. Evans	7117 Park Ave., No. Bergen	UNion 8-0881
Arthur D. Devlin Orthopedic Consultant	368 Mt. Prospect Ave., Newark	HUmboldt 2-8213
Herbert B. J. Gong	1103 Ringwood Ave., Haskell	TErhune 5-1356
John C. Warburton	333 Park Ave., Paterson	ARmory 4-1644
Thomas Sanfacon, Oculist	340 Park Ave., Paterson	SHerwood 2-4616
S. T. Ferrari, Oculist	798 Madison Ave., Paterson	ARmory 4-4762
A. D. Reinkraut	7 Mineral Spring Ave., Passaic	PRescott 7-3540
Wayne W. Hall	240 Prospect St., Ridgewood	GIlbert 5-2699
James S. Brescia	29 Franklin Turnpike, Waldwick	OLiver 2-5186
R. F. Sengstacken	Hemion Rd., Suffern	ELmwood 7-0594
Frank J. Errico, Oculist	95 Washington Ave., Suffern	ELmwood 7-0073
Paul B. Van Dyke	108 Washington Ave., Suffern	ELmwood 7-0785
Paul S. Ingrassia	36 College Ave., Nanuet, N. Y.	Nanuet 3-2456
H. F. Morrison	Doctor's Bldg., Meyer's Hill, Tuxedo Park	ELmwood 1-4133
Nathaniel T. Keys	16 No. Church St., Goshen, N. Y.	AXminister 4-5211
R. L. Lippincott	12 No. Church St., Goshen, N. Y.	AXminister 4-7165
R. S. Quackenbush	159 No. Church St., Goshen, N. Y.	AXminister 4-5565
Roswell L. Schmitt	34 Grove St., Middletown, N. Y.	DIamond 3-6502
C. Hudson Thompson	27-31 Ridge St., Middletown, N. Y.	DIamond 3-5395
Orin A. Wahl	154 Grand St., Newburgh, N. Y.	JO 2-0738
W. Earl Morris	182 Grand St., Newburgh, N. Y.	JO 1-0560
Daniel Rakov	102 Wiley St., Maybrook, N. Y.	HAzel 7-2040
Edward J. Walter, Oculist	157 W. Main St., Port Jervis, N. Y.	594-4684
G. E. Kenny	Masonic Bldg, Port Jervis, N. Y.	856-3712
Clare C. Kenny	206 Pennsylvania Ave., Matamoras	491-4011
Nicola Clinic	96 Gates Ave., Montclair, N. J.	PIlgrim 6-2200
Franklyn B. Theis, Oculist	209 So. Broadway, Nyack	ELmwood 8-0089
George K. Looser	207 So. Broadway, Nyack	ELmwood 8-0999
Edward Dana	163 Prospect Ave., Hackensack	DIamond 2-6266
J. C. Dingman	164 Central Ave., Spring Valley	ELmwood 6-0019
Gorman J. McVeigh	160 East 74th St., New York	TRafalgar 9-0482
Henry C. Johnson	110 William St., New York	BArclay 7-2880
C. E. Woltmann	805 Garden St., Hoboken	OLdfield 9-6532
Cecil F. Sabini	247 Fourth St., Hoboken	OLdfield 9-8177
Marshall Bergen (Orthopedic)	12 Clifton Pl., Jersey City	HE 3-0462
L. A. Amdur (Eye Specialist)	15 Exchange Place, Jersey City	HE 4-1068
Guy H. Laudig	361 Speedwell Ave., Morris Plains	JE 8-3183
Laurence M. Collins (Psychiatrist)	Canfield Road, Convent, N. J.	JE 9-0052
A. L. Baker, Jr.	389 W. Blackwell St., Dover, N. J.	FO 6-0333
George F. Simms	541 Page Ave., Lyndhurst, N. J.	WE 9-4296
Joseph Barr	975 Madison Ave., Paterson	LAmbert 3-7221 SWathmore 6-5133 Home
Angelo Gianni	37 Main St., Netcong, N. J.	Netcong 2-0683
E. C. Brinning, Jr.	11 Highland Ave., Glen Ridge, N. J.	PI 3-6313
Russell B. Stone	56 Summit Ave., Phillipsburg, N. J.	GLencourt 43301

PER DIEM RATE IS $2.88

Car Handling Is Everyone's Responsibility. You Can Help By Prompt Movement Of All Freight Cars.

ON THAT PORTION OF THE NEW YORK DIVISION FORMERLY KNOWN AS THE ERIE RAILROAD

MAIN LINE
BERGEN COUNTY R.R.
NEWARK BRANCH
NEWBURGH BRANCH
GRAHAM LINE
CRAWFORD BRANCH
MONTGOMERY BRANCH
GREENWOOD LAKE DIVISION
CALDWELL BRANCH
ORANGE BRANCH
NEW JERSEY & NEW YORK R.R.
PIERMONT BRANCH
NORTHERN BRANCH

ERIE RAILROAD RULES OF THE OPERATING DEPARTMENT EFFECTIVE NOVEMBER 30th, 1952 REMAIN IN FULL FORCE AND EFFECT.

SIGNS ADDITIONAL TO RULE 6

* Conditional stop
X Will not carry passengers
Sat. Saturday
Sun. Sunday
Hol. Holiday

THE TERM HOLIDAY AS USED IN THIS TIMETABLE APPLIES TO THE FOLLOWING DATES ONLY

New Year's Day	January 1
Washington's Birthday	February 22
Memorial Day	May 30
Independence Day	July 4
Labor Day	September 2
Thanksgiving Day	November 22
Christmas Day	December 25

TRAIN STOPS FOR EMPLOYES

Hackensack Bdge.	Weekdays: **1102, 1166, X155, 1111, 1181**; Saturdays: **1750, 1762, 1757, 1703.**
County Road	Weekdays: **1152, 1600, 1602, 1104, 1118, 1120, 1162, 1166, 58, 1176, 1178, 53, X-155, X-157, 1157, 1159, 1163, 1111, 1113, 1115, 1601, 1117, 1131, 1175, 1179, 1181, 1151**; Saturdays; **1750, 1154, 1700, 1756, 1702, 58, 1178, 53, 1751, 1753, 73, 1757, 1701, 1703, 1765, 1151**; Sundays and Holidays: **1752, 56, 78, 80, 71, 55, 1759, 77—25.**
D. B. Jct.	Weekdays: **1300.**

SPECIAL INSTRUCTIONS

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

RULES OF THE OPERATING DEPARTMENT

Effective November 30, 1952

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

STANDARD CLOCKS

Engine Dispatcher's office, Jersey City.
Baggage Room, Dispatcher's office, Engine House and YMCA—Train Register Room—Hoboken.
Passenger Trainmaster's office, Hoboken.
Engine Dispatcher's office, Secaucus.
Yardmaster's Office, Paterson

Waldwick		Ticket office	Caldwell
Suffern Tower	Port Jervis	Caller's office	Spring Valley
Middletown		PX Yard office	
Wanaque-Midvale			

Trains scheduled to make flag stop at stations where no employe is on duty to give the necessary signal will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

FOUR-TRACK TERRITORY

Tracks are numbered from north to south, as follows:

Suffern—Ridgewood Jct. . . . . 1—3—4—2
Rutherford Jct.—Hackensack Bdge. . . . . 3—4—1—2

WHISTLE SIGNALS

The following whistle signal code will be used to call in flagman on the four-track territory in locations mentioned below:

Between Hackensack Bridge and Rutherford Jct.
Between Ridgewood Jct. and Suffern.

Eastward

Track 2	—	—	—	—					
" 4	—	—	—	—	O				
" 3	(—O)	—	—	—	—	O	O		
" 1	(—O)	—	—	—	—	O	O	O	

Westward

Track 1	—	—	—	—	—				
" 3	—	—	—	—	—	O			
" 4	(—O)	—	—	—	—	—	O	O	
" 2	(—O)	—	—	—	—	—	O	O	O

RULE 93A

Movements may be made against the current of traffic through the following yard limits by train orders, and further protection under Rule 93A need not be afforded: Middletown, Goshen.

TRAIN REGISTERS

Engine Dispatcher's Office, Jersey City. Engine Dispatcher's Office, Secaucus.

Train Register Room, Engine Dispatcher's Office, Hoboken.

Croxton Yard A	Junction Montgomery	Wanaque-Midvale
Port Jervis	Branch and NYNH&HRR	Great Notch
Nyack	Montgomery	Caldwell
Sparkill	Spring Valley	Essex Fells
Ridgefield	Nanuet	

Trains not scheduled to stop at station at which train registers are located may register by throwing off train register slip, except when 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.

CLEARING OF TRAINS

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

Eastbound first class trains will not leave Port Jervis without a clearance form A.

Eastbound extra trains will not leave Port Jervis without permission from operator, Port Jervis station, or train dispatcher.

Eastbound extra trains or engines must not leave Granton without permission of train dispatcher.

SUPERIORITY OF TRAINS

On single track eastward trains are superior to westward trains of the same class unless otherwise specified.

MOVEMENT OF TRAINS

Train movements to and from switching lead between Howells Jct. and Otisville will be authorized by train dispatcher.

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

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

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

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.

In handling wreckers, train crews giving signals to locomotive engineers of these trains will use green flags by day and green lamps by night.

Locomotive cranes operating under their own power will remain standing when a train is passing on adjacent track.

In multiple unit operation of Diesel locomotives, the locomotive number will be displayed on the lead unit only.

When light movements are made with multiple unit Diesel locomotives equipped with double end control the locomotive must be operated from the end in the direction that the movement is being made.

The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead.

Overspeed governor on all 800 series road passenger locomotives has been set at 79 M.P.H. for air whistle signal and 83 M.P.H. for air brake application.

Road diesel units except road switch locomotives are restricted from operating over humps to avoid damage to diaphragms between units, also to avoid damage to roof sheets between A & B units on FT's and in all classes of road power when excessive strains are applied to center castings, frame members and trucks.

Diesel engines and Roller Bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

Yard engines, Classes SA-3 and SG, will operate with or without train or be towed in trains under special instructions issued by Mechanical Department.

TRAFFIC CONTROL SYSTEM DISTRICTS

Rule 261, Rules of the Operating Department, effective November 30, 1952, will apply on the following tracks:

Westward main track "BC" to west end of Otisville Tunnel.
Single track through Otisville Tunnel.
Eastward and westward main tracks east end of Otisville Tunnel to Howells Junction.
Graham Line from "EAST MQ" to "NJ" Newburgh Jct.
East-Greycourt to "NJ" Newburgh Jct.
Track 3 between N. J. & N. Y. Junction and Hackensack River Bridge.
Main tracks between Hackensack River Bridge and Bergen Jct., Main Line.
Single track between Bergen Jct. and Grove St., Jersey City.
Single track GL Jct. to DB Jct.

RULES FOR INSPECTION TESTING AND MAINTENANCE OF AIR BRAKE SIGNAL EQUIPMENT ON LOCOMOTIVES AND CARS

Effective September 15, 1957

Running test provided for in Rule 51 will be made by Westward Trains from Hoboken before entering Tunnels. All Westward Trains that do not make station stop at Middletown will make running test before passing hand operated crossover at Middletown Summit. Eastward Trains will make running test before passing over crossover at East FX.

RULES GOVERNING AUTOMATIC TRAIN STOP SYSTEM

See Rules 520, 520-A and 520-B, Rules of the Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

Open inductors are in service on engine dispatching tracks at Jersey City, Secaucus, Port Jervis and on tracks "E", "F" and "J" at Hoboken, also on tracks 11, 16 and 17, Hoboken station. Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

CROSSOVER MOVEMENTS

In case of emergency, when it becomes necessary for a passenger train to make an irregular move at

Goshen Newburgh Jct. Suffern Forest Hill

Speed will be reduced to ten (10) miles per hour through crossover.

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained except in following yards: Port Jervis, Newburgh, Paterson, Newark, Northern Branch — Croxton to Ridgefield, NJ&NY R.R.—NJ&NY Jct. to Fairmount Ave. This does not relieve enginemen and trainmen from protecting the movements as per Rule 99. Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indications.

REMOTE CONTROL SWITCHES ELECTRICALLY OPERATED

Train movements over these switches are governed by signals. Should switch fail to operate, enginemen, conductor or trainman will communicate with person controlling the switch and after receiving instructions from him to operate switch manually will proceed according to instructions posted in telephone booth at home signal. Engine crews will avoid the use of sand over these switches.

Location:

Controlled from Port Jervis Station:
Sparrowbush—Eastward main and yard tracks only.

Controlled by train dispatcher, Hoboken:
"BC"—Main Track Crossover and turnout from freight track to eastward main track.
West and East end of single track, Otisville Tunnel.
Switches Howells Jct.
Switch at end of double track at "EAST MQ".
Switch at east end of double track East Greycourt

Controlled from "MQ" Tower:
Main track crossover, O & W Bridge West of "MQ" Tower
Switch leading from westward tracks to Maybrook Loop track

Controlled from HX Tower:
N. J. & N. Y. Junction—Junction switch between N. J. & N. Y. R. R. and Track 3.
Switches connecting main line with connection tracks at Bergen Jct.

Controlled from Grove St. Tower:
Switches west of Bergen Archways and east end of Croxton Yard.
Switches east end of Bergen Tunnel.
Switches Jersey City Terminal.

Controlled from WR Tower:
Forest Hill—Main track crossover
—Orange Branch connection to eastward main track
—Crossover from Orange Branch to South Canal siding

MAINTAINER'S CALL SIGNAL

A bell or white light is located at or adjacent to home signals or switches at locations shown below. Trains or engines working or standing in the vicinity of these locations and hearing or seeing this signal will contact immediately operator or train dispatcher by telephone as this signal may be used to call train employees to telephone.

"BC"
West end of Otisville Tunnel
East end of Otisville Tunnel
Howells Jct.
East "MQ"
Central Valley
East end double track East Greycourt
Bergen Jct.
Croxton "BR"
East end of Bergen Tunnel
Forest Hill

HAND OPERATED SWITCHES ELECTRICALLY LOCKED

The following switches and crossovers are electrically locked and instructions for their operation are located in telephone boxes at following locations:

Switch entering Seaboard Terminal, Jersey City
Switch and derail entering American Can Co.—Secaucus, N. J.
Between tracks 3 and 4, east of N. J. & N. Y. Jct.
Switch and derail entering storage track 1, Rutherford
West leg wye "NJ" Newburgh Jct.
Switch entering Nepera Chemical Co. Harriman
Station switch Monroe
Carpenters switch Monroe
Crossover to siding Monroe
West end of siding Monroe
Highland Mills Station Switch
Cooney Bros., Woodbury, N. Y., Graham Line
Eastward and westward cripple track M.P. 58.60 Graham Line
Switch off westward track east end OV Tunnel
East FX crossover
Public Service switch, Greenwood Lake main-east of Penhorn Creek
Crossover between Greenwood Lake main track and freight Track 3 M.P. 3.25 just west of Pen Horn Creek
Great Notch westbound track east end of crossover
Seaboard lead off Newark Branch
Denman & Davis, Tie Yard, Paterson Spur-Newark Branch.

SPRING SWITCHES,

Spring switches are located at points indicated below. Rules 155, 155(a) and 155(b) Rules of the Operating Dept., effective Nov. 30, 1952, will govern.

Coalberg Jct.	—Westbound Main track from N. Y. S. & W. Connection.
Central Valley	—West end of siding1000 feet east MP 43.00
Sparrowbush	—West track, connection to westbound yard.
Granton	—East end double track
Palisades Park	—West end double track east of station.
Closter	—East end double track.
Closter	—West end double track.
Sparkill	—East end double track, east of station
Great Notch	—West end first crossover, west of station.
	—Second crossover, west of station.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Engine Dispatcher's Office, Jersey City
Train Register Room and Engine Dispatcher's Office, Hoboken
Engine Dispatcher's Office, Secaucus

Yardmaster's Office.
Paterson
Waldwick
Suffern Tower
Mahwah Yard
Middletown

Croxton:
Yard A
Yard J
KW Yard Office

Port Jervis:
Eastbound Yard Office
Caller's Office
Station
Newark
Newburgh

Silver Lake
Caldwell
Wanaque-Midvale
Spring Valley
Nyack

Conductors, Engineers and Firemen when registering in Special Order Books are required to sign their name and initials and to enter in column headed "Time" the date and time they examined each special order. In addition they are required to carry with them when on duty copy of special orders or recap in effect. It is forbidden for employes, other than those authorized, to make entries of any nature in Special Order Books.

YARD LIMITS—INDICATED BY SIGNS

All territory from east bank of Hackensack River, east to the Hudson River, except passenger main tracks Hackensack Bridge to Bergen Jct., single track Bergen Jct. to Jersey City Terminal and single track "DB" Jct. to "GL" Jct.

Main Line
Paterson
Goshen
Middletown
Port Jervis

Newark Branch
Newark to D.B. Jct.
Paterson

Montgomery Branch—
Montgomery-
From Goshen to a point 6165 feet east of "MQ" Tower.

Piermont Branch—
Suffern to Spring Valley
Orangeburg to Piermont Dock

Maybrook Loop Track.
(Trains and Engines occupying Maybrook Loop Track must be protected in accordance with Rule 99.)

Newburgh Branch

Crawford Branch

N.J. & N.Y.R.R.

Nanuet — Spring Valley

Spring Valley to Thiells
NJ&NY Jct. to Fairmount Ave.

NORTHERN BRANCH

Nyack — Sparkill

Croxton to Palisades Avenue, Englewood.

GREENWOOD LAKE DIVISION

50 feet west of Passaic River drawbridge, West Arlington, to ¼ mile west of Forest Hill Station.

Little Falls — Wanaque-Midvale

ORANGE BRANCH

Forest Hill to West Orange.

CALDWELL BRANCH

3000 feet east of east end of Caldwell yard to 1500 feet west of west end of Essex Fells yard.

RULES GOVERNING MANUAL BLOCK SIGNAL SYSTEM, AUTOMATIC BLOCK SIGNAL SYSTEM AND INTERLOCKING

Effective November 30, 1952

Trains on the New York Division, Port Jervis to Jersey City, including Graham Line and Bergen County Railroad; Greenwood Lake Division, Forest Hill east; Northern Branch; Piermont Branch, Nanuet Jct. to Spring Valley; and New Jersey & New York Railroad, N. J. & N. Y. Jct. to Nanuet Jct., will be governed by Automatic Block Signal System Rules.

Trains operating in Automatic Block Signal System districts governed by telephone train order signals may run with the current of traffic on signal indication which signal indication supersedes timetable authority. See Rules D-251 and 509 (d), Rules of the Operating Department, effective November 30, 1952.

Trains on Newark Branch between DB Jct. and Paterson Jct., and Greenwood Lake Division, Forest Hill west, will be operated under Manual Block Signal System Rules. (Rule O-317 will govern.)

Indications of Manual Block Signals do not supersede 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 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.

FIXED SIGNALS

POINTS WHERE INTERLOCKING HOME SIGNALS ARE USED AS TRAIN ORDER SIGNALS: See Rule 221, Rules of Operating Department, effective November 30, 1952.

Grove St.
Hackensack Bridge
Rutherford Jct
Ridgewood Jct

Waldwick
Suffern
Newburgh Jct.

"MQ" Tower
"DB" Jct.
West Arlington
Newark Drawbridge

"BJ" Tower, Rutherford Jct., is closed from 11.00 P.M. until 7.00 A.M. Monday through Friday, and from 3.00 P.M. Saturday, until 7.00 A.M., Monday.

"WC" Tower, Waldwick, is closed from 10.00 P.M. until 6.00 A.M. Monday through Thursday, and from 10.00 P.M. Friday, until 6.00 A.M., Monday.

During the specified hours shown above when there is no operator on duty, home signals will display automatically proper signal indications for trains moving with the current of traffic.

POINTS WHERE BLOCK SIGNALS ARE USED AS TRAIN ORDER SIGNALS: See Rule 221, Rules of Operating Department, effective November 30, 1952.

Belleville
Franklin Ave.
Athenia
Rowe St. (Bloomfield)

Caldwell
Essex Fells
Montclair
Upper Montclair

Great Notch
Little Falls
Wayne
Pompton Plains
Wanaque-Midvale

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD

Automatic Signal, 87—2, Port Jervis, controlled by Port Jervis station
Automatic Signal, 34—2, east of Sloatsburg, controlled by Suffern
Automatic Signal, 14—2—B, Coalberg Jct , controlled by Ridgewood Jct.

WESTWARD

Automatic Signal, 14—1—B, Coalberg Jct., controlled by Ridgewood Jct.
Automatic Signal, 87—1, Port Jervis, controlled by Port Jervis station

OVERHEAD CLEARANCES

Employes are warned of close overhead clearances at following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures. (State of New York).

NEW YORK DIVISION

Mile Post	*Location*	*Description of Bridge or Structure*
New York City	28th Street Yard	South side of roof of 29th Street Freight House
" " "	" " "	Express Highway Bridge on 13th Ave.
" " "	" " "	Door on west side of Terminal Warehouse
" " "	149th Street Yard	Roof over platform of Freight House
32.63	⅛ Mile East of Ramapo	Overhead Bridge
50.10	1 " East of Oxford	"
52.65	¾ " East of Greycourt	"
53.45	100 Ft. West of Greycourt	"
56.32	2 Miles West of Chester	"
63.90	1¼ " West of New Hampton	"

64.75	1¼ Miles East of Middletown	Overhead Bridge
67.12	1 Mile West of Middletown	"
69.33	½ " East of Howells, on switching lead	"
72.23	2¼ Miles East of Otisville " " "	"
74.61	200 Ft. East of Otisville " " "	"
81.52	2 Miles West of Graham	"

Graham Line

71.22	1¼ Miles West of Howells	"
73.89	2½ Miles East of Howells Junction	"
76.90	½ Mile West of Howells Junction	"
83.48	⅝ " West of Otisville Tunnel	"

Piermont Branch

13.80	1¼ Miles West of Monsey	"
14.76	¼ Mile East of Tallmans	"
14.91	200 Ft. East of Tallmans	"

Newburgh Branch

17.66	½ Mile West of West Newburgh	"
55.89	950 Ft. West of West Cornwall Station	"

Crawford Branch

5.40	1,000 Ft. West of Circleville	"
13.40	Unloading Dock Pine Bush	Canopy

INDUSTRIAL SIDE TRACKS

New York Division

Location	*Industry*	*Obstruction*
Harriman	Nepera Chemical Co.	Building Plate
Chester	Roe Bros.	" "
Port Jervis	Depuy Coal Co.	" "
" "	L. D. Horn	" "
" "	Neversink Coal & Coke Co.	" "

Piermont Branch

Location	*Industry*	*Obstruction*
Piermont	R. Gair Co.	Pipe Chute Canopy Chute
Nanuet	Hutton & Johnson	Shed
Monsey	Faber-Cement Block Co.	"
Suffern	Suffern Stone Co.	Hopper

Newburgh Branch

Washingtonville	Cooper Brothers	Building Plate
West Newburgh	Little Falls Paper Co.	" "
" "	Starr-Siding	Telephone Wires
Newburgh	Cayuga Salt Co.	Building Plate

Montgomery Branch

Montgomery	Brescia Milk Co.	Electric Wires
"	Brescia Coal Co. Siding	Building Plate

Crawford Branch

Middletown	Castwell Foundry	Building Plate
"	Rowly Coal & Lbr.	" "

N. J. & N. Y. Railroad

Spring Valley	Rockland Light and Power Co.	Shed

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.

New York Division

Mile Post	*Location*	*Description*
0.00	Jersey City Terminal	Engine Yard Tracks
—	West End	St. Paul's Ave. Viaduct
74.70	Otisville	Station switch

Bergen County Railroad

18.85	1000 ft. east of Ridgewood Jct.	2 main tracks
18.90	900 ft. east of Ridgewood Jct.	Freight house siding

Northern Branch

23.96	Kipps Crossing, Sparkill	Northern and Piermont Branch main tracks (electric cable)

Greenwood Lake Division

Mile Post	*Location*	*Description*
8.48	Forest Hill	Side track
8.50	Forest Hill	Orange Branch main track and side track

Piermont Branch

18.00	Suffern—Orange Ave.	Main and side tracks

New Jersey & New York Railroad

8.60	Carlstadt	Station switch

INDUSTRIAL SIDE TRACKS

New York Division

Location	*Industry*
Rutherford	Hasselhuhn-Williams Coal Co.
Passaic	Sika Co. Siding
Clifton	New York Sash & Door Co.
Paterson	Leslie Boiler Works
Ramsey	Alex McKee Co.
"	Ramsey Lumber Co.
Mahwah	Sam Braen
Goshen	Newberry Mfg. Co.
Otisville	L. R. Wallace Feed & Coal Co.
"	Otisville Station Switch

Bergen County R. R.

Rutherford	Sun Chemical Co.
Garfield	Stabilized Vitamin Co.

Newburgh Branch

West Newburgh	Fabrikoid Co.

New Jersey and New York R. R.

Carlstadt	Fries Bros. Inc.
"	Jacques Wolf Co.
Hackensack	Fairmount Coal & Lumber Co.

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

GENERAL RESTRICTIONS

Speed should in general comply with restrictions in Timetable.

A car weighing not more than 100,000# gross weight should be placed at each end when crane is in transit.

Crane should not move over bridges on sidings unless it is known that the bridges are capable of carrying the load.

SPECIAL RESTRICTIONS

TERMINAL TERRITORY

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

NEW YORK DIVISION

Bridges 10.22 and 10.29	20
First siding North of Main tracks of Bridge 65.87	10

BERGEN COUNTY R. R.

Dundee Spur	Not Permitted

GRAHAM LINE

Bridge 55.03 (Moodna Viaduct)	30

ARLINGTON BRANCH (Seaboard Lead)

Bridge 5.32	10

GREENWOOD LAKE DIVISION

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

NEWARK BRANCH

Bridges 7.96 and 13.02	15

NORTHERN BRANCH

Bridges 8.61, 12.51, and 14.83	15

NEWBURGH BRANCH

Bridges 6.30, 6.86, 7.35, 9.01, 11.15 and F12.34	10

NEW JERSEY and NEW YORK RAILROAD

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

SPEED RESTRICTIONS

New York Division

	Miles per Hour
Power Limitations:	
809-863	70
900-1140, 1153-1935, 6011-6362 6521-6542, 6551-8454	65
1150-1152	60
6511-6512	48
302-321, 349-665	40
322-325	35
51-53	30
Power limitation as shown above applies when operated with train or towed in train unless otherwise instructed.	
B-Units—8412, 8422, 8432, 8442, 8452, when coupled with engines 809-833	68
Yard engines 51-53, 302-665, when operating as a single unit running light	25
All classes of road engines, including road switchers, when operating as a single unit running light	35
Trains hauling wrecking derrick	30
Loaded cars carded Form 5432	30
Trains handling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery, to be hauled on the rear of trains not more than 15 cars from caboose	30
Spreader Cars must be handled with blades in trailing position	30
Conductors will notify engineers before leaving terminal whether or not such equipment in train, and engineers will not leave terminals until so notified.	
Trains or engines entering or leaving sidings or yards, passing from double to single, single to double track, or through crossovers unless otherwise provided	10
Passenger trains	60
Hackensack Bridge to Rutherford	70
East of Ramsey to Suffern, M.P. 26.00 to 30.90 track 1 on unrestricted track	70
Ramapo to Newburgh Junction, M.P. 32.87 to 45.00 on unrestricted track	70
Port Jervis station to Graham, eastbound on unrestricted track	50
Howells Jct. to Graham on unrestricted track	60
Graham M.P. 80.00 to 86.00 east of curve 132 on westbound unrestricted track	70
Freight Trains	50
Interlocking switches, Grove Street, Straight movement	30
Diverging movement	5
Grove Street to M.P. 1.14 800 feet west of west end Viaduct	30
Curve east end of Bergen Tunnel Weehawken Branch	10
Bergen Tunnel	25
Diverging movements west end Bergen Archways	25
Curves 4, 5, 6, and 7 Croxton, M.P. 1.94 to 2.73	25
Bergen Jct. to and from Boonton Line	30
Bergen Jct. to County Road, westbound trains both main tracks	50
Hackensack Drawbridge and switches	30
Trains making diverging movement through crossover between east and westbound main tracks east end of Hackensack River Drawbridge and movements to and from eastbound freight tracks	15
Track 3 to and from N. J. & N. Y. R. R.	15
Eastbound Bergen County to track 4, Rutherford Junction	30
Diverging movements through switches, Rutherford Junction	30
Except: Diverging movement through crossovers between Tracks One (1) and Four (4) and Two (2) and One (1)	15
Curves 10 and 11, Carlton Hill, M.P. 9.09 to 10.13	35
Passaic River Drawbridge, and to M.P. 10.60 Lafayette Ave., Passaic	20
Lafayette Ave. M.P. 10.60 to M.P. 11.95 Summer St., Passaic	25
Curves 17, 18 and 19, east of Clifton, M.P. 11.97 to 12.41	40
Passenger terminal tracks, Paterson	15
XW and River Street, Paterson	50
Curve 25, east of Hawthorne, M.P. 17.40 to 17.51	40
Curve 26, Ridgewood Junction, M.P. 19.95 to 20.16, westbound	45

	Miles per Hour
Diverging movement through switches Ridgewood Junction	30
Curve 27, Hohokus M.P. 21.82 to 22.14 eastbound	55
westbound	50
Curves 29 and 30, east of Waldwick, MP. 22.67 to 23.23	50
Diverging movement through switches at Waldwick	30
Curve 35, west of Ramsey, M.P. 27.19 to 27.40, Track 1	60
Curve 39, Suffern, M.P. 30.66 to 30.86, Track 1	50
Tracks 3 and 4	30
Curve 40, west of SF Tower M.P. 30.91 to 31.13 westbound	40
Curves 41, 42 and 43, west of Hillburn, M.P. 31.90 to 32.62	50
Curve 48, west of Sloatsburg, M.P. 35.17 to 35.33	60
Curve 51, west of Sloatsburg, M.P. 35.80 to 35.95	60
Curve 52, east of Tuxedo, M.P. 36.50 to 36.71	60
Curves 53, 54, 55, 56, 57 and 58, west of Tuxedo, M.P. 37.29 to 38.52	40
Curves 59, 60 and 61 west of Tuxedo, M.P. 38.59 to 39.53	60
Curve 64, Southfield, M.P. 40.96 to 41.16	65
Curve 68, east of Arden, M.P. 43.02 to 43.18	60
Diverging movements through switches, Newburgh Junction	25
Curves 75 and 76, Monroe and Oxford, M.P. 49.67 to 50.91	50
Curve 83, Otterkill, M.P. 55.40 to 55.95	50
Curve 86, east of Goshen, M.P. 57.87 to 58.18	50
Curves 87 and 88, Goshen, M.P. 58.32 to 58.96	40
Curves 89 and 90, west of Goshen, M.P. 59.02 to 59.92	50
Curve 95, New Hampton, M.P. 62.62 to 62.89	50
Middletown, M.P. 65.21 to 66.72	30
Switching lead between Howells Jct. and Otisville	25
Otisville Tunnel and Curve 29, west of Otisville Tunnel, M.P. 81.80 to 83.18	40
Curves 127, 128, M.P. 84.46 to 83.82, eastbound	40
Curves 127 and 128, Rundle's Curve, and Black Rock, M.P. 83.82 to 84.46, westbound	45
Curve 132 and 133, east of Port Jervis, M.P. 86.04 to Bridge 90.48	40
Diverging movements, Sparrowbush	15
No. 3 Yard track PX yard office to east end Port Jervis yard	25

Bergen County R. R.

Passenger trains	60
West of Garfield to east of Glen Rock, M.P. 11.70 to 18.00 on unrestricted track	70
Freight trains	50
Eastbound Bergen County to track 4, Rutherford Junction	30
Curve 1, Rutherford Junction, M.P. 8.97 to 9.21 westbound	50
Curve 1, Rutherford Jct., M.P. 9.21 to 8.97 eastbound	35
Curve 3, Garfield, M.P. 11.20 to 11.70 — Passenger trains	50
Curve 3, Garfield, M.P. 11.20 to 11.70 — Freight trains	40
Curve 6, Glen Rock, M.P. 18.13 to 18.44	50

Graham Line

Passenger trains, Newburgh Jct. to Howells Jct. on unrestricted track	60
Freight trains (5000 trlg. tons or less)	60
Freight trains	50
Curve 1, west of Newburgh Junction, M.P. 45.05 to 45.23	30
Woodbury Viaduct	40
Curve 12 and Moodna Viaduct, M.P. 54.61 to 55.34	30
MQ Crossing, Montgomery Branch	40
Diverging movements through crossover and through switches to Maybrook Loop track at O & W Bridge	15
Maybrook Loop Track from O & W Bridge west of MQ to Montgomery Branch connection	15
Otisville Tunnel and Curve 29, west of Otisville Tunnel, M.P. 81.80 to 83.18	40

Greenwood Lake Division

	Miles per hour
Passenger trains	60
West of Forest Hill	55
Freight trains	40
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels, or other similar pivoted machinery	30
G. L. Jct. to and from Boonton Line	25
D. B. Jct. M. P. 4.15 to M. P. 3.15	30
Third track, D. B. Jct. to Croxton	15
Hackensack River Drawbridge ("DB")	20
Curve east of Arlington	45
Passaic River Drawbridge, West Arlington	20
M. P. 7.76, west of West Arlington Drawbridge, to M. P. 8.65, west of Forest Hill Station	25
National Grain Yeast Co. and Jergens Lotion Co. sidings, Belwood Park	5
Curve, Walnut St., Bloomfield	40
Between Label and Walnut St., Montclair	25
M.P. 13.75 to 14.00 Upper Montclair	25
First curve east of Great Notch, M.P. 15.90 to 16.30	40
Diverging movements through crossovers Great Notch	15
Eastbound Caldwell Branch over spring switches Great Notch	20
Cedar Grove curve west of Great Notch	40
Between Montclair Ave. and Lindsley Road	30
From point 1600 ft. east of Boonton Rd. to eastbound home signal, Boonton Line crossing, Mountain View	30
Riverdale curve	40
Riverdale Ave. to N.Y.S.&W. crossing	35
N. Y. S. & W. R. R. crossing, Pompton Jct.	15
Curve east of Wanaque-Midvale	40
Belmont Ave. crossing, West of Wanaque-Midvale	10

Newark Branch

Passenger Trains:	
Between D. B. Jct. to east end first curve east of Harrison station	50
From a point 1,000 feet east of Main Street, South Paterson to Harrison	45
Interlocking Switches, Paterson Junction	20
Freight trains and trains hauling wrecking derrick	25
Trains hauling eight-wheel swivel truck cranes, steam shovels, and other similar pivoted machinery	20
Newark Drawbridge, M.P. 7.96, Kearny	20
Verona Ave. Crossing east of Cleveland St	25

New Jersey and New York Railroad

Passenger trains: N.J. & N.Y. Jct. and Spring Valley	60
Freight trains: N J. & N.Y. Jct. and Spring Valley	40
All trains: Spring Valley and Thiells	20
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery	30
Plant Rd., Hasbrouck Heights, M.P. 10.29	40
Temple Ave. crossing, Fairmount Ave. and Hackensack	25
Emerson, over crossings	40
Over switch west of Oradell	30
Street crossings, first east and first west, of Westwood Station	25
Through Borough of Park Ridge	30
Nanuet station and Nanuet Junction	30
Curve at Dykes crossing between Spring Valley and Nanuet	35
Between Chestnut St. and Main St. Crossings, Spring Valley, eastbound	10
Signal 30-I-J to Main St. crossing, Spring Valley, westbound	20

Hours of Crossing Protection

	Weekdays	
Essex Street, Hackensack	6.15 A.M.– 9.15 A.M. 2.15 P.M.– 7.15 P.M.	....
Central Avenue, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Clay Street, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Berry Street, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Passaic Street, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Anderson Street, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Maple Avenue, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Clinton Place, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Poplar Avenue, Hackensack	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Main Street, at Fairmount Ave.	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Temple Avenue, west of Fairmount Ave.	6.15 A.M.– 9.15 A.M. 2.00 P.M.– 7.00 P.M.	....
Washington Ave., Westwood	6.00 A.M.– 9.00 A.M. 2.15 P.M.– 7.15 P.M.	....
Central Avenue, Pearl River	5.45 A.M.– 8.45 A.M. 2.30 P.M.– 7.30 P.M.	....

On Saturdays, Sundays, Holidays and during period crossings not protected, trains and light engines will stop, send member of crew ahead and flag over crossings.

Convent Rd., Nanuet, N. Y.—"To avoid unnecessary operation of flashing light signals, crews switching in Lederle's east of crossing will avoid placing cars west of CIRCUIT sign located 400 ft. east of crossing. Crews switching in industrial switch west of crossing or using New City Branch switch will avoid placing cars east of Signal 27-1J located 500 ft. west of crossing."

Westbound trains switching or occupying main track at Hillsdale, N. J., will avoid doing so beyond a point 400 feet east of crossing to permit timing circuit to function and cut out flasher crossing signals at Hillsdale Avenue crossing.

Movements over this crossing through siding will be made under flag protection. Siding over crossing is circuited. Crews will not place cars closer than 25 feet either side of crossing.

Westbound trains, except those making normal station stop, which have been stopped, delayed or switching within one-half (½) mile of crossing will not exceed speed of 10 M.P.H. until crossing is reached.

Eastbound trains switching at west end of siding will avoid placing cars east of westbound head block signal, located 400 feet east of switch, and will not exceed speed of 25 M.P.H. after having switched at above location.

Westbound trains or engines which have switched in any of the industrial switches located between Lodi Street and Route 46, overhead bridge "Williams Avenue", will approach Lodi Street prepared to stop and not pass over crossing, except by flag protection, until flashers are known to be operating.

Westbound trains or engines intending to store train or switch at Essex Street Station will pull entire train west of Lodi Street Crossing and occupy that portion of track between Signal 12-1-J and sign reading "END OF CIRCUIT", located 250 feet east of Essex Street crossing, with part of train to avoid unnecessary operation of crossing apparatus at Essex Street, Sussex Street and Atlantic Street. In the event of clearing of main track, crews should avoid backing any part of train east of signal 12-1-J, if possible, to avoid operation of flashers at Lodi Street.

Trains which switch in Public Service switch, 600 feet west of Lodi Street crossing, will approach Lodi Street carefully and not pass over crossing, except by flag protection, until flashers are working.

GENERAL INSTRUCTIONS

Passenger Service

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 trains at Hoboken Station, they must indicate their trains by using the words "On this side" instead of "On your left" or "On your right."

When loading their trains at way stations such as Paterson or Ridgewood, where trains leave in the same direction, but destined to different points, they must announce to boarding passengers the route the trains will take.

When departing stations previous to arrival at a junction where passengers change cars, they must announce "The next station is ———, change cars for ———" (naming stations which connecting train will reach) and arriving at such junctions, they will repeat the announcement "Change cars for ———" and add "Train on the left or right," as case may be.

The conductor must assign member of crew to be stationed at rear end of his train to direct passengers and prevent them from boarding dead-head cars, which may be behind his train.

Conductors and trainmen stationed alongside their trains at Hoboken must inform themselves of the destination of trains which may be loading on the opposite side of same platform, in order to answer inquiries of passengers. Passengers inquiring for trains that are not being loaded from the same platform should be directed to gatemen.

In connection with the rules for operating steam heat on passenger trains, trainmen on eastbound trains must have steam blown out from equipment before arrival at Hoboken.

Uniformed agents of Union News Co. will be permitted to sell their merchandise on passenger trains except in Pullman, Business, or Dining Cars, 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.

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

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

Rear trainmen on trains yarded at outlying terminals will lock markers and flagging equipment in toilets, in no case should markers and flagging equipment be left unprotected.

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

Employes dead-heading on passenger trains must not occupy smoking compartments in lounge or dining cars.

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 or trainmen must not permit passengers at terminal stations to enter or leave trains at any point other than at designated station platforms.

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 report to Register Room, Hoboken, to check for orders before leaving time of each train.

Passenger conductors must take train slips for eastbound trains to Register Room, Hoboken, as soon as possible after arrival.

Lost articles found on trains, or about stations must be turned in or forwarded under register to Lost and Found department, Baggage Room, Hoboken. If unclaimed for 60-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.

Passenger trains when blocked off by freight train at a station not protected by underpass or overhead bridge will wait until freight train clears and passengers have had opportunity to board train. When delay will exceed 5 minutes, communicate with Train Dispatcher.

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.

Flagman must be stationed on rear passenger-carrying car of passenger trains between Hoboken and Bergen Jct. and Hoboken and G. L. Jct., provided with red and white lantern, placed on rear end of rear car day and night. Red lantern to be lighted.

Freight Service

When a train or engine stops or is switching, or cars are left standing within operating limits of automatic highway crossing signals, causing warning signals to operate more than 5 minutes at highway grade crossings equipped with automatic visual warning signals, but not equipped with cutout controls and no crossing watchman on duty, 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.

The handling of a car with inoperative hand brake is considered by the Interstate Commerce Commission a violation of the Safety Appliances Act. Exception: when crippled and in condition to haul, car may be handled to nearest repair point in direction in which train is moving, provided it is coupled, and in addition securely chained to another car equipped with brakes in good working order.

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.

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 notify the Superintendent from the first available point, advising him the correct tonnage of the train.

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.

Conductors of westbound through freight trains must report to Train Dispatcher on telephone before leaving Croxton.

Freight conductors must show on their train lists 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.

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

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

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

Miscellaneous

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 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 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.

When noticing a hot journal in train or receiving hot journal signal from operators and all others, stop will be made as soon as possible and journal inspected and if necessary repair before moving to first switch.

When a car is set out with hot journal the dope must be entirely removed from journal box, fire extinguished and left some distance from car so that in case the dope should again ignite it will not set fire to car. The lid of journal box should be closed so that journal will cool slowly and not result in checks and cracks in axles.

Powdered chemical for extinguishing fires in hot boxes of freight cars has been distributed to all locomotives and cabooses in through freight service. Following instructions will govern use of same: "Throw half of the powder from tube directly on blaze and close box lid. Wait one minute then open box, distribute remainder of powder over hot journal and close box lid. This prevents dope from taking fire again after car is set out. Car Must Be Set Out After Powder Has Been Used. Important—Box lid must be closed tight after powder is applied."

SPECIAL INSTRUCTIONS

New York Division

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

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

Trains or engines operating on Old Main Line stop and send member of crew ahead to flag crossing M.P. 72.88 Otisville.

Engines are restricted in Holley's two sidings Otisville east of frog.

Enginemen entering portal of Otisville Tunnel in both directions will sound whistle and ring bell in accordance with rule 30.

Trains and engines on Crawford Branch will stop and flag over all road crossings East Main St. to Crawford Jct.

All switches on Crawford Branch between East MainSt. and Crawford Jct. should be lined for main in normal position.

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

Engines are restricted on Conklin & Cumming siding, Goshen.

Trains operating against current of traffic between Goshen and Middletown, will not exceed a speed of five (5) miles per hour over crossing at New Hampton; also St. James Pl. and Sanfords Crossing east of Goshen account crossing signals not circuited for reverse movements.

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

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

Engines are restricted on trestle Nepera Chemical Co. siding Harriman.

Engines and cars with capacity of over 70 tons are restricted on coal trestle at Tuxedo.

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

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

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

Engines are restricted inside Ramsey Timber Structures shed at Ramsey.

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

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

"Light" indicator on eastbound waiting room Hohokus operated by Agent: When yellow light displayed, trains making station stop 7 A.M. to 4 P.M. except Sat., Sun., and Hol. wait until light is extinguished, which indicates all passengers have boarded train. Trains finding light displayed at other hours will disregard same and make report.

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

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

Engines are restricted from operating in City Switch, Ridgewood.

Eastbound passenger trains making station stop at Glen Rock Main Line stop with rear end of train clear of road crossing, west of station.

Westbound passenger trains having express or baggage cars making station stop at Paterson will stop first coach at east end of Market Street. Trains without express or baggage cars stop engine at east end of Market Street.

Equipment over 13′ 6″ in height is restricted from all passenger terminal tracks Paterson. (Lower Level).

Eastbound passenger trains making station stop at Paterson will stop with rear car at Market Street kiosk.

Trains making station stop River Street, Paterson, will stop with entire train west of bridge over River Street to prevent passengers leaving or boarding trains on bridge.

Passenger trains making stop at Clifton must not stop with passenger cars on bridge over Clifton Ave., west of station.

Passenger conductors must have member of crew stationed near subway steps while making station stop Passaic to protect late passengers who may ascend steps when train is ready to depart.

Traffic lights are connected with automatic gate circuits through Passaic. Eastward trains of 4 cars or less stopping at Passaic will not exceed speed of five (5) miles per hour from start until rear of train clears Jefferson St. crossing. Westward trains of 4 cars or less stopping at Passaic will not exceed speed of five (5) miles per hour until rear of train clears Monroe St. crossing.

In order to avoid blocking crossings through Passaic when drawbridge is open, eastward trains will not pass "END OF CIRCUIT" sign, located at easterly end of Passaic passenger station platform, when automatic Signal 11-2 displays "Stop and Proceed" indication, until permission has been received from dispatcher by radio or telephone or signal displays a more favorable indication.

Trains or engines making movements against current of traffic over Passaic Park Drawbridge must come to a full stop before passing home signal regardless of signal indication. After train has been brought to a stop and proper signal indication is received, movement may be made over the bridge when preceded by a member of the train crew.

A train must not pull into station at Carlton Hill or pass over crossing when passenger train is standing at station.

Engines heavier than Class SE-10-A are restricted beyond second gate of Craig Coal Co., Carlton Hill.

Locomotive whistle prescribed by Operating Department Rule 14-L will not be sounded approaching the following highway grade crossings except in case of emergency:
Jackson Avenue—located immediately east of Carlton Hill station.
Park Avenue—located immediately west of Rutherford station.

Enginemen of all trains approaching the above crossings will ring engine bell beginning at a distance of at least 300 yards from each of these crossings and continue to ring the bell until locomotive passes over the crossing.

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

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

Automatic cut out device at Central Ave. Crossing, East Rutherford, B.C.R.R. governing westbound track, located on white board, east wall, inside of Crossing Watchman's Cabin: Between hours of 7.00 P.M. and 11.00 P.M., trains occupying westbound track east of crossing while switching in Rutherford yard, member of crew will press cutout button which will cut out flashing light crossing signals. Flashing light signals will be restored when train clears westbound circuit.

The Third Track from "DB" Tower to Croxton, including former Greenwood Lake Westbound Track to Croxton "BR" Tower and Track 1 Secaucus East Yard, including New Connection, to Croxton—will be under the jurisdiction of the Yardmaster at "KW" Croxton. These tracks will at all times be operated under Yard Limit Rules. Normal position of switch between New Connection and Third Track—Lined for Third Track.

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

All movements over spring switch, No. 1 engine lead, west end of Secaucus engine terminal, will reduce speed to 5 m.p.h.

County Road Crossing freight tracks Secaucus—During daylight hours when crossing gates are raised and in an upright position, a red flag will be displayed from the crossingman's tower and at night a red light will be displayed from the same point to indicate that vehicular traffic is moving over crossing and no train movements are to be made over the crossing when such signals are displayed.

An Absolute Block will be operated between Grove St. Tower and Croxton "BR", through Bergen Archways and through Bergen Tunnel, following movement of light engines.

Maximum overhead clearance on Erie - Lackawanna, Bergen Jct. to Hoboken, is 15 feet 3 inches. Cars exceeding this height are restricted.

Enginemen backing passenger trains into Hoboken station, having been brought to a stop by the air hose operated from the rear of the train, must not back further until they have received a hand signal in addition to the regular whistle signal.

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

Trains leaving yards for passenger station:

After the back-up hose has been coupled to the rear end, and before the train is moved, the yard conductor or switchman in charge of the train must make an application of the brakes through the back-up hose; the engineman must know that a sufficient reduction in pressure has been made to apply the brakes on the entire train. After this application has been released, switches set, and the proper signal indication displayed, the train will proceed to the passenger station. While the train is en route, and until the same has come to a full stop in the passenger station, engineman will keep close watch and observe that the speed of the train is properly controlled. When the same is not done, his knowledge of consist of train and its location will indicate to him whether or not train should be stopped, and he will be governed accordingly.

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

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

The maximum speed of trains from the passenger station to the storage yards or from the storage yards to the passenger station, will be ten (10) miles per hour, a further reduction to be made at any point where the men handling the air cannot see the track ahead is clear for a maximum speed of ten (10) miles per hour.

Trains must not be moved between Hoboken passenger station and coach storage yards without back-up hose on the rear car, controlled by yardman qualified to handle same.

Maximum overall clearance Bergen Tunnel 17′ high 3′ wide at this height. Cars exceeding this height are restricted. When cars are too high for tunnel, they will be handled through Bergen Archways. Loaded piggyback flat cars are restricted from operating in Bergen Tunnel.

Freight trains moving to or from Northern Branch with cars too high for Bergen tunnel will be handled on main track through Bergen archways.

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

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

Westbound movements from Weehawken will be directed by Yardmaster at Weehawken.

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

Employes are warned of close overhead clearance, 16′6″ on eastward Weehawken Branch under E. L. Bridges 1.32, 1.34, and 1.36 located just east of Hoboken Ave.

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

New York Central crews desiring to cross tracks at First Street, Hoboken, Weehawken Branch, must secure permission from Yardmaster at Weehawken. Trains and engines must move over these tracks prepared to stop unless track is seen or known to be clear.

Pennsylvania R.R. circuit controllers are connected to hand operated derails on tracks "Main" and "No. 2 West End" at Newark Ave. Before operating these derails permission must be obtained from P.R.R. Operator at SC Tower Marion Jct.

Employes are warned of close side clearances and must not ride on side of cars on Tracks F-16 to F-30 inclusive and Tracks F-39 to F-50 inclusive, Croxton Yard.

Employes are warned of close side clearance and must not ride on side steps of 65 foot Gondola cars when moving through crossover from tracks A-15 to No. 3 Float Bridge, Jersey City.

All engines except 300 series are restricted on apron at east end of Float Bridges Jersey City.

All engines except 300 series when exhaust outlet covered and 400-500-600 series are restricted inside Seaboard Warehouse Building Jersey City.

All engines are restricted on National Cold Storage Co. Siding, all Covered Docks and Emerson Radio Co. (All Tracks) Jersey City.

All engines except 300-400-500-600 series are restricted on Ice Dock and in Swift & Co. Plant, Jersey City, Yard Tracks F-41-50 Croxton, tracks approaching docks at Weehawken, and Industrial Tracks on Weehawken Branch.

All engines are restricted on Open Docks Weehawken, except 300-400-500-600 series on Dock H and to a point 250 feet from River End Dock B. Engines must not be double-headed on docks and cranes must not be operated while engine passes under same.

Engines of 1850 series are restricted to through freight and passenger service.

Graham Line

When necessary for eastward trains to take siding at Central Valley signal located just east of Bridge 47.88 will display stop and the letter "S" on indicator attached to mast will be illuminated. When the home signal displays stop and the letter "S" is displayed, the spring switch will be hand-operated and lined for the siding without verbal permission from the Dispatcher and movement into the siding will be governed by the indication then displayed on the home signal. After train has cleared in the siding the spring switch must be restored to the normal position.

Montgomery Branch

Flashing Light Highway Crossing Signals North Church and Erie Streets

Trains or engines making switching movements at west end of westbound passing siding or east or west end of L&NE Interchange tracks will approach North Church Street and Erie Street crossings prepared to stop and not enter upon or pass over same unless flashing light highway signals are operating except by flag protection.

Westbound trains cutting off east of Scotchtown Road for purpose of setting off or picking up cars in interchange will back head end of train east of Scotchtown Road before proceeding to insure proper operation of flashers at Erie Street.

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

Trains or engines operating in siding on Montgomery Branch over Erie St. crossing, Goshen, N. Y. in either direction will stop within 50 feet of either side of this crossing before passing over same. Controlling insulated joints are painted white.

Newark Branch

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

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

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

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

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

Engines heavier than Class SE-10-A are restricted in Woburn Degreasing sidings Harrison.

Engines heavier than Class SE-10-A are restricted in Swift & Company, Harrison, except west end of Tracks 1-2-3 at stock unloading platform.

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

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

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

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

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

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

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

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

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

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

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

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

Locomotive whistle prescribed by Operating Dept. Rule 14-L will not be sounded approaching the following highway grade crossings except in case of emergency: Colfax Ave., Clifton Ave., Van Houten Ave., (Clifton): Mt. Prospect Ave., (Athenia): Bloomfield Ave., Allwood Road, (Allwood).

Enginemen of all trains approaching the above crossings will ring engine bell beginning at a distance of at least 300 yards from each of these crossings and continue to ring the bell until locomotive passes over each crossing.

BERGEN COUNTY RAILROAD

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

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

Engines heavier than SE-10-A are restricted from operating in tracks of Hammersley Mfg. Co., Garfield, west of trestle account curvature.

Engines heavier than SE-10-A are restricted from operating over Remark's trestle, Garfield.

Engines are restricted from operating in Stabilized Vitamins and Bellet Coal Co. sidings, Garfield.

Engines heavier than class SE-10-A are restricted from operating over Dundee Spur, including Passaic River Bridge.

Engines heavier than class SE-10-A are restricted from operating west of Dundee Island.

Over Bridges and Trestles, Dundee Spur, 5 miles per hour.

Trains or engines will stop and member of crew protect highway traffic over Midland Ave. Crossing N. Y. S. W. R. R. interchange Passaic Junction.

Switch leading from westbound B.C.R.R. main track to N.Y.S. & W. connection at Coalberg Jct. is equipped with automatic spring type switch. Trains operating from connection to B.C.R.R. must complete movement through switch before making reverse movement. Trains operating against current of traffic on westward track finding color light *distant switch signal* located between main tracks 7000 feet west of spring switch at Coalberg Jct. indicating green or clear will proceed; if distant switch signal indicates yellow or approach, trains will approach color light *switch signal* located between main tracks at spring switch prepared to stop. Trains operating against current of traffic on westward track finding color light switch signal located at the spring switch in green or clear position, will proceed over spring switch in accordance with special instructions; if switch signal is red or stop, trains must stop and examine switch points, use hand-throw to correct alignment of switch if necessary and proceed only when switch is properly secured, reporting any improper condition immediately to Superintendent.

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

Engines are restricted from operating on East Side Coal Co. Trestle, East Paterson, N. J.

ALCO Locomotives are restricted in National Biscuit Company Plant, Fairlawn, account excessive exhaust fumes.

Telephones connecting with Train Dispatchers circuit:

Nursery
Crossover east of Garfield
Hobart Place, Garfield
Garfield at crossover west of Monroe St
General Motors switch west of Broadway-Fairlawn
Broadway-Fairlawn at crossover
Radburn-Fairlawn at crossover

DRAGGING EQUIPMENT DETECTOR INSTRUCTIONS

Main Line

Dragging equipment detectors are located between the rails of westward main track 200 feet west of main track crossover at Howells Junction, "GD", east of Otisville Tunnel, and eastward main track at M.P. 80.43, west of Otisville Tunnel. When actuated by dragging equipment, signs attached to signals 71-1-1 and 78-2-2 will be illuminated, displaying the letter "E". When letter "E" is displayed, train must be stopped and inspected to locate dragging equipment and Dispatcher notified.

Actuation of dragging equipment detector by westbound trains prevents westward home signal at east end of Otisville Tunnel from clearing.

Actuation of dragging equipment detector by eastbound trains prevents eastward home signal at west end of Otisville Tunnel from clearing.

When eastbound train reaches eastward home signal at west end of Otisville Tunnel or westbound train reaches westward home signal at east end of Otisville Tunnel, Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E", located adjacent to home signal; insert switch key; turn clockwise and hold for ten seconds, then remove key; signal should then clear. If signal does not clear, confer with Dispatcher for further instructions.

Graham Line

Dragging equipment detectors are located between the rails of single main track at Signal 50-2-E, M.P. 50.30, east of Moodna Viaduct, and at signal 60-2-E, M.P. 60.52 west of Moodna Viaduct. When actuated by dragging equipment, signs attached to signals 52-1-E, 54-1-E, 58-2-E and 55-2-E will be illuminated, displaying the letter "E". When letter "E" is displayed, train must be stopped and inspected to locate dragging equipment and Dispatcher notified.

Actuation of dragging equipment detector by westbound trains prevents automatic signal 54-1-E from clearing. Actuation of dragging equipment detector by eastbound trains prevents automatic signal 55-2-E from clearing.

When westbound train reaches signal 54-1-E or eastbound train reaches signal 55-2-E, Dispatcher must be notified as to cause of delay. To permit signal to clear, break seal on switch key controller marked "E", located adjacent to signal 54-1-E or 55-2-E; insert switch key; turn clockwise and hold for ten seconds, then remove key. Signal will then clear. If signal does not clear, confer with Dispatcher for further instructions.

SHORT LINE TELEPHONES	Connects to	
Booth west end track 12, Jersey City	Grove Street	
East end of Bergen Tunnel	"	"
Monmouth St. Yard Office	"	"
Ravine Road—Hoboken Conn.	"	"
Bergen Archways	"	"
"BR" Croxton	"	"
Croxton, next to loop track	"	"
West End Tunnel	Grove St. & KW	
Between connection tracks 1 & 2 Bergen Jct.	HX	Tower
American Can Co. siding, Secaucus	Grove St. & HX	Tower
County Road, Secaucus, first telegraph pole west of crossing, eastbound side	HX	"
1500 feet east Hackensack River Bridge	HX	"
1000 feet west Hackensack River Bridge	HX	"
Signal Bridge 6.69–X, east of Berry's Creek	HX	"
At Crossover east of N. J. & N. Y. Jct. and eastbound home signal N. J. & N. Y. Jct.	HX	"
On westbound signal bridge (south side) 750 feet east of Rutherford Jct.	BJ	Tower
Eastbound home signal BCRR Rutherford Jct.	BJ	"
2000 feet west of Rutherford Jct.	BJ	"
Carlton Hill, outside station	BJ	"
Gregory Ave., Passaic	BJ	"
Lake View front of station	XW & WJ	"
Madison Ave., lead to westbound yard	XW & WJ	"
West end of westbound yard, Paterson	XW & WJ	"
100 feet east of Ellison St., Paterson (west side)	XW & WJ	"
300 feet west River Street station, west track	XW & WJ	"
East of 5th Avenue Crossing, Paterson	XW & WJ	"
East of N. Y. S. & W. Bridge, Hawthorne	XW & WJ	"
Ridgewood Junction, eastbound home signal	WJ & WC	"
Freight House Switch, Ridgewood	WJ & WC	"
Ridgewood, Young and Bortic siding	WJ & WC	"
Hohokus, opposite bleachery	WJ & WC	"
Waldwick, front of station	WJ & WC	"
Waldwick Yard, engine foreman's office	WC & SF	"
Middle Yard, Waldwick	WC & SF	"
Waldwick, west end yard	WC & SF	"
Foundry Switch, West Mahwah (west side)	WC & SF	"
Track 1 west of station, Suffern	WC & SF	"

Suffern engine foreman's office	SF	Tower
Crossing east of Hillburn on westbound side	TC & SF	"
Hillburn crossover westbound side	TC & SF	"
West end of siding, Sterlington	TC & SF	"
Sloatsburg station, west track	TC & SF	"
Cripple switch, east Otisville	MQ	Tower
Westbound signal, east end Otisville Tunnel	MQ	"
200 ft. west of west end of Otisville Tunnel	MQ	"
Eastbound signal, west end of Otisville Tunnel	MQ	"
Howells Junction crossover	MQ	"
Quarter mile east M.P. 81	PO	Station
East "FX" crossover	PO	"
Old Graham Station location	PO	"
M.P. 84.75	PO	"
Westbound signal BC	PO	"
Eastbound signal BC	PO	"
Crossover east of Port Jervis Depot	PO	"
Eastbound home signal, Sparrowbush	PO	"
Automatic signal 89-1, Sparrowbush	PO	"

B. C. R. R.

At light indicator 600 ft. west of Plank Rd. crossing	BJ	Tower
East end oil switches	BJ	"
West end Nursery Switch	BJ	"
Entrance to Wright's Plant	BJ	"
Hammersley's Siding, west end oil switches	BJ	"
Hobart Place, Garfield	BJ	"
Garfield, at crossover, west of Monroe Street	BJ	"
East end of siding, Plauderville	BJ	"
Market St. east of Coalberg Jct.	BJ	"
Signals 14–1–B, 14–2–B, Coalberg Jct	WJ	"

Newark Branch

Entrance to loop, Boonton Line Bridge, west Croxton	DB	Tower
Westbound signal east end bridge D. B. Jct.	DB	"
Quarter mile west D. B. Jct.	DB	"
Schuyler Avenue, east of Harrison	Newark	Drawbridge
Davis Ave. gate tower, Harrison	"	"
Crossover Kearny	"	"
Congoleum Switch	"	"
Section Tool House at Passaic St.	"	"
Outside Station 4th Ave., Newark	"	"
Cemetery Switch, Newark yard	"	"
Riverside Chester Ave. Crossing	"	"
Woodside, front of station	"	"
Outside South Paterson station	Dispatcher	
Paterson Jct.	"	"
Denman Davis	"	"
Paterson Spur	"	"

N. J. & N. Y. R. R.

Carlstadt, Paterson Plank Rd.	HX	Tower
Teterboro Lead M.P. 11.76	HX	"
St. Joe Lead, South Hackensack	Essex St. & HX	"
Essex St., Hackensack	HX	"
Fairmount Ave., Hackensack	HX	"

Piermont Branch

Chestnut St., Suffern	SF	Tower
Scale House, Crusher Switch	SF	"
Tallmans	SF	"
Monsey (on pole east of Main St. Crossing)	SF	"
Opposite M of W shanty, Spring Valley	SF	"
Spring Valley	SF	"
Nanuet Jct.	SF	"
Orangeburg Hospital Switch	SF	"
Sparkill on station	SF	"

Northern Branch

Piermont Station	Connects Sparkill & SF	Tower
Grandview	Connects Sparkill & SF	"
South Nyack (EB Signal)	Connects Sparkill & SF	"
Nyack Station	Connects Sparkill & SF	"

Graham Line

Newburgh Junction west leg of wye	NJ & MQ Tower
Signal east of Central Valley	NJ & MQ "
Signal west of relay house, Central Valley	NJ & MQ "
Highland Mills	NJ & MQ "
West End of Viaduct, Woodbury	NJ & MQ "
Signal east of "BS"	NJ & MQ "
East End Moodna Viaduct	NJ & MQ "
West End Moodna Viaduct	NJ & MQ "
East End Clarks Siding	NJ & MQ "
West End Clarks Siding	NJ & MQ "
West HO	NJ & MQ "
Relay House at single track east of MQ	NJ & MQ "
Single track switch, East MQ	NJ & MQ "
Westbound order block, east MQ crossing	NJ & MQ "
Crossover east of MQ Tower	NJ & MQ "
East end of O & W Bridge	MQ "
West end of O & W Bridge	MQ "
Signal 68-2-E	MQ "
Red Onion	MQ "
Four Story Cut	MQ "
Howells Jct., East End	MQ "
Relay House GD	MQ "
Howells Station	MQ "
Maybrook, General ydm. office	MQ "
Maybrook, Shelter box at old Bk yard office	MQ "

Greenwood Lake

Arlington at crossover	Greenwood Lake Stations
No. Newark east end of yard	" " " "
Forest Hill—west end of station	" " " "
Willet St.—east side of crossing	" " " "
Montclair Hgts—east end of station	" " " "
Great Notch—Westbound Signal	" " " "
Eastbound signal	" " " "
Manual block signal	" " " "
Little Falls—outside station	" " " "
Wayne—outside station	" " " "
Pompton Plains—outside station	" " " "
Pompton Jct. at crossing of NYS&W RR	" " " "
Midvale—outside of station	" " " "

Caldwell Branch

Caldwell—outside of station	Great Notch—Essex Fells
Essex Fells—outside of station	" " —Caldwell

Orange Branch

Lawrence St.—west side of crossing	Silver Lake—Forest Hill
Kearney St. " " " "	" " " "
West Orange—east end of White St.	" " " "

New York Division, Connecting with Train Dispatchers' Circuit:

Note: See Bergen County R.R. Page 23.

Passaic Park Drawbridge Cabin
West end Passaic Park Drawbridge, east side
Crossover Passaic (east of Chestnut St., south side).
Crossover between Clifton and Lake View
300 feet west River St. Station, west track
East of 5th Avenue crossing, Paterson, westbound side
Waldwick engine foreman's office
200 feet west of station, westbound side, Allendale
Ramsey, 500 feet east road crossing, westbound side
Hillburn Crossover westbound side
Ramapo Crossover westbound side
Crossover east of Tuxedo
Southfields, at crossover
Newburg Jct., West Leg of Wye.
Nepera Chemical Co. switch, Harriman
East side Carpenters switch, west of Monroe
Monroe, at crossover
Westbound home signal, Greycourt
Eastbound home signal, Greycourt
Greycourt, east of station
East end Greycourt Yard
New Hampton old station location
Goshen-west end station
Goshen-at crossover
Goshen-west end WB siding
Middletown at crossover
Crossover at Middletown Summit
West end of siding Middletown Summit
Westbound signal, Main Line, East "GD"
Relay House "GD"
Howells Station
Cripple switch, east of Otisville
End of spur track, Otisville
Westbound signal, east end Otisville Tunnel
Eastbound signal, west end Otisville Tunnel
Old Graham Station
East "FX" crossover
Westbound signal, "BC"
Eastbound signal, "BC"
Maybrook, General ydm. office
Maybrook, Shelter box at old Bk yard office

INSTRUCTIONS COVERING FLASHING LIGHT SIGNALS EQUIPPED WITH SHORT ARM AUTOMATIC GATES

Automatic Electric Crossing Gates are in operation at the following crossings:

NEW YORK DIVISION

Pavonia Ave., Jersey City
County Rd., Secaucus
Park Ave., Rutherford
Jackson Ave., Carlton Hill
Aycrigg, Lafayette and Paulison Aves., Passaic
Gregory Ave. and Prospect St., Passaic
Pennington Ave., Passaic
Park Place, Passaic
Passaic St., Passaic
Washington Place, Passaic
Jefferson St., Passaic
Monroe St., Passaic
Harrison & Summer Sts., Passaic
Crooks Ave., Lakeview
Gould Ave., Paterson
Fifth Avenue, Paterson
Rock Road, Glen Rock
Chestnut St., (Swan's Crossing), Allendale
Main St. and Central Ave., Ramsey
Fourth Ave., Hillburn
Green St., Goshen
Main St. and Greenwich St., Goshen
Washington St., Middletown
Houston Ave., Middletown
North St., Middletown
East Main, Montgomery and Cottage Sts., Middletown
West Main St., Middletown
Harding St., Middletown
West Main St., (Knox Crossing), Middletown

NEWARK BRANCH

Chester Ave., Riverside

BERGEN COUNTY R.R.

Paterson Plank Rd., East Rutherford
Hobart Place, Somerset St., Monroe St., Van Winkle Ave., Garfield
Midland Ave., and Outwater Lane, East of Plauderville Station
Market St., and Midland Ave., East Paterson
Fairlawn and Morlot Aves., Fairlawn
Rock Road and Harristown Road, Glen Rock

PIERMONT BRANCH

Main Street, Spring Valley

NORTHERN BRANCH

Palisade Ave., Englewood
Clinton and Brookside Aves., South Nyack

GREENWOOD LAKE DIVISION

Forest, Elm and Devon Streets, Arlington
Summer Ave. and Mt. Prospect Ave., No. Newark
Willet, Orchard and Walnut Streets, Bloomfield
Benson St., Glen Ridge
Pine St., Montclair
Claremont Ave., Montclair
Grove St., Montclair
Walnut St., Montclair
Bellevue and Lorraine Aves., Upper Montclair
Jerome Ave., Laurel Place and Mt. Hebron Road, between Upper Montclair and Montclair Heights
Main St., Singac
Boonton Road, Mountain View
Newark-Pompton Turnpike, Pequannock

CALDWELL BRANCH

Roseland Ave., Caldwell

NEW JERSEY AND NEW YORK RAILROAD

Union Avenue, East Rutherford
Paterson Plank Rd., Carlstadt
Malcolm Ave., Hasbrouck Heights
West Washington and Jefferson Aves, Pearl River

GENERAL INSTRUCTIONS PERTAINING TO THE OPERATION OF AUTOMATIC ELECTRIC CROSSING GATES

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

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

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

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

SPECIAL INSTRUCTIONS PERTAINING TO THE OPERATION OF AUTOMATIC ELECTRIC CROSSING GATES AT CERTAIN CROSSINGS ARE AS FOLLOWS:

NEW YORK DIVISION

Pavonia Avenue, Jersey City

All insulated joints controlling starting circuits will be painted white. Gates will remain down at all times while any portion of the tracks between the positive starting circuits (painted white) are occupied by engine or cars.

Tracks known as Horn 2, 3 and 4 are equipped with an advance starting circuit and a positive starting circuit located 140′ and 40′ respectively from east edge of crossing. Gates will lower when 140′ section is entered upon and will remain lowered for one (1) minute, after which they will raise unless 40′ circuit is entered upon.

All movements in either direction must come to a full stop within the positive limits of the starting circuits if gates have not lowered by the time movement reaches edge of crossing. Movement must not again be started until gates have lowered. If it is necessary to flag over this crossing a member of the crew must protect the crossing and know that highway traffic has been stopped before permitting movement over crossing.

County Road, Secaucus

Crews working on eastward or westward Main Line tracks between HX Tower and Croxton Tower within 3600 feet of the easterly edge of County Road or within 3100 feet of the westerly edge of County Road will observe the position of the automatic gates at this crossing and when necessary, clear circuits to permit the gates to raise within time prescribed by law.

Switch and derail serving American Can Co. are connected to crossing gate circuit to permit gates to raise when switch and derail are lined for movement into side track.

Park Avenue, Rutherford

Westbound trains which are required to make an excessively long station stop, will stop with engine east of baggage room in order to permit gates to raise. Upon departing from station, train or engine will approach crossing prepared to stop and will not pass over crossing until gates have lowered.

Trains or engines pulling east of westward home signals on tracks 1, 2, 3 or 4 at "BJ" interlocking, intending to cross over, set out cars or perform switching, will not exceed speed of twelve (12) miles per hour between home signals of interlocking and will avoid passing or occupying circuits on any track east of "END OF CIRCUIT" sign, located alongside of tracks 2 and 3 approximately 100 feet east of Rutherford freight house.

Jackson Ave., Carlton Hill:

Movements made over crossing in siding serving Royce Chemical will be brought to a stop at edge of crossing and will not proceed over crossing until gates have lowered.

When consist of trains will permit, westbound passenger trains will stop with entire train at least 20 feet west of crossing.

Aycrigg and Lafayette Aves., Passaic

When trains are held at eastbound home signals account drawbridge opening or for any reason, timing circuit will permit gates at Aycrigg Ave., to raise after a period of one and one-half (1½) minutes. Trains so held and after receiving signal to proceed will not pass over crossing until gates are fully lowered.

Westbound trains making station stop at Passaic Park will pass westbound home signal under 25 M.P.H. to prevent gates at Lafayette Ave., from lowering while station stop is being made. Trains so governed will not exceed 20 M.P.H. until Lafayette Ave., is reached.

Gregory Ave. and Prospect St., Passaic

Trains or engines switching at Anderson Lumber Co. will store train or cars which are set out 100 feet east of Gregory Ave., opposite end of telephone pole line.

Jefferson St., Passaic

In order to permit crossing gates to raise promptly after station stop has been made, eastbound trains or engines must stop before any portion of the train or engine passes sign reading "END OF CIRCUIT", located 150 feet west of crossing. Upon departing from station, engine will not pass over crossing until gates have lowered.

Monroe St., Passaic

Eastbound trains or engines operating in either the normal or reverse direction between Summer and Harrison Streets at a speed of 15 M.P.H. or under, or those trains or engines intending to perform switching or stop between Harrison St. and Monroe St., will not exceed that speed between Summer and Harrison Streets to avoid lowering of gates.

Hand operated derail is located on westward siding, 15 feet west of Monroe St. crossing. The removal of this derail will cause gates to lower.

When consist will permit, westbound trains will stop with engine between westerly end of express building and derail of express switch. Upon departing from station, trains will approach crossing prepared to stop and will not pass over crossing until gates have lowered.

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, PASSAIC

Automatic straight time releasing circuits are in effect on eastward and westward tracks between Monroe St. and Pennington Ave., inclusive, Passaic. Trains or engines approaching any of these crossings will be governed as follows:

When trains or engines are stopped or consume five minutes or more in this territory, the automatic releasing circuits will permit gates to raise on all crossings ahead of train.

Trains or engines on either track, in either direction, delayed or stopped in approach to the above named crossings will move to edge of each crossing prepared to stop, and not enter upon or proceed over crossing until gates have lowered.

Westbound train receiving "RESTRICTED" indication at westbound home signal at Passaic Park or "STOP AND PROCEED" indication at Signal 11-1 east side of Pennington Ave., will operate train as provided in preceding paragraph.

Eastward trains or engines receiving stop and proceed indication at Signal 12-2 east of Clifton station must stop at edge of Monroe St.

crossing and not proceed until gates have lowered except by flag protection.

Eastward trains or engines are not permitted to leave Passaic Station when Signal 11-2 indicates "STOP AND PROCEED" unless authorized by Train Dispatcher. After departing Passaic Station on stop and proceed indication at Signal 11-2, will move to edge of each of the above named crossings and not proceed until gates have lowered.

Trains or engines making normal station stop at Passaic Station and leaving on "APPROACH" or "CLEAR" indication at Signal 11-2 and making normal acceleration may continue to do so.

Westbound trains making normal station stop at Passaic Station and stopping between westerly end of Express building and derail of Express Co. switch, upon departing from station will approach Monroe St. crossing prepared to stop and will not pass over crossing until gates have lowered. All other westbound trains stopped or delayed in approach to Monroe St. must operate train in accordance with instructions in third paragraph.

Harrison and Summer Streets, Passaic

Trains using siding crossover off westward track at Summer St., with cars occupying main track, will place such cars just east of east end of this crossover.

Side track extending over Harrison and Summer Sts., is circuited for gate operation over these crossings. Trains or engines intending to move over these crossings through siding will move up to crossing and stop, then proceed only after gates have lowered.

Crooks Avenue (Lakeview), Paterson

Westbound trains intending to serve Lakeview station switch whose consist will not fit between crossing and switch will cut off trains east of sign reading "End of Circuit" located 400 ft. east of crossing. After completion of work all cars west of crossing must be pulled west of first telegraph pole west of station before eastbound movement is made. Upon backing onto train head end must be backed east of "End of Circuit" sign before westbound movement is made.

Eastbound siding is circuited over crossing. Trains or engines intending to move over crossing through siding will move up to crossing and stop, then proceed only after gates have lowered.

Gould Ave., Paterson

Trains switching Continental Can Co., Farmland Dairy and Railroad Construction Co., will leave their train west of sign reading "End of Circuit", located 312 feet west of Gould Avenue. Upon completion of switching at the above locations, crews intending to continue easterly move will back entire train west of "End of Circuit" sign before proceeding.

Fifth Avenue, Paterson

Westbound trains making station stop at River Street will not exceed a speed of thirty-five (35) miles per hour until crossing is reached. To permit gates to raise when westward track is occupied by a train or engine intending to crossover to eastward track a straight time circuit has been provided starting at a point 300 feet west of the west end of River Street crossover and extending westward 700 feet. Trains or engines must occupy this 700 feet section of track to effect raising of gates.

Side track over this crossing is circuited, cars will be placed at least 30 feet from the crossing to clear white painted insulated joints.

Hand throw derail on this siding east of crossing is connected to crossing gate circuit. Derail must be restored when through using this track.

Eastbound trains making Hawthorne station stop will not exceed a speed of forty (40) miles per hour until crossing is reached.

A straight time circuit has been provided which will permit gates to raise when train or engine is standing on eastward track between easterly side of Passaic River bridge and clearance point of Enterprise company just west of Fifth Avenue crossing.

Chestnut St. (Swan's Crossing), Allendale

Side track over this crossing is circuited over crossing only. Trains or engines intending to move over crossing through siding will move up to within 100 ft. of crossing and stop and not pass over same until gates have lowered, except by flag protection. One insulated joint either side of this crossing will be painted white indicating point beyond which cars should not be placed or stored.

Eastbound trains whose consist will permit will stop west of signal 24-22 when making Allendale station stop. All eastbound trains making station stop will not exceed a speed of 30 miles per hour until Chestnut St. crossing is reached.

When eastbound trains are held west of Chestnut St. crossing on tracks 4 or 3, trains or engines must stop west of sign reading "End of Circuit, tracks 3 or 4" which is located south of Track 2 and 500 ft. west of Chestnut St. crossing. This will permit gates to raise after a period of one and one-half (1½) minutes.

Starting circuits for westbound trains are located at westward limits of WC Interlocking.

To avoid lowering gates for excessive time, Operators at WC Tower will avoid moving trains into Tracks 1, 2, 3 and 4 for switching purposes unless they can be moved off these tracks at once.

Main St. and Central Ave., Ramsey

Westbound trains on Track 1, when consist will permit and which are expected to be delayed longer than normal station stop, will stop with locomotive east of sign reading "END OF CIRCUIT", located 50 feet east of Main St. crossing. This permits gates to raise after lapse of 10 seconds.

Trains or engines in Track 3 stopping east of crossover between Tracks 3 and 1 will stop east of sign reading "END OF CIRCUIT", located adjacent to Track 1, 50 feet east of crossover. This will permit gates at Main St. to raise after a lapse of 1½ minutes.

Trains stopping in Track 1 and intending to back over will drop a man off at telephone, then proceed westward, stopping just east of "END OF CIRCUIT" sign, located 50 feet east of Main St., thus permitting gates at both crossings to raise. After securing permission, crossover from Track 1 to Track 3 should be lined for crossover movement and signal given to train to back up and cross over. Movements made in this manner will permit gates to remain up during entire crossover movement.

All switches are equipped with automatic stick cut-out devices and trains or engines using crossovers or switching in vicinity of these crossings will approach crossing prepared to stop and not pass over same until gates have lowered.

Fourth Avenue, Hillburn

Westward trains or engines switching in Ramapo-Ajax siding using siding crossover east of Fourth Avenue and leaving part of train on main track will keep this portion of train east of a point opposite east end of crossover. Trains or engines moving through siding and intending to pass over Fourth Avenue crossing will stop at crossing edge and wait until gates have lowered.

Trains intending to switch in siding at West Hillburn and which do not first switch in west end of Middle Switch, must leave entire train in either Track 1 or 3 sufficiently east of westbound home signal to permit backing added cars and engine east of home signal unless entire train is pulled west of Fourth Avenue, Hillburn, and complies with following paragraph.

Trains or engines having switched in west end of westbound siding west of Hillburn and intending to return to Hillburn will pull entire train west of signal 31-1 before making reverse movement.

New lead track from eastward main track to new Ford storage yard, Hillburn, is circuited for operation of automatic gates.

Trains or engines operating in a westerly direction on this lead will stop within 50 feet of crossing and not enter upon crossing until gates have lowered. "End of Circuit" sign has been placed 50 feet east of crossing which marks westbound starting circuit for crossing gates on this track. Cars should not be left standing west of this sign unless immediate movement is to be made over this crossing.

Trains operating in an easterly direction on this lead will not exceed speed of fifteen (15) miles per hour.

Trains or engines, after serving Rockland Light and Power Company switch, will stop before entering upon crossing and not proceed until gates have lowered.

Eastbound trains intending to set out cars at Suffern will stop entire train west of sign reading "END OF CIRCUIT", located at Tuxedo Turnpike overhead bridge, before cut is made.

To avoid lowering crossing gates at Fourth St., Hillburn, N. Y. when road engines of eastbound trains cut off to permit Ford yard engines to take cars off train, road engine will pull east to, but not beyond, sign reading CIRCUIT located at telegraph pole 515 feet east of point of Ford lead switch.

Timing circuit for reverse movements on westward track permit automatic gates at Fourth Ave. Hillburn, to raise after 30 seconds. Trains or engines moving east on westward track intending to set out cars at Suffern or having Ford cars to leave in Hillburn yard will stop with entire train west of sign reading "END OF CIRCUIT" located along north side of westward track opposite west end of main track crossover and occupy section of track between this sign and Bridge 32.10 over Ramapo River. After stop is made or set-off completed at this location trains or engines proceeding eastward on westward main track to SF Tower will not exceed a speed of 25 miles per hour to Fourth St. crossing, Hillburn, and will not enter upon or proceed over this crossing until gates have lowered.

Trains scheduled to operate west of Suffern, which make station stop, must not exceed speed of thirty (30) miles per hour until Fourth Avenue is reached and it has been observed that automatic gates have lowered.

Main St. and Greenwich St., Goshen

Eastbound trains operating in normal direction and passing a point 550 feet west of Signal 59-2 at speed of 15 M.P.H. or under will not accelerate beyond that speed until reaching Greenwich Street.

Eastbound trains intending to back in on Pine Island Branch will not exceed speed of 15 M.P.H. when passing the above point.

Eastbound trains intending to switch at east end of yard will occupy continuously eastward main track with part of train within the limits of station platform.

Eastbound trains when consist will permit stopping west of Main St. crossing will stop west of Circuit Sign located 75 feet west of Main St. crossing. This will permit gates at both crossings to raise after 1½ minutes lapse of time. When consist requires that train pull on or over Main St. crossing it may be done but should not pass sign reading "END OF CIRCUIT", located 45 feet east of Main St. crossing. This will permit gates at Greenwich St. to raise after 35 seconds lapse of time. Trains or engines after making such station stops or switching, will proceed slowly to each of these crossings and not proceed until gates have lowered.

Westbound trains intending to set off, pick up or switch when consist will not permit placement of train west of Main Street, will stop with engine east of sign reading "END OF CIRCUIT" located 850 feet east of South Street. After returning to train, entire train and engine should be east of this sign to insure proper operation of flashing light signals at South Street and automatic gates at Green Street.

Train moving from Pine Island Branch to eastward or westward main tracks will approach Main Street crossing prepared to stop and will not proceed until gates are lowered.

North St., Middletown

Eastbound trains making station stop at Middletown whose consist will permit stopping west of North Street crossing will stop within 100 feet and west of white stripe across station platform 93 feet west of North Street, but will not pass same until ready to depart. Upon departing from station, trains or engines will not enter upon or pass over North Street crossing until gates have lowered. Trains whose consist require pulling on to or over North Street crossing may do so but will not pass sign reading "END OF CIRCUIT", located 237 feet east of North Street crossing. This will permit gates at Cottage Street, Montgomery Street and East Main Street to raise while station stop is made. Trains or engines after making such station stop or switching in vicinity will proceed slowly to first crossing east of North Street and will not enter upon or pass over same until gates have lowered, except by flag protection.

Trains or engines moving east of Signal 66-1 on westward track between West Main Street and North Street for switching purposes will hold part of train or engine on section of track between Signal 66-1 and a point 120 feet east. This will permit gates at North Street to raise. If eastward movement towards North Street is continued, trains or engines will approach North Street prepared to stop and not enter upon or pass over crossing until gates are lowered, except by flag protection.

Trains or engines moving through third track in either direction will stop within 50 feet of North Street and will not enter upon or pass over crossing until gates are lowered.

East Main, Montgomery and Cottage Sts., Middletown

Eastbound trains making station stop at Middletown whose consist will permit stopping west of North Street crossing, will stop within 100 feet and west of white stripe across station platform 93 feet west of North Street, but will not pass same until ready to depart. Trains whose consist require pulling on to or over North Street crossing may do so but will not pass sign reading "END OF CIRCUIT", located 237 feet east of North Street crossing. This will permit gates at Cottage Street, Montgomery Street and West Main Street to raise while station stop is being made. Trains or engines, after making such station stop or switching in vicinity of crossings, will proceed slowly to first crossing and not enter upon or proceed over crossing until gates have lowered.

Trains or engines moving east on westward track and intending to make station stop or switching will not pass sign reading "END OF CIRCUIT" located to the north of third track 200 feet west of North Street.

Trains or engines moving through third track in either direction between East Main Street and West Main Street will stop within 50 feet of East Main Street, Montgomery Street and Cottage Street, and will not pass over same until gates have lowered, except by flag protection.

West Main St., Middletown

Eastbound trains or engines stopping west of this crossing will stop between Signal 66-2 and "END OF CIRCUIT" sign, located to the south of Taylor's switch 200 feet west of West Main Street. This will permit gates at West Main Street and other crossings east thereof to raise promptly.

If switching is to be performed, rear portion of train that is left on main track will be left on section of track between Signal 66-2 and "END OF CIRCUIT" sign 200 feet west of West Main St. This will permit gates to raise at West Main Street while engine or cars are not occupying crossing.

When engine is recoupled to train, engine must be west of "END OF CIRCUIT" sign before eastward movement is made.

At all times, when stop is made on this circuit, train or engine will proceed slowly to edge of crossing and not enter upon or pass over same until it is ascertained that gates have lowered.

Westbound trains or engines making station stop at Middletown whose consist will permit stopping east of Signal 66-1, will stop within 150 feet of this signal to permit gates at West Main Street to raise promptly.

Side track over this crossing is circuited and trains or engines in either direction will stop within 50 feet of this crossing and will not enter upon or pass same until gates have lowered, except by flag protection.

Main track switches in the vicinity of this crossing are equipped with automatic cut out device. Crews after using any of these switches will proceed carefully to this crossing and will not enter upon or pass over same until gates have lowered except by flag protection.

Harding Street, Middletown

Westbound trains or engines whose consist require passing Signal 66-1 when making Middletown station stop will not exceed a speed of 15 M.P.H. until Harding Street is reached.

Eastbound main line trains or engines receiving restricting indication at Howells Jct. must approach Harding St. crossing prepared to stop and not enter upon or pass over same unless gates are lowered.

The westward siding and Taylor siding over this crossing is circuited. Trains or engines intending to pass over this crossing in either siding will stop at edge of crossing and not enter upon or pass over same until gates have lowered, except by flag protection. When cars are left in either siding they must not be placed within 50 ft. of this crossing in order to clear gate circuits.

AUTOMATIC STRAIGHT TIME RELEASING CIRCUITS, MIDDLETOWN

Automatic straight time releasing circuits are installed on eastward and westward tracks between Washington Avenue and Harding Street, inclusive, at Middletown, N. Y.

When trains or engines are stopped or consume five (5) minutes or more in this territory, the Automatic releasing circuits will permit gates to raise on all crossings ahead of train.

Trains or engines on either track in either direction which are delayed or stopped in approach to the above named crossings will move to edge of each crossing prepared to stop and not enter upon or proceed over crossing until gates have lowered.

Westward trains or engines receiving stop and proceed indication at westward automatic signal 63-1 will operate train as provided in third paragraph.

Eastward trains upon receiving stop and proceed indication at automatic signal 66-2 will operate train as provided in third paragraph.

Westward trains not making normal station stop at Middletown, receiving stop and proceed indication at Signal 66-1 will operate train as provided in third paragraph.

NEWARK BRANCH

Chester Avenue, Riverside

Trains continuously occupying track west of crossing but east of sign reading "End of Circuit" must pull west of this sign before making eastward movement to permit gates to lower.

Trains switching in Pittsburgh Plate Glass switch will avoid occupying main track beyond a point fifty (50) ft. west of main track switch.

Trains intending to enter or switch in east or westbound siding switches located 2200 ft. east of crossing will open either of these main track switches promptly upon arrival to permit gates to raise.

BERGEN COUNTY R. R.

Paterson Plank Rd., East Rutherford

Eastward trains operating on eastward track, required to stop west of Paterson Plank Road, will stop west of, and within 750 feet of "LIGHT" indicator referred to in 2nd paragraph on page 23 of current timetable but must not pass it unless indicator light displays "Yellow" or instructed to do so by telephone. Trains stopped west of "LIGHT" indicator on designated section of track will permit gates to raise after one (1) minute.

Eastward trains operating on westward track and notified to stop west of Paterson Plank Road will stop west of "LIGHT" indicator as specified in proceeding paragraph.

To permit gates to raise while switching is being performed, in Miller Tompkins Siding off eastward track, eastward trains or engines will store their train on eastward track west of west switch of crossover between eastward main and siding. When moving toward crossing while switching, train or engine will stop at edge of crossing and not enter upon or proceed over same until gates have been lowered.

Westward trains or engines moving from tracks 1, 2, 3, or 4 into westward Bergen County RR track, west of BJ Interlocking, and intending to leave part of their trains west of BJ Interlocking or make eastward movements after passing westerly limits of BJ Interlocking, will not pass sign reading "END OF CIRCUIT" located 800 feet west of reverse movement dwarf signal governing eastward moves off westward track, until one (1) minute has elapsed, after one (1) minute train making this movement can occupy westward track to within 300 feet of easterly edge of Paterson Plank Road without lowering gates "END OF CIRCUIT" sign will be located at this point.

Trains or engines moving westward on eastward Bergen County RR track west of BJ Interlocking will not pass sign reading "END OF CIRCUIT" located 500 feet west of Eastward Home Signal and opposite "END OF CIRCUIT" sign along westward track. Movements beyond this point will cause gates to remain in lowered position.

All switches in the vicinity of this crossing are equipped with automatic stick cutout and crews, after using any of these switches, will approach crossing prepared to stop and not enter upon or proceed over crossing until gates are lowered.

Hobart Place, Monroe St. and Van Winkle Ave., Garfield

Side tracks are circuited for gate operation over these crossings. Trains or engines intending to move over these crossings through sidings will move up to crossing and stop, then proceed only after gates have lowered.

Westbound trains having switching to do at Garfield and which have too many cars to clear crossings, may leave rear portion of train east of sign reading "END OF CIRCUIT", located 300 feet east of Hobart Place.

Eastbound trains operating eastward on westward track, intending to stop west of Van Winkle Avenue, will do so with engine west of sign reading "END OF CIRCUIT", located 200 feet west of Van Winkle Avenue.

Eastbound trains of more than 50 cars operating on eastward track, which have cars to set out or pick up at Garfield, will leave rear of train west of Signal 14-2B, Coalberg Jct.

Timing circuits permit crossing gates at Van Winkle Avenue, Monroe Street and Somerset Street, Bergen County RR, to raise while Eastbound track is occupied west of Van Winkle Ave.

Eastbound trains of 50 cars or less intending to set off or pick up cars at Garfield will clear Outwater Lane and occupy that section of track between signal 12-2B and "END OF CIRCUIT" sign located 1000 feet east thereof with rear portion of train.

Sufficient room should be left so that when backing on train after picking up, the entire train will be west of second "END OF CIRCUIT" sign located 500 feet west of Van Winkle Ave.

This circuit will not function for reverse traffic on Eastward track, therefore, cars must not be placed west of Van Winkle Ave., except by an Eastward train which has occupied the circuits as outlined above.

After stopping, setting off and/or picking up at this location, trains will approach Van Winkle Ave. prepared to stop and not enter upon or proceed over crossing until gates are lowered.

Midland Ave. and Outwater Lane, east of Plauderville Station:

Crews performing switching at Castle's siding, west of Midland Avenue, Plauderville, and continuously occupy main track west of crossing, will pull west of sign reading "End of Circuit," before making eastward movement to permit gates to lower. If main track is cleared during switching, cars will not be placed east of this sign until eastward movement is ready to be made.

Trains or engines serving Michael Wood Products Co., off westbound track just west of Outwater Lane crossing (Plauderville), Garfield, will cut off train just east of sign reading "End of Circuit", located 100 ft. east of Outwater Lane crossing, to permit gates at Outwater Lane and Midland Ave. to raise when switching is being performed. After switching is completed, entire train and engine must back east of "End of Circuit" sign before westward movement is made.

Market St. and Midland Ave., East Paterson

Westbound trains making station stop at Plauderville will stop with entire engine east of sign reading "End of Circuit" located just east of Castle's Ice Cream Company switch. Trains making this station stop will not exceed 30 miles per hour until Midland Avenue, East Paterson, is reached.

Westbound trains stopping east of Market Street on westward track intending to pick up or set out cars at Coalberg Junction will stop with train east of sign reading "End of Circuit" located 400 feet east of Market Street which, if gates are lowered, will permit them to raise.

Westbound trains setting out cars or backing east of automatic signal 14-1B at Coalberg Junction will not back any part of train east of NYS&W Railroad bridge to avoid lowering of gates at

Midland Avenue and Market Street, except when a portion of train continues to occupy track between Midland Avenue and NYS&W Railroad bridge.

Eastbound trains intending to go into Coalberg Junction on eastward or westward track will not exceed a speed of 30 miles per hour when passing "End of Circuit" sign located 1500 feet west of Eastside Coal & Coke Company switch west of Coalberg Junction.

Train switching in Northern Jersey Reserve siding at Midland Avenue with cars occupying main track will leave cars west of a point opposite derail in siding.

FAIRLAWN AND MORLOT AVES., FAIRLAWN

Trains serving Fox Bros. Coal Co., switch east of Fairlawn Avenue will cut off cars just west of the west end of Fairlawn station platform.

Trains scheduled to make station stop at Radburn-Fairlawn and Broadway-Fairlawn will not exceed 30 M.P.H. until crossings are reached.

ROCK ROAD AND HARRISTOWN ROAD, GLEN ROCK

Eastbound trains making scheduled station stop at Glen Rock will not exceed 40 M.P.H. until Harristown Road crossing is reached.

"END OF CIRCUIT" signs indicating the beginning of slow circuit starts for westward trains are located, as follows, on the Bergen County Railroad west of M.P. 17.00:

Along westward track, 2300 feet east of Harristown Road and approximately 1500 feet west of west switch of Fairlawn crossover.

Along eastward track, 800 feet east of Harristown Road.

Trains switching at Fairlawn Industrial Park should not permit cars or engines to pass these signs in a westward direction in order to avoid operation of gates while circuit is occupied.

PIERMONT BRANCH

MAIN STREET, SPRING VALLEY

In order to permit crossing gates to raise promptly after station stop has been made, westbound trains, when consist will permit, or engines, will stop within an engine length of crossing and not pass sign reading "END OF CIRCUIT", located 100 feet east of crossing. Trains departing station will not pass over crossing until gates have lowered.

During switching operations west of crossing, in order to permit gates to raise, a timing circuit has been installed for a distance of 200 feet between heel of frog of junction switch and a point 30 feet west of crossing. When this section of track is occupied for 30 seconds or longer, gates will raise. Gates will remain in raised position while any portion of track is occupied from a point 30 feet west of Main Street crossing to the west side of Chestnut Street crossing on both Piermont Branch and NJ&NY R.R. tracks. Trains or engines which have occupied this circuit as above will not pass over crossing until gates have lowered.

NORTHERN BRANCH

PALISADE AVENUE, ENGLEWOOD

Automatic cut-out devices have been installed on all switches in vicinity of this crossing which will permit gates to raise when switching is being performed.

Timing circuits have been installed east and west of this crossing to permit gates to raise when main track is occupied as follows:

Eastbound—Between Demarest Avenue and a point 400 feet west of Palisade Avenue. Controlling insulated joints at this 400 ft. point will be painted white. Trains or engines occupying this section of track (1½) one and a half minutes or more must approach this crossing preparing to stop and not enter upon or pass over crossing until gates have lowered except in case of failure of crossing device and then only under flag protection.

Westbound—Between clearance point of Englewood Yard Switch and a point 200 feet east of Englewood Avenue. Controlling insulated joints at this 200 ft. point is painted white. If main track is occupied between this point and Palisade Avenue (1000 feet), gates will remain lowered.

CLINTON AND BROOKSIDE AVES., SOUTH NYACK

Trains or engines operating in siding will stop before passing over Brookside Avenue and not proceed until gates are lowered.

Trains or engines pulling out of siding between Brookside and Clinton Avenues will not proceed over Clinton Avenue until gates have lowered.

Nyack Ice and Coal Company switch is equipped with automatic cut-out device. Trains or engines after switching in this siding will stop before passing over either Clinton Avenue or Brookside Avenue until gates have lowered.

GREENWOOD LAKE DIVISION

FOREST, ELM AND DEVON STREETS, ARLINGTON

The westward siding is circuited for gate operation over each of these crossings. Cars should not be left standing closer than twenty-five (25) ft. either side of crossings. Trains switching in this siding will move to edge of crossings and not enter upon or pass over crossings until gates have lowered.

East and westbound trains switching at Arlington may store their trains during switching operations as follows:

Westbound—150 ft. east of Forest St. opposite sign reading "END OF CIRCUIT" and for a distance of 800 ft. east thereof.

Eastbound—400 ft. west of Devon St. opposite sign reading "END OF CIRCUIT" and for a distance of 800 ft. west thereof.

SUMMER AVENUE AND MT. PROSPECT AVENUE, NORTH NEWARK

Starting circuits for these gates are arranged for speed of 25 miles per hour. Trains in either direction will not exceed this speed between M.P. 7.76, west of Arlington drawbridge, and M.P. 8.65 west of Forest Hill station.

Sidings over these crossings are circuited over crossing only. Crews switching on these sidings will move up to crossing and not pass over same until gates are lowered, except by flag protection. One insulated joint either side of these crossings will be painted white indicating point beyond which cars should not be placed or stored.

During switching operations in the vicinity of Mt. Prospect and Summer Avenues, provisions have been made to permit cars to be left on both eastward and westward main tracks, east of Summer Avenue and between Summer Avenue and Mt. Prospect Avenue. Circuits located approximately 120 feet from either side of Summer Avenue and east of Mt. Prospect Avenue will be indicated by insulated joints painted white and cars must not be left between these points and crossings.

Hand thrown derails on eastward and westward sidings on west side of Summer Avenue are connected with gate circuits, causing gates to lower when derail is removed.

Trains or engines in either eastward or westward siding intending to move west to main track will lay east of Mt. Prospect Avenue and not proceed until interlocking signal is cleared for their movement and hand operated switch reversed.

Westward trains making North Newark station stop, when consist will permit, will stop east of sign reading "END OF CIRCUIT", located at west end of station platform.

Eastward trains making Forest Hill station stop, when consist will permit, will stop west of eastbound home signal, located at east end of station platform.

Eastward and westward trains making stops at these stations will not exceed speed of 15 miles per hour after leaving station until it is known that gates on first crossing from station have been lowered.

WILLET, ORCHARD AND WALNUT STREETS, BLOOMFIELD

Eastbound switching movements:

Eastbound trains intending to switch at Walnut St. will stop their train west of canal bridge #10.36, unless train will fit between switch and Walnut St. crossing.

When switching is completed engine and all cars will move east of point of switch before back up movement is made onto rear portion of train to permit gate operation for westerly movement.

When rear of train is cut off west of bridge 10.36 engine must back west to clear bridge to insure operation of gates for easterly movement.

Eastbound trains intending to switch at National Yeast Co. may store their train on eastward main track between Orchard St. and

Signal 9-2G. After head end is moved over crossing gates will raise. When switching is completed engine and cars in backing onto train will back west of signal 9-2G to permit gate operation for eastward movement.

When movement over Willet St., is to be made in siding or tail track, trains or engines will move up to crossing and stop, then proceed only after gates have lowered.

Westbound switching movements:

Trains intending to switch in vicinity of Willet St. should cut off train just east of sign reading END OF CIRCUIT located 600 feet east of Willet St. Engine should back east of this sign when coupling onto train to permit gate operation for westerly movement.

Westbound freight trains held for block signal at Orchard St. should not move west of "End of Circuit" sign 350 feet east of Willet St. until block is cleared to avoid operation of gates at Orchard St.

WALNUT ST., GROVE ST., CLAREMONT ST., AND PINE ST., MONTCLAIR

To permit gates at Walnut St., and Grove St., to raise after approximately one minute and to avoid lowering of gates at Claremont Ave., and Pine St., eastward trains or engines making station stop at Montclair or held for manual block signal or other reasons, will not pass sign reading "END OF CIRCUIT" located 150 ft. west of Walnut St., crossing. Trains or engines departing station will not pass over Walnut St., until gates have lowered.

Eastward trains or engines intending to switch in center siding, team track or Blondel Coal Co., will reduce speed to 20 miles per hour when passing the above point.

Eastward trains or engines serving Blondel Coal Co., will avoid passing sign reading "END OF CIRCUIT" located 1000 ft. west of Walnut St., before cutting off. After serving Blondel switch entire train or engine must be west of this sign before easterly movement is made.

Westward trains which may double or intend to switch east of Montclair, will occupy that portion of track with rear of train between sign reading "END OF CIRCUIT", located 250 ft. east of Pine St., and a point 400 ft. east thereof, to permit gates at Pine St., and west to raise. Trains or engines operating as above will not pass over Pine St., until gates have lowered.

Westward trains or engines held by manual block signal located 150 ft. east of Grove St., will approach Grove St., slowly and not pass over same until gates have lowered.

Westward trains making station stop at Glen Ridge or operating at a speed of 30 miles per hour or under when passing sign reading "END OF CIRCUIT", located on east side of Benson St., Glen Ridge, will not exceed 30 miles per hour until Claremont Ave., is reached.

BELLEVUE AND LORRAINE AVES.. UPPER MONTCLAIR

Timing circuits for normal direction movements permit gates to raise after train or engine has occupied track at station in excess of one minute. Trains which are normally delayed account loading mail, etc., will not pass disc marker located adjacent to platform fence, eastbound 30 feet west of Bellevue Ave., and westbound 21 feet east of Lorraine Ave. All trains making station stop will observe if gates are lowered before departing. If not lowered, train will proceed to crossing and stop after which gates will lower and train may proceed.

MAIN ST., SINGAC

Westbound trains making stop at Little Falls will stop east of Montclair Avenue to avoid lowering gates at Main Street, Singac.

BOONTON ROAD, MOUNTAINVIEW:

If the westbound home signal of Boonton Line crossing is in stop position all trains must stop 50 feet east of Boonton Road crossing and a member of train crew may raise gates to allow traffic to pass over crossing by inserting a standard switch key into the key controller box located on the east end of instrument case on southwest side of Boonton Road crossing (key box is painted white), by turning key clockwise and holding key in that position which permits gates to raise. When key is removed gates will lower

CALDWELL BRANCH

ROSELAND AVE., CALDWELL:

Westward circuit for these gates is within 200 feet of west end of Caldwell passing siding. Trains switching at this point should not occupy crossing circuit unnecessarily.

When westbound trains switch at the coal company west of crossing a car or caboose should be left occupying main track west of crossing to prevent gates from lowering as would be the case if entire train cleared main track and then reoccupied same.

Key controller located at crossing permits member of crew to raise gates in the event of unusual operation. To do so, it will be necessary to hold switch key in turned position to keep gates raised.

NEW JERSEY AND NEW YORK RAILROAD

UNION AVENUE, EAST RUTHERFORD, N. J.

Westward trains or engines stopping east of this crossing will stop east of sign reading "CIRCUIT" located 200 ft. east of crossing. This will permit gates to raise promptly. When engine is recoupled to train, same must be east of "CIRCUIT" sign before westward movement is made. Eastward trains or engines stopping west of this crossing will stop west of sign reading "CIRCUIT" located 250 ft. west of this crossing. When engine is recoupled to train, same must be west of "CIRCUIT" sign before eastward movement is made. Trains or engines operating in the above manner will permit gates to function properly.

Siding over this crossing is circuited for a distance of 50 ft. in either direction. Trains or engines operating in siding intending to enter upon or pass over this crossing will stop within 50 ft. of edge of crossing and not enter upon or pass over same until gates have lowered, except under flag protection.

All switches in the vicinity of this crossing are equipped with automatic cut out devices which will permit gates to raise promptly when switching is performed. General instructions on Page 28, first paragraph, current timetable, will govern.

PATERSON PLANK ROAD, CARLSTADT

Westbound trains or engines stopping east of this crossing will stop east of sign reading "END OF CIRCUIT", located 1000 ft. east of crossing. This will permit gates to raise promptly.

If switching is to be performed, rear portion of train that is left on main track will be left on section of track east of "END OF CIRCUIT" sign and a point 800 ft. east thereof.

When engine is re-coupled to train same must be east of "END OF CIRCUIT" sign before westward movement is made.

Siding over this crossing is circuited for a distance of 50 ft. either side of this crossing. Trains or engines operating in siding, intending to enter upon or pass over this crossing will stop within 50 ft. of edge of crossing and not enter upon or pass over same until gates have lowered.

Westbound trains making station stop at Carlstadt, when consist will permit, will clear crossing sufficiently to permit gates to raise.

WEST WASHINGTON AVE. AND JEFFERSON AVE., PEARL RIVER

To permit gates at West Washington Ave. and Jefferson Ave. to raise when trains or engines occupy main track in the vicinity of station for a period of two (2) minutes or more an automatic straight time circuit has been installed extending between track circuit clearance post located east of station to the westerly side of Central Ave. crossing west of station. Trains or engines making station stop or occupying this portion of track will approach these crossings prepared to stop and not proceed over crossing until gates are lowered.

Trains or engines operating through passing siding intending to move over Jefferson Ave. crossing will approach crossing prepared to stop and not proceed until gates have lowered. To insure lowering of gates stop should be made as close to edge of crossing as possible.

Hand thrown derail on team track switch at West Washington Ave. is connected to crossing gate circuit. Derail must be restored except when immediate movement is to be made to permit prompt raising of gates.

PORT JERVIS TO

EASTWARD — First Class

Distance from Sparrow-bush	Distance Between Stations	STATIONS			1150	1152
					Suffern	Suffern
					Ex. Sat. & Sun.	Ex. Sat. & Sun.
					A. M.	A. M.
89.7	1.9	HOBOKEN.....A .....N			S 6.22	S 6.50
87.8	1.2	WEST END.....N				
86.6	2.5	BERGEN JCT.			6.15	6.43
84.1	2.8	HX TOWER.....N			6.12	6.39
81.3	0.5	RUTHERFORD			S 6.08	S 6.35
80.8	0.7	RUTHERFORD JCT.....D			6.06	6.33
77.0	1.4	GARFIELD				
75.6	2.6	PLAUDERVILLE				
73.0	1.2	BROADWAY-FAIRLAWN				
71.8	1.7	RADBURN-FAIRLAWN				
70.1	0.6	GLEN ROCK				
80.1	0.6	CARLTON HILL			S 6.05	S 6.32
79.5	1.2	PASSAIC PARK				S 6.30
78.3	0.9	PASSAIC			S 6.00	S 6.26
77.4	1.4	CLIFTON			S 5.57	S 6.23
76.0	1.2	LAKEVIEW			S 5.54	S 6.20
74.8	0.7	XW			5.52	6.18
74.1	1.0	PATERSON			S 5.51	S 6.17
73.1	1.1	RIVER ST.			S 5.48	S 6.14
72.0	1.7	HAWTHORNE			S 5.46	S 6.12
70.3	0.8	GLEN ROCK			S 5.43	S 6.09
69.5	0.7	RIDGEWOOD JCT.....N			5.41	6.07
68.8	1.2	RIDGEWOOD			S 5.40	S 6.06
67.6	1.1	HOHOKUS			S 5.37	
66.5	0.3	WALDWICK			S 5.34	S 6.01
66.2	1.1	WC TOWER.....D			5.33	6.00
65.1	1.9	ALLENDALE			S 5.31	S 5.58
63.2	2.6	RAMSEY			S 5.28	S 5.55
60.6	1.4	MAHWAH				S 5.51
59.2	0.4	SUFFERN			S 5.21	S 5.48
58.8	0.6	SF TOWER.....N			5.19	5.46
58.2	3.0	HILLBURN				
55.2	2.6	SLOATSBURG				
52.6	3.8	TUXEDO				
48.8	2.4	SOUTHFIELDS				
46.4	1.6	ARDEN				
44.8	1.0	Single Track NEWBURGH JCT.....N				
43.8	2.5	HARRIMAN				
41.3	4.1	MONROE				
37.2	1.7	EAST GREYCOURT				
35.5	4.5	CHESTER				
31.0	3.9	GOSHEN.....D				
27.1	3.4	NEW HAMPTON				
23.7	2.7	MIDDLETOWN.....D				
21.0	0.6	HOWELLS JCT.				
20.4	4.5	HOWELLS				
15.9	13.4	OTISVILLE				
		L N				
2.5	2.5	PORT JERVIS .....A				
		SPARROWBUSH				
					A. M.	A. M.
					1150	1152

HOBOKEN

Main Line and Bergen County R.R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

EASTWARD — First Class

1102			1154	1104	1106	50	1108	1110
Wald-wick			Suffern	Wald-wick	Wald-wick	Monroe	Wald-wick	Wald-wick
Ex. Sat. & Sun.			Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
A. M.			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
S 7.12			S 7.25	S 7.47	S 8.03	S 7.55	S 8.06	S 8.12
7.05			7.18	7.40	7.56	7.48	7.59	8.05
7.01			7.15	7.36	7.53	7.44	7.56	8.02
S 6.57			S 7.11	S 7.32	S 7.49		S 7.52	S 7.58
6.55			7.10	7.30	7.47	7.40	7.50	7.56
			S 7.06				S 7.46	
			S 7.03				S 7.43	
			S 6.59				S 7.39	
			S 6.56			S 7.29	S 7.36	
			S 6.53			S 7.26	S 7.33	
S 6.54				S 7.28	S 7.45			S 7.54
S 6.52				S 7.26	S 7.43			S 7.52
S 6.48				S 7.22	S 7.39			S 7.48
S 6.45				S 7.19	S 7.36			S 7.45
S 6.42				S 7.16	S 7.33			S 7.42
6.40				7.14	7.31			7.40
S 6.39				S 7.13	S 7.30			S 7.38
S 6.36				S 7.10	S 7.27			
S 6.34				S 7.07	S 7.24			
S 6.31				S 7.04	S 7.21			
6.29			6.52	7.02	7.19	7.25	7.31	7.28
S 6.28			S 6.50	S 7.01	S 7.18	S 7.23	S 7.30	Track 4
S 6.25			S 6.47	S 6.58	S 7.15	S 7.20	S 7.27	
S 6.22			S 6.44	S 6.55	S 7.12	S 7.17	S 7.24	
6.21			6.43	6.54	7.10	7.16	7.23	7.24
			S 6.41			S 7.14		
			S 6.38			S 7.10		
			S 6.33			S 7.04		
			S 6.30			S 7.01		
			6.28			6.59		
						S 6.50		
						S 6.46		
						S 6.42		
						6.33		
						S 6.31		
						S 6.27		
A. M.			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1102			1154	1104	1106	50	1108	1110

PORT JERVIS TO

EASTWARD — First Class

STATIONS	1156	1112	1114	52	1158
	Suffern	Waldwick	Waldwick	Port Jervis	Suffern
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN.....A .....N	$ 8.10	$ 8.15	$ 8.31	$ 8.18	$ 8.28
WEST END.....N					
BERGEN JCT.	8.03	8.08	8.24	8.11	8.21
HX TOWER.....N	8.00	8.05	8.21	8.08	8.18
RUTHERFORD			$ 8.17		
RUTHERFORD JCT.....D	7.56	8.01	8.15	8.04	8.14
GARFIELD					
PLAUDERVILLE					
BROADWAY-FAIRLAWN	$ 7.48	(Via B.C.R.R.)			
RADBURN-FAIRLAWN	$ 7.45			$ 7.56	
GLEN ROCK	$ 7.42				$ 8.03
CARLTON HILL					
PASSAIC PARK					
PASSAIC			$ 8.10		
CLIFTON			$ 8.07		
LAKEVIEW			$ 8.04		
XW			8.02		
PATERSON			$ 8.00		
RIVER ST.					
HAWTHORNE					
GLEN ROCK					
RIDGEWOOD JCT.....N	7.40	7.49	7.45	7.52	8.01
RIDGEWOOD		$ 7.48	Track 4		Track 4
HOHOKUS	$ 7.36			$ 7.49	
WALDWICK	$ 7.33	$ 7.42			
WC TOWER.....D	7.32	7.40	7.41	7.46	7.56
ALLENDALE	$ 7.30				$ 7.53
RAMSEY	$ 7.27				$ 7.50
MAHWAH	$ 7.21			$ 7.38	$ 7.44
SUFFERN	$ 7.18			$ 7.35	$ 7.41
SF TOWER.....N	7.16			7.33	7.39
HILLBURN					
SLOATSBURG					
TUXEDO				$ 7.28	
SOUTHFIELDS				$ 7.23	
ARDEN					
Single Track: NEWBURGH JCT....N				7.14	
HARRIMAN				$ 7.12	
MONROE				$ 7.08	
EAST GREYCOURT				7.01	
CHESTER				$ 6.59	
GOSHEN .....D				$ 6.52	
NEW HAMPTON				$ 6.45	
MIDDLETOWN.....D				$ 6.40	
HOWELLS JCT.					
HOWELLS					
OTISVILLE				$ 6.28	
PORT JERVIS .....L N A				6.10	
SPARROWBUSH					
	A. M.	A. M.	A. M.	A. M.	A. M.
	1156	1112	1114	52	1158

HOBOKEN

Main Line & Bergen County R. R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

EASTWARD — First Class

1116	1160	1118	1120	54	26	1162
Waldwick	Suffern	Waldwick	Waldwick	Port Jervis	Hornell	Suffern
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
$ 8.46	$ 8.47	$ 9.01	$ 9.21	$ 9.09	$ 9.30	$ 10.25
8.39	8.40	8.54	9.14	9.02	9.22	10.18
8.35	8.36	8.51	9.11	8.59	9.19	10.15
$ 8.31		$ 8.47	$ 9.07			$ 10.11
8.29	8.32	8.45	9.05	8.56	9.15	10.09
	$ 8.28			(Via B.C.R.R.)		
	$ 8.25					
	$ 8.21					
	$ 8.18					
	$ 8.15					
$ 8.28			$ 9.04			
$ 8.26		$ 8.42	$ 9.02			
$ 8.22		$ 8.38	$ 8.58			$ 10.04
$ 8.19		$ 8.35	$ 8.55			$ 10.01
$ 8.16		$ 8.32	$ 8.52			$ 9.58
8.14		8.30	8.50		9.05	9.55
$ 8.12		$ 8.29	$ 8.49		$ 9.04	$ 9.54
$ 8.09						
$ 8.07			$ 8.45			$ 9.50
$ 8.04		$ 8.23	$ 8.42			$ 9.47
8.02	8.13	8.21	8.40	8.45	8.56	9.45
$ 8.01	$ 8.12	$ 8.20	$ 8.39	$ 8.44	$ 8.55	$ 9.44
$ 7.58	$ 8.09		$ 8.36			$ 9.41
$ 7.56	$ 8.06		$ 8.33			$ 9.38
7.52	8.05	8.17	8.32	8.39	8.50	9.37
	$ 8.03					$ 9.35
	$ 8.00			$ 8.34		$ 9.32
	$ 7.54			$ 8.28		$ 9.27
	$ 7.51			$ 8.25		$ 9.25
	7.49			8.24	8.43	9.23
				$ 8.19		
				$ 8.14	8.36	
				$ 8.08		
				f 8.05		
				8.03	8.28	
				$ 8.01		
				$ 7.57		
				7.51	8.19	
				$ 7.49		
				$ 7.42	$ 8.13	
				f 7.36		
				$ 7.31	$ 8.04	
				f 7.22		
				$ 7.18		
				7.01	7.30	
					7.25	
					7.20	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
1116	1160	1118	1120	54	26	1162

PORT JERVIS TO

EASTWARD — First Class

STATIONS	1164	56	1166	58	1168	1170
	Suffern	Port Jervis	Suffern	Port Jervis	Suffern	Suffern
	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN.....A .....N	$ 11.42	$ 12.55	$ 2.55	$ 4.12	$ 5.10	$ 6.10
WEST END.....N						
BERGEN JCT.	11.35	12.48	2.48	4.05	5.03	6.03
HX TOWER.....N	11.32	12.45	2.45	4.02	4.59	6.00
RUTHERFORD	$ 11.29	$ 12.41	$ 2.41	$ 3.58	$ 4.55	$ 5.56
RUTHERFORD JCT.....D	11.27	12.39	2.39	3.56	4.53	5.54
GARFIELD						
PLAUDERVILLE						
BROADWAY–FAIRLAWN						
RADBURN–FAIRLAWN						
GLEN ROCK						
CARLTON HILL	$ 11.26		$ 2.38		$ 4.52	
PASSAIC PARK	f 11.24		$ 2.36			
PASSAIC	$ 11.21	$ 12.35	$ 2.32	$ 3.52	$ 4.49	$ 5.50
CLIFTON	$ 11.18	$ 12.32	$ 2.29	$ 3.49	$ 4.46	$ 5.47
LAKEVIEW			$ 2.26	$ 3.45	$ 4.43	$ 5.44
XW	11.13	12.26	2.24	3.43	4.40	5.41
PATERSON	$ 11.12	$ 12.25	$ 2.23	$ 3.42	$ 4.39	$ 5.40
RIVER ST.						
HAWTHORNE	$ 11.08	$ 12.20	$ 2.17	$ 3.35	$ 4.35	$ 5.35
GLEN ROCK	$ 11.05	$ 12.17	$ 2.14	$ 3.32	$ 4.32	$ 5.32
RIDGEWOOD JCT.....N	11.03	12.15	2.12	3.30	4.30	5.30
RIDGEWOOD	$ 11.02	$ 12.14	$ 2.11	$ 3.29	$ 4.29	$ 5.29
HOHOKUS	$ 10.58		$ 2.05	$ 3.26	$ 4.26	$ 5.26
WALDWICK	$ 10.55	$ 12.08	$ 2.02	$ 3.23	$ 4.23	$ 5.23
WC TOWER.....D	10.54	12.07	2.01	3.22	4.22	5.22
ALLENDALE	$ 10.52	$ 12.05	$ 1.59	$ 3.20	$ 4.20	$ 5.20
RAMSEY	$ 10.49	$ 12.02	$ 1.54	$ 3.17	$ 4.17	$ 5.17
MAHWAH	$ 10.43			$ 3.12	$ 4.12	$ 5.12
SUFFERN	$ 10.40	$ 11.55	$ 1.48	$ 3.10	$ 4.10	$ 5.10
SF TOWER.....N	10.38	11.54	1.46	3.06	4.05	5.05
HILLBURN						
SLOATSBURG		$ 11.49		$ 3.01	$ 3.59	
TUXEDO		$ 11.45		$ 2.56	$ 3.55	
SOUTHFIELDS				f 2.50		
ARDEN						
Single Track: NEWBURGH JCT.....N		11.36		2.46	(Will not operate west of Suffern on Fridays) (Stop 5th Ave. Crossing West Paterson to receive Passengers)	(Stop 5th Ave. Crossing West Paterson to receive Passengers)
HARRIMAN		$ 11.34		$ 2.44		
MONROE		$ 11.30		$ 2.39		
EAST GREYCOURT		11.24		2.31		
CHESTER		$ 11.22		$ 2.29		
GOSHEN.....D		$ 11.15		$ 2.21		
NEW HAMPTON						
MIDDLETOWN.....D		$ 11.05		$ 2.10		
HOWELLS JCT.						
HOWELLS		f 10.56		f 2.01		
OTISVILLE		$ 10.52		$ 1.57		
L N PORT JERVIS.....A		10.35		1.40		
SPARROWBUSH						
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	1164	56	1166	58	1168	1170

HOBOKEN

Main Line and Bergen County R.R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

EASTWARD — First Class

X-154	1130	22	1174	8	1176	1178		
Waldwick	Waldwick	Binghamton	Suffern	Chicago	Suffern	Suffern		
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
$ 6.09	$ 7.15	$ 8.00	$ 8.40	$ 10.25	$ 10.55	$ 11.55		
6.01	7.08	7.50	8.33	10.13	10.48	11.48		
5.58	7.05	7.46	8.30	10.08	10.44	11.44		
	$ 7.01		$ 8.25		$ 10.40	$ 11.40		
5.48	6.59	7.42	8.23	10.04	10.38	11.38		
(Via B.C.R.R.)		See Notes Page 52						
	$ 6.58							
			$ 8.21					
	$ 6.53	*	$ 8.17		$ 10.34	$ 11.33		
	$ 6.50		$ 8.05		$ 10.31	$ 11.29		
			$ 8.02					
	6.45	7.30	8.00	9.52	10.27	11.24		
	$ 6.39	$ 7.28	$ 7.59	$ 9.51	$ 10.13	$ 11.23		
			$ 7.56		$ 10.09	$ 11.18		
	$ 6.33		$ 7.53		$ 10.06	$ 11.15		
5.34	6.31	7.20	7.51	9.43	10.04	11.14		
	$ 6.30	$ 7.18	$ 7.50	$ 9.42	$ 10.03	$ 11.13		
					$ 10.00			
	$ 6.25		$ 7.43		$ 9.57	$ 11.08		
5.30	6.24	7.14	7.42	9.39	9.56	11.07		
			$ 7.40		$ 9.53			
			$ 7.37		$ 9.49	$ 11.02		
					$ 9.44			
		$ 7.03	$ 7.30		$ 9.42	$ 10.55		
		7.02	7.24	9.33	9.37	10.52		
		6.56		9.27				
		6.49		9.20				
		6.41		9.12				
		$ 6.34		9.05				
		$ 6.24		$ 8.55				
		5.52		8.25				
		5.42		8.15				
		5.37		8.10				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
X-154	1130	22	1174	8	1176	1178		

HOBOKEN TO

WESTWARD — First Class

Distance From Hoboken	Distance Between Stations	STATIONS	7	1151	53
			Chicago	Suffern	Port Jervis
			Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.
			A. M.	A. M.	A. M.
		HOBOKEN.....L.....N	12.30	12.30	5.00
1.9	1.9	WEST END.....N			
3.1	1.2	BERGEN JCT.	12.37	12.37	5.07
5.6	2.5	HX TOWER.....N	12.40	12.41	5.11
8.4	2.8	RUTHERFORD.		$ 12.45	$ 5.15
8.9	0.5	RUTHERFORD JCT.....D	12.44	12.47	5.17
11.3	2.4	GARFIELD.	(Via B.C.R.R.)		
12.7	1.4	PLAUDERVILLE.			
15.3	2.6	BROADWAY-FAIRLAWN			
16.5	1.2	RADBURN-FAIRLAWN			
18.2	1.7	GLEN ROCK.			
9.6	0.7	CARLTON HILL.		$ 12.49	
10.2	0.6	PASSAIC PARK.			
11.4	1.2	PASSAIC.		$ 12.53	$ 5.23
12.3	0.9	CLIFTON.		$ 1.02	$ 5.27
13.7	1.4	LAKEVIEW.		$ 1.05	$ 5.30
14.9	1.2	XW		1.07	5.32
15.6	0.7	PATERSON.		$ 1.10	$ 5.45
16.6	1.0	RIVER ST.			$ 5.47
17.7	1.1	HAWTHORNE.		$ 1.14	$ 5.49
19.4	1.7	GLEN ROCK.		$ 1.17	$ 5.52
20.2	0.8	RIDGEWOOD JCT.....N	12.55	1.19	5.54
20.9	0.7	RIDGEWOOD.		$ 1.21	$ 6.00
22.1	1.2	HOHOKUS.		f 1.23	$ 6.05
23.2	1.1	WALDWICK.		$ 1.26	$ 6.15
23.5	0.3	WC TOWER.....D	12.59	1.27	6.16
24.6	1.1	ALLENDALE.		$ 1.29	$ 6.20
26.5	1.9	RAMSEY.		$ 1.32	$ 6.25
29.1	2.6	MAHWAH.		$ 1.37	$ 6.30
30.5	1.4	SUFFERN.		$ 1.40	$ 6.50
30.9	0.4	SF TOWER.	1.06	1.42	6.52
31.5	0.6	HILLBURN.			f 6.53
34.5	3.0	SLOATSBURG.			$ 6.57
37.1	2.6	TUXEDO.	1.14		$ 7.03
40.9	3.8	SOUTHFIELDS.			f 7.09
43.3	2.4	ARDEN.			f 7.13
44.9	1.6	Single Track NEWBURGH JCT.....N	1.22		7.16
45.9	1.0	HARRIMAN.			$ 7.18
48.4	2.5	MONROE.			$ 7.22
52.5	4.1	EAST GREYCOURT.	1.30		7.29
54.2	1.7	CHESTER.			$ 7.32
58.7	4.5	GOSHEN .....D	1.36		$ 7.39
62.6	3.9	NEW HAMPTON.			$ 7.45
66.0	3.4	MIDDLETOWN.....D	$ 1.49		$ 8.05
68.7	2.7	HOWELLS JCT.			
69.3	0.6	HOWELLS.			$ 8.11
73.8	4.5	OTISVILLE.			$ 8.18
87.2	13.4	PORT JERVIS .....A N L	2.20 / 2.30		8.35
89.7	2.5	SPARROWBUSH.	2.35		
			A. M.	A. M.	A. M.
			7	1151	53

PORT JERVIS

Main Line & Bergen County R.R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

WESTWARD — First Class

X-153	1155	X-157	21	1157	1159
Waldwick	Suffern	Waldwick	Hornell	Suffern	Suffern
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6.35	7.15	7.24	9.00	9.12	11.00
6.42	7.22	7.31	9.08	9.19	11.07
6.46	7.25	7.35	9.12	9.23	11.11
	$ 7.30			$ 9.26	$ 11.15
6.49	7.32	7.40	9.16	9.28	11.17
		(Via B.C.R.R.)	See Notes Page 52		
	$ 7.33			$ 9.29	
				$ 9.31	
	$ 7.37		$ 9.22	$ 9.35	$ 11.24
	$ 7.40			$ 9.38	$ 11.27
	$ 7.42			$ 9.41	
6.57	7.44		9.27	9.43	11.31
	$ 7.46		$ 9.29	$ 9.45	$ 11.35
	$ 7.49			$ 9.47	
	$ 7.52			$ 9.50	$ 11.39
	$ 7.55			$ 9.53	$ 11.42
7.03	7.57	7.52	9.34	9.55	11.44
	$ 7.59		$ 9.36	$ 9.57	$ 11.49
	$ 8.02				$ 11.52
	$ 8.05			$ 10.02	$ 11.55
7.15	8.06	7.57	9.40	10.03	11.56
	$ 8.08			$ 10.06	$ 11.59
	$ 8.12			$ 10.11	$ 12.04
	$ 8.16			$ 10.15	$ 12.09
	$ 8.19		$ 9.49	$ 10.18	$ 12.12
	8.21		9.50	10.20	12.14
	$ 8.24				
	$ 8.28		9.58		
			10.07		
			10.15		
			$ 10.21		
			$ 10.33		
	Stop Fifth Ave. Crossing West Paterson to discharge passengers.			Stop Fifth Ave. Crossing West Paterson to discharge passengers.	
			11.05		
			11.13		
			11.18		
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
X-153	1155	X-157	21	1157	1159

HOBOKEN TO

WESTWARD — First Class

STATIONS	1163	1111	1113	1165	57	1115
	Suffern	Waldwick	Waldwick	Suffern	Port Jervis	Waldwick
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN L N	1.30	2.30	3.30	4.05	4.15	4.17
WEST END N						
BERGEN JCT	1.37	2.37	3.37	4.12	4.22	4.24
HX TOWER N	1.41	2.41	3.41	4.15	4.25	4.28
RUTHERFORD	S 1.45	S 2.45	S 3.45			S 4.32
RUTHERFORD JCT D	1.47	2.47	3.47	4.20	4.29	4.34
GARFIELD					(Via B.C.R.R.)	
PLAUDERVILLE						
BROADWAY-FAIRLAWN						
RADBURN-FAIRLAWN						
GLEN ROCK						
CARLTON HILL	S 1.48		S 3.48			S 4.36
PASSAIC PARK		S 2.49	S 3.50			S 4.38
PASSAIC	S 1.53	S 2.53	S 3.54	S 4.25		S 4.42
CLIFTON	S 1.56	S 2.56	S 3.57	S 4.28		S 4.45
LAKEVIEW	S 1.59	S 2.59	S 4.00			S 4.48
XW	2.01	3.01	4.02	4.32		4.50
PATERSON	S 2.04	S 3.03	S 4.04	S 4.36		S 4.52
RIVER ST.		S 3.05	S 4.06			S 4.54
HAWTHORNE	S 2.07	S 3.07	S 4.09			S 4.57
GLEN ROCK	S 2.10	S 3.10	S 4.12	S 4.42		S 5.00
RIDGEWOOD JCT N	2.12	3.12	4.14	4.44	4.40	5.02
RIDGEWOOD	S 2.14	S 3.14	S 4.16	S 4.47	S 4.42	S 5.04
HOHOKUS	S 2.17	S 3.17	S 4.19	S 4.50		S 5.07
WALDWICK	S 2.20	S 3.20	S 4.22	S 4.53		S 5.10
WC TOWER D	2.21	3.21	4.23	4.54	4.46	5.11
ALLENDALE	S 2.23			S 4.56		
RAMSEY	S 2.27			S 5.00	S 4.50	
MAHWAH	S 2.31			S 5.05		
SUFFERN	S 2.34			S 5.08	S 4.57	
SF TOWER	2.36			5.10	4.59	
HILLBURN						
SLOATSBURG					S 5.03	
TUXEDO					S 5.08	
SOUTHFIELDS					S 5.14	
ARDEN					f 5.17	
Single Track NEWBURGH JCT N					5.20	
HARRIMAN					S 5.22	
MONROE					S 5.27	
EAST GREYCOURT					5.33	
CHESTER					S 5.35	
GOSHEN D					S 5.43	
NEW HAMPTON					f 5.47	
MIDDLETOWN D					S 5.55	
HOWELLS JCT						
HOWELLS					f 6.00	
OTISVILLE					S 6.07	
PORT JERVIS A N L					6.25	
SPARROWBUSH						
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1163	1111	1113	1165	57	1115

PORT JERVIS

Main Line & Bergen County R.R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

WESTWARD — First Class

STATIONS	1117	2301	1167	1119	1169	1121	1123	2303	59
	Waldwick	Waldwick	Suffern	Waldwick	Suffern	Waldwick	Paterson	Waldwick	Port Jervis
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P.M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN L N	4.57		5.03	5.20	5.22	5.26	5.33		5.42
WEST END N									
BERGEN JCT	5.04		5.11	5.27	5.30	5.33	5.41		5.50
HX TOWER N	5.07		5.14	5.30	5.33	5.36	5.44		5.53
RUTHERFORD	S 5.11			S 5.35		S 5.40	S 5.48		
RUTHERFORD JCT D	5.13		5.19	5.37	5.38	5.42	5.50		5.58
GARFIELD						S 5.46			(Via B.C.R.R.)
PLAUDERVILLE						S 5.49			
BROADWAY-FAIRLAWN			S 5.26			S 5.53			
RADBURN-FAIRLAWN			S 5.30			S 5.56			
GLEN ROCK			S 5.34		S 5.49	S 5.59			
CARLTON HILL	S 5.15						S 5.52		
PASSAIC PARK	S 5.17						S 5.55		
PASSAIC	S 5.21			S 5.42			S 5.59		
CLIFTON	S 5.24			S 5.45			S 6.02		
LAKEVIEW	S 5.27			S 5.48			S 6.05		
XW	5.30			5.50			6.08		
PATERSON	S 5.32	S 5.46		S 5.52			S 6.10	S 6.11	
RIVER ST.	S 5.35	S 5.49		S 5.55					
HAWTHORNE	S 5.38	S 5.52		S 5.58				S 6.15	
GLEN ROCK	S 5.42	S 5.55		S 6.02				S 6.18	
RIDGEWOOD JCT N	5.44	5.57	5.36	6.04	5.52	6.01		6.20	6.09
RIDGEWOOD	S 5.46	S 5.59	S 5.39	S 6.06	S 5.55			S 6.22	
HOHOKUS	S 5.49	S 6.02	S 5.42		S 5.59			S 6.25	S 6.12
WALDWICK	S 5.52	S 6.05	S 5.45		S 6.03			S 6.28	
WC TOWER D	5.53	6.06	5.46	Track 3 6.10	6.04	6.07		6.30	6.16
ALLENDALE			S 5.48		S 6.06				
RAMSEY			S 5.52		S 6.11				
MAHWAH			S 5.57		S 6.16				S 6.23
SUFFERN			S 6.02		S 6.20				S 6.28
SF TOWER			6.04		6.22				6.30
HILLBURN									S 6.31
SLOATSBURG									S 6.37
TUXEDO									S 6.42
SOUTHFIELDS									
ARDEN									
Single Track NEWBURGH JCT N									6.53
HARRIMAN									S 6.55
MONROE									S 7.00
EAST GREYCOURT									7.07
CHESTER									S 7.09
GOSHEN D									S 7.16
NEW HAMPTON									
MIDDLETOWN D									S 7.26
HOWELLS JCT									
HOWELLS									
OTISVILLE									S 7.39
PORT JERVIS A N L									7.57
SPARROWBUSH									
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1117	2301	1167	1119	1169	1121	1123	2303	59

HOBOKEN TO

WESTWARD — First Class

STATIONS	1125	1171	1127		1129	1173
	Waldwick	Suffern	Waldwick		Waldwick	Suffern
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.		P. M.	P. M.
HOBOKEN.....L .....N	5.44	5.45	5.51	...	6.02	6.07
WEST END.....N	...	...	...	...	...	...
BERGEN JCT.....	5.51	5.53	5.58	...	6.09	6.14
HX TOWER.....N	5.54	5.56	6.01	...	6.12	6.17
RUTHERFORD.....	...	...	S 6.05	...	S 6.16	...
RUTHERFORD JCT.....D	5.58	6.02	6.07	...	6.18	6.22
GARFIELD.....	...	...	S 6.11	...	...	...
PLAUDERVILLE.....	...	...	S 6.14	...	...	...
BROADWAY-FAIRLAWN	...	...	S 6.19	...	...	...
RADBURN-FAIRLAWN..	...	...	S 6.22	...	...	S 6.32
GLEN ROCK.....	...	S 6.13	S 6.25	...	...	S 6.36
CARLTON HILL.....	S 6.00	...	...	...	S 6.20	...
PASSAIC PARK.....	S 6.02	...	...	...	S 6.22	...
PASSAIC.....	S 6.05	...	...	...	S 6.26	...
CLIFTON.....	S 6.08	...	...	...	S 6.29	...
LAKEVIEW.....	S 6.11	...	...	...	S 6.32	...
XW	6.13	...	...	...	6.36	...
PATERSON.....	S 6.15	...	...	...	S 6.38	...
RIVER ST.....	S 6.17	...	...	...	...	...
HAWTHORNE.....	S 6.20	...	...	...	...	...
GLEN ROCK.....	S 6.23	...	...	...	...	...
RIDGEWOOD JCT.....N	6.25	6.16	6.27	...	6.42	6.38
RIDGEWOOD.....	S 6.28	S 6.19	S 6.29	...	...	S 6.40
HOHOKUS.....	S 6.31	...	Track 3	...	...	S 6.43
WALDWICK.....	S 6.34	S 6.26	...	...	...	S 6.46
WC TOWER.....D	6.35	6.27	6.34	...	6.48	6.47
ALLENDALE.....	...	S 6.30	...	...	...	S 6.50
RAMSEY.....	...	S 6.35	...	...	...	S 6.55
MAHWAH.....	...	...	...	...	...	S 7.00
SUFFERN.....	...	...	...	...	...	S 7.03
SF TOWER	...	6.45	...	...	...	7.05
HILLBURN.....	...	...	...	...	...	...
SLOATSBURG.....	...	...	...	...	...	...
TUXEDO.....	...	...	...	...	...	...
SOUTHFIELDS.....	...	...	...	...	...	...
ARDEN.....	...	...	...	...	...	...
Single Track: NEWBURGH JCT....N	...	...	...	...	...	...
HARRIMAN.....	...	...	...	...	...	...
MONROE.....	...	...	...	...	...	...
EAST GREYCOURT...	...	...	...	...	...	...
CHESTER.....	...	...	...	...	...	...
GOSHEN .....D	...	...	...	...	...	...
NEW HAMPTON.....	...	...	...	...	...	...
MIDDLETOWN.....D	...	...	...	...	...	...
HOWELLS JCT.....	...	...	...	...	...	...
HOWELLS.....	...	...	...	...	...	...
OTISVILLE.....	...	...	...	...	...	...
PORT JERVIS .....A N L	...	...	...	...	...	...
SPARROWBUSH.....	...	...	...	...	...	...
	P. M.	P. M.	P. M.		P. M.	P. M.
	1125	1171	1127		1129	1173

PORT JERVIS

Main Line & Bergen County R.R. — WEEK-DAY TRAINS EXCEPT HOLIDAYS

WESTWARD — First Class

1131	1133	61-25	1175	1177	1179	1181		
Waldwick	Waldwick	Binghamton	Suffern	Suffern	Suffern	Suffern		
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
6.15	6.30	6.45	7.35	8.35	9.35	11.00	...	...
...	...	...	...	...	...	...	...	...
6.22	6.37	6.52	7.42	8.42	9.42	11.07	...	...
6.26	6.40	6.55	7.45	8.45	9.45	11.11	...	...
S 6.30	S 6.44	...	S 7.49	S 8.49	S 9.49	S 11.15	...	...
6.32	6.46	7.00	7.51	8.51	9.51	11.17	...	...
...	...	S 7.04	...	...	...	...	...	...
...	...	S 7.10	...	...	...	...	...	...
...	...	S 7.13	...	...	...	...	...	...
...	...	S 7.16	...	...	...	...	...	...
S 6.34	S 6.48	Take Connection from 1133 at Ridgewood	S 7.52	S 8.52	S 9.52	S 11.18	...	...
S 6.36	S 6.50		S 7.54	S 8.54	S 9.54	S 11.20	...	...
S 6.40	S 6.54		S 7.57	S 8.57	S 9.57	S 11.24	...	...
S 6.43	S 6.57		S 8.00	S 9.00	S 10.00	S 11.27	...	...
S 6.46	S 7.00		S 8.03	S 9.03	S 10.03	S 11.30	...	...
6.48	7.02		8.05	9.05	10.05	11.32	...	...
S 6.50	S 7.04	...	S 8.07	S 9.07	S 10.07	S 11.34	...	...
S 6.54	S 7.08	...	S 8.11	S 9.11	S 10.11	S 11.38	...	...
S 6.57	S 7.11	...	S 8.14	S 9.14	S 10.14	S 11.41	...	...
6.59	7.13	7.18	8.16	9.16	10.16	11.43	...	...
S 7.01	S 7.15	S 7.20	S 8.18	S 9.18	S 10.18	S 11.45	...	...
S 7.04	S 7.18	...	S 8.21	S 9.21	S 10.21	S 11.48	...	...
S 7.07	S 7.21	...	S 8.24	S 9.24	S 10.24	S 11.51	...	...
7.08	7.22	7.24	8.25	9.25	10.25	11.52	...	...
...	...	S 7.26	S 8.27	S 9.27	S 10.27	S 11.54	...	...
...	...	S 7.30	S 8.31	S 9.31	S 10.31	S 11.58	...	...
...	...	S 7.34	S 8.35	S 9.35	S 10.35	S 12.02	...	...
...	...	S 7.37	S 8.38	S 9.38	S 10.38	S 12.05	...	...
...	...	7.39	8.40	9.40	10.40	12.07	...	...
...	...	S 7.43	...	...	...	...	...	...
...	...	S 7.48	...	...	...	...	...	...
...	...	f 7.53	...	...	...	...	...	...
...	...	7.57	...	...	...	...	...	...
...	...	S 7.59	...	...	...	...	...	...
...	...	S 8.04	...	...	...	...	...	...
...	...	8.10	...	...	...	...	...	...
...	...	S 8.12	...	...	...	...	...	...
...	...	S 8.19	...	...	...	...	...	...
...	...	S 8.29	...	...	...	...	...	...
...	...	S 8.41	...	...	...	...	...	...
...	...	8.58	...	...	...	...	...	...
...	...	9.03	...	...	...	...	...	...
...	...	9.08	...	...	...	...	...	...
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
1131	1133	61-25	1175	1177	1179	1181		

NOTES

Train No. 22—will stop at Passaic to let off passengers from Port Jervis and west.

Train No. 8—will stop at Ridgewood to let off passengers from Port Jervis and west.

Train No. 21—No passengers west of Binghamton.

Main Line

and

Bergen County Railroad

SATURDAY — SUNDAY

AND

HOLIDAYS

•

TIMETABLE NO. 4

Effective 2:01 A.M. October 28, 1962

EASTERN STANDARD TIME

PORT JERVIS TO HOBOKEN

Main Line and Bergen County R.R.

SATURDAY-SUNDAY & HOLIDAY TRAINS

EASTWARD — First Class

Distance from Sparrowbush	Distance Between Stations	STATIONS			1750 Suffern Sat. Only A. M.	1154 Suffern Sat. Only A. M.	1700 Waldwick Sat. Only A. M.	1752 Suffern Sun.&Hol. A. M.	1754 Suffern Sat. Only A. M.	1756 Suffern Sat. Only A. M.	26 Hornell Daily A. M.	76 Port Jervis Hol. Only A. M.		1760 Suffern Sat. Only A. M.	
89.7	1.9	HOBOKEN A N			$ 6.27	$ 7.25	$ 7.56	$ 8.19	$ 8.21	$ 8.56	$ 9.30	$ 10.26		$ 10.55	
87.8	1.2	WEST END N													
86.6	2.5	BERGEN JCT.			6.20	7.18	7.49	8.12	8.14	8.49	9.22	10.19		10.48	
84.1	2.8	HX TOWER N			6.16	7.15	7.46	8.09	8.10	8.46	9.19	10.15		10.44	
81.3	0.5	RUTHERFORD			$ 6.12	$ 7.11	$ 7.43	$ 8.05	$ 8.07	$ 8.43		$ 10.12		$ 10.41	
80.8	0.7	RUTHERFORD JCT. D			6.10	7.10	7.41	8.04	8.05	8.40	9.15	10.10		10.39	
77.0	1.4	GARFIELD				$ 7.06			$ 8.02		See Note Page 62				
75.6	2.6	PLAUDERVILLE				$ 7.03									
73.0	1.2	BROADWAY-FAIRLAWN				$ 6.59			$ 7.57						
71.8	1.7	RADBURN-FAIRLAWN				$ 6.56			$ 7.54						
70.1	0.6	GLEN ROCK				$ 6.53			$ 7.51						
80.1	0.6	CARLTON HILL			$ 6.09		$ 7.40	$ 8.02		$ 8.39				$ 10.38	
79.5	1.2	PASSAIC PARK			$ 6.07		$ 7.38	$ 8.00		$ 8.37				$ 10.36	
78.3	0.9	PASSAIC			$ 6.03		$ 7.34	$ 7.56		$ 8.33	*	$ 10.05		$ 10.32	
77.4	1.4	CLIFTON			$ 6.00		$ 7.31	$ 7.53		$ 8.30		$ 10.02		$ 10.29	
76.0	1.2	LAKEVIEW			$ 5.57		$ 7.28	$ 7.50		$ 8.27				$ 10.26	
74.8	0.7	XW			5.54		7.26	7.48		8.25	9.05	9.59		10.24	
74.1	1.0	PATERSON			$ 5.53		$ 7.25	$ 7.46		$ 8.24	$ 9.04	$ 9.58		$ 10.23	
73.1	1.1	RIVER ST.			$ 5.51		$ 7.23	$ 7.44		$ 8.21				$ 10.21	
72.0	1.7	HAWTHORNE			$ 5.49		$ 7.20	$ 7.41		$ 8.19		$ 9.55		$ 10.19	
70.3	0.8	GLEN ROCK			$ 5.46		$ 7.17	$ 7.38		$ 8.16		$ 9.53		$ 10.16	
69.5	0.7	RIDGEWOOD JCT. N			5.44	6.52	7.15	7.35	7.49	8.13	8.56	9.51		10.14	
68.8	1.2	RIDGEWOOD			$ 5.43	$ 6.50	$ 7.14	$ 7.34	$ 7.48	$ 8.12	$ 8.55	$ 9.50		$ 10.12	
67.6	1.1	HOHOKUS			$ 5.41	$ 6.47	$ 7.11	$ 7.32	$ 7.46	$ 8.09				$ 10.09	
66.5	0.3	WALDWICK			$ 5.38	$ 6.44	$ 7.09	$ 7.29	$ 7.43	$ 8.07		$ 9.45		$ 10.06	
66.2	1.1	WC TOWER D			5.37	6.43	7.08	7.28	7.42	8.06	8.50	9.44		10.05	
65.1	1.9	ALLENDALE			$ 5.35	$ 6.41		$ 7.26	$ 7.40	$ 8.04				$ 10.03	
63.2	2.6	RAMSEY			$ 5.32	$ 6.38		$ 7.23	$ 7.37	$ 8.01		$ 9.41		$ 10.00	
60.6	1.4	MAHWAH			$ 5.27	$ 6.33		$ 7.17	$ 7.31	$ 7.55		$ 9.36		$ 9.55	
59.2	0.4	SUFFERN			$ 5.25	$ 6.30		$ 7.14	$ 7.28	$ 7.53		$ 9.33		$ 9.53	
58.8	0.6	SF TOWER N			5.23	6.28		7.12	7.26	7.51	8.43	9.32		9.51	
58.2	3.0	HILLBURN													
55.2	2.6	SLOATSBURG										$ 9.26			
52.6	3.8	TUXEDO									8.36	$ 9.22			
48.8	2.4	SOUTHFIELDS													
46.4	1.6	ARDEN													
44.8	1.0	Single Track NEWBURGH JCT. N									8.28	9.12			
43.8	2.5	HARRIMAN										$ 9.11			
41.3	4.1	MONROE										$ 9.07			
37.2	1.7	EAST GREYCOURT									8.19	9.00			
35.5	4.5	CHESTER										$ 8.58			
31.0	3.9	GOSHEN D									$ 8.13	$ 8.52			
27.1	3.4	NEW HAMPTON										$ 8.46			
23.7	2.7	MIDDLETOWN D									$ 8.04	$ 8.41			
21.0	0.6	HOWELLS JCT.													
20.4	4.5	HOWELLS										$ 8.33			
15.9	13.4	OTISVILLE										$ 8.27			
		L N									7.30	8.10			
2.5	2.5	PORT JERVIS A									7.25				
		SPARROWBUSH									7.20				
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	
					1750	1154	1700	1752	1754	1756	26	76		1760	

PORT JERVIS TO

EASTWARD — First Class

STATIONS	56	1702		58	78	
	Port Jervis	Waldwick		Port Jervis	Port Jervis	
	Daily	Sat. Only		Sat. Only	Sun. & Hol.	
	P. M.	P. M.		P. M.	P. M.	
HOBOKEN ..... A ..... N	$ 12.55	$ 2.20		$ 4.12	$ 5.53	
WEST END ..... N						
BERGEN JCT.	12.48	2.13		4.05	5.46	
HX TOWER ..... N	12.45	2.09		4.02	5.42	
RUTHERFORD	$ 12.41	$ 2.06		$ 3.58	$ 5.38	
RUTHERFORD JCT. ..... D	12.39	2.04		3.56	5.35	
GARFIELD						
PLAUDERVILLE						
BROADWAY-FAIRLAWN						
RADBURN-FAIRLAWN						
GLEN ROCK						
CARLTON HILL	f 12.37				$ 5.34	
PASSAIC PARK		$ 2.01				
PASSAIC	$ 12.35	$ 1.57		$ 3.52	$ 5.29	
CLIFTON	$ 12.32	$ 1.54		$ 3.49	$ 5.26	
LAKEVIEW		$ 1.51		$ 3.45	$ 5.23	
XW	12.26	1.49		3.43	5.20	
PATERSON	$ 12.25	$ 1.48		$ 3.42	$ 5.19	
RIVER ST.						
HAWTHORNE	$ 12.20	$ 1.44		$ 3.35	$ 5.15	
GLEN ROCK	$ 12.17	$ 1.41		$ 3.32	$ 5.12	
RIDGEWOOD JCT. ..... N	12.15	1.39		3.30	5.09	
RIDGEWOOD	$ 12.14	$ 1.38		$ 3.29	$ 5.08	
HOHOKUS	f 12.10	$ 1.35		$ 3.26		
WALDWICK	$ 12.08	$ 1.33		$ 3.23	$ 5.04	
WC TOWER ..... D	12.07	1.32		3.22	5.03	
ALLENDALE	$ 12.05			$ 3.20	$ 5.01	
RAMSEY	$ 12.02			$ 3.17	$ 4.58	
MAHWAH				$ 3.12	$ 4.53	
SUFFERN	$ 11.55			$ 3.10	$ 4.50	
SF TOWER ..... N	11.54			3.06	4.49	
HILLBURN						
SLOATSBURG	$ 11.49			$ 3.01	$ 4.44	
TUXEDO	$ 11.45			$ 2.56	$ 4.39	
SOUTHFIELDS				f 2.50	$ 4.32	
ARDEN					$ 4.28	
Single Track: NEWBURGH JCT. ..... N	11.36			2.46	4.24	
HARRIMAN	$ 11.34			$ 2.44	$ 4.22	
MONROE	$ 11.30			$ 2.39	$ 4.18	
EAST GREYCOURT	11.24			2.31	4.11	
CHESTER	$ 11.22			$ 2.29	$ 4.09	
GOSHEN ..... D	$ 11.15			$ 2.21	$ 4.02	
NEW HAMPTON						
MIDDLETOWN ..... D	$ 11.05			$ 2.10	$ 3.52	
HOWELLS JCT.						
HOWELLS	f 10.56			f 2.01		
OTISVILLE	$ 10.52			$ 1.57	$ 3.40	
L N	10.35			1.40	3.23	
PORT JERVIS ..... A						
SPARROWBUSH						
	A. M.	P. M.		P. M.	P. M.	
	56	1702		58	78	

HOBOKEN

Main Line and Bergen County R.R. — SATURDAY-SUNDAY & HOLIDAY TRAINS

EASTWARD — First Class

	1764	22	80	1766	8		1178	
	Suffern	Binghamton	Port Jervis	Suffern	Chicago		Suffern	
	Sat. Only	Daily	Sun. Only	Hol. Only	Daily		Sat. Only	
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	
	$ 7.26	$ 8.00	$ 8.45	$ 8.45	$ 10.25		$ 11.55	
	7.19	7.50	8.38	8.38	10.13		11.48	
	7.15	7.46	8.34	8.34	10.08		11.44	
	$ 7.12		$ 8.31	$ 8.31			$ 11.40	
	7.10	7.42	8.28	8.28	10.04		11.38	
		See Note Page 62						
	$ 7.08							
			$ 8.26	$ 8.26				
	$ 7.04	*	$ 8.22	$ 8.22			$ 11.33	
	$ 7.01		$ 8.19	$ 8.19			$ 11.29	
	$ 6.58		$ 8.16	$ 8.16				
	6.56	7.30	8.13	8.13	9.52		11.24	
	$ 6.54	$ 7.28	$ 8.12	$ 8.12	$ 9.51		$ 11.23	
	$ 6.49		$ 8.07	$ 8.07			$ 11.18	
	$ 6.47		$ 8.04	$ 8.04			$ 11.15	
	6.45	7.20	8.01	8.01	9.43		11.14	
	$ 6.44	$ 7.18	$ 8.00	$ 8.00	$ 9.42		$ 11.13	
	$ 6.41							
	$ 6.39		$ 7.56	$ 7.56			$ 11.08	
	6.38	7.14	7.55	7.55	9.39		11.07	
	$ 6.36		$ 7.53	$ 7.53				
	$ 6.33		$ 7.50	$ 7.50			$ 11.02	
	f 6.28		$ 7.43	$ 7.43				
	$ 6.26	$ 7.03	$ 7.40	$ 7.40			$ 10.55	
	6.24	7.02	7.39	7.39	9.33		10.52	
			$ 7.36					
		6.56	$ 7.31		9.27			
			$ 7.24					
			$ 7.20					
		6.49	7.16		9.20			
			$ 7.14					
			$ 7.10					
		6.41	7.03		9.12			
			$ 7.01					
		$ 6.34	$ 6.54		9.05			
		$ 6.24	$ 6.44		$ 8.55			
			$ 6.38					
			$ 6.32					
		5.52	6.15		8.25			
		5.42			8.15			
		5.37			8.10			
	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	
	1764	22	80	1766	8		1178	

HOBOKEN TO

WESTWARD — First Class

Distance from Hoboken	Distance Between Stations	STATIONS	7 Chicago Daily A. M.	1151 Suffern Sat. & Hol. A. M.	53 Port Jervis Sat. Only A. M.
		HOBOKEN.....L .....N	12.30	12.30	5.00
1.9	1.9	WEST END.....N			
3.1	1.2	BERGEN JCT.	12.37	12.37	5.07
5.6	2.5	HX TOWER.....N	12.40	12.41	5.11
8.4	2.8	RUTHERFORD		$ 12.45	$ 5.15
8.9	0.5	RUTHERFORD JCT.....D	12.44	12.47	5.17
11.3	2.4	GARFIELD	(Via B.C.R.R.)		
12.7	1.4	PLAUDERVILLE			
15.3	2.6	BROADWAY-FAIRLAWN			
16.5	1.2	RADBURN-FAIRLAWN			
18.2	1.7	GLEN ROCK			
9.6	0.7	CARLTON HILL		$ 12.49	
10.2	0.6	PASSAIC PARK			
11.4	1.2	PASSAIC		$ 12.53	$ 5.23
12.3	0.9	CLIFTON		$ 1.02	$ 5.27
13.7	1.4	LAKEVIEW		$ 1.05	$ 5.30
14.9	1.2	XW		1.07	5.32
15.6	0.7	PATERSON		$ 1.10	$ 5.45
16.6	1.0	RIVER ST.			$ 5.47
17.7	1.1	HAWTHORNE		$ 1.14	$ 5.49
19.4	1.7	GLEN ROCK		$ 1.17	$ 5.52
20.2	0.8	RIDGEWOOD JCT.....N	12.55	1.19	5.54
20.9	0.7	RIDGEWOOD		$ 1.21	$ 6.00
22.1	1.2	HOHOKUS		f 1.23	$ 6.05
23.2	1.1	WALDWICK		$ 1.26	$ 6.15
23.5	0.3	WC TOWER.....D	12.59	1.27	6.16
24.6	1.1	ALLENDALE		$ 1.29	$ 6.20
26.5	1.9	RAMSEY		$ 1.32	$ 6.25
29.1	2.6	MAHWAH		$ 1.37	$ 6.30
30.5	1.4	SUFFERN		$ 1.40	$ 6.50
30.9	0.4	SF TOWER	1.06	1.42	6.52
31.5	0.6	HILLBURN			f 6.53
34.5	3.0	SLOATSBURG			$ 6.57
37.1	2.6	TUXEDO	1.14		$ 7.03
40.9	3.8	SOUTHFIELDS			f 7.09
43.3	2.4	ARDEN			f 7.13
44.9	1.6	Single Track NEWBURGH JCT.....N	1.22		7.16
45.9	1.0	HARRIMAN			$ 7.18
48.4	2.5	MONROE			$ 7.22
52.5	4.1	EAST GREYCOURT	1.30		7.29
54.2	1.7	CHESTER			$ 7.32
58.7	4.5	GOSHEN .....D	1.36		$ 7.39
62.6	3.9	NEW HAMPTON			$ 7.45
66.0	3.4	MIDDLETOWN.....D	$ 1.49		$ 8.05
68.7	2.7	HOWELLS JCT.			
69.3	0.6	HOWELLS			$ 8.11
73.8	4.5	OTISVILLE			$ 8.18
		A N	2.20		8.35
87.2	13.4	PORT JERVIS L	2.30		
89.7	2.5	SPARROWBUSH	2.35		
			A. M.	A. M.	A. M.
			7	1151	53

PORT JERVIS

Main Line & Bergen County R.R. — SATURDAY, SUNDAY AND HOLIDAY TRAINS

WESTWARD — First Class

1751 Suffern Sat. Only A. M.	71 Port Jervis Sun. & Hol. A. M.	21 Hornell Daily A. M.	1753 Suffern Sat. Only A. M.	55 Port Jervis Sun. & Hol. A. M.	73 Port Jervis Sat. Only P. M.	1755 Suffern Sat. Only P. M.	1757 Suffern Sat. Only P. M.	1759 Suffern Sun. & Hol. P. M.
7.05	8.30	9.00	10.30	11.30	12.32	1.30	2.45	4.00
7.12	8.37	9.08	10.37	11.37	12.39	1.37	2.52	4.07
7.15	8.40	9.12	10.40	11.40	12.42	1.40	2.55	4.10
$ 7.18	$ 8.44		$ 10.44	$ 11.44	$ 12.46	$ 1.44	$ 2.59	$ 4.13
7.20	8.46	9.16	10.46	11.46	12.48	1.45	3.01	4.15
		See Notes Page 62						
$ 7.22	$ 8.48			$ 11.48	$ 12.50	$ 1.47	$ 3.03	$ 4.17
$ 7.24	$ 8.50		$ 10.49	$ 11.50	$ 12.52	$ 1.49	$ 3.05	$ 4.19
$ 7.28	$ 8.54	$ 9.22	$ 10.52	$ 11.54	$ 12.56	$ 1.53	$ 3.09	$ 4.23
$ 7.31	$ 8.57		$ 10.55	$ 11.57	$ 12.59	$ 1.55	$ 3.12	$ 4.26
$ 7.34	$ 8.59		$ 10.57	$ 11.59	$ 1.01	$ 1.57		$ 4.29
7.36	9.01	9.27	10.58	12.01	1.03	1.59	3.16	4.31
$ 7.38	$ 9.03	$ 9.29	$ 11.00	$ 12.02	$ 1.04	$ 2.01	$ 3.18	$ 4.33
$ 7.40	$ 9.05			$ 12.04	$ 1.06	$ 2.03		$ 4.35
$ 7.43	$ 9.08		$ 11.03	$ 12.07	$ 1.09	$ 2.05	$ 3.22	$ 4.38
$ 7.46	$ 9.11		$ 11.05	$ 12.10	$ 1.12	$ 2.08	$ 3.25	$ 4.41
7.48	9.13	9.34	11.07	12.12	1.14	2.10	3.27	4.43
$ 7.50	$ 9.15	$ 9.36	$ 11.09	$ 12.14	$ 1.16	$ 2.12	$ 3.29	$ 4.45
$ 7.52	$ 9.17		$ 11.12	$ 12.17	$ 1.19		$ 3.31	$ 4.48
$ 7.55	$ 9.19		$ 11.15	$ 12.20	$ 1.22	$ 2.16	$ 3.34	$ 4.50
7.56	9.20	9.40	11.16	12.21	1.23	2.17	3.35	4.51
$ 7.58	$ 9.22		$ 11.18	$ 12.23	$ 1.25	$ 2.19	$ 3.37	$ 4.53
$ 8.02	$ 9.25		$ 11.21	$ 12.26	$ 1.28	$ 2.23	$ 3.41	$ 4.57
$ 8.06	$ 9.28		$ 11.25	$ 12.30	$ 1.32	$ 2.27	$ 3.45	$ 5.01
$ 8.09	$ 9.30	$ 9.49	$ 11.28	$ 12.33	$ 1.35	$ 2.30	$ 3.47	$ 5.04
8.10	9.31	9.50	11.29	12.34	1.36	2.31	3.48	5.05
	$ 9.36			f 12.39	f 1.41			
	$ 9.40	9.58		$ 12.43	$ 1.45			
	$ 9.45			f 12.49	f 1.51			
	$ 9.49			f 12.53	f 1.55			
	9.52	10.07		12.55	1.57			
	$ 9.53			$ 12.57	$ 1.59			
	$ 9.57			$ 1.01	$ 2.03			
	10.02	10.15		1.06	2.08			
	$ 10.05			$ 1.09	$ 2.11			
	$ 10.12	$ 10.21		$ 1.16	$ 2.18			
	$ 10.23	$ 10.33		$ 1.25	$ 2.27			
	$ 10.35			$ 1.38	$ 2.40			
	10.52	11.05		1.56	2.58			
		11.13						
		11.18						
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1751	71	21	1753	55	73	1755	1757	1759

HOBOKEN TO

WESTWARD — First Class

STATIONS	1701 Waldwick Sat. Only P. M.	75 Port Jervis Sat. Only P. M.	1761 Suffern Sat. Only P. M.	77-25 Binghamton Sat., Sun. & Hol. P. M.	1175 Suffern Sat. Only P. M.
HOBOKEN L N	4.00	4.30	5.32	6.45	7.35
WEST END N					
BERGEN JCT.	4.07	4.37	5.39	6.52	7.42
HX TOWER N	4.11	4.40	5.42	6.55	7.45
RUTHERFORD	$ 4.15		$ 5.46	$ 6.59	$ 7.49
RUTHERFORD JCT. D	4.17	4.43	5.48	7.01	7.51
GARFIELD		$ 4.45			
PLAUDERVILLE		$ 4.48			
BROADWAY-FAIRLAWN		$ 4.52			
RADBURN-FAIRLAWN		$ 4.55			
GLEN ROCK		$ 4.58			
CARLTON HILL	$ 4.19		$ 5.50	f 7.02	$ 7.52
PASSAIC PARK	$ 4.21		$ 5.52		$ 7.54
PASSAIC	$ 4.25		$ 5.56	$ 7.07	$ 7.57
CLIFTON	$ 4.28		$ 5.59		$ 8.00
LAKEVIEW	$ 4.31		$ 6.01		$ 8.03
XW	4.34		6.03	7.14	8.05
PATERSON	$ 4.37		$ 6.05	$ 7.16	$ 8.07
RIVER ST.	$ 4.39		$ 6.07		
HAWTHORNE	$ 4.41		$ 6.09		$ 8.11
GLEN ROCK	$ 4.44		$ 6.12	$ 7.23	$ 8.14
RIDGEWOOD JCT. N	4.46	5.01	6.14	7.25	8.16
RIDGEWOOD	$ 4.49	$ 5.02	$ 6.16	$ 7.27	$ 8.18
HOHOKUS	$ 4.52	$ 5.04	$ 6.19	f 7.29	$ 8.21
WALDWICK	$ 4.55	$ 5.06	$ 6.22	$ 7.32	$ 8.24
WC TOWER D	4.56	5.07	6.23	7.33	8.25
ALLENDALE		$ 5.09	$ 6.25	$ 7.35	$ 8.27
RAMSEY		$ 5.12	$ 6.28	$ 7.39	$ 8.31
MAHWAH		$ 5.16	$ 6.32	$ 7.43	$ 8.35
SUFFERN		$ 5.19	$ 6.35	$ 7.46	$ 8.38
SF TOWER		5.20	6.36	7.47	8.40
HILLBURN					
SLOATSBURG		$ 5.25			
TUXEDO		$ 5.30		f 7.52	
SOUTHFIELDS		$ 5.37			
ARDEN		$ 5.44			
Single Track: NEWBURGH JCT. N		5.47		8.02	
HARRIMAN		$ 5.49		f 8.03	
MONROE		$ 5.53		$ 8.07	
EAST GREYCOURT		5.58		8.12	
CHESTER		$ 6.01		f 8.14	
GOSHEN D		$ 6.08		$ 8.19	
NEW HAMPTON		$ 6.13			
MIDDLETOWN D		$ 6.21		$ 8.29	
HOWELLS JCT.					
HOWELLS		$ 6.30			
OTISVILLE		$ 6.37		f 8.41	
PORT JERVIS A N		6.55		8.58	
PORT JERVIS L				9.03	
SPARROWBUSH				9.08	
	P. M.	P. M.	P. M.	P. M.	P. M.
	1701	75	1761	77-25	1175

PORT JERVIS

Main Line & Bergen County R. R. — SATURDAY, SUNDAY AND HOLIDAY TRAINS

WESTWARD — First Class

1703 Waldwick Sat. Only P. M.	1765 Suffern Sat. Only P. M.
10.05	11.59
10.12	12.06
10.15	12.09
$ 10.19	$ 12.13
10.21	12.15
$ 10.23	$ 12.17
$ 10.25	$ 12.19
$ 10.29	$ 12.23
$ 10.32	$ 12.26
$ 10.35	$ 12.29
10.37	12.31
$ 10.39	$ 12.33
$ 10.41	$ 12.35
$ 10.44	$ 12.38
$ 10.47	$ 12.41
10.49	12.43
$ 10.52	$ 12.45
$ 10.55	$ 12.47
$ 10.58	$ 12.50
10.59	12.51
	$ 12.53
	$ 12.57
	$ 1.02
	$ 1.04
	1.05
P. M.	A. M.
1703	1765

NOTES

Train No. 26—will stop at Passaic Sundays and Holidays to let off passengers from Port Jervis and west.

Train No. 22—will stop at Passaic to let off passengers from Port Jervis and west.

Train No. 21—No passengers west of Binghamton.

EASTWARD — FIRST CLASS TRAINS - NEWARK BRANCH

Distance from Paterson	Distance between Stations	STATIONS	1300 Daily Except Saturday Sunday & Holiday A.M.	1302 Daily Except Saturday Sunday & Holiday A.M.	1304 Daily Except Saturday Sunday & Holiday A.M.	X156 Daily Except Saturday Sunday & Holiday P.M.	X158 Daily Except Saturday Sunday & Holiday P.M.
..	..						
19.4	2.9	HOBOKEN ... A. N	7.37	8.29	9.02		
16.5	1.3	G. L. JCT.	7.30	8.22	8.55		
15.2	2.9	D. B. JCT. ... N	7.28	8.20	8.53		
12.3	0.3	HARRISON	s 7.24	s 8.16			
12.0	0.6	KEARNY	s 7.22	s 8.14	s 8.49		
11.4	1.3	NEWARK ... D	s 7.20	s 8.12	s 8.47		
10.1	0.6	WOODSIDE			s 8.44		
9.5	0.8	CLEVELAND ST.	s 7.15		s 8.42		
8.7	1.3	BELLEVILLE ... D	s 7.13	s 8.06	s 8.40		
7.4	0.6	WALNUT ST.	s 7.10	s 8.03	s 8.37		
6.8	0.5	NUTLEY	s 7.08	s 8.01	s 8.35		
6.3	1.4	FRANKLIN AVE. ... D	s 7.06	s 7.59	s 8.33		
4.9	1.4	ALLWOOD	s 7.03	s 7.56	s 8.30		
3.5	1.6	ATHENIA ... D	s 7.00	s 7.53	s 8.27		
1.9	0.8	PATERSON JCT. (Boonton Line)	6.58	7.50	8.25	6.40	6.49
1.1	0.4	SOUTH PATERSON	s 6.55	s 7.47	s 8.22	6.35	6.44
..	..						
..	..						
			A.M.	A.M.	A.M.	P.M.	P.M.

Single Track

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

X151 is superior to 1300, 1302 and 1304.
X155 is superior to 1304.
1301, 1303 and 1305 are superior to X156 and X158.

Hours During which Block Stations are in Operation

Newark Drawbridge.—6.45 A.M.-10.45 P.M.
Belleville.—7.00 A.M.-4.00 P.M. Sat., Sun. and Hol. closed.
Franklin Ave.—7.00 A.M.-4.00 P.M. Sat., Sun. and Hol. closed.
Athenia.—7.45 A.M.-11.00 A.M., 2.00 P.M.-6.45 P.M. Sat., Sun. and Hol. closed.
South Paterson—6.45 A.M.-6.45 P.M. Sat., Sun. and Hol. closed.

Newark drawbridge is opened for river traffic between 10.45 P.M. and 6.45 A.M., Monday to Friday incl.; 2.45 P.M. Saturday until 6.45 A.M. Sunday; and from 2.45 P.M. Sunday to 6.45 A.M. Monday.

Telephones Connecting with Train Dispatchers Circuit

Gate Tower, Davis Ave., Harrison
Crossover, Kearny — Newark station — Athenia station
Newark Drawbridge cabin
Sonneborn's Switch, east of Walnut St., Nutley
East end of station, Walnut St., Nutley

The Paterson Spur Running Track and the Paterson Spur between Paterson Jct. and South Paterson Station will be governed by Timetable, Train Orders, and Related Train and Yard Rules.

WESTWARD — FIRST CLASS TRAINS - NEWARK BRANCH

Distance from Hoboken	Distance between Stations	STATIONS	X151 Daily Except Saturday Sunday & Holiday A.M.	X155 Daily Except Saturday Sunday & Holiday A.M.	1301 Daily Except Saturday Sunday & Holiday P.M.	1303 Daily Except Saturday Sunday & Holiday P.M.	1305 Daily Except Saturday Sunday & Holiday P.M.
..	..						
..	..	HOBOKEN ... L. N			5.00	5.30	5.55
2.9	2.9	G. L. JCT.			5.07	5.37	6.02
4.2	1.3	D. B. JCT. ... N			5.09	5.39	6.04
7.1	2.9	HARRISON			s 5.13	s 5.43	
7.4	0.3	KEARNY			s 5.15	f 5.45	s 6.09
8.0	0.6	NEWARK ... D			s 5.17	s 5.47	s 6.11
9.3	1.3	WOODSIDE			s 5.20		
9.9	0.6	CLEVELAND ST.			s 5.22		
10.7	0.8	BELLEVILLE ... D			s 5.24	s 5.52	s 6.16
12.0	1.3	WALNUT ST.			s 5.27	s 5.55	s 6.19
12.6	0.6	NUTLEY			s 5.30	s 5.58	s 6.21
13.1	0.5	FRANKLIN AVE. ... D			s 5.32	s 6.00	s 6.24
14.5	1.4	ALLWOOD			s 5.35	s 6.03	s 6.27
15.9	1.4	ATHENIA ... D			s 5.38		s 6.30
17.5	1.6	PATERSON JCT. (Boonton Line)	6.10	7.52	5.39	6.06	6.31
18.3	0.8	SOUTH PATERSON	6.15	7.57	s 5.42	s 6.09	s 6.34
..	..						
..	..						
			A.M.	A.M.	P.M.	P.M.	P.M.

Single Track

Hours of Crossing Protection

	Week Days
Schuyler Ave., Kearny	6:30 A.M. to 11:00 A.M. and 3:00 P.M. to 8:30 P.M.
Davis Ave., Harrison	6:30 A.M. to 11:00 A.M. and 3:00 P.M. to 8:30 P.M.
Grant Ave., Kearny	6:30 A.M. to 11:00 A.M. and 3:00 P.M. to 8:30 P.M.
Passaic St., Newark	6:05 A.M. to 10:05 P.M.
Fourth Ave., Newark	6:05 A.M. to 10:05 P.M.
Third Ave., Newark	6:05 A.M. to 10:05 P.M.
Grafton Ave., Woodside	7:15 A.M. to 9:00 A.M. and 11:45 A.M. to 6:30 P.M.
Schuyler St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
William St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
Belleville Ave., Belleville	7:00 A.M. to 8.45 A.M. and 12:15 P.M. to 6:30 P.M.
Rutger St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
Academy St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
Holmes St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
Joralemon St., Belleville	7:00 A.M. to 8:45 A.M. and 12:15 P.M. to 6:30 P.M.
Washington Ave., Nutley	7:00 A.M. to 8:45 A.M. and 11:45 A.M. to 6:30 P.M.

On Saturdays, Sundays, Holidays and during period crossings not protected all trains and engines stop, send member of crew ahead, and flag over crossing.

EASTWARD Read Up — **WESTWARD** Read Down

Distance from Newburgh		STATIONS
18.8	Single Track	GREYCOURT
13.8		BLOOMING GROVE
12.1		WASHINGTONVILLE
9.4		SALISBURY MILLS
5.0		VAILS GATE JCT.
3.1		NEW WINDSOR
1.8		WEST NEWBURGH
..		NEWBURGH

Speed restrictions:

	Miles per Hour
All trains	25
Wrecking derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20

Eastbound trains are superior to westbound trains of same class.

Trains will stop and flag over Washington St. crossing, Newburgh.

Trains and Engines will come to full stop, not less than 75 feet or more than 125 feet from, and not exceed 5 miles per hour over following crossings:

Temple Hill, west of Vails Gate Jct.
Blooming Grove Turnpike, east of Salisbury Mills;
Monroe Road, first crossing east of Washingtonville;
Chester Road, second crossing east of Washingtonville. No movements of cars will be made except when attached to engine.

Trains and engines will come to full stop not less than fifty (50) feet from Hardscrabble Road, M. P. 2.44, Craigville, N. Y. Send member of crew ahead and flag, before entering on crossing.

Telephones connecting with Train Dispatchers circuit:

Vails Gate Jct. station	Newburgh freight station (east end)
Newburgh Bunk House	Washingtonville (west end of station)

Graham Line

EASTWARD Read Up — **WESTWARD** Read Down

Distance from Howells Jct.	Distance between Stations		STATIONS
31.3	2.8	Single Track	NEWBURGH JCT. N
28.5	0.8		CENTRAL VALLEY
27.7	6.1		HIGHLAND MILLS
21.6	8.7		MOODNA VIADUCT
12.9	2.2		EAST "MQ"
10.7	10.7		"MQ" TOWER N
..	..		HOWELLS JCT.

Sidings	Capacity
"NJ" and Central Valley	200 Cars
Eastbound Sdg. at "MQ"	96 "

EASTWARD Read Up — **WESTWARD** Read Down

Dist. from Middletown		STATIONS
..	Single Track	MIDDLETOWN D
..		MIDDLETOWN MAIN ST.
3.5		CRAWFORD JCT.
4.4		FAIR OAKS
5.2		CIRCLEVILLE
7.6		BULLVILLE
10.0		THOMPSON RIDGE
13.4		PINE BUSH

Trains and engines stop at stop signs located fifty (50) feet either side of Goshen-Fair Oaks Highway, one half (½) mile west of Crawford Jct. and a member of the train crew place highway traffic lights at stop by inserting switch key in controller box located on the highway traffic light post at the crossing and turn key to the right or left to display stop, then withdraw key. Member of train crew operating switch key operated controller will make certain that traffic lights are displaying stop. In the event of failure, the crew must protect crossing and know that highway traffic has been stopped before permitting movement over crossing.

After entire train has passed over crossing, insert key in key controller on opposite side of crossing, turn key to right or left to extinguish lights. In each case key must be withdrawn without turning key the second time.

Speed restrictions:

	Miles per Hour
All trains	25
Wrecking derrick	10
Trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
Hand operated derail located on main track east end of Pine Bush station.	
Trains over State Road Crossing, 150 feet east Pine Bush Station	5
Trains over Crossing west of Bullville	5
Trains over Crossing one mile east of Bullville	10
East Main St. to Crawford Jct.	15
Engines restricted on Sheffield Farms siding, Bullville.	
All trains and engines stop not less than 50 ft. from State Highway Route 17-K crossing, member of crew to proceed ahead and flag movement over crossing.	

Montgomery Branch

EASTWARD Read Up — **WESTWARD** Read Down

Distance from Goshen		STATIONS
10.2	Single Track	MONTGOMERY
8.2		NEELEY TOWN
5.5		Jct. N.Y.N.H. & H.R.R
4.7		"MQ TOWER N
..		GOSHEN D

Permission from Dispatcher must be obtained, before leaving Goshen, for movements on the Montgomery Branch.

Speed restrictions:

	Miles per Hour
All trains Goshen to "MQ" Tower	35
"MQ" Tower to Montgomery	25
Curve Goshen station	5
Curve west of Goshen	10
Church Street Crossing, Goshen, eastward	5
westward	15
M.P. 1.50 to M.P. 3.50 east and west of Kipps	25
Wrecking Derrick and trains hauling eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	15
Montgomery Branch to N.Y.N.H. & H.R.R.	10
Trains from Montgomery procure permission by phone at Jct. N.Y.N.H.& H.R.R. from operator "MQ" Tower before proceeding	
Trains from N.Y.N.H. & H.R.R. procure permission from operator "MQ" Tower before proceeding from Maybrook.	
Junction Montgomery Branch and N.Y.N.H. & H.R.R.—Normal position of switch—N.Y.N.H. & H.R.R.	

EASTWARD — FIRST CLASS TRAINS

Distance from Wanaque-Midvale	Distance between Stations	STATIONS		1400 Daily Except Saturday Sunday & Holiday A.M.	1402 Daily Except Saturday Sunday & Holiday A.M.	1300 Daily Except Saturday Sunday & Holiday A.M.	1404 Daily Except Saturday Sunday & Holiday A.M.
..	..						
31.1	2.9	HOBOKEN A. N		6.30	7.10		7.42
28.2	1.3	"GL" JCT.		6.23	7.03	7.30	7.35
26.9	2.4	"DB" JCT. N		6.21	7.01	7.28	7.33
24.5	0.7	ARLINGTON		s 6.17	s 6.57		s 7.28
23.8	0.4	WEST ARLINGTON N		f 6.15	s 6.55		s 7.26
23.4	0.6	NORTH NEWARK		s 6.14	s 6.53		s 7.24
22.8	0.9	FOREST HILL		s 6.12	s 6.51		s 7.22
21.9	0.4	BELWOOD PARK			s 6.49		
21.5	1.1	ROWE ST.-Bloomfield D		s 6.09	s 6.47		s 7.19
20.4	1.0	GLEN RIDGE			s 6.44		s 7.16
19.4	0.9	MONTCLAIR D		s 6.06	s 6.42		s 7.14
18.5	0.9	WATCHUNG AVE.		s 6.04	s 6.40		s 7.12
17.6	0.5	UPPER MONTCLAIR D		s 6.02	s 6.38		s 7.10
17.1	0.6	MOUNTAIN AVE.			s 6.36		s 7.08
16.5	1.7	MONTCLAIR HGTS.			s 6.34		s 7.06
14.8	2.1	GREAT NOTCH D		s 5.58	s 6.31		s 7.02
12.7	0.6	LITTLE FALLS D		s 5.54	s 6.27		s 6.58
12.1	2.3	SINGAC			s 6.25		s 6.56
9.8	0.9	MOUNTAIN VIEW (Single Track) Boonton Line Crossing		s 5.50	s 6.22		s 6.52
8.9	1.5	WAYNE D		s 5.48	s 6.20		s 6.49
7.4	1.6	PEQUANNOCK		s 5.45	s 6.17		s 6.46
5.8	2.1	POMPTON PLAINS D		s 5.42	s 6.14		s 6.43
3.7	0.4	POMPTON		s 5.39	s 6.11		s 6.39
3.3	1.8	POMPTON JCT. N.Y.S. & W.R.R. Crossing					
1.5	1.5	HASKELL		s 5.36	s 6.08		s 6.35
..	..	WANAQUE-MIDVALE D		s 5.34	s 6.06		s 6.32
..	..						
..	..						
..	..						
..	..						
..	..						
..	..						
..	..						
..	..						
				A.M.	A.M.	A.M.	A.M.

EASTWARD — FIRST CLASS TRAINS

		1406 Daily Except Saturday Sunday & Holiday A.M.	1408 Daily Except Saturday Sunday & Holiday A.M.	1410 Daily Except Saturday Sunday & Holiday A.M.		1302 Daily Except Saturday Sunday & Holiday A.M.	1414 Daily Except Saturday Sunday & Holiday A.M.	
		8.02	8.09	8.18			8.31	
		7.55	8.02	8.11		8.22	8.24	
		7.53	8.00	8.09		8.20	8.22	
		s 7.48		s 8.04				
		s 7.46	s 7.55					
		s 7.44		s 8.00				
		s 7.42	7.52				8.16	
		s 7.40						
		s 7.38		s 7.56				
		s 7.35	s 7.49				s 8.12	
		s 7.32	s 7.46				s 8.09	
		s 7.29	s 7.44	s 7.51			s 8.07	
		s 7.27	s 7.42				s 8.05	
		s 7.25	s 7.40				s 8.03	
		s 7.23	s 7.38				s 8.01	
		s 7.19	s 7.34	s 7.44			7.57	
		s 7.15		s 7.39				
		s 7.13						
		s 7.09						
		s 7.06		s 7.33				
		s 7.03		s 7.31				
		s 7.00		s 7.28				
		s 6.57		s 7.24				
		s 6.53		s 7.20				
		s 6.50		s 7.17				
		A.M.	A.M.	A.M.		A.M.	A.M.	

EASTWARD — FIRST CLASS TRAINS

Distance from Wanaque-Midvale	Distance between Stations	STATIONS	1416 Daily Except Saturday Sunday & Holiday A.M.	1304 Daily Except Saturday Sunday & Holiday A.M.	1418 Daily Except Saturday Sunday & Holiday A.M.
31.1	2.9	HOBOKEN A. N	8.49		9.11
28.2	1.3	"GL" JCT	8.42	8.50	9.04
26.9	2.4	"DB" JCT N	8.40	8.48	9.02
24.5	0.7	ARLINGTON	s 8.36		s 8.58
23.8	0.4	WEST ARLINGTON N	s 8.34		
23.4	0.6	NORTH NEWARK	s 8.32		s 8.55
22.8	0.9	FOREST HILL			
21.9	0.4	BELWOOD PARK			
21.5	1.1	ROWE ST.-Bloomfield D	s 8.28		s 8.51
20.4	1.0	GLEN RIDGE	s 8.25		s 8.48
19.4	0.9	MONTCLAIR D	s 8.23		s 8.46
18.5	0.9	WATCHUNG AVE	s 8.21		s 8.44
17.6	0.5	UPPER MONTCLAIR D	s 8.19		s 8.42
17.1	0.6	MOUNTAIN AVE	s 8.17		s 8.40
16.5	1.7	MONTCLAIR HGTS	s 8.15		s 8.38
14.8	2.1	GREAT NOTCH D	s 8.12		s 8.35
12.7	0.6	LITTLE FALLS D	s 8.07		
12.1	2.3	SINGAC	s 8.05		
9.8	0.9	MOUNTAIN VIEW (Boonton Line Crossing)	s 8.02		
8.9	1.5	WAYNE D	s 7.59		
7.4	1.6	PEQUANNOCK	s 7.56		
5.8	2.1	POMPTON PLAINS D	s 7.53		
3.7	0.4	POMPTON	s 7.50		
3.3	1.8	POMPTON JCT. (N.Y.S. & W.R.R. Crossing)			
1.5	1.5	HASKELL	s 7.46		
..	..	WANAQUE-MIDVALE D	s 7.43		
			A.M.	A.M.	A.M.

Single Track

EASTWARD — FIRST CLASS TRAINS

X400 Daily Except Saturday Sunday & Holiday P.M.	X402 Daily Except Saturday Sunday & Holiday P.M.	X432 Daily Except Saturday Sunday & Holiday P.M.	X450 Friday Only Except Holiday P.M.
	6.22	8.00	11.15
	6.17	7.53	11.08
	6.15	7.50	11.05
	6.10	7.45	11.00
	5.55		
5.10		7.30	10.45
4.50			10.25
			Will operate Nov. 21, Dec. 24, 31 and Feb. 21
P.M.	P.M.	P.M.	P.M.

Sidings	Capacity
Little Falls	26 Cars
Wayne	20 "
Pompton Plains	25 "
Pompton Jct.	12 "

Main tracks over North Fullerton Ave. are not circuited for reverse movement, nor is siding at this point circuited. Trains making reverse movement or movement through siding between 7:30 P. M. and 7:30 A. M., Monday to Friday, and from 7:30 P. M., Friday, to 7:30 A. M., Monday, will not enter upon crossing, except under flag protection.

WESTWARD — FIRST CLASS TRAINS

Distance from Hoboken	Distance between Stations	STATIONS	X451		X403		
			Monday Only Except Holiday		Daily Except Saturday Sunday & Holiday		
			A.M.		A.M.		
..	..	HOBOKEN.....L. N	12.45		7.20		
2.9	2.9	"GL" JCT.	12.52		7.27		
4.2	1.3	"DB" JCT.....N	12.54		7.29		
6.6	2.4	ARLINGTON					
7.3	0.7	WEST ARLINGTON..N	12.59		7.33		
7.7	0.4	NORTH NEWARK					
8.3	0.6	FOREST HILL			7.35		
9.2	0.9	BELWOOD PARK					
9.6	0.4	ROWE ST.-Bloomfield D					
10.7	1.1	GLEN RIDGE					
11.7	1.0	MONTCLAIR.....D					
12.6	0.9	WATCHUNG AVE.					
13.5	0.9	UPPER MONTCLAIRD					
14.0	0.5	MOUNTAIN AVE.					
14.6	0.6	MONTCLAIR HGTS.					
16.3	1.7	GREAT NOTCH.....D	1.10		7.58		
18.4	2.1	LITTLE FALLS.....D					
19.0	0.6	SINGAC					
21.3	2.3	MOUNTAIN VIEW.... Boonton Line Crossing					
22.2	0.9	WAYNE.....D					
23.7	1.5	PEQUANNOCK					
25.3	1.6	POMPTON PLAINS D					
27.4	2.1	POMPTON					
27.8	0.4	POMPTON JCT. N.Y.S. & W.R.R. Crossing					
29.6	1.8	HASKELL					
31.1	1.5	WANAQUE-MIDVALE D	1.30				
			A.M.		A.M.		

Single Track — Will operate Nov. 23, Dec. 26 and Jan. 2.

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

No. 1405 is superior to X400.

No. 1425 is superior to X450.

Between 6.00 A.M. and 9.00 A.M., westbound freight trains will clear eastbound passenger trains at Arlington 5 minutes.

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

Engines restricted on J. F. Post Trestle, North Newark.

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

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

WESTWARD — FIRST CLASS TRAINS

	1405			1407	1301	1409	1411	1303
	Daily Except Saturday Sunday & Holiday			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.
	3.30			4.46		5.18	5.21	
	3.37			4.53	5.07	5.25	5.28	5.37
	3.39			4.55	5.09	5.27	5.30	5.39
	s 3.42			s 4.58			s 5.33	
	s 3.45			s 5.01			s 5.36	
	s 3.47			s 5.03				
				s 5.05				
	s 3.50			s 5.07			s 5.40	
	s 3.54			s 5.11			s 5.43	
	s 3.57			s 5.14			s 5.46	
	s 3.59			s 5.17		s 5.39	s 5.48	
	s 4.02			s 5.20		s 5.42		
	s 4.04			s 5.22		s 5.45		
	s 4.06			s 5.24		s 5.48		
	s 4.10			s 5.28		s 5.52		
	s 4.14			s 5.32				
				s 5.34				
	s 4.18			s 5.37				
	s 4.21			s 5.40				
	s 4.24			s 5.43				
	s 4.27			s 5.46				
	s 4.30			s 5.49				
	s 4.34			s 5.53				
	s 4.37			s 5.56				
	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.

Hours During Which Block Stations Are In Operation

ROWE ST. (Bloomfield)—7.30 A.M.–6.15 P.M. Saturdays, Sundays and Holidays closed.

MONTCLAIR.—6.30 A.M.–3.30 P.M. Saturdays, Sundays and Holidays closed.

NORTH FULLERTON AVE.—11.30 A.M.–7.30 P.M. Saturdays, Sundays and Holidays closed.

UPPER MONTCLAIR.—7.20 A.M.–5.55 P.M. Saturdays, Sundays and Holidays closed.

GREAT NOTCH.—6.45 A.M.–10.45 P.M. Sats., Suns. and Hols. closed.

LITTLE FALLS.—5.45 A.M.– 8.45 A.M. Saturdays, Sundays and Holidays closed.

WAYNE.—6.59 A.M.–3.59 P.M. Saturdays, Sundays and Holidays closed.

POMPTON PLAINS.—6.00 A.M.– 3.00 P.M. Saturdays, Sundays and Holidays closed.

WANAQUE-MIDVALE.— 6.45 A.M.– 3.45 P.M. Sats., Suns. and Hols. closed.

WESTWARD — FIRST CLASS TRAINS

Distance from Hoboken	Distance between Stations	STATIONS	1413 Daily Except Saturday Sunday & Holiday	1415 Daily Except Saturday Sunday & Holiday	1305 Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.
..	..	HOBOKEN.....L. N	5.35	5.41	
2.9	2.9	"GL" JCT.	5.42	5.47	6.02
4.2	1.3	"DB" JCT.....N	5.44	5.49	6.04
6.6	2.4	ARLINGTON	s 5.47		
7.3	0.7	WEST ARLINGTON..N		s 5.55	
7.7	0.4	NORTH NEWARK	s 5.51	s 5.57	
8.3	0.6	FOREST HILL		s 6.00	
9.2	0.9	BELWOOD PARK		s 6.02	
9.6	0.4	ROWE ST.-Bloomfield D		s 6.04	
10.7	1.1	GLEN RIDGE		s 6.08	
11.7	1.0	MONTCLAIR.....D	s 5.58	s 6.12	
12.6	0.9	WATCHUNG AVE.		s 6.15	
13.5	0.9	UPPER MONTCLAIR D	s 6.04	s 6.19	
14.0	0.5	MOUNTAIN AVE.		s 6.21	
14.6	0.6	MONTCLAIR HGTS.		s 6.23	
16.3	1.7	GREAT NOTCH.....D	s 6.10	s 6.27	
18.4	2.1	LITTLE FALLS.....D	s 6.15		
19.0	0.6	SINGAC	s 6.17		
21.3	2.3	MOUNTAIN VIEW.... Boonton Line Crossing			
22.2	0.9	WAYNE.....D	s 6.24		
23.7	1.5	PEQUANNOCK	s 6.27		
25.3	1.6	POMPTON PLAINS D	s 6.31		
27.4	2.1	POMPTON	s 6.34		
27.8	0.4	POMPTON JCT. N.Y.S. & W.R.R. Crossing			
29.6	1.8	HASKELL	s 6.38		
31.1	1.5	WANAQUE-MIDVALE D	s 6.41		
			P.M.	P.M.	P.M.

Single Track

AUTOMATIC INTERLOCKINGS

Mountainview, New Jersey

Automatic two unit color light type interlocking signals govern movements over grade crossing of Greenwood Lake Division, and BOONTON LINE Railroad at Mountainview, New Jersey. Eastward signal is located 700 feet west of this railroad crossing and westward signal is located 500 feet east of this railroad crossing. These signals will operate automatically upon approach of trains, but will be subject to supervisory control of Boonton Train Dispatcher.

Telephone connecting to Boonton Train Dispatcher is located in concrete house situated along Boonton right of way in the Northwest quadrant of these intersecting railroads. Door to telephone compartment is located at north or west end and is secured by both Erie-Lackawanna Standard switch locks.

Should home signals at the crossing indicate "STOP" without apparent cause, crew member will proceed as follows:

(1) Go to crossing and determine whether train is approaching on intersecting track. If so his train must wait until the other train has cleared, then signal will clear. If no train is approaching on intersecting track, he will then: (2) Enter concrete house, confer with Boonton Dispatcher and be governed by instructions from Dispatcher. Instructions for operating emergency manual control are posted on panel board in concrete house.

Westbound trains or engines being held will stop east of Boonton

WESTWARD — FIRST CLASS TRAINS

1419 Daily Except Saturday Sunday & Holiday	1421 Daily Except Saturday Sunday & Holiday	1425 Daily Except Saturday Sunday & Holiday
P.M.	P.M.	P.M
6.05	6.35	8.55
6.12	6.42	9.02
6.14	6.44	9.04
s 6.17	s 6.47	s 9.08
s 6.19	s 6.49	s 9.10
s 6.21	s 6.51	s 9.12
s 6.24	s 6.54	s 9.15
s 6.27	s 6.57	s 9.18
s 6.30	s 7.00	s 9.20
s 6.32	s 7.02	s 9.22
s 6.35	s 7.05	s 9.24
s 6.37	s 7.07	s 9.26
s 6.39	s 7.09	s 9.28
s 6.43	s 7.13	s 9.31
s 6.47	s 7.17	s 9.35
s 6.51	s 7.21	s 9.40
s 6.54	s 7.24	s 9.42
s 6.57	s 7.27	s 9.45
s 7.00	s 7.30	s 9.48
s 7.03	s 7.33	s 9.51
s 7.07	s 7.37	s 9.54
s 7.10	s 7.40	s 9.57
P.M.	P.M.	P.M.

Road crossing and be governed by instructions covering automatic gates at this crossing contained in paragraph page 38 of current time table. The approach or clearing section for this automatic interlocking extends 6000 feet in either direction from the respective interlocking signals.

Trains or engines will avoid unnecessary occupancy of track in these sections to avoid delay to Boonton Line trains at crossing.

Pompton Junction

Automatic interlocking signals govern movements over grade crossing of Greenwood Lake Division, E-L Railroad, and N.Y.S. & W. Railroad at Pompton Junction.

Two-unit color light grade crossing signals located 200 feet from crossing 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.

Rule 672, Rules of the Operating Department, effective November 30, 1952, will govern.

Telephone located at crossing connects with Pompton Plains, Wanaque-Midvale stations and WR Tower.

Telephones connecting with Train Dispatcher's Circuit:

White St., West Orange
Forest Hill, outside station
Bellwood Park Crossover
West End Center Siding, east of Watchung Ave.
Great Notch, next to register box
Outside Caldwell Station
Mountainview, outside station
East End of Siding, west of Wayne
Pompton Plains, outside station
Pompton Junction, west of N.Y.S. & W. R.R. Crossing
Midvale, outside station
Midvale Roundhouse

Remote Control Switches (see General Instructions, page 5) are located at Forest Hill and controlled from "WR" Tower, West Arlington, as follows:

Main track crossover

Orange Branch connection to eastward main track

Crossover from Orange Branch to South Canal Siding

Westbound manual block signal will be controlled from "WR" Tower. When switching movements are to be made over interlocking switches at Forest Hill, an understanding must be had with Operator at "WR" and all movements made upon signal indication.

When a train is delayed after a proceed signal has been displayed for it the operator must be notified promptly as to the cause and probable duration of delay.

Westbound trains or engines making station stop at Little Falls, when consist will permit, will stop east of sign reading "END OF CIRCUIT", located 100 feet east of Montclair Avenue. This will permit flashers to cut out at Montclair Avenue after one and one-half minutes duration.

When station stop has been made and flashers cut out, train will approach Montclair Avenue prepared to stop until it has been ascertained that flashers are working and highway traffic has been stopped before entering upon crossing.

Sidings through crossings at Stevens Avenue and Center Street have been circuited over crossing. Cars should not be left standing closer than 25 feet to these crossings. Trains moving through siding in either direction will stop before passing over same.

All trains or engines in either direction will not exceed speed of 30 miles per hour between Montclair Avenue and Lindsley Road.

When meeting at Little Falls, trains must not exceed 5 miles per hour over Center St. and Steven's Ave. crossings on account of automatic flasher signals interlocked.

SPECIAL INSTRUCTIONS—Governing hand thrown switches, spring switches (see General Instructions, page 5) and signals at Great Notch.

Crossover located 200 feet west of station leading from westward main track to Caldwell Branch is equipped with hand operated switch stand and electric lock, normal position for main track. West end equipped with spring type switch stand, normal position for eastbound movement.

Second crossover located 500 feet west of station is equipped with spring type switch stands: Normal position west end for crossover movement, east end for Caldwell Branch.

Color light signals governing movements over and through these crossovers are controlled by Operator, Great Notch station during hours the station is in operation. During hours station is closed signals will operate automatically.

Hand-thrown crossover switch for movement of westbound trains to Caldwell Branch will be handled by Operator during hours station is in operation. During hours station is closed switch will be handled by train crews for movement to Caldwell Branch.

Switch will be unlocked as follows: Press down the upper latch and remove switch padlock then insert a switch key in the switch key circuit controller located at the switch and turning key as far as it will go to the right holding it there for five (5) seconds and after a four (4) minute interval the indicator will clear and the switch may be operated in the usual manner and the movement made on signal indication.

When irregular movements require hand operation of crossover switches while operators are on duty, a thorough understanding must be had with the operator and all train movements made on signal indication.

During the hours station is closed the signals governing movement over the crossover will clear for normal operation upon approach of a train and the following instructions will govern: In event the signals fail to clear and no train is observed to be approaching on a conflicting route or to be using the crossovers, a member of the crew should examine the switches and operate spring switches by hand to their normal position to determine that they are properly positioned. If signal does not then clear for the movement, the switch key controller located adjacent to the signal governing the move to be made should be operated and the signal should then clear after a four (4) minute interval.

In the event a train is stopped after signal has been displayed for the movement and for some reason is unable to proceed, the signal may be restored to stop for movement of another train by operating a push button located at side of key controller at the signal.

Westward movements from the eastward main track may be made upon signal indication after key controller located at the dwarf signal governing this movement has been operated.

Switching movements during the period the office is closed should be made after determining that all signals are set at stop, switches properly lined for the movement and necessary flag protection provided and movements made upon signal indication.

Telephones located at westward manual block signals, and at westward and eastward home signals will connect with Great Notch station when operators on duty and with "WR", West Arlington, during the period "GA" Office is closed.

Locomotives restricted on Andrew Jergen Co. coal trestle east of Belwood Park.

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

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

Automatic Cut-out and Cut-in device at Normal Ave. crossing Montclair Heights, controls located at southeast corner of crossing. Trains performing switching movements within the circuit limits of this crossing will operate this device and member of crew protect crossing. Cut-in buttons must be restored when switching is completed.

Main track switches adjacent to Fairfield Road crossing, Mountain View, are equipped with automatic cut-out device. Crews performing switching in these switches will approach crossing carefully and not proceed over crossing unless flashers are operating, except by flag protection.

Hamburg Turnpike, Pompton—Eastbound trains serving station switches east of station will cut off their train 400 feet west of crossing at sign reading "End of Circuit". Westbound trains serving these switches will avoid placing cars west of point opposite derail in station switch.

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

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

EASTWARD — FIRST CLASS TRAINS

Distance from Essex Fells	Distance between Stations	STATIONS	1408 Daily Except Saturday Sunday & Holiday A.M.	1414 Daily Except Saturday Sunday & Holiday A.M.			X432 Daily Except Saturday Sunday & Holiday P.M.
5.7	1.9	GREAT NOTCH D	s 7.34	7.57			7.30
3.8	1.7	CEDAR GROVE	s 7.30	s 7.54			
2.1	1.1	VERONA	s 7.27	s 7.51			
1.0	1.0	CALDWELL D	s 7.24	s 7.48			
..	..	ESSEX FELLS L. D	7.20	7.44			7.10
			A.M.	A.M.			P.M.

WESTWARD — FIRST CLASS TRAINS

Distance from Great Notch	Distance between Stations	STATIONS		1409 Daily Except Saturday Sunday & Holiday P.M.	1433 Daily Except Saturday Sunday & Holiday P.M.	1415 Daily Except Saturday Sunday & Holiday P.M.	
..	..	GREAT NOTCH L.D		s 5.52	s 6.11	s 6.44	
1.9	1.9	CEDAR GROVE		s 5.57	s 6.14	s 6.48	
3.6	1.7	VERONA		s 6.02	s 6.17	s 6.51	
4.7	1.1	CALDWELL D		s 6.06	s 6.20	s 6.54	
5.7	1.0	ESSEX FELLS A. D		6.10	6.24	6.58	
				P.M.	P.M.	P.M.	

Eastbound trains are superior to westbound trains of the same class except: 1409, 1433 and 1415 are superior to X432.
1433 take connection from 1413 at Great Notch.
1415 take connection from 1419 at Great Notch.

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

Hours during which block stations are in operation:

Great Notch. 6.45 A.M.–10.45 P.M. Saturdays, Sundays and Holidays closed.

Caldwell. 7.15 A.M.–6.25 P.M. Saturdays, Sundays and Holidays closed.

Essex Fells. 7.00 A.M.–4.00 P.M. Saturdays, Sundays and Holidays closed.

Telephone connecting with Train Dispatcher's Circuit: Caldwell, outside station

Speed Restrictions: Miles per Hour

Passenger trains	35
Freight trains	30
Roseland Ave. Crossing, Caldwell, within 1000 feet of crossing	20
Ryerson Ave. crossing, east of Caldwell	5
Bloomfield Ave. tunnel, M.P. 20.30 and 20.50	25
Oaklane Drive, Essex Fells	5
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20

The territory from 3,000 feet east end of Caldwell yard to 1,500 feet west of the west end of Essex Fells yard will be under yard limit rules.

Between 9.00 P.M. and 6.00 A.M. first class trains 5 miles per hour over Francisco Ave. Extra trains and light engines come to full stop before proceeding over crossing.

Light engines east and west and westbound extra trains stop and flag over Ryerson Ave. crossing, east of Caldwell.

Orange Branch

EASTWARD Read Up — WESTWARD Read Down

Distance from Forest Hill	Distance between Stations	STATIONS					
..	..	FOREST HILL					
0.8	0.8	SILVER LAKE					
1.3	0.5	BLOOMFIELD					
1.8	0.5	WATSESSING JCT.					
2.1	0.3	EAST ORANGE					
2.7	0.6	BRIGHTON AVE.					
3.1	0.4	ORANGE					
3.7	0.6	LLEWELLYN					
4.0	0.3	WEST ORANGE					

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

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

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

Engines are restricted on Feigenspan's trestle, East Orange.

Orange Branch Forest Hill to West Orange will be under yard limit rules.

Speed Restrictions: Miles per Hour

All trains	20
Orange Branch trains entering Forest Hill station	5

Hours of Crossing Protection	Weekdays
Franklin St., Silver Lake	6.00 A.M.— 2.00 P.M. 3.00 P.M.—11.00 P.M.
Belmont Ave., Silver Lake	6.00 A.M.— 2.00 P.M. 3.00 P.M.—11.00 P.M.
Grove St., Bloomfield	6.00 A.M.— 2.00 P.M. 3.00 P.M.— 6.30 P.M.
Bloomfield Ave., Bloomfield	6.00 A.M.—10.00 P.M.

On Saturdays, Sundays and Holidays and during period when these crossings are not protected, all trains and light engines will stop, send member of crew ahead and flag over crossings.

All movements over crossings west of Bloomfie'd Avenue to West Orange must be protected by sending member of crew ahead who shall station himself at crossing and flag movements over crossings.

EASTWARD TRAINS

FIRST CLASS

Distance from Thiells	Distance between Stations	STATIONS		1600 Daily Except Saturday Sunday & Holiday A.M.		1602 Daily Except Saturday Sunday & Holiday A.M.		
..	..	.....		.....	.....	.....	.....	.....
38.0	3.1	HOBOKEN..... A. N		6.53	.....	7.53	.....	.....
34.9	4.3	BERGEN JCT.....		6.46	.....	7.46	.....	.....
30.6	1.3	N. J. & N. Y. JCT.....	Single Track	6.39	.....	7.38	.....	.....
29.3	0.9	CARLSTADT.....		s 6.37	.....	s 7.36	.....	.....
28.4	1.0	WOODRIDGE-Moonachie		s 6.35	.....	s 7.33	.....	.....
27.4	0.6	HASBROUCK H'GTS.		s 6.33	.....	s 7.31	.....	.....
26.8	1.2	WILLIAMS AVE.....		s 6.31	.....	f 7.29	.....	.....
25.6	1.1	HACKENSACK..... D		s 6.29	.....	s 7.27	.....	.....
24.5	0.4	ANDERSON ST.....		s 6.26	.....	s 7.23	.....	.....
24.1	0.8	FAIRMOUNT AVE.....		s 6.24	.....	s 7.20	.....	.....
23.3	1.7	NO. HACKENSACK.....		s 6.22	.....	s 7.18	.....	.....
21.6	0.8	RIVER EDGE.....		s 6.19	.....	s 7.15	.....	.....
20.8	0.6	NEW MILFORD.....		s 6.17	.....	s 7.13	.....	.....
20.2	1.5	ORADELL..... D		s 6.15	.....	s 7.11	.....	.....
18.7	1.2	EMERSON.....		s 6.12	.....	s 7.08	.....	.....
17.5	0.9	WESTWOOD..... D		s 6.09	.....	s 7.05	.....	.....
16.6	1.3	HILLSDALE..... D		s 6.07	.....	s 7.03	.....	.....
15.3	0.9	WOODCLIFF LAKE.....		s 6.04	.....	s 7.00	.....	.....
14.4	0.6	PARK RIDGE..... D		s 6.02	.....	s 6.58	.....	.....
13.8	1.3	MONTVALE.....		s 6.00	.....	s 6.56	.....	.....
12.5	2.4	PEARL RIVER..... D		s 5.57	.....	s 6.53	.....	.....
10.1	0.2	NANUET..... D		s 5.53	.....	s 6.49	.....	.....
9.9	2.5	NANUET JUNCTION		5.52	.....	6.48	.....	.....
7.4	0.6	SPRING VALLEY..... D		s 5.48	.....	s 6.44	.....	.....
6.8	2.0	WOODBINE.....		5.45	.....	6.40	.....	.....
4.8	0.8	NEW HEMPSTEAD.....		.....	.....	.....	.....	.....
4.0	0.7	SUMMIT PARK.....		.....	.....	.....	.....	.....
3.3	1.2	POMONA.....		.....	.....	.....	.....	.....
2.1	2.1	MOUNT IVY.....		.....	.....	.....	.....	.....
..	..	THIELLS.....		.....	.....	.....	.....	.....
				A.M.		A.M.		

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

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

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

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

Trains having performed switching within the above limits will approach crossing prepared to stop and not proceed until it is known that flashers are working, except under flag protection.

Train crews or other employees operating hand thrown switches connected with main track in the vicinity of this crossing will not reverse switch until train which has passed has reached Moonachie Avenue crossing.

SIDINGS:

Following sidings are designated as passing sidings:

PEARL RIVER—..... 30 Cars
HILLSDALE—..... 20 "
FAIRMOUNT AVE. to HACKENSACK..... 180 "

EASTWARD TRAINS

	FIRST CLASS					SECOND CLASS	
	1604 Daily Except Saturday Sunday & Holiday A.M.	1606 Daily Except Saturday Sunday & Holiday A.M.	1608 Daily Except Saturday Sunday & Holiday A.M.			672 Saturday Only ‡Ex. Hol. A.M.	
.....	.....	.....	.....	.....	.....	.....	.....
.....	8.16	8.22	8.36	.....	.....	.....	.....
.....	8.09	8.15	8.29	.....	.....	.....	.....
.....	8.02	8.08	8.22	.....	.....	.....	.....
.....	s 7.59	.....	.....	.....	.....	.....	.....
.....	s 7.56	.....	s 8.18	.....	.....	.....	.....
.....	s 7.53	s 8.03	.....	.....	.....	.....	.....
.....	*	.....	.....	.....	.....	.....	.....
.....	s 7.49	.....	.....	.....	.....	.....	.....
.....	s 7.45	.....	s 8.12	.....	.....	.....	.....
.....	s 7.42	.....	.....	.....	.....	11.00	.....
.....	s 7.40	.....	.....	.....	.....	.....	.....
.....	s 7.37	.....	s 8.07	.....	.....	.....	.....
.....	s 7.35	.....	.....	.....	.....	.....	.....
.....	s 7.33	s 7.53	.....	.....	.....	.....	.....
.....	s 7.30	.....	s 8.03	.....	.....	.....	.....
.....	s 7.27	.....	s 8.01	.....	.....	.....	.....
.....	s 7.24	.....	s 7.58	.....	.....	.....	.....
No. 1604 stop Williams Ave., discharge passengers.	s 7.22	s 7.46	.....	.....	.....	.....	.....
	s 7.20	s 7.44	s 7.53	.....	.....	.....	.....
	s 7.18	s 7.42	.....	.....	.....	.....	.....
	s 7.15	s 7.39	s 7.50	.....	.....	.....	.....
	s 7.11	s 7.35	.....	.....	.....	.....	.....
	7.10	7.34	7.46	.....	.....	8.15	.....
	s 7.06	s 7.30	s 7.42	.....	.....	8.00	.....
	7.02	7.24	7.38	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....
	A.M.	A.M.	A.M.			A.M.	

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

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

When cars are left on siding at Essex St., Hackensack, they must not be placed within 100 feet of Sussex St. crossing.

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

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

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

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

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

WESTWARD TRAINS

Distance from Hoboken	Distance between Stations	STATIONS	FIRST CLASS 1601 Daily Except Saturday Sunday & Holiday P.M.	1603 Daily Except Saturday Sunday & Holiday P.M.	1605 Daily Except Saturday Sunday & Holiday P.M.
..	..				
..	..	HOBOKEN L. N			
3.1	3.1	BERGEN JCT.	4.46	5.13	5.28
7.4	4.3	N. J. & N. Y. JCT.	4.53	5.20	5.35
8.7	1.3	CARLSTADT	4.59	5.26	5.43
9.6	0.9	WOODRIDGE-Moonachie	s 5.02		
10.6	1.0	HASBROUCK H'GTS	s 5.04	s 5.29	
11.2	0.6	WILLIAMS AVE.	s 5.06	s 5.31	
12.4	1.2	HACKENSACK D	s 5.08		
13.5	1.1	ANDERSON ST.	s 5.12		
13.9	0.4	FAIRMOUNT AVE.	s 5.15	s 5.36	
14.7	0.8	NO. HACKENSACK	s 5.17	s 5.38	
16.4	1.7	RIVER EDGE	s 5.19	s 5.40	
17.2	0.8	NEW MILFORD	s 5.22	s 5.43	s 5.57
17.8	0.6	ORADELL D	s 5.24	s 5.45	s 5.59
19.3	1.5	EMERSON	s 5.26	s 5.47	s 6.02
20.5	1.2	WESTWOOD D	s 5.29		s 6.05
21.4	0.9	HILLSDALE D	s 5.32	s 5.52	s 6.09
22.7	1.3	WOODCLIFF LAKE	s 5.34	s 5.54	s 6.12
23.6	0.9	PARK RIDGE D	s 5.37	s 5.58	s 6.16
24.2	0.6	MONTVALE	s 5.39	s 6.01	s 6.19
25.5	1.3	PEARL RIVER D	s 5.41	s 6.04	s 6.22
27.9	2.4	NANUET D	s 5.43	s 6.07	s 6.26
28.1	0.2	NANUET JUNCTION	s 5.49	s 6.12	s 6.31
30.6	2.5	SPRING VALLEY D	5.50	6.13	6.32
31.2	0.6	WOODBINE	s 5.55	s 6.19	s 6.38
33.2	2.0	NEW HEMPSTEAD	5.59	6.23	6.42
34.0	0.8	SUMMIT PARK			
34.7	0.7	POMONA			
35.9	1.2	MOUNT IVY			
38.0	2.1	THIELLS			
			P.M.	P.M.	P.M.

Single Track

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

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

Light engines, work extras and crews performing switching service must not clear the main track for the purpose of meeting or passing trains at—Comfort Coal Co. switch, Pearl River, M. P. 25.80.

Cars must not be left standing on passing siding at Pearl River within 200 feet of Jefferson Ave. crossing.

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

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

WESTWARD TRAINS

FIRST CLASS 1607 Daily Except Saturday Sunday & Holiday P.M.	1609 Daily Except Saturday Sunday & Holiday P.M.	SECOND CLASS 671 Saturday Only Ex. Hol. A.M.
5.40	6.05	
5.47	6.12	
5.53	6.18	
s 5.56	s 6.21	
s 5.58	s 6.23	
s 6.00	s 6.26	
s 6.02	s 6.28	
s 6.05	s 6.31	
s 6.08	s 6.33	
s 6.10	s 6.35	11.15
s 6.12	s 6.37	
s 6.15	s 6.40	
s 6.17	s 6.42	
s 6.19	s 6.44	
s 6.22	s 6.47	
s 6.26	s 6.50	
s 6.28	s 6.52	
s 6.32	s 6.56	
s 6.34	s 6.58	
s 6.36	s 7.00	
s 6.39	s 7.05	
s 6.44	s 7.08	
6.45	7.09	12.15
s 6.51	s 7.14	12.30
6.55	7.18	
P.M.	P.M.	P.M.

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

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

All trains and light engines must stop, send member of crew ahead and flag over Chestnut St., Hoyt St. and Maple Ave. crossings, Spring Valley and Church St. and Eckerson Rd. Crossings, west of Spring Valley.

All trains or engines must stop and flag over Union Avenue crossing west end Woodbine yard. All switching movements over crossing must be protected by member of crew.

Trains and engines will stop and send member of crew ahead and flag over the following crossings, Brick Church Road, New Hempstead, New Hempstead Road and Summit Park Road, Pomona.

Trains or engines stop not less than 25 feet from Suffern-Mt. Ivy highway crossing, east of Mt. Ivy station, send man ahead, flag over crossing.

Trains or engines stop, send member of crew ahead to flag over crossing located 515 feet west of MP 36.00, Township of Haverstraw, just west of Mount Ivy.

Trains or engines on Piermont Branch and Wye track stop before crossing Main Street Crossing, Nanuet.

Main track at Woodbine will be occupied by passenger equipment from arrival of train 1601 until departure of train 1608.

EASTWARD TRAINS
FIRST CLASS

Distance from Suffern	Distance between Stations	STATIONS	1600	1602	1604
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.
16.1	1.6	SPARKILL D			
14.5	1.0	ORANGEBURG			
13.5	4.3	BLAUVELT			
9.2	0.2	NANUET CROSS'G			
9.0	2.3	NANUET JUNCTION	5.52	6.48	7.10
6.7	1.3	SPRING VALLEY D	s 5.48	s 6.44	s 7.06
5.4	2.3	MONSEY			
3.1	3.1	TALLMANS			
..	..	SUFFERN N			
			A.M.	A.M.	A.M.

Single Track

WESTWARD TRAINS
FIRST CLASS

Distance from Sparkill	Distance between Stations	STATIONS	1601	1603	1605
			Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday
			P.M.	P.M.	P.M.
..	..	SPARKILL D			
1.6	1.6	ORANGEBURG			
2.6	1.0	BLAUVELT			
6.9	4.3	NANUET CROSS'G			
7.1	0.2	NANUET JUNCTION	5.50	6.13	6.32
9.4	2.3	SPRING VALLEY D	s 5.55	s 6.19	s 6.38
10.7	1.3	MONSEY			
13.0	2.3	TALLMANS			
16.1	3.1	SUFFERN N			
			P.M.	P.M.	P.M.

Single Track

Trains and engines stop not less than fifty (50) feet from all Public grade crossings and send member of crew ahead to flag and know that highway traffic is stopped before proceeding with the following exceptions: Monsey Heights Rd., Main St.—Monsey, Main St.—Spring Valley and King's Highway—Sparkill.

Engines are restricted in shed at end of side track serving Faber Cement Block Co., Monsey.

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

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

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

Trains and engines stop not less than fifty (50) feet from State Highway crossing, 3rd crossing east of Orangeburg station, before proceeding over crossing. Operating circuits for flashing light signals extend 120 feet west and 100 feet east of crossing. Crews will avoid occupying any portion of this circuit unnecessarily.

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

KIPPS CROSSING SPARKILL

This crossing is protected by crossing bell inter-connected with highway traffic signals. There is an auto-manual cut-out and cut-in device located on instrument case at northwest quadrant of Kipps Crossing and secured by standard switch lock. The cut-out button is painted red and cut-in button painted white.

Crews switching in this vicinity should use cut-out button to avoid unnecessary delay to highway traffic.

EASTWARD TRAINS

FIRST CLASS							SECOND CLASS	
1606	1608						672	
Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday						Saturday Only Ex. Hol.	
A.M.	A.M.						A.M.	
7.34	7.46						8.15	
s 7.30	s 7.42						8.00	
A.M.	A.M.						A.M.	

WESTWARD TRAINS

FIRST CLASS							SECOND CLASS	
	1607	1609					671	
	Daily Except Saturday Sunday & Holiday	Daily Except Saturday Sunday & Holiday					Saturday Only Except Holiday	
	P.M.	P.M.					P.M.	
	6.45	7.09					12.15	
	s 6.51	s 7.14					12.30	
	P.M.	P.M.					P.M.	

Speed restrictions:

	Miles per Hour
Passenger trains:	
Suffern and Spring Valley	30
Spring Valley and Nanuet Junction	60
Nanuet Junction and Sparkill	30
Freight trains	25
Sparkill to Piermont Dock	15
Trains hauling wrecking derrick and eight-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	20
MP. 3.20 ¼ mile east of Orangeburg to MP. 4.00 east of Blauvelt	15
Curve Dykes crossing between Spring Valley and Nanuet Jct.	35
Between Chestnut St. and Main St. crossings, Spring Valley, eastbound	10
Signal 30-1-J to Main St. crossing, Spring Valley, westbound	20
Main Street crossing, Monsey	10
Monsey Heights Rd. crossing	5

EASTWARD — FIRST CLASS TRAINS

Distance from Nyack	Distance between Stations	STATIONS	1200 Daily Except Saturday Sunday & Holiday	1202 Daily Except Saturday Sunday & Holiday	1204 Daily Except Saturday Sunday & Holiday
			A.M.	A.M.	A.M.
..	..	HOBOKEN ..... A. N			
..	..	BERGEN JCT.	7.13	8.27	8.47
28.1	2.2	JERSEY CITY	7.06	8.20	8.40
25.9	2.7	CROXTON			
23.2	0.2	SUSQUEHANNA TR.	7.00	8.14	8.34
23.0	2.0	NORTH BERGEN		s 8.08	
21.0	1.1	GRANTON	6.50	8.04	8.26
19.9	0.9	FAIRVIEW			
19.0	0.7	RIDGEFIELD ..... D	s 6.47	s 8.01	s 8.23
18.3	0.6	MORSEMERE			
17.7	1.0	PALISADES PARK	s 6.44	s 7.58	s 8.20
16.7	2.5	LEONIA	s 6.40	s 7.54	s 8.16
14.2	1.0	ENGLEWOOD ..... D	s 6.37	s 7.51	s 8.13
13.2	1.0	HUDSON AVE.	s 6.35	s 7.48	s 8.10
12.2	1.2	TENAFLY ..... D	s 6.32	s 7.45	s 8.07
11.0	1.0	CRESSKILL	s 6.29	s 7.42	s 8.04
10.0	1.0	DEMAREST	s 6.26	s 7.39	s 8.01
9.0	1.8	CLOSTER ..... D	s 6.23	s 7.36	s 7.58
7.2	0.8	NORWOOD	s 6.20	s 7.33	s 7.55
6.4	2.0	NORTHVALE	s 6.17	s 7.30	s 7.53
4.4	1.2	SPARKILL ..... D	s 6.13	s 7.26	s 7.49
3.2	1.2	PIERMONT	s 6.09	s 7.22	s 7.45
2.0	1.5	GRAND VIEW		s 7.19	s 7.42
0.5	0.5	SOUTH NYACK	f 6.03	f 7.15	f 7.38
..	..	NYACK ..... L.	6.02	7.14	7.37
			A.M.	A.M.	A.M.

Single Track

Engines and box cars are restricted inside shed—International Granite—B Lead Babbitt.

End of double track Granton is equipped with automatic spring type switch. Normal position for westbound track.

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

End of double track east of Palisades Park is equipped with automatic spring type switch. Normal position for eastbound track.

The two main tracks at Closter, for a distance of 2400 feet, and at Sparkill, for a distance of 1350 feet, are operated as double track.

East end of double track at Closter is equipped with automatic spring type switch. Normal position for westbound track.

West end of double track at Closter is equipped with automatic spring type switch. Normal position for eastbound track.

East end of double track east of Sparkill is equipped with automatic spring type switch. Normal position for westbound track.

Trains finding westbound signals west end of double track at Palisades Park or west end of double track at Closter in stop position, before proceeding must operate spring switch by hand and restore same to normal position after movement completed.

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

West end of double track at Sparkill is controlled by hand thrown switch, Normal position for eastbound track, except that train 1201 will leave

EASTWARD — FIRST CLASS TRAINS

switch lined for westbound track. Train 1205 will leave switch lined for eastbound track.

Engines are restricted on McIndoe's trestle, Sparkill.

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

Automatic cut-out with cut-in device at Madison and Union Avenues, Cresskill, controls located at Madison Ave., west of station. Trains performing switching movements will operate this device and member of crew protect crossing. This cut-in button must be restored to normal before leaving station.

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

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

Crews operating in sidings of De Angelis Packing Co. and Triple M Transportation Co., No. Bergen stop and flag over Eighth St. and Dell Ave.

TELEPHONES CONNECTING WITH TRAIN DISPATCHER

Babbitt—Industrial Switches
End of Double track—Granton
West end track 3—New Durham
West end track 3—North Bergen
East end track 3—West of County Road

WESTWARD — FIRST CLASS TRAINS

Distance from Jersey City	Distance between Stations		STATIONS	1201 Daily Except Saturday Sunday & Holiday P.M.	1203 Daily Except Saturday Sunday & Holiday P.M.	1205 Daily Except Saturday Sunday & Holiday P.M.
..	..		HOBOKEN L. N	5.15	5.47	6.30
..	..		BERGEN JCT.	5.22	5.54	6.37
..	..	Single Track	JERSEY CITY			
2.2	2.2		CROXTON	5.28	6.00	6.43
4.9	2.7		SUSQUEHANNA TR.		s 6.04	
5.1	0.2		NORTH BERGEN			
7.1	2.0		GRANTON	5.35	6.08	6.51
8.2	1.1		FAIRVIEW			
9.1	0.9		RIDGEFIELD D	s 5.39	s 6.11	s 6.54
9.8	0.7		MORSEMERE			
10.4	0.6		PALISADES PARK	s 5.42	s 6.15	s 6.57
11.4	1.0		LEONIA	s 5.45	s 6.18	s 6.59
13.9	2.5		ENGLEWOOD D	s 5.50	s 6.23	s 7.03
14.9	1.0		HUDSON AVE.	s 5.53	s 6.26	s 7.05
15.9	1.0		TENAFLY D	s 5.56	s 6.29	s 7.08
17.1	1.2		CRESSKILL	s 5.59	s 6.32	s 7.10
18.1	1.0	Single Track	DEMAREST	s 6.02	s 6.35	s 7.13
19.1	1.0		CLOSTER D	s 6.05	s 6.38	s 7.15
20.9	1.8		NORWOOD	s 6.08	s 6.41	s 7.18
21.7	0.8		NORTHVALE	s 6.11	s 6.44	s 7.21
23.7	2.0		SPARKILL D	s 6.16	s 6.49	s 7.25
24.9	1.2		PIERMONT	s 6.20	s 6.53	s 7.34
26.1	1.2		GRAND VIEW	s 6.24	s 6.57	
27.6	1.5		SOUTH NYACK	f 6.29	f 7.02	f 7.41
28.1	0.5		NYACK A.	6.30	7.08	7.42
				P.M.	P.M.	P.M.

SPEED RESTRICTIONS

	Miles per Hour
Passenger trains, Jersey City to Sparkill	60
Sparkill to Piermont	30
Piermont to Nyack	40
Freight trains, Croxton to Sparkill	40
Sparkill to Nyack	20
Sparkill to Piermont Dock	15
Interlocking switches, Croxton	20
End of double track Granton	30
Signal 8-1-N to Railroad Ave. Crossing Fairview Westbound	40
End of double track at Palisades Park	30

WESTWARD — FIRST CLASS TRAINS

Reverse curve 800 feet west of Fort Lee Rd., Leonia	30
Street crossings, first east and first west of Englewood	35
From a point 400 feet east of Clinton Ave., Tenafly to a point 400 feet west of River Edge Road	20
East end of double track Closter	25
West end of double track Closter, westbound	25
Pieron Street crossing, Northvale	10
East end of double track Sparkill	25
Kipp's crossing west of Sparkill—freight trains and light engines stop and flag, passenger trains	5
Between Brookside Ave. and Clinton Ave., eastbound	10
1000 ft. west of Clinton Ave. to Nyack station	15
Trains hauling wrecking derrick, eight-wheel swivel truck cranes, steam shovels or other similar pivoted machinery	
Jersey City and Sparkill	30
Sparkill and Nyack	20

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

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

FLASHING LIGHT HIGHWAY CROSSING SIGNALS

KIPPS CROSSING SPARKILL

This crossing is protected by crossing bell inter-connected with highway traffic signals. There is an auto-manual cut-out and cut-in device located on instrument case at northwest quadrant of Kipps Crossing and secured by standard switch lock. The cut-out button is painted red and cut-in button painted white.

Crews switching in this vicinity should use cut-out button to avoid unnecessary delay to highway traffic.

WASHINGTON ST. (TAPPAN RD.) SPARKILL

The eastward station switch and derail and Piermont Branch switch and derail at "east leg of wye", Sparkill, N. Y. are equipped with automatic stick cutouts to prevent unnecessary operation of flashing light highway crossing signals at this crossing when switching is being performed.

Trains using these switches will approach this crossing prepared to stop and will not pass over or enter upon this crossing until lights are operating except in case of failure of crossing devices and then only under flag protection.

FOREST AVENUE, ENGLEWOOD

Westbound trains storing cars east of Forest Avenue while switching at Englewood Yard and other points will occupy main track up to east end of siding 400 feet east of crossing. Cars occupying main track west of east end of this siding will cause flashers to operate.

Eastbound trains storing cars west of Forest Avenue while switching at Englewood Yard or other points may occupy main track westerly from a point opposite derail of Englewood Yard Switch. Cars stored east of this point will cause flashers to operate except when a movement has been made into or out of Englewood Yard, flashers will be cut out to within 200 feet of the crossing.

Trains or engines having stopped, switching, or having been delayed approaching this crossing will do so prepared to stop and not enter upon or pass over this crossing until lights are working except in case of failure of crossing device and then only under flag protection.

Train crews or other employes operating hand thrown switches connected with main track in the vicinity of this crossing will avoid reversing switch until after train which has passed has reached the first crossing east or west of switch.

ENGLEWOOD AVENUE, ENGLEWOOD

Westbound trains or engines storing cars east of this crossing, or trains or engines setting out cars from Englewood Yard, will see that cars are not spotted closer than 200 feet east of this crossing. The controlling insulated joints at this point will be painted white.

Eastbound trains or engines intending to store their train west of this crossing will cut off at a point 400 feet west of Palisade Avenue. The controlling insulated joints at this point will be painted white.

The two sidetracks over this crossing are circuited and cars should not be left standing closer than 50 feet either side of this crossing.

Trains or engines having stopped, switching, or having been delayed approaching this crossing will do so prepared to stop and not enter upon or pass over this crossing until lights are working except in case of failure of crossing device and then only under flag protection.

Train crews or other employes operating hand thrown switches connected with main track in the vicinity of this crossing will avoid reversing switch until after train which has passed has reached the first crossing east or west of switch.

ROOSEVELT PLACE, PALISADES PARK, N. J.

All switches in the vicinity of this crossing are equipped with automatic stick cutouts. Side tracks over this crossing are circuited. Trains or engines which have been stopped, delayed, or switching within one mile of this crossing will approach crossing prepared to stop and not pass over same until lights are operated, except in case of failure, and then only under flag protection. Automatic timing circuit will prevent unnecessary operation of these flashers for trains or engines held or switching east of head block signal on westward track.

OWENS-ILLINOIS GLASS COMPANY CROSSING, NORTH BERGEN

All switches in the vicinity of this crossing have been equipped with cutout facilities to prevent unnecessary operation of flashers while switching is being performed, which includes straight time cutouts on east and westward track to permit storing of cars on westward track between Signal 8-1N and a point 250 ft. east of Fairview Avenue marked by White Painted Insulated Joints and on eastward track from a point 50 ft. east of Fairview Avenue to a point opposite Signal 8-1N.

Trains or engines stopped, delayed or switching in the vicinity of this crossing will approach same prepared to stop and not proceed until crossing signals are working, except in case of failure of crossing device and then only under flag protection.

INSTRUCTIONS GOVERNING USE OF BACK-UP HOSE NORTHERN BRANCH TRAINS BETWEEN BERGEN JCT. AND CROXTON

Eastward

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

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

Westward

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

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY OPERATING RULES AND SPECIAL INSTRUCTIONS GOVERNING OPERATION IN JOINT TERRITORY BETWEEN GREENWOOD LAKE JCT., BERGEN JCT. AND HOBOKEN STATION, N. J., AND ALSO THROUGH PATERSON JUNCTION INTERLOCKING

In the operation of Erie and New Jersey and New York trains over tracks of The Delaware, Lackawanna and Western Railroad Company to and from Hoboken, N. J., The Delaware, Lackawanna and Western Railroad Company Operating Rules effective April 27, 1952 and Special Instructions will govern operation of the joint territory between Greenwood Lake Jct., Bergen Jct., and Hoboken Station, and also through Paterson Junction Interlocking.

The Rules of the Operating Department and Special Instructions of The Delaware, Lackawanna and Western Railroad Company which differ from those of the Erie Railroad Company are quoted below. However the remainder of the Rules of the Operating Department of the Erie Railroad Company parallel those of The Delaware, Lackawanna and Western Railroad Company and, therefore, continue in effect and must be observed by Erie Railroad crews to insure prompt and safe movement of trains in the above mentioned territories.

OPERATING RULES

Definitions

MEDIUM SPEED: A speed not exceeding 30 miles per hour.

REDUCED SPEED: Proceed prepared to stop short of train or obstruction.

RESTRICTED SPEED: Proceed prepared to stop short of train, obstruction, or switch not properly lined and looking out for broken rail, but not to exceed fifteen miles per hour.

YARD SPEED: A speed that will permit stopping within one-half the range of vision.

REVERSIBLE TRACK: A main track signaled for movement of trains in either direction on which current of traffic is established by block signals.

Color Signals

Rule 10.

	Color	*Indication*
(a)	Red	Stop
(b)	Yellow	Proceed at reduced speed, and for other uses prescribed by the rules.
(c)	Green	Proceed, and for other uses prescribed by the rules.
(d)	Green and White	Flag stop. See Rule 28.
(e)	Blue	See Rule 26.
(f)	Purple	Stop

Rule 11. A train or engine finding a fusee burning red on or near its track must stop and remove or extinguish the fusee and then proceed at restricted speed.

Rule 11. (a) A train or engine finding a fusee burning yellow on or near its track must regard it as a caution signal to alert the crew to a possible flag or obstruction, and reduce speed as may be necessary, unless or until by signal indication or otherwise, the way is seen or known to be clear.

Rule 11. (c) Fusees must not be placed on bridges, roadway crossings, interlocking plants or at places where fire may be communicated to structures or to cars.

Rule 26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman must be notified and protection must be given those engaged in making the repairs.

When a blue signal is placed at one or both ends of an engine or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue signal is removed.

Rule 28. A green and white signal will be used to stop a train only at the flag stations indicated on its schedule.

Movement of Trains and Engines

Rule 93 (a). Within yard limits, trains carrying passengers must be protected regardless of weather conditions, and during fog or other unfavorable conditions, all trains occupying main or running tracks must be protected as prescribed by Rule 99.

Rule 93 (b). Within yard limits on other than main tracks, all engines and trains will proceed at yard speed, expecting to find the tracks occupied.

Rule 99. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals at night or by day in stormy or foggy weather or when view is obscured and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fusees. When recalled and safety to the train will permit, he may return, leaving the torpedoes and, when necessary a lighted fusee.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The front of the train must be protected in the same way when necessary by the head trainman or baggageman, and when they are not available, by the fireman.

Conductors and enginemen are responsible for the protection of their trains.

Instructions on Rule 99.

Under circumstances requiring protection of train, the flagman must go back immediately with flagman's signals, without being whistled out or otherwise instructed, a sufficient distance to insure full protection, taking into consideration the curves, grades, weather and surroundings that may affect the view, and will there place two torpedoes on top of the rail two rail-lengths apart on the engineman's side of track. He will remain at this point until recalled by the prescribed whistle signal or until overtaken by another train.

If a following train is within sight or hearing before the flagman has reached a point insuring full protection, he must, at once, place two torpedoes on the rail, and at night or in fog or stormy weather or where the view is obscured, he will, in addition, display a lighted red fusee and continue toward the approaching train, displaying stop signals until they are answered and the train arrives.

If recalled before reaching a point insuring full protection and a following train is within sight or hearing, the flagman must, at once, place two torpedoes on the rail, and at night, or in fog or stormy weather or where the view is obscured, in addition, display a lighted red fusee and continue toward the approaching train displaying stop signals until they are answered and the train arrives. If there is no train within sight or hearing the flagman may return, first placing and leaving two torpedoes on the rail, two rail-lengths apart, and, in addition, at night or by day in stormy or foggy weather or when view is obscured leave a lighted yellow fusee outside the rail on the engineman's side of track.

When recalled after reaching a point insuring full protection, if a following train is within sight or hearing, the flagman must display stop signals, and at night or in fog or stormy weather, or where the view is obscured, he will, in addition, display a lighted red fusee and remain until the following train arrives. If there is no following train within sight or hearing, the flagman may return, leaving the torpedoes as placed and in addition, at night or by day in stormy or foggy weather, or when view is obscured leave a lighted yellow fusee outside the rail on the engineman's side of track.

When practicable, torpedoes must be placed on straight line and not less than 500 feet from a whistling post. If absolutely necessary to place on a curve, and engineman's side of track is on outside of curve, two additional torpedoes must be placed on the opposite rail.

Light engines stopped by flag may proceed cautiously inside protection of such flag and flagman, until recalled, will protect these engines as prescribed.

Flagmen must protect their trains regardless of the presence of track cars and not depend upon employes using such cars to protect trains.

Proper precautions must be taken to insure protection of trains moving out of sidings or running tracks.

Fixed signals do not relieve conductors, enginemen or flagmen from responsibility of properly protecting their trains as prescribed by the rules.

Rule 101 (a). Towermen and specified station employes at points required and designated by timetable or other instructions must observe from the ground when practicable and in a position of safety to themselves—all passing trains, noting whether they are complete and without apparent mechanical defects. Appropriate signal to be given to the train crew and, if defects are noted, train dispatcher to be notified immediately.

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

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

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

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

Rules Governing the Movement of Trains or Engines on Reversible Tracks by Block Signals

Rule D-261. On reversible tracks, so specified in the timetable trains or engines will run by block signals whose indications will supersede timetable superiority.

Rule D-262. The movement of trains or engines will be supervised by the train dispatcher, who will issue instructions to operators.

Rule D-263. A train or engine must not enter reversible track, except as provided in Rule D-261, without authority from the train dispatcher or operator.

Rule D-263 (a). Home signals governing train or engine movements on reversible tracks must not be passed when indicating "Stop" without Clearance Form B authorized by train dispatcher which will be authority to pass signal and proceed at restricted speed.

When Traffic Locking fails, Clearance Form B for a train or engine moving in direction against traffic must not be authorized by train dispatcher until Train Order Form J is issued to hold trains and engines at opposite end of reversible track.

Rule D-263 (b). On reversible track when a train or engine is stopped by a "Stop and Proceed" signal it may proceed at once at restricted speed.

Rule D-264. Except as affected by Rules D-261 to D-263 (b) inclusive, all Block Signal Rules and Operating Rules remain in force.

Fixed Signals

Aspects may be shown by the position of semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position and flashing of lights.

Rule 281. (g) Indication—Proceed.
Name: Clear

Rule 282. (b) Indication—Proceed approaching next signal at not to exceed medium speed and be governed by indication displayed by that signal.
Name: Approach—Medium

Rule 283. (c) Indication—Proceed through diverging route at not to exceed 15 miles per hour unless otherwise provided. Block is clear.
Name: Clear—Medium

Rule 285. (h) Indication—Proceed preparing to stop at next signal. Train or engine exceeding medium speed must at once reduce to that speed.
Name: Approach

Rule 290. (b) & (d) Indication—Proceed at restricted speed.
Name: Restricting

Rule 292. (b) & (g) Indication—Stop
Name: Stop

Automatic Block System Rules

Rule 509. (e) Engineman of a train or engine passing a "Stop" signal upon proper authority, a "Stop and Proceed" signal, or "Restricting" signal will be held responsible in case of accident for not stopping short of train ahead, engine or car fouling track, or other obstruction; a switch or derail not properly lined or track that is unsafe. He must look out for a broken rail.

Rule 517. Trains or engines moving on restricting signal indications following another train on the same track will keep sufficient distance to insure safety. Under such circumstances, moving or standing trains should be at least 500 feet apart, unless otherwise provided.

Interlocking Rules

Rule 606. Emergency signals at Interlocking Stations and other Designated Points (Whistle or Horn).

Note: The signals prescribed are illustrated by "O" for the short sounds; "———" for the longer sounds; and must be used only for purposes designated.

Sound	*Indication*
(a) ———	All trains, engines and track cars within interlocking limits stop immediately.
(b) O O	Resume normal movement after receiving the proper interlocking signals or permission from the operator.
(c) O O O	Whistle or horn test.
(d) O O O O	Call signal maintainer.
(e) O O O O O	Call Electrical Department employes.
(f) O O O O O O	Call section foreman.

Emergency whistles at electro-pneumatic interlocking plants must be sounded each day for test purposes at 12 o'clock noon or at such time as will not interfere with train movements.

Rule 673. An interlocking signal showing "Restricting" indications does not signify that track is unoccupied, but shows switches are locked for a route. Engineman of a train or engine moving under "Restricting" signal indication, or the trainman riding leading car when cars are being pushed by an engine, must note position of rails and know that switches are set for route desired, that no obstructions exist and be prepared to stop before using a wrong route or colliding with cars or engines.

Rule 675. The clearing of a signal does not permit more than one train or engine to pass the signal. A following train or engine may proceed only after signal has been returned to "Stop" and again cleared.

Temporary Slow Order

Rule 796. A yellow sign by day, displaying a yellow light by night, placed beside the track on the engineman's side, indicates that the track 5,000 feet distant is not in condition for normal speed. The permitted speed for the entire train over the slow track (5,000 feet distant) will be indicated by bulletin or train order instruction and the speed of trains and engines must be controlled accordingly.

At the point where the slow order begins, an additional yellow sign reading, "slow" by day, displaying a yellow light by night, will be located and trains and engines must approach this sign prepared to stop if flagged. In the absence of being flagged, trains and engines may proceed at not to exceed the speed authorized by bulletin or order or this rule to the point beyond where a green sign by day, displaying a green light by night is located to indicate end of temporary slow order.

Where above signs have to be placed between tracks and clearance is insufficient, signs with short posts will be used.

In case engineman has no copy of or has not seen bulletin or train order instruction, a speed of ten (10) miles per hour will not be exceeded.

Engineman must sound whistle, as provided in Rule 14 (m) when approaching temporary slow order signs.

Enginemen of passenger trains must be given a signal from the rear of the train, as provided in Rule 16 (h), and enginemen of freight trains must be given a signal, as provided in Rule 12 (c) where physically possible, when the rear end of the train has passed over the track or structure covered by the slow order.

Permanent Slow-Speed Signs

Rule 797. Permanent slow speed signs at points indicated in timetable will consist of a post with two signs, one placed over the other. Speed of trains must not exceed that shown on this sign.

The lower sign, rectangular in shape with cut-out figures having a black background will indicate the speed restriction at that point.

The top sign, diamond shaped and with cut-out figures having a yellow background, will indicate the permissible speed at the next restriction in advance.

Where permanent speed restrictions are four miles or more apart, and where speeds of 70 miles per hour or more are permissible, an advance diamond shaped yellow speed sign, similar to the top sign on the double speed sign, will be placed 2,500 feet in advance of the next double speed sign.

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

45	or	30
TR.1		TR.2

General Regulations for Employes

Passenger Conductors

Rule 865. Conductors and trainmen of passenger trains, when trains start from station, must remain on car steps while passing station platform in order to look out for and warn people against jumping on or off trains in motion.

Timetable Instructions

7. (a) Enginemen in passenger service, called for a trip over territory which they have not been over in the preceding ninety (90) days must report the fact immediately to the Superintendent, and before going on duty, must be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

8. (a) Conductors, trainmen, enginemen and firemen in road service, prior to resuming duty after an absence from duty of thirty (30) days or more, must be examined by a Trainmaster or a Road Foreman of Engines to ascertain their knowledge and understanding of any changes in operating rules or bulletin orders which may have occurred in their absence. If the absence from duty has been four months or longer, this examination must not be conducted over the telephone.

111. HOBOKEN TRAIN-SHED: Enginemen will not couple against train without receiving hand signal.

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

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

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

Operation of Three or More Tracks

137. Tracks are assigned for operation as follows and are signalled accordingly: (See Rules D-251, D-254 and D-261-D-264)

Tracks are numbered from North to South as follows:

Between Bergen Jct. and West End and West End and Grove Street—

3—Reversible	2—Reversible
1—Reversible	4—Reversible

Between Grove Street and Hoboken Station—

3—Reversible	4—Reversible
1—Reversible	6—Reversible
2—Reversible	

Speed Restrictions

138. Enginemen will check speedometer on locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration speedometer variation. Speedometer inaccuracy as found, will be reported on completion of trip.

Speed Restrictions	*Miles per hour*
Passenger trains except as otherwise specified	70
Freight trains	50
Passenger Train handling freight cars	50
Hoboken—	
Between Station and west end of M. U. shed	15
Between west end of M. U. shed and east end of Bergen Tunnel	40
Thru Bergen Tunnel	50
West End curve at west end M. P. 2.0 to 2.1	30
West End Interlocking—Boonton Line	
On "Clear-Medium" signal:—	
Turnouts Boonton Line tracks 4 and 2 to Morristown Line track 3	15
Turn out track 3, Morristown Line to track 3, Boonton Line	25
Crossover track 1 to track 3	20
Crossover track 2 to track 1, west of wye track	25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection	25
Turnout Greenwood Lake Branch to track 4	25
At Bergen Junction, turnouts to and from Erie Railroad, all tracks	30
At Bergen Junction, crossover track 1 to track 2	30

Clearance Stations

139. A train must not leave its initial point without clearance form A, issued on authority of train dispatcher, when operator is on duty, except at Hoboken, Harrison, Montclair, Paterson Jct., Port Morris and eastward trains from Scranton Division at Stroudsburg - Exception: Interdivisional passenger trains must not leave Hoboken without clearance Form A, issued by train dispatcher.

140. Location of Standard Clocks:

Hoboken—Passenger station (baggage room)
Dispatcher's office
Engine House
YMCA

161. (a) — **Clearance Restrictions:**

Maximum overhead clearance Bergen Jct. to Hoboken is 15 feet 3 inches. Cars in excess of this height are restricted on DL&WRR.

Employes (except qualified electric service employes in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment on all main tracks between Hoboken and West End Tower, on track No. 4 between West End Tower and Greenwood Lake Jct. and all yard tracks in Hoboken Terminal and train shed account high tension wires in overhead catenary.

Trains and yard engines handling loaded piggy-back flat cars are restricted from operating on following tracks:

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

Rules Governing Movement of Trains Through Bergen Tunnel:

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

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

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

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

(e) When a train is disabled in the tunnel, or is stopped by the emergency application of the air brake, or by some unknown cause, it must be protected against following trains on its own track and adjacent track must be protected in both

directions until it is ascertained that this track is clear and safe for movement of trains.

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

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

Telephones

Telephones connected with tower controlling signal will be located at each interlocking home signal and instructions for calling tower will be posted in telephone box.

Paterson Junction Dual Control Switches

Train movements over these switches are governed by Home signals, the most restrictive indication of which is "Stop."

Should switch fail to operate or signal indicate "Stop," member of crew will immediately communicate with DL&W R.R. train dispatcher for instructions. If so instructed, member of crew may then throw switch by hand and be governed by instructions given below, but unless the switch has actually been transferred to hand operation and full movement of hand throw lever completed, switch must be spiked before movement over switch is made when signal indicates "Stop."

When authorized to operate remote control switches by hand, the procedure listed below must be followed.

1. Unlock switch lock.
2. Operate dual control selector lever marked "Power" or "Motor" to position marked "Hand."
3. Operate switch by hand with lever provided for that purpose. (Switch points must be moved back and forth with hand throw lever to make certain that the lever is connected with the switch points; after which the switch should be moved to the position desired and secured by pad locking the hand throw lever or by spiking the points. When the points have been examined to see that they fit properly, desired movement may be made.
4. After movements over switch have been completed, restore switch by hand to normal position, then lock dual control selector lever in position marked "Power" or "Motor" and notify DL&W train dispatcher. When dual control selector lever is placed in "Hand" position, all signals governing movement over switch will indicate "Stop."

The train or engine authorized to use the switch may consider the indication of the signals suspended and make movements over the switch during the time the dual control selector lever is in "Hand" position, on hand signal of trainman, stationed near the switch, who must check the position of switch points.

Before making movements over the switch trainman must notify engineman when dual control selector lever is in "Hand" position so that engineman will be governed by hand signals. Under these circumstances, Form "B" is not required to pass "Stop" signal governing movement over hand-operated dual control switch.

STATION LIST

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

MAIN LINE

Miles from		Station No.
	Hoboken, N. J.	78
	Jersey City, N. J.	87
2	Croxton	97
4	Secaucus	700
8	N. J. & N. Y. Jct.	705
8	Rutherford	860
9	Rutherford Junction	865
10	Carlton Hill	895
10	Passaic Park	897
11	Passaic	900
12	Clifton	905
14	Lake View	910
16	Paterson	915
17	River Street (Paterson)	917
18	Hawthorne	920
19	Glen Rock	925
20	Ridgewood Junction	930
21	Ridgewood	935
22	Hohokus	940
23	Waldwick	945
25	Allendale	950
27	Ramsey	955
29	Mahwah	960
31	Suffern, N. Y.	965
32	Hillburn	1010
33	Ramapo	1015
34	Sterlington	1018
35	Sloatsburg	1020
37	Tuxedo	1025
41	Southfields	1030
43	Arden	1035
45	Newburgh Junction	1040
46	Harriman	1065
48	Monroe	1070
50	Rockland Elec. Light Switch	1072
53	Greycourt	1075
54	Chester	1120
59	Goshen	1125
63	New Hampton	1158
66	Main St. Middletown	1159
66	Middletown	1180
67	Middletown Summit	1182
69	Howells Jct.—Fish's Switch	1184
70	Howells	1185
74	Otisville	1190
79	East Graham	1192
87	Port Jervis	1195

NEWARK BRANCH

Miles from		
	Hoboken, N. J.	78
	Jersey City, N. J.	87
2	Croxton	97
4	D. B. Junction	99
5	Seaboard	245
7	Harrison	250
8	Grant Ave. (Kearny)	255
8	Newark	265
9	Riverside	266
10	Woodside	268
10	Belleville (Cleveland St.)	270
11	Belleville	275
12	Nutley (Walnut St.)	280
13	Nutley	283
13	Nutley (Franklin Ave.)	286
15	Allwood	290
16	Athenia	294
18	South Paterson	295
19	Paterson	915

WEEHAWKEN BRANCH

Miles from		
	Jersey City	87
3	Weehawken	82

BERGEN COUNTY RAILROAD

Miles		Station No.
from	Rutherford Junction	865
2	Garfield	870
3	Dundee Junction	872
4	Plauderville	874
5	Passaic Junction	880
6	Broadway-Fairlawn	890
8	Radburn-Fairlawn	892
9	Glen Rock	894
10	Ridgewood Junction	930

DUNDEE SPUR

Miles		
from	Dundee Junction	872
2	Dundee	875

PIERMONT BRANCH

Miles		
from	Suffern	965
3	Tallmans	970
5	Monsey	975
7	Spring Valley	980
8	Smith's Switch	982
9	Nanuet	985
13	Rockland State Hospital	988
14	Blauvelt	990
15	Orangeburg	995
16	Convent Switch	997
16	Sparkill	675
17	Piermont (Dock), N. Y.	1005

NEWBURGH BRANCH

Miles		
from	Greycourt, N. Y.	1075
2	Craigville	1079
5	Blooming Grove	1080
7	Washingtonville	1085
9	Salisbury Mills	1090
13	Vails Gate	1095
16	New Windsor	1105
17	West Newburgh	1110
19	Newburgh	1115

MONTGOMERY BRANCH

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

MIDDLETOWN & CRAWFORD BRANCH

Miles		
from	Main Street (Middletown)	1159
4	Crawford Junction	1160
5	Circleville	1162
8	Bullville	1165
10	Thompson Ridge	1170
12	Van Keuren's	1175
13	Pine Bush	1178

N. Y. O. & W. BRANCH

Miles		
from	Crawford Jct.	1160
1	Fairoaks	1161

N. Y. N. H. & H. TRACKAGE

Miles		
from	MQ Tower	1060
5	Maybrook Freight Yard	1135

GRAHAM LINE

Miles		
from	Newburgh Junction	1040
1	Arden House	1045
1	Harriman's Switch	1047
3	Central Valley	1050
4	Highland Mills	1055
6	Woodbury	1056
15	Clarks Siding	1057
21	MQ Tower	1060
26	Red Onion Switch	1062
31	Howells Jct. (Fish's Switch)	1184
36	Otisville	1190

NORTHERN RAILROAD OF NEW JERSEY

Miles		
from	Hoboken, N. J.	78
	Jersey City, N. J.	87
2	Croxton	97
4	Lunday's Lane	602
5	North Bergen	605
6	New Durham	607
7	Granton	610
8	Babbitt	615
8	Fairview	620
9	Ridgefield	625
10	Morsemere	630
11	Palisades Park	635
12	Leonia	640
13	Englewood (Sheffield Ave.)	642
14	Englewood	645
15	Englewood (Hudson Ave.)	647
16	Tenafly	650
17	Cresskill	655
18	Demarest	660
19	Closter	665
22	Northvale	669
23	Tappan, N. Y.	671
24	Sparkill	675
25	Piermont	677
28	Nyack	685

GREENWOOD LAKE DIVISION

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

ORANGE BRANCH

Miles from		
	Forest Hill	115
1	Silver Lake	118
1	Bloomfield	120
3	Orange	130
4	West Orange	135

CALDWELL BRANCH

Miles from		
	Great Notch	170
2	Overbrook	177
3	Verona	180
5	Caldwell	185
6	Essex Fells	190

NEW JERSEY & NEW YORK RAILROAD

Miles from Jersey City, N. J.		
—	Jersey City, N. J.	0
2	Croxton	2
8	N. J. & N. Y. Junction	8
9	Carlstadt	4009
10	Wood Ridge	4010
11	Hasbrouck Heights	4011
12	Hasbrouck Heights (Williams Ave.)	4012
12	South Hackensack	9826
12	Hackensack (Essex Street)	9827
13	Hackensack (Central Avenue)	4013
14	Hackensack (Anderson Street)	4014
14	Hackensack (Fairmount Avenue)	9828
15	North Hackensack	4015
16	River Edge	4016
17	New Milford	4017
18	Oradell	4018
19	Emerson	4019
20	Westwood	4020
21	Hillsdale	4021
22	Hillsdale Manor	4022
23	Woodcliff Lake	4023
24	Park Ridge	4024
25	Montvale	4025
26	Pearl River, N. Y.	4026
28	Nanuet	4028
28	Nanuet Junction	4028
29	Smith's Switch	4029
30	Spring Valley	4030
33	New Hempstead	4033
34	Summit Park	4034
35	Pomona	4035
36	Mount Ivy	4036
37	Letchworth Village	4037
38	Thiells	4038

BOONTON LINE

Miles from		Station No.
	Hoboken, N. J.	78
2	West End	91
3	Bergen Jct.	92
4	Secaucus	700
6	Jct. Harrison Cut-Off	300
7	Kingsland	310
8	Lyndhurst	315
9	Delawanna	320
11	Passaic	322
12	Athenia	324
14	Paterson Jct.	327
15	Paterson	328
18	Little Falls	331
21	Mountain View	332
23	Lincoln Park	336
25	Towaco	340
28	Montville	345
29	Boonton	350
31	Mountain Lakes	355
34	Denville	485
38	Dover	490
40	Wharton	495
41	Chester Jct.	500
41	Lake Jct. (C.N.J.)	501
45	Lake Hopatcong	518
46	Pt. Morris Jct.	519
47	Pt. Morris	520

MORRISTOWN LINE

Miles from		
	Hoboken, N. J.	78
2	West End	91
3	Seaboard	363
5	Kearny Jct.	365
7	Harrison	366
8	Newark	367
9	Roseville Ave.	368
10	East Orange	369
11	Brick Church	370
11	Orange	371
12	Highland Ave.	372
13	Mountain Station	373
14	South Orange	400
15	Maplewood	404
17	Millburn	408
18	Short Hills	412
20	Summit	416
24	Chatham	455
26	Madison	460
28	Convent	465
30	Morristown	470
32	Morris Plains	475
36	Mount Tabor	480
36	Denville	485

HARRISON CUT-OFF

Miles from		
	Jct. Boonton Line	300
1	Borrow Pit	303
2	North Arlington	305
3	Dupont Siding	306
5	Harrison	366

MONTCLAIR BRANCH

Miles from		
	Roseville Ave.	368
1	Ampere	375
2	Watsessing	378
3	Bloomfield	380
3	Glen Ridge	385
4	Montclair	390

GLADSTONE BRANCH

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

CHESTER BRANCH

Miles from		
	Chester Jct.	500
2	Kenvil	505
3	Succasunna	510
4	Randolph	515

SUSSEX BRANCH

Miles from		
	Sussex Branch Jct.	524
5	Cranberry Lake	530
7	Andover	540
8	Andover Jct.	542
12	Newton	545
16	Lafayette	550
18	Straders	552
20	Augusta	555
21	Branchville	560

PHILLIPSBURG BRANCH

Miles from		
	Pt. Morris	520
1	Sussex Branch Jct.	524
1	Netcong	525
4	Waterloo	526
10	Hackettstown	565
16	Port Murray	570
20	Washington	575
25	Broadway	580
26	New Village	585
29	Stewartsville	590
34	Phillipsburg	595

On that portion of the New York Division formerly known as the D.L.&W.R.R.

MORRIS & ESSEX DIVISION

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

D.L.&W.R.R. RULES OF THE OPERATING DEPARTMENT EFFECTIVE APRIL 27, 1952 REMAIN IN FULL FORCE AND EFFECT

SIGNS ADDITIONAL TO RULE 6

D—Train order office not open 24 hours daily.
(See special instructions for open hours.)

N—Train order office open 24 hours daily.

X—Will not carry passengers
Sat. Saturday
Sun. Sunday
Hol. Holiday

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

The term Holiday as used in this Time Table applies to the following dates only:

(See Special Instruction 131.)

New Year's Day	January 1
Washington's Birthday	February 22
Memorial Day	May 30
Independence Day	July 4
Labor Day	September 2
Thanksgiving Day	November 22
Christmas Day	December 25

WASHINGTON TO

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	Distance Between Stations	STATIONS				10 Buffalo Ex. Sa., Su. & Mon. A. M.
			HOBOKEN Ar N				$ 4.20
	1.92	1.92	WEST END N				
	7.13	5.21	HARRISON				
	7.79	0.66	NEWARK N				$ 4.00
	9.02	1.23	ROSEVILLE AVENUE D				3.51
	9.68	0.66	AMPERE				
	10.91	1.23	WATSESSING AVE.				
	11.61	0.70	BLOOMFIELD				
	12.20	0.59	GLEN RIDGE				
	13.12	0.92	MONTCLAIR D				
	9.56	0.54	GROVE STREET				
	10.01	0.45	EAST ORANGE				
	10.60	0.59	BRICK CHURCH				
	11.46	0.86	ORANGE				3.47
	12.16	0.70	HIGHLAND AVENUE				
	13.10	0.94	MOUNTAIN STATION				
	13.85	0.75	SOUTH ORANGE D				3.44
	15.15	1.30	MAPLEWOOD				
	16.76	1.61	MILLBURN				3.41
	17.84	1.08	SHORT HILLS				
	20.11	2.27	SUMMIT D				3.36
	21.23	1.12	WEST SUMMIT SIDING				
	21.79	0.56	NEW PROVIDENCE				
17	23.38	1.59	MURRAY HILL D				
7	25.76	2.38	BERKELEY HEIGHTS				
	27.14	1.38	GILLETTE				
20	28.50	1.36	STIRLING D				
18	30.12	1.62	MILLINGTON D				
20	31.77	1.65	LYONS				
	33.64	1.87	BASKING RIDGE D				
11	34.80	1.16	BERNARDSVILLE D				
	37.45	2.65	MINE BROOK				
10	38.95	1.50	FAR HILLS D				
	41.34	2.39	PEAPACK				
	42.26	0.92	GLADSTONE D				
	23.53	3.42	CHATHAM				
	25.53	2.00	MADISON				
	27.69	2.16	CONVENT				
	29.79	2.10	MORRISTOWN D				3.25
	32.00	2.21	MORRIS PLAINS				
	35.71	3.71	MOUNT TABOR				
	3.70	1.78	SECAUCUS				
	7.63	3.93	KINGSLAND				
	8.21	0.58	LYNDHURST				
	9.31	1.10	DELAWANNA				See Notes Page 151
	10.57	1.26	PASSAIC				
	12.20	1.63	ATHENIA				
	13.60	1.40	PATERSON JCT.				
	15.05	1.45	PATERSON				
	18.20	3.15	LITTLE FALLS				
	20.54	2.34	MOUNTAIN VIEW				
	21.10	0.56	ERIE CROSSING				
120	22.88	1.78	LINCOLN PARK				
	25.13	2.25	TOWACO				
	27.75	2.62	MONTVILLE				
	29.23	1.48	BOONTON D				
	31.18	1.95	MOUNTAIN LAKES				
	33.93	2.75	DENVILLE N				3.16
	38.12	4.19	DOVER N				$ 3.10
	40.08	1.96	WHARTON				
	41.27	1.19	CHESTER JUNCTION				3.04
	45.48	4.21	LAKE HOPATCONG				
	45.74	0.26	PORT MORRIS JCT. N				3.00
	46.54	1.06	PORT MORRIS				
	47.37	0.83	SUSSEX BRANCH JCT.				
	47.99	0.62	NETCONG D				
	51.19	3.20	WATERLOO				
53	56.77	5.58	HACKETTSTOWN D				
	63.12	6.35	PORT MURRAY				
12	66.56	3.44	WASHINGTON D				
			Roseville Ave. and Newark				2
			So. Orange and Roseville Ave.				2
			Millburn and So. Orange				2
							A. M.
							10

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class.

	108 Montclair Ex. Sat. & Sun. A. M.	600 Dover Ex. Sat. & Sun. A. M.	1006 Dover Ex. Sat. & Sun. A. M.	502 Morristown Ex. Sat. & Sun. A. M.	110 Montclair Ex. Sat. & Sun. A. M.	402 Gladstone Ex. Sat. & Sun. A. M.	602 Dover Ex. Sat. & Sun. A. M.	1010 Dover Ex. Sat. & Sun. A. M.
	$ 6.24	$ 6.27	$ 6.55	$ 7.02	$ 7.12		$ 7.34	$ 7.41
	$ 6.12	$ 6.16		$ 6.51	$ 7.00		$ 7.23	
	$ 6.10	$ 6.14		$ 6.49	$ 6.58		$ 7.21	
	$ 6.07	$ 6.11		6.47	$ 6.55		$ 7.18	
	$ 6.05				$ 6.53			
	$ 6.03				$ 6.51			
	$ 6.01				$ 6.49			
	$ 5.59				$ 6.47			
	5.57				6.45			
		$ 6.09		$ 6.46			$ 7.16	
		$ 6.08		$ 6.45			$ 7.14	
		$ 6.06		$ 6.43			$ 7.12	
		$ 6.04		$ 6.41			$ 7.10	
		$ 6.02		$ 6.39			$ 7.08	
		$ 6.00		$ 6.37			$ 7.06	
		$ 5.58		$ 6.35			$ 7.04	
		$ 5.55		$ 6.33			$ 7.02	
		$ 5.52		$ 6.30			$ 6.59	
		$ 5.50		$ 6.28			$ 6.57	
		$ 5.46		$ 6.24		$ 6.50	$ 6.53	
						$ 6.47		
						$ 6.44		
						$ 6.40		
						$ 6.37		
						$ 6.35		
						$ 6.32		
						$ 6.29		
						$ 6.26		
						$ 6.24		
						$ 6.16		
						$ 6.12		
						6.10		
		$ 5.40	See Special Instruction 130	$ 6.18	See Special Instruction 130	See Special Instruction 101	$ 6.44	See Special Instruction 130
		$ 5.36		$ 6.14			$ 6.40	
		F 5.32		F 6.11			$ 6.37	
		$ 5.29		6.08			$ 6.34	
		$ 5.25					$ 6.30	
		$ 5.20					$ 6.25	
			$ 6.39					$ 7.25
			$ 6.37					$ 7.23
			F 6.34					$ 7.20
			$ 6.31					$ 7.17
			$ 6.28					$ 7.14
			6.25					7.11
			$ 6.23					$ 7.09
			$ 6.15					$ 7.01
			6.13					6.59
			$ 6.10					$ 6.56
			$ 6.06					$ 6.52
			$ 6.02					
			$ 5.59					$ 6.46
			F 5.56					$ 6.43
		$ 5.18	$ 5.52				$ 6.23	$ 6.39
		5.12	5.45				6.17	6.32
	2	2		2	2		2	
		2		2			2	
		2		2			2	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	108	600	1006	502	110	402	602	1010

WASHINGTON TO

EASTWARD. First Class.

STATIONS	112	504	1012	404	204
	Montclair	Morristown	Dover	Gladstone	South Orange
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 7.53	$ 7.55	$ 7.57	$ 7.57	$ 8.02
WEST END					
HARRISON	$ 7.40	$ 7.43		$ 7.45	
NEWARK	$ 7.38	$ 7.41		$ 7.43	$ 7.48
ROSEVILLE AVENUE	$ 7.35	7.39		7.41	7.46
AMPERE	$ 7.33				
WATSESSING AVE	$ 7.31				
BLOOMFIELD	$ 7.29				
GLEN RIDGE	$ 7.27				
MONTCLAIR	7.25				
GROVE STREET					$ 7.45
EAST ORANGE					$ 7.43
BRICK CHURCH					$ 7.41
ORANGE		7.36		7.38	$ 7.39
HIGHLAND AVENUE		$ 7.35			$ 7.37
MOUNTAIN STATION		$ 7.33			$ 7.35
SOUTH ORANGE		$ 7.31		7.35	$ 7.33
MAPLEWOOD		$ 7.28			
MILLBURN		$ 7.25		7.32	
SHORT HILLS		$ 7.23			
SUMMIT		$ 7.19		$ 7.28	
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL				$ 7.23	
BERKELEY HEIGHTS				$ 7.20	
GILLETTE				$ 7.16	
STIRLING				$ 7.13	
MILLINGTON				$ 7.11	
LYONS				$ 7.08	
BASKING RIDGE				$ 7.05	
BERNARDSVILLE				$ 7.02	
MINE BROOK				$ 6.59	
FAR HILLS					
PEAPACK				$ 6.51	
GLADSTONE				$ 6.47	
CHATHAM		$ 7.13		6.45	
MADISON		$ 7.09			
CONVENT		$ 7.05		See Special Instruction 101	
MORRISTOWN		7.02			
MORRIS PLAINS					
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST			$ 7.41		
DELAWANNA			$ 7.39		
PASSAIC			$ 7.36		
ATHENIA			$ 7.33		
PATERSON JCT			$ 7.30		
PATERSON			7.27		
LITTLE FALLS			$ 7.25		
MOUNTAIN VIEW					
ERIE CROSSING			$ 7.17		
LINCOLN PARK			7.15		
TOWACO			$ 7.12		
MONTVILLE			$ 7.08		
BOONTON			F 7.04		
MOUNTAIN LAKES			$ 7.01		
DENVILLE			$ 6.58		
DOVER			$ 6.54		
			6.47		
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT					
PORT MORRIS					
SUSSEX BRANCH JCT					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2	2		2	2
So. Orange and Roseville Ave.		2		1	2
Millburn and So. Orange		2		1	
	A. M.	A. M.	A. M.	A. M.	A. M.
	112	504	1012	404	204

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS

EASTWARD. First Class

	604	302	406	1014	408	120	1016	304
	Dover	Summit	Berkeley Heights	Dover	Gladstone	Montclair	Washington	Summit
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 8.03	$ 8.11	$ 8.13	$ 8.15	$ 8.17	$ 8.20	$ 8.21	$ 8.22
WEST END								
HARRISON						$ 8.08		$ 8.10
NEWARK	$ 7.50		$ 8.00		$ 8.03	8.06		$ 8.08
ROSEVILLE AVENUE	7.48	7.56	7.57		8.00	$ 8.03		8.05
AMPERE						$ 8.01		
WATSESSING AVE						$ 7.59		
BLOOMFIELD						$ 7.57		
GLEN RIDGE						$ 7.55		
MONTCLAIR						7.53		
GROVE STREET								$ 8.04
EAST ORANGE								$ 8.02
BRICK CHURCH								$ 8.00
ORANGE	7.44	7.53	7.54		7.57			$ 7.58
HIGHLAND AVENUE								$ 7.56
MOUNTAIN STATION								$ 7.54
SOUTH ORANGE	7.41	$ 7.50	7.51		7.54			$ 7.52
MAPLEWOOD		$ 7.47						$ 7.49
MILLBURN	7.38	$ 7.43	7.48		7.51			$ 7.45
SHORT HILLS		$ 7.40						
SUMMIT	7.34	7.36	$ 7.43		7.46			7.40
WEST SUMMIT SIDING								
NEW PROVIDENCE								
MURRAY HILL			$ 7.38					
BERKELEY HEIGHTS			$ 7.34					
GILLETTE			7.30					
STIRLING					$ 7.35		See Special Instructions 101 and 130	
MILLINGTON					$ 7.32			
LYONS					$ 7.29			
BASKING RIDGE					$ 7.26			
BERNARDSVILLE					$ 7.23			
MINE BROOK					$ 7.20			
FAR HILLS					F 7.15			
PEAPACK					$ 7.13			
GLADSTONE					$ 7.09			
CHATHAM			See Special Instruction 101		7.07			
MADISON	$ 7.29							
CONVENT	$ 7.25				See Special Instruction 101			
MORRISTOWN	$ 7.21							
MORRIS PLAINS	$ 7.18							
MOUNT TABOR	$ 7.14							
SECAUCUS	$ 7.08							
KINGSLAND								
LYNDHURST				8.01			8.04	
DELAWANNA							$ 8.03	
PASSAIC								
ATHENIA				$ 7.57				
PATERSON JCT								
PATERSON				7.53			7.58	
LITTLE FALLS				$ 7.51				
MOUNTAIN VIEW								
ERIE CROSSING				$ 7.43				
LINCOLN PARK				7.41			7.49	
TOWACO				$ 7.38				
MONTVILLE				$ 7.33				
BOONTON				$ 7.29				
MOUNTAIN LAKES				$ 7.26			$ 7.40	
DENVILLE				$ 7.22			$ 7.35	
DOVER	$ 7.06			$ 7.17			7.29	
	7.00			7.10			$ 7.23	
WHARTON								
CHESTER JUNCTION							7.16	
LAKE HOPATCONG							$ 7.12	
PORT MORRIS JCT							7.10	
PORT MORRIS							7.09	
SUSSEX BRANCH JCT							7.07	
NETCONG							$ 7.06	
WATERLOO								
HACKETTSTOWN							$ 6.51	
PORT MURRAY							F 6.40	
WASHINGTON							6.33	
Roseville Ave. and Newark	2	1	2		2	1		2
So. Orange and Roseville Ave.	1	1	1		1			2
Millburn and So. Orange	1	1	1		1			2
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	604	302	406	1014	408	120	1016	304

WASHINGTON TO

EASTWARD. First Class.

STATIONS	606	122	506	608	306
	Dover	Montclair	Morristown	Dover	Summit
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 8.24	$ 8.26	$ 8.27	$ 8.30	$ 8.36
WEST END					
HARRISON					
NEWARK			$ 8.12	$ 8.17	
ROSEVILLE AVENUE	8.07	8.12	8.09	8.13	8.20
AMPERE					
WATSESSING AVE.					
BLOOMFIELD					
GLEN RIDGE		$ 8.08			
MONTCLAIR		8.05			
GROVE STREET					$ 8.19
EAST ORANGE					$ 8.17
BRICK CHURCH					$ 8.15
ORANGE	8.04			8.10	$ 8.13
HIGHLAND AVENUE			$ 8.05		$ 8.11
MOUNTAIN STATION			$ 8.03		$ 8.09
SOUTH ORANGE	8.01		$ 8.01	8.07	$ 8.07
MAPLEWOOD			$ 7.58		$ 8.04
MILLBURN	7.58		7.54	$ 8.04	$ 8.01
SHORT HILLS	$ 7.56		$ 7.52		$ 7.58
SUMMIT	$ 7.52		$ 7.48	7.58	7.54
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS					
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM	$ 7.46		$ 7.41		
MADISON	$ 7.42		$ 7.37	$ 7.50	
CONVENT	$ 7.38		$ 7.33		
MORRISTOWN	$ 7.35		7.30	$ 7.44	
MORRIS PLAINS	$ 7.31			$ 7.40	
MOUNT TABOR	$ 7.25			$ 7.34	
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON					
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE	$ 7.23			$ 7.32	
DOVER	7.17			7.25	
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	1	1	2	2	1
So. Orange and Roseville Ave.	1		2	1	2
Millburn and So. Orange	1		2	1	2
	A. M.	A. M.	A. M.	A. M.	A. M.
	606	122	506	608	306

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class

	124	508	410	1024	6	308	610	222
	Montclair	Morristown	Gladstone	Netcong	Chicago	Summit	Dover	South Orange
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 8.37	$ 8.38	$ 8.41	$ 8.44	$ 8.45	$ 8.51	$ 8.53	$ 8.59
WEST END								
HARRISON	$ 8.24							$ 8.47
NEWARK	$ 8.22	$ 8.26	$ 8.28		$ 8.32	$ 8.37	$ 8.39	$ 8.45
ROSEVILLE AVENUE	$ 8.19	8.23	8.25		8.26	$ 8.35	8.37	8.43
AMPERE	$ 8.17							
WATSESSING AVE.	$ 8.14							
BLOOMFIELD	$ 8.12							
GLEN RIDGE	$ 8.10							
MONTCLAIR	8.07							
GROVE STREET								$ 8.42
EAST ORANGE								$ 8.40
BRICK CHURCH					$ 8.23	$ 8.32		$ 8.38
ORANGE		8.20	8.22		8.21	8.29	8.33	$ 8.35
HIGHLAND AVENUE								$ 8.33
MOUNTAIN STATION								$ 8.31
SOUTH ORANGE		8.17	8.19		8.18	$ 8.26	8.30	8.29
MAPLEWOOD		$ 8.15				$ 8.23		
MILLBURN		8.12	8.16		8.14	$ 8.20	8.27	
SHORT HILLS						$ 8.18		
SUMMIT		$ 8.07	$ 8.12		$ 8.09	8.14	$ 8.23	
WEST SUMMIT SIDING								
NEW PROVIDENCE								
MURRAY HILL			$ 8.07					
BERKELEY HEIGHTS			$ 8.03					
GILLETTE			$ 7.59					
STIRLING			$ 7.54					
MILLINGTON			$ 7.52					
LYONS			$ 7.49					
BASKING RIDGE			$ 7.45					
BERNARDSVILLE			$ 7.42					
MINE BROOK			$ 7.39	See Special Instructions 101 and 130				
FAR HILLS			F 7.33					
PEAPACK			$ 7.31					
GLADSTONE			$ 7.27					
CHATHAM			7.25					
MADISON		$ 8.01	See Special Instruction 101				$ 8.17	
CONVENT		$ 7.57					$ 8.13	
MORRISTOWN		$ 7.53					$ 8.09	
MORRIS PLAINS		7.49			7.57		$ 8.06	
MOUNT TABOR							$ 8.02	
SECAUCUS							$ 7.56	
KINGSLAND								
LYNDHURST								
DELAWANNA				$ 8.28				
PASSAIC				$ 8.26				
ATHENIA				$ 8.23				
PATERSON JCT.				$ 8.20				
PATERSON				$ 8.17				
LITTLE FALLS				8.14				
MOUNTAIN VIEW				$ 8.12				
ERIE CROSSING								
LINCOLN PARK				$ 8.02				
TOWACO				8.01				
MONTVILLE				$ 7.58				
BOONTON				$ 7.54				
MOUNTAIN LAKES								
DENVILLE				$ 7.49				
DOVER				$ 7.45				
WHARTON				7.41	7.50		$ 7.54	
CHESTER JUNCTION				$ 7.36	$ 7.43		7.48	
LAKE HOPATCONG								
PORT MORRIS JCT.				7.32	7.35			
PORT MORRIS				$ 7.27				
SUSSEX BRANCH JCT.				7.25	7.31			
NETCONG				7.23				
WATERLOO				7.21				
HACKETTSTOWN								
PORT MURRAY								
WASHINGTON								
Roseville Ave. and Newark	2	2	2		2	2	2	2
So. Orange and Roseville Ave.		1	2		1	2	1	2
Millburn and So. Orange		1	2		1	2	1	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	124	508	410	1024	6	308	610	222

WASHINGTON TO

EASTWARD. First Class.

STATIONS	310	412	128	612		
	Summit	Gladstone	Montclair	Dover		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Ar	A. M.	A. M.	A. M.	A. M.		
HOBOKEN	$ 9.01	$ 9.02	$ 9.03	$ 9.03		
WEST END						
HARRISON						
NEWARK	$ 8.47	$ 8.50	$ 8.51			
ROSEVILLE AVENUE	8.45	8.47	$ 8.48	8.50		
AMPERE		Meeting pt.	$ 8.46			
WATSESSING AVE		for Nos.	$ 8.43			
BLOOMFIELD		412-405-	$ 8.41			
GLEN RIDGE		Lyons	$ 8.39			
MONTCLAIR		Siding	8.37			
GROVE STREET						
EAST ORANGE						
BRICK CHURCH						
ORANGE	8.41	8.44		8.47		
HIGHLAND AVENUE						
MOUNTAIN STATION						
SOUTH ORANGE	$ 8.38	8.41		8.44		
MAPLEWOOD	$ 8.35					
MILLBURN	$ 8.32	8.38		8.41		
SHORT HILLS	$ 8.29	$ 8.36				
SUMMIT	8.25	8.32		$ 8.36		
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS		$ 8.24				
GILLETTE						
STIRLING		8.21				
MILLINGTON		$ 8.19				
LYONS		$ 8.16				
BASKING RIDGE		$ 8.13				
BERNARDSVILLE		$ 8.10				
MINE BROOK						
FAR HILLS		$ 8.02				
PEAPACK		$ 7.57				
GLADSTONE		7.55				
CHATHAM		See		$ 8.28		
MADISON		Special		$ 8.24		
CONVENT		Instruc-		$ 8.21		
MORRISTOWN		tion 101		$ 8.17		
MORRIS PLAINS						
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE				$ 8.09		
DOVER				8.03		
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
PORT MORRIS						
SUSSEX BRANCH JCT						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark	2	2	2	1		
So. Orange and Roseville Ave.	1	2		1		
Millburn and So. Orange	1	2		1		
	A. M.	A. M.	A. M.	A. M.		
	310	412	128	612		

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

WEEK-DAY TRAINS.

EASTWARD. First Class.

	224	614	132	414	616	1026	314	136
	South Orange	Dover	Montclair	Gladstone	Dover	Denville	Summit	Montclair
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	$ 9.19	$ 9.27	$ 9.42		$ 9.55	$ 9.57	$ 10.12	$ 10.26
			$ 9.31					
	$ 9.06	$ 9.14	$ 9.29		$ 9.42		$ 10.00	$ 10.18
	9.04	9.11	$ 9.26		9.39		$ 9.57	$ 10.10
			$ 9.24					$ 10.08
			$ 9.21					$ 10.06
			$ 9.19					$ 10.04
			$ 9.17					$ 10.02
			9.15					10.00
	$ 9.03						$ 9.55	
	$ 9.01						$ 9.53	
	$ 8.59						$ 9.51	
	$ 8.57	9.07			9.36		$ 9.49	
	$ 8.55						$ 9.47	
	$ 8.53						$ 9.45	
	8.51	9.04			9.33		$ 9.43	
		$ 9.02					$ 9.40	
		$ 8.59			9.30		$ 9.37	
		$ 8.57					$ 9.35	
		$ 8.53		$ 9.23	$ 9.25		9.31	
				$ 9.20				
				$ 9.17				
				$ 9.13				
				$ 9.10				
				$ 9.07				
				$ 9.04				
				$ 9.01				
				$ 8.58				
				$ 8.56				
				$ 8.49				
				$ 8.45				
				8.43				
		$ 8.47			$ 9.19			
		$ 8.43			$ 9.15			
		$ 8.39		See	$ 9.11			
		$ 8.36		Special	$ 9.08			
		$ 8.32		Instruc-	$ 9.04			
		$ 8.26		tion 101	$ 8.58			
						$ 9.42		
						$ 9.40		
						$ 9.35		
						$ 9.32		
						9.29		
						$ 9.27		
						$ 9.19		
						9.17		
						$ 9.14		
						$ 9.10		
						$ 9.04		
						$ 9.01		
		$ 8.24			$ 8.56	8.57		
		8.18			8.50			
	2	2	2		2		2	2
	2	2			2		2	
		2			2		2	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	224	614	132	414	616	1026	314	136

WASHINGTON TO

EASTWARD. First Class.

STATIONS	512	618	140	416	514
	Morristown	Dover	Montclair	Gladstone	Morristown
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 10.41	$ 11.11	$ 11.26		$ 11.41
WEST END					
HARRISON					
NEWARK	$ 10.28	$ 10.58	$ 11.13		$ 11.28
ROSEVILLE AVENUE	$ 10.25	$ 10.55	$ 11.10		$ 11.25
AMPERE			$ 11.08		
WATSESSING AVE			$ 11.06		
BLOOMFIELD			$ 11.04		
GLEN RIDGE			$ 11.02		
MONTCLAIR			11.00		
GROVE STREET	$ 10.23	$ 10.53			$ 11.23
EAST ORANGE	$ 10.22	$ 10.52			$ 11.22
BRICK CHURCH	$ 10.20	$ 10.50			$ 11.20
ORANGE	$ 10.18	$ 10.48			$ 11.18
HIGHLAND AVENUE	$ 10.16	$ 10.46			$ 11.16
MOUNTAIN STATION	$ 10.14	$ 10.44			$ 11.14
SOUTH ORANGE	$ 10.12	$ 10.42			$ 11.12
MAPLEWOOD	$ 10.09	$ 10.39			$ 11.09
MILLBURN	$ 10.06	$ 10.36			$ 11.06
SHORT HILLS	$ 10.04	$ 10.34			$ 11.04
SUMMIT	$ 10.00	$ 10.30		$ 10.58	$ 11.00
WEST SUMMIT SIDING					
NEW PROVIDENCE				$ 10.54	
MURRAY HILL				$ 10.51	
BERKELEY HEIGHTS				$ 10.47	
GILLETTE				$ 10.44	
STIRLING				$ 10.41	
MILLINGTON				$ 10.38	
LYONS				$ 10.35	
BASKING RIDGE				$ 10.32	
BERNARDSVILLE				$ 10.30	
MINE BROOK					
FAR HILLS					
PEAPACK				$ 10.23	
GLADSTONE				$ 10.19	
				10.17	
CHATHAM	$ 9.54	$ 10.24			$ 10.54
MADISON	$ 9.50	$ 10.20			$ 10.50
CONVENT	$ 9.47	$ 10.17			$ 10.47
MORRISTOWN	9.44	$ 10.14			10.44
MORRIS PLAINS		$ 10.10			
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON				See Special Instruction 101	
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE		$ 10.03			
DOVER		9.57			
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2	2	2		2
So. Orange and Roseville Ave.	2	2			2
Millburn and So. Orange	2	2			2
	A. M.	A. M.	A. M.	A. M.	A. M.
	512	618	140	416	514

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

WEEK-DAY TRAINS

EASTWARD. First Class.

	620	144	516	622	150	518	420	624
	Dover	Montclair	Morristown	Dover	Montclair	Morristown	Gladstone	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	$ 12.11	$ 12.26	$ 12.41	$ 1.11	$ 1.26	$ 1.41		$ 2.11
		$ 12.15						
	$ 11.58	$ 12.13	$ 12.28	$ 12.58	$ 1.13	$ 1.28		$ 1.58
	$ 11.55	$ 12.10	$ 12.25	$ 12.55	$ 1.10	$ 1.25		$ 1.55
		$ 12.08			$ 1.08			
		$ 12.06			$ 1.06			
		$ 12.04			$ 1.04			
		$ 12.02			$ 1.02			
		12.00			1.00			
	$ 11.53		$ 12.23	$ 12.53		$ 1.23		$ 1.53
	$ 11.52		$ 12.22	$ 12.52		$ 1.22		$ 1.52
	$ 11.50		$ 12.20	$ 12.50		$ 1.20		$ 1.50
	$ 11.48		$ 12.18	$ 12.48		$ 1.18		$ 1.48
	$ 11.46		$ 12.16	$ 12.46		$ 1.16		$ 1.46
	$ 11.44		$ 12.14	$ 12.44		$ 1.14		$ 1.44
	$ 11.42		$ 12.12	$ 12.42		$ 1.12		$ 1.42
	$ 11.39		$ 12.09	$ 12.39		$ 1.09		$ 1.39
	$ 11.36		$ 12.06	$ 12.36		$ 1.06		$ 1.36
	$ 11.34		$ 12.04	$ 12.34		$ 1.04		$ 1.34
	$ 11.30		$ 12.00	$ 12.30		$ 1.00	$ 1.28	$ 1.30
							$ 1.24	
							$ 1.21	
							$ 1.17	
							$ 1.14	
							$ 1.11	
							$ 1.08	
							$ 1.05	
							$ 1.02	
							$ 1.00	
							$ 12.53	
							$ 12.49	
							12.47	
	$ 11.24		$ 11.54	$ 12.24		$ 12.54		$ 1.24
	$ 11.20		$ 11.50	$ 12.20		$ 12.50	See Special Instruction 101	$ 1.20
	$ 11.17		$ 11.47	$ 12.17		$ 12.47		$ 1.17
	$ 11.14		11.44	$ 12.14		12.44		$ 1.14
	$ 11.10			$ 12.10				$ 1.10
	$ 11.03			$ 12.03				$ 1.03
	10.57			11.57				12.57
	2	2	2	2	2	2		2
	2		2	2		2		2
	2		2	2		2		2
	A. M.	Noon	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	620	144	516	622	150	518	420	624

WASHINGTON TO

EASTWARD. First Class.

STATIONS	154	40	522	626	158
	Montclair	Elmira	Morristown	Dover	Montclair
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 2.26	$ 2.40	$ 2.41	$ 3.11	$ 3.26
WEST END					
HARRISON	$ 2.15			$ 3.00	$ 3.15
NEWARK	$ 2.13	$ 2.24	$ 2.28	$ 2.58	$ 3.13
ROSEVILLE AVENUE	$ 2.10	2.19	$ 2.25	$ 2.55	$ 3.10
AMPERE	$ 2.08				$ 3.08
WATSESSING AVE.	$ 2.06				$ 3.06
BLOOMFIELD	$ 2.04				$ 3.04
GLEN RIDGE	$ 2.02				$ 3.02
MONTCLAIR	2.00				3.00
GROVE STREET			$ 2.23	$ 2.53	
EAST ORANGE			$ 2.22	$ 2.52	
BRICK CHURCH		$ 2.16	$ 2.20	$ 2.50	
ORANGE		2.15	$ 2.18	$ 2.48	
HIGHLAND AVENUE			$ 2.16	$ 2.46	
MOUNTAIN STATION			$ 2.14	$ 2.44	
SOUTH ORANGE		2.12	$ 2.12	$ 2.42	
MAPLEWOOD			$ 2.09	$ 2.39	
MILLBURN		2.09	$ 2.06	$ 2.36	
SHORT HILLS			$ 2.04	$ 2.34	
SUMMIT		SS 2.04	$ 2.00	$ 2.30	
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS		See Notes Page 151		See Special Instruction 130	See Special Instruction 130
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM			$ 1.54	$ 2.24	
MADISON			$ 1.50	$ 2.20	
CONVENT			$ 1.47	$ 2.17	
MORRISTOWN		1.53	1.44	$ 2.14	
MORRIS PLAINS				$ 2.10	
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON					
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE		1.44		$ 2.03	
DOVER		$ 1.38		1.57	
WHARTON					
CHESTER JUNCTION		1.33			
LAKE HOPATCONG					
PORT MORRIS JCT.		1.29			
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2	2	2	2	2
So. Orange and Roseville Ave.		1	2	2	
Millburn and So. Orange		1	2	2	
	P. M.	P. M.	P. M.	P. M.	P. M.
	154	40	522	626	158

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class.

	524	160	628	162	526	226	X64	X12
	Morristown	Montclair	Dover	Montclair	Morristown	South Orange	Dover	South Orange
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	$ 3.41	$ 3.56	$ 4.11	$ 4.26	$ 4.36	$ 4.43	$ 4.44	$ 4.47
	$ 3.30	$ 3.45		$ 4.15		$ 4.32		
	$ 3.28	$ 3.43	$ 3.58	$ 4.13	$ 4.23	$ 4.30	4.31	
	$ 3.25	$ 3.40	$ 3.55	$ 4.10	4.20	$ 4.27	4.28	
		$ 3.38		$ 4.08				
		$ 3.36		$ 4.06				
		$ 3.34		$ 4.04				
		$ 3.32		$ 4.02				
		3.30		4.00				
	$ 3.23		$ 3.53			$ 4.26		
	$ 3.22		$ 3.52			$ 4.24		
	$ 3.20		$ 3.50		$ 4.17	$ 4.22		
	$ 3.18		$ 3.48		$ 4.15	$ 4.20	$ 4.22	
	$ 3.16		$ 3.46			$ 4.18		
	$ 3.14		$ 3.44			$ 4.16		
	$ 3.12		$ 3.42		$ 4.12	4.14	$ 3.53	4.25
	$ 3.09		$ 3.39		$ 4.09			
	$ 3.06		$ 3.36		$ 4.06		3.50	
	$ 3.04		$ 3.34		$ 4.04			
	$ 3.00		$ 3.30		$ 4.00		3.45	
	See Special Instruction 130					Equipment for No. 223		Equipment for No. 637
	$ 2.54		$ 3.24		$ 3.54			
	$ 2.50		$ 3.20		$ 3.50			
	$ 2.47		$ 3.17		$ 3.47			
	2.44		$ 3.14		3.44		3.34	
			$ 3.10					
							No Passengers	
			$ 3.03				3.26	
			2.57				3.12	
	2	2	2	2	2	2	2	2
	2		2		2	2	2	2
	2		2		2		2	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	524	160	628	162	526	226	X64	X12

WASHINGTON TO

EASTWARD. First Class.

STATIONS	424	632	164	228		
	Gladstone	Dover	Montclair	South Orange		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Ar	P. M.	P. M.	P. M.	P. M.		
HOBOKEN		$ 5.14	$ 5.22	$ 5.25		
WEST END						
HARRISON			$ 5.11			
NEWARK		$ 5.01	$ 5.09	$ 5.12		
ROSEVILLE AVENUE		4.58	$ 5.06	$ 5.09		
AMPERE			$ 5.04			
WATSESSING AVE			$ 5.01			
BLOOMFIELD			$ 4.59			
GLEN RIDGE			$ 4.56			
MONTCLAIR			4.54			
GROVE STREET				$ 5.08		
EAST ORANGE				$ 5.07		
BRICK CHURCH		$ 4.56		$ 5.05		
ORANGE		4.55		$ 5.03		
HIGHLAND AVENUE				$ 5.01		
MOUNTAIN STATION				$ 4.59		
SOUTH ORANGE		$ 4.52		4.57		
MAPLEWOOD		$ 4.50				
MILLBURN		$ 4.47				
SHORT HILLS		$ 4.45				
SUMMIT	$ 4.38	$ 4.41				
WEST SUMMIT SIDING						
NEW PROVIDENCE	$ 4.33					
MURRAY HILL	$ 4.30					
BERKELEY HEIGHTS	$ 4.26					
GILLETTE	$ 4.23					
STIRLING	$ 4.21			Equipment for No. 227		
MILLINGTON	$ 4.18					
LYONS	$ 4.15					
BASKING RIDGE	$ 4.12					
BERNARDSVILLE	$ 4.10					
MINE BROOK						
FAR HILLS	$ 4.03					
PEAPACK	$ 3.59					
GLADSTONE	3.57					
CHATHAM		$ 4.33				
MADISON	See Special Instruction 101	$ 4.29				
CONVENT		$ 4.25				
MORRISTOWN		$ 4.22				
MORRIS PLAINS		$ 4.18				
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE		$ 4.11				
DOVER		4.05				
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
PORT MORRIS						
SUSSEX BRANCH JCT						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark		2	2	2		
So. Orange and Roseville Ave.		2		2		
Millburn and So. Orange		2				
	P. M.	P. M.	P. M.	P. M.		
	424	632	164	228		

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class.

		166	634	230	X16	168		X4
		Montclair	Dover	South Orange	South Orange	Montclair		Montclair
		Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		Ex. Sat. & Sun.
		P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
		$ 5.43	$ 5.44	$ 5.55	$ 5.59	$ 6.07		$ 6.12
		$ 5.32						
		$ 5.30	$ 5.31	$ 5.42		$ 5.51		
		$ 5.27	5.28	$ 5.39		$ 5.48		
		$ 5.25				$ 5.46		
		$ 5.22				$ 5.44		
		$ 5.19				$ 5.42		
		$ 5.17				$ 5.40		
		5.15				5.38		5.50
				$ 5.38				
				$ 5.37				
			$ 5.26	$ 5.35				
			5.25	$ 5.33				
				$ 5.31				
				$ 5.29				
			$ 5.22	5.27	5.38			
			$ 5.20					
			$ 5.17					
			$ 5.15					
			$ 5.11					
					Equipment for No. 239			Equipment for No. 241
			$ 5.02					
			$ 4.59					
			$ 4.55					
			$ 4.52					
			$ 4.48					
			$ 4.42					
			4.36					
		2	2	2	2	2		2
			2	2	2			
			2					
		P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
		166	634	230	X16	168		X4

WASHINGTON TO

EASTWARD. First Class.

STATIONS	426	X28	2	170	636	X156
	Gladstone	South Orange	Chicago	Montclair	Dover	South Paterson
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 6.18	$ 6.35	$ 6.45	$ 6.42	$ 6.52	$ 7.05
WEST END						
HARRISON				$ 6.31		
NEWARK	$ 6.05		$ 6.28	$ 6.29	$ 6.40	
ROSEVILLE AVENUE	$ 6.02		6.18	$ 6.26	$ 6.36	
AMPERE	Meeting pt.			$ 6.24		
WATSESSING AVE	Nos.			$ 6.21		
BLOOMFIELD	426-423			$ 6.19		
GLEN RIDGE	Lyons			$ 6.17		
MONTCLAIR	Siding			6.15		
GROVE STREET	$ 6.00				$ 6.34	
EAST ORANGE	$ 5.59				$ 6.33	
BRICK CHURCH	$ 5.57		$ 6.15		$ 6.31	
ORANGE	$ 5.55		6.13		$ 6.29	
HIGHLAND AVENUE	$ 5.53				$ 6.27	
MOUNTAIN STATION	$ 5.51				$ 6.25	
SOUTH ORANGE	$ 5.49	6.05	6.10		$ 6.23	
MAPLEWOOD	$ 5.46				$ 6.21	
MILLBURN	$ 5.43		6.07		$ 6.18	
SHORT HILLS	$ 5.41				$ 6.16	
SUMMIT	$ 5.37		$ 6.02		$ 6.12	
WEST SUMMIT SIDING						
NEW PROVIDENCE	$ 5.29					
MURRAY HILL	$ 5.25					
BERKELEY HEIGHTS	$ 5.15					
GILLETTE	$ 5.12					
STIRLING	$ 5.10	Dead-head Equipment				
MILLINGTON	$ 5.07					
LYONS	$ 4.57					
BASKING RIDGE	$ 4.54					
BERNARDSVILLE	$ 4.51					
MINE BROOK						
FAR HILLS	$ 4.44					
PEAPACK	$ 4.40					
GLADSTONE	4.38					
CHATHAM					$ 6.06	
MADISON					$ 6.02	
CONVENT	See Special Instruction 101				$ 5.59	
MORRISTOWN			5.51		$ 5.56	
MORRIS PLAINS					$ 5.52	
MOUNT TABOR						
SECAUCUS						
KINGSLAND						6.50
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT						6.40
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE			5.44		$ 5.45	
DOVER			$ 5.38		5.39	
WHARTON						
CHESTER JUNCTION			5.32			
LAKE HOPATCONG						
PORT MORRIS JCT			5.28			
PORT MORRIS						
SUSSEX BRANCH JCT						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark	2	2	2	2	2	
So. Orange and Roseville Ave.	2	2	2		2	
Millburn and So. Orange	2		2		2	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	426	X28	2	170	636	X156

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class.

X158	X32	428	638	174	528	176	X36	640
South Paterson	Millburn	Stirling	Dover	Montclair	Morristown	Montclair	Millburn	Dover
Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
$ 7.15			$ 7.20	$ 7.26	$ 7.41	$ 7.56		$ 8.11
				$ 7.15				F 8.00
			$ 7.06	$ 7.13	$ 7.28	$ 7.43		$ 7.59
			$ 6.59	$ 7.10	$ 7.25	$ 7.40		$ 7.56
				$ 7.08		$ 7.38		
				$ 7.06		$ 7.36		
				$ 7.04		$ 7.34		
				$ 7.02		$ 7.32		
				7.00		7.30		
			$ 6.57		$ 7.23			$ 7.54
			$ 6.56		$ 7.22			$ 7.53
			$ 6.54		$ 7.20			$ 7.51
			$ 6.52		$ 7.18			$ 7.49
			$ 6.50		$ 7.16			$ 7.47
			$ 6.48		$ 7.14			$ 7.45
	$ 6.31		$ 6.46		$ 7.12		$ 7.19	$ 7.43
			$ 6.43		$ 7.09			$ 7.40
	6.26		$ 6.40		$ 7.06		7.14	$ 7.37
			$ 6.38		$ 7.04			$ 7.35
		$ 6.34	$ 6.34		$ 7.00			$ 7.31
		F 6.31						
		$ 6.28						
		F 6.22						
	No Passengers	F 6.20					Dead-head Equipment	
		6.17						
			$ 6.27		$ 6.54			$ 7.25
			$ 6.23		$ 6.50			$ 7.21
		See Special Instruction 101	$ 6.18		$ 6.47			$ 7.18
			$ 6.14		6.44			$ 7.15
			$ 6.10					$ 7.11
7.00								
6.49								
			$ 6.03					$ 7.05
			5.57					6.59
			2	1	2	2		2
			2		2			2
	2		2		2		1	2
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
X158	X32	428	638	174	528	176	X36	640

WASHINGTON TO

EASTWARD. First Class.

STATIONS	178	430	642	318		
	Montclair	Gladstone	Dover	Summit		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Ar	P. M.	P. M.	P. M.	P. M.		
HOBOKEN	$ 8.39		$ 9.00	$ 9.11		
WEST END						
HARRISON						
NEWARK	$ 8.25		$ 8.47	$ 8.59		
ROSEVILLE AVENUE	$ 8.22		8.44	$ 8.56		
AMPERE	$ 8.20					
WATSESSING AVE.	$ 8.18					
BLOOMFIELD	$ 8.16					
GLEN RIDGE	$ 8.14					
MONTCLAIR	8.12					
GROVE STREET				$ 8.55		
EAST ORANGE				$ 8.53		
BRICK CHURCH				$ 8.51		
ORANGE			8.41	$ 8.49		
HIGHLAND AVENUE				$ 8.47		
MOUNTAIN STATION				$ 8.45		
SOUTH ORANGE			8.38	$ 8.43		
MAPLEWOOD				$ 8.41		
MILLBURN			8.35	$ 8.38		
SHORT HILLS				$ 8.36		
SUMMIT		$ 8.25	$ 8.31	8.32		
WEST SUMMIT SIDING						
NEW PROVIDENCE		$ 8.21				
MURRAY HILL		$ 8.18				
BERKELEY HEIGHTS		$ 8.14				
GILLETTE		$ 8.11				
STIRLING		$ 8.08				
MILLINGTON		$ 8.02				
LYONS		$ 7.59				
BASKING RIDGE		$ 7.56				
BERNARDSVILLE		$ 7.53				
MINE BROOK						
FAR HILLS		$ 7.46				
PEAPACK		$ 7.42				
GLADSTONE		7.40				
CHATHAM		See Special Instruction 101	$ 8.25			
MADISON			$ 8.21			
CONVENT			$ 8.18			
MORRISTOWN			$ 8.15			
MORRIS PLAINS			$ 8.11			
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE			$ 8.05			
DOVER			7.59			
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
PORT MORRIS						
SUSSEX BRANCH JCT						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark	2		2	2		
So. Orange and Roseville Ave.			2	2		
Millburn and So. Orange			2	2		
	P. M.	P. M.	P. M.	P. M.		
	178	430	642	318		

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches. WEEK-DAY TRAINS.

EASTWARD. First Class.

	180	644	X110	184	320	1042	432	646
	Montclair	Dover	Netcong	Montclair	Summit	Branchville	Gladstone	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 9.26	$ 10.11		$ 10.26	$ 10.40	$ 10.50		$ 11.11
WEST END								
HARRISON								F 11.00
NEWARK	$ 9.13	$ 9.59		$ 10.13	$ 10.27			$ 10.59
ROSEVILLE AVENUE	$ 9.10	$ 9.56		$ 10.10	$ 10.25			$ 10.56
AMPERE	$ 9.08			$ 10.08				
WATSESSING AVE.	$ 9.06			$ 10.06				
BLOOMFIELD	$ 9.04			$ 10.04				
GLEN RIDGE	$ 9.02			$ 10.02				
MONTCLAIR	9.00			10.00				
GROVE STREET		$ 9.54			$ 10.24			$ 10.54
EAST ORANGE		$ 9.53			$ 10.23			$ 10.53
BRICK CHURCH		$ 9.51			$ 10.21			$ 10.51
ORANGE		$ 9.49			$ 10.19	$ 10.28		$ 10.49
HIGHLAND AVENUE		$ 9.47			$ 10.17			$ 10.47
MOUNTAIN STATION		$ 9.45			$ 10.15			$ 10.45
SOUTH ORANGE		$ 9.43			$ 10.13	9.58		$ 10.43
MAPLEWOOD		$ 9.40			$ 10.10			$ 10.40
MILLBURN		$ 9.37			$ 10.07	9.55		$ 10.37
SHORT HILLS		$ 9.35			$ 10.05			$ 10.35
SUMMIT		$ 9.31			10.01	$ 9.50	$ 10.30	$ 10.31
WEST SUMMIT SIDING							F 10.28	
NEW PROVIDENCE							F 10.26	
MURRAY HILL								
BERKELEY HEIGHTS							F 10.23	
GILLETTE							F 10.20	
STIRLING		See Special Instruction 130	No Passengers			No Passengers	F 10.18	See Special Instruction 130
MILLINGTON							F 10.15	
LYONS							F 10.12	
BASKING RIDGE							F 10.09	
BERNARDSVILLE							F 10.07	
MINE BROOK								
FAR HILLS							F 10.01	
PEAPACK							F 9.58	
GLADSTONE							9.56	
CHATHAM		$ 9.25						$ 10.25
MADISON		$ 9.21						$ 10.21
CONVENT		$ 9.18					See Special Instruction 101	$ 10.18
MORRISTOWN		$ 9.15				9.34		$ 10.15
MORRIS PLAINS		$ 9.11						$ 10.11
MOUNT TABOR								
SECAUCUS								
KINGSLAND								
LYNDHURST								
DELAWANNA								
PASSAIC			See Special Instruction 101			See Special Instruction 101		
ATHENIA								
PATERSON JCT								
PATERSON								
LITTLE FALLS								
MOUNTAIN VIEW								
ERIE CROSSING								
LINCOLN PARK								
TOWACO			Dead-head Equipment			Dead-head Equipment		
MONTVILLE								
BOONTON								
MOUNTAIN LAKES								
DENVILLE		$ 9.05				9.26		$ 10.05
DOVER		8.59	$ 9.01			9.20		9.59
WHARTON								
CHESTER JUNCTION			8.51			9.15		
LAKE HOPATCONG								
PORT MORRIS JCT			8.38			9.10		
PORT MORRIS			8.35			9.08		
SUSSEX BRANCH JCT			8.32			9.06		
NETCONG			8.30					
WATERLOO								
HACKETTSTOWN								
PORT MURRAY								
WASHINGTON								
Roseville Ave. and Newark	2	2		2	2	2		2
So. Orange and Roseville Ave.		2			2	2		2
Millburn and So. Orange		2			2	2		2
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	180	644	X110	184	320	1042	432	646

WASHINGTON TO

EASTWARD. First Class.

STATIONS	188	44	648	192	650
	Montclair	Scranton	Dover	Montclair	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Ar	P. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	S 11.26	S 12.05	S 12.18	S 12.26	S 1.01
WEST END					
HARRISON				S 12.15	
NEWARK	S 11.13	S 11.50	S 12.06	S 12.13	S 12.49
ROSEVILLE AVENUE	S 11.10	11.42	S 12.03	S 12.10	F 12.47
AMPERE	S 11.08			S 12.08	
WATSESSING AVE.	S 11.06			S 12.06	
BLOOMFIELD	S 11.04			S 12.04	
GLEN RIDGE	S 11.02			S 12.02	
MONTCLAIR	11.00			S 11.59	
GROVE STREET			S 12.01		F 12.46
EAST ORANGE			S 12.00		S 12.45
BRICK CHURCH		SS11.40	S 11.58		S 12.43
ORANGE		11.39	S 11.56		S 12.41
HIGHLAND AVENUE			S 11.54		F 12.39
MOUNTAIN STATION			S 11.52		F 12.37
SOUTH ORANGE		11.36	S 11.50		S 12.36
MAPLEWOOD			S 11.47		S 12.34
MILLBURN		11.33	S 11.44		S 12.32
SHORT HILLS			S 11.42		S 12.30
SUMMIT		SS11.28	S 11.38		S 12.27
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS		See Notes Page 151			See Special Instruction 130
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM			S 11.32		S 12.22
MADISON			S 11.28		S 12.19
CONVENT			F 11.25		F 12.16
MORRISTOWN		11.17	S 11.22		S 12.14
MORRIS PLAINS			S 11.18		S 12.10
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON					
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE		11.10	S 11.12		S 12.03
DOVER		S 11.04	11.06		11.57
WHARTON					
CHESTER JUNCTION		10.58			
LAKE HOPATCONG					
PORT MORRIS JCT.		10.54			
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2	2	2	2	2
So. Orange and Roseville Ave.		2	2		2
Millburn and So. Orange		2	2		2
	P. M.	P. M.	P. M.	P. M.	P. M.
	188	44	648	192	650

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

WEEK-DAY TRAINS.

EASTWARD. First Class.

HOBOKEN TO

WESTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	Distance Between Stations	STATIONS	601 Dover Ex. Sat. & Sun.	15 Buffalo Ex. Sat. & Sun.	603 Dover Ex. Sa. Su. & Mon.
			Lv	A. M.	A. M.	A. M.
			HOBOKEN N	12.30	12.55	1.30
	1.92	1.92	WEST END N			
	7.13	5.21	HARRISON	$ 12.41		$ 1.41
	7.79	0.66	NEWARK N	$ 12.43		$ 1.43
	9.02	1.23	ROSEVILLE AVENUE D	$ 12.45		$ 1.45
	9.68	0.66	AMPERE			
	10.91	1.23	WATSESSING AVE.			
	11.61	0.70	BLOOMFIELD			
	12.20	0.59	GLEN RIDGE			
	13.12	0.92	MONTCLAIR D			
	9.56	0.54	GROVE STREET	$ 12.46		$ 1.46
	10.01	0.45	EAST ORANGE	$ 12.48		$ 1.48
	10.60	0.59	BRICK CHURCH	$ 12.50		$ 1.50
	11.46	0.86	ORANGE	$ 12.52		$ 1.52
	12.16	0.70	HIGHLAND AVENUE	$ 12.54		$ 1.54
	13.10	0.94	MOUNTAIN STATION	$ 12.56		$ 1.56
	13.85	0.75	SOUTH ORANGE D	$ 12.58		$ 1.58
	15.15	1.30	MAPLEWOOD	$ 1.00		$ 2.00
	16.76	1.61	MILLBURN	$ 1.03		$ 2.03
	17.84	1.08	SHORT HILLS	F 1.05		F 2.05
	20.11	2.27	SUMMIT D	$ 1.09		$ 2.09
	21.23	1.12	WEST SUMMIT SIDING			Will not operate Nov. 23, Dec. 26, Jan. 2.
	21.79	0.56	NEW PROVIDENCE			
17	23.38	1.59	MURRAY HILL D			
7	25.76	2.38	BERKELEY HEIGHTS			
	27.14	1.38	GILLETTE			
20	28.50	1.36	STIRLING D			
18	30.12	1.62	MILLINGTON D			
20	31.77	1.65	LYONS			
	33.64	1.87	BASKING RIDGE D			
11	34.80	1.16	BERNARDSVILLE D			
	37.45	2.65	MINE BROOK			
10	38.95	1.50	FAR HILLS D			
	41.34	2.39	PEAPACK			
	42.26	0.92	GLADSTONE D			
	23.53	3.42	CHATHAM	$ 1.15		$ 2.15
	25.53	2.00	MADISON	$ 1.18		$ 2.18
	27.69	2.16	CONVENT	$ 1.22		F 2.22
	29.79	2.10	MORRISTOWN D	$ 1.26		$ 2.26
	32.00	2.21	MORRIS PLAINS	$ 1.30		$ 2.30
	35.71	3.71	MOUNT TABOR			
	3.70	1.78	SECAUCUS			
	7.63	3.93	KINGSLAND		1.09	
	8.21	0.58	LYNDHURST			
	9.31	1.10	DELAWANNA			
	10.57	1.26	PASSAIC			
	12.20	1.63	ATHENIA			
	13.60	1.40	PATERSON JCT.		1.17	
	15.05	1.45	PATERSON			
	18.20	3.15	LITTLE FALLS			
	20.54	2.34	MOUNTAIN VIEW			
	21.10	0.56	ERIE CROSSING		1.27	
120	22.88	1.78	LINCOLN PARK			
	25.13	2.25	TOWACO			
	27.75	2.62	MONTVILLE			
	29.23	1.48	BOONTON D			
	31.18	1.95	MOUNTAIN LAKES			
	33.93	2.75	DENVILLE N	$ 1.37	1.41	$ 2.37
	38.12	4.19	DOVER N	$ 1.43	1.47	$ 2.43
	40.08	1.96	WHARTON			
	41.27	1.19	CHESTER JUNCTION		1.52	
	45.48	4.21	LAKE HOPATCONG			
	45.74	0.26	PORT MORRIS JCT. N		1.57	
	46.54	1.06	PORT MORRIS			
	47.37	0.83	SUSSEX BRANCH JCT.			
	47.99	0.62	NETCONG D			
	51.19	3.20	WATERLOO			
53	56.77	5.58	HACKETTSTOWN D			
	63.12	6.35	PORT MURRAY			
12	66.56	3.44	WASHINGTON D			
			Newark and Roseville Ave.	3		3
			Roseville Ave. and So. Orange.	3		3
			So. Orange and Millburn	3		3
				A. M.	A. M.	A. M.
				601	15	603

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

X111 Newton Ex. Sat. & Sun.	X151 South Paterson Ex. Sat. & Sun.	X1 Montclair Ex. Sat. & Sun.	505 Morristown Ex. Sat. & Sun.	107 Montclair Ex. Sat. & Sun.	301 Summit Ex. Sat. & Sun.	X41 Berkeley Heights Ex. Sat. & Sun.	605 Dover Ex. Sat. & Sun.	405 Gladstone Ex. Sat. & Sun.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	5.45	5.45	6.15	6.30	6.35		7.00	
			$ 6.26	$ 6.41				
		5.58	$ 6.29	$ 6.43	$ 6.48		$ 7.13	
		6.00	$ 6.31	$ 6.46	6.50		$ 7.16	
				$ 6.48				Meeting pt. for Nos. 405-412 Lyons Siding
				$ 6.50				
				$ 6.52				
				F 6.54				
		$ 6.08		$ 6.57				
			$ 6.33				$ 7.17	
			$ 6.35				$ 7.19	
			$ 6.37		$ 6.54		$ 7.21	
			$ 6.39		$ 6.56		$ 7.23	
			$ 6.41				$ 7.25	
			$ 6.43				$ 7.27	
			$ 6.45		$ 7.10	6.55	$ 7.29	
			$ 6.48		$ 7.12		$ 7.31	
			$ 6.51		$ 7.15		$ 7.34	
			$ 6.54		$ 7.17		$ 7.37	
			$ 6.58		$ 7.21	7.05	$ 7.42	7.46
								$ 7.49
						$ 7.20		$ 7.52
						$ 7.25		$ 7.59
See Special Instruction 101		Equipment for No. 124			Equipment for No. 304			F 8.02
								$ 8.05
								$ 8.08
								$ 8.18
								$ 8.22
								$ 8.25
						See Special Instruction 101		$ 8.32
								$ 8.36
								$ 8.38
			$ 7.04				$ 7.49	
			$ 7.07			No Pscr.	$ 7.52	
			$ 7.11	See Special Instruction 130			$ 7.56	See Special Instruction 101
			$ 7.15				$ 8.00	
							$ 8.04	
	6.00							
	6.10							
Equipment for No. 1022								
5.28							$ 8.11	
							$ 8.17	
5.31								
5.37								
5.39								
5.41								
		3	3	3	3		3	
			3		3		3	
			3		3	3	3	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
X111	X151	X1	505	107	301	X41	605	405

HOBOKEN TO

WESTWARD. First Class.

STATIONS	111	X155	X33	305	41	
	Montclair	South Paterson	Summit	Summit	Scranton	
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	
Lv	A. M.	A. M.	A. M.	A. M.	A. M.	
HOBOKEN	7.15	7.20		7.30	7.45	
WEST END						
HARRISON	$ 7.27			$ 7.41		
NEWARK	$ 7.29			$ 7.43		
ROSEVILLE AVENUE	$ 7.32			$ 7.46		
AMPERE	$ 7.34					
WATSESSING AVE.	$ 7.36					
BLOOMFIELD	$ 7.38					
GLEN RIDGE	$ 7.40					
MONTCLAIR	$ 7.43					
GROVE STREET				$ 7.47		
EAST ORANGE				$ 7.49		
BRICK CHURCH				$ 7.51		
ORANGE				$ 7.53		
HIGHLAND AVENUE				$ 7.55		
MOUNTAIN STATION				$ 7.57		
SOUTH ORANGE			7.47	$ 7.59		
MAPLEWOOD				$ 8.02		
MILLBURN				$ 8.05		
SHORT HILLS				$ 8.08		
SUMMIT			$ 8.00	$ 8.13		
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS			Equipment for No. 308			
GILLETTE						
STIRLING						
MILLINGTON						
LYONS						
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM				See Special Instruction 130		
MADISON						
CONVENT						
MORRISTOWN						
MORRIS PLAINS						
MOUNT TABOR						
SECAUCUS						
KINGSLAND		7.35			7.57	
LYNDHURST					$ 8.00	
DELAWANNA						
PASSAIC					$ 8.07	
ATHENIA						
PATERSON JCT.		7.52			8.14	
PATERSON					$ 8.17	
LITTLE FALLS						
MOUNTAIN VIEW					$ 8.25	
ERIE CROSSING					8.26	
LINCOLN PARK					$ 8.30	
TOWACO					$ 8.34	
MONTVILLE						
BOONTON					$ 8.50	
MOUNTAIN LAKES					$ 8.54	
DENVILLE					8.59	
DOVER					$ 9.15	
WHARTON						
CHESTER JUNCTION					9.20	
LAKE HOPATCONG						
PORT MORRIS JCT.					9.27	
PORT MORRIS						
SUSSEX BRANCH JCT.						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3			3		
Roseville Ave. and So. Orange				3		
So. Orange and Millburn			3	3		
	A. M.	A. M.	A. M.	A. M.	A. M.	
	111	X155	X33	305	41	

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS

WESTWARD. First Class.

	113	X105	X27	X29	607	407	303	501
	Montclair	Denville	South Orange	South Orange	Dover	Gladstone	Summit	Morristown
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	7.48	7.50	7.57	8.09	8.15		8.30	8.35
WEST END								
HARRISON	$ 8.00							
NEWARK	$ 8.05	8.07			$ 8.29		$ 8.45	$ 8.50
ROSEVILLE AVENUE	$ 8.08	8.09			$ 8.32		$ 8.47	8.52
AMPERE	$ 8.10							
WATSESSING AVE.	$ 8.12							
BLOOMFIELD	$ 8.14							
GLEN RIDGE	$ 8.16							
MONTCLAIR	$ 8.19							
GROVE STREET					$ 8.33			
EAST ORANGE					$ 8.35			
BRICK CHURCH					$ 8.37		$ 8.51	
ORANGE		8.13			$ 8.40		$ 8.53	8.55
HIGHLAND AVENUE					$ 8.42			
MOUNTAIN STATION					$ 8.44			
SOUTH ORANGE		8.16	$ 8.20	$ 8.30	$ 8.46		$ 9.02	$ 8.58
MAPLEWOOD					$ 8.48			$ 9.01
MILLBURN		8.20			$ 8.51		9.08	$ 9.04
SHORT HILLS					$ 8.53			$ 9.07
SUMMIT		8.25			$ 8.58	9.02	$ 9.15	$ 9.11
WEST SUMMIT SIDING								
NEW PROVIDENCE						$ 9.05		
MURRAY HILL						$ 9.08		
BERKELEY HEIGHTS						$ 9.13		
GILLETTE						$ 9.16		
STIRLING		Equipment for No. 1026	Equipment for No. 222	Equipment for No. 224		$ 9.19		
MILLINGTON						$ 9.22		
LYONS						$ 9.25		
BASKING RIDGE						$ 9.28		
BERNARDSVILLE						$ 9.31		
MINE BROOK								
FAR HILLS						$ 9.38		
PEAPACK						$ 9.42		
GLADSTONE						$ 9.44		
CHATHAM					$ 9.03	See Special Instruction 101	No Pegr. West of South Orange	$ 9.17
MADISON					$ 9.06			$ 9.21
CONVENT					$ 9.10			$ 9.25
MORRISTOWN		8.35			$ 9.14			$ 9.30
MORRIS PLAINS					$ 9.18			
MOUNT TABOR								
SECAUCUS								
KINGSLAND								
LYNDHURST								
DELAWANNA								
PASSAIC								
ATHENIA								
PATERSON JCT.								
PATERSON								
LITTLE FALLS								
MOUNTAIN VIEW								
ERIE CROSSING								
LINCOLN PARK								
TOWACO								
MONTVILLE								
BOONTON								
MOUNTAIN LAKES								
DENVILLE		$ 8.44			$ 9.24			
DOVER					$ 9.30			
WHARTON								
CHESTER JUNCTION								
LAKE HOPATCONG								
PORT MORRIS JCT.								
PORT MORRIS								
SUSSEX BRANCH JCT.								
NETCONG								
WATERLOO								
HACKETTSTOWN								
PORT MURRAY								
WASHINGTON								
Newark and Roseville Ave.	3	3	3	3	3		3	3
Roseville Ave. and So. Orange		3	3	3	3		3	1
So. Orange and Millburn		3			3		3	1
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	113	X105	X27	X29	607	407	303	501

HOBOKEN TO

WESTWARD — First Class.

STATIONS	X17	117	609	119		
	South Orange	Montclair	Dover	Montclair		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Lv	A. M.	A. M.	A. M.	A. M.		
HOBOKEN	8.37	8.39	9.00	9.15		
WEST END						
HARRISON		$ 8.50		$ 9.26		
NEWARK		$ 8.54	$ 9.13	$ 9.28		
ROSEVILLE AVENUE		$ 8.57	$ 9.16	$ 9.31		
AMPERE		$ 8.59		$ 9.33		
WATSESSING AVE		$ 9.01		$ 9.35		
BLOOMFIELD		$ 9.03		$ 9.37		
GLEN RIDGE		$ 9.05		$ 9.39		
MONTCLAIR		$ 9.08		$ 9.42		
GROVE STREET			$ 9.17			
EAST ORANGE			$ 9.19			
BRICK CHURCH			$ 9.21			
ORANGE			$ 9.23			
HIGHLAND AVENUE			$ 9.25			
MOUNTAIN STATION			$ 9.27			
SOUTH ORANGE	$ 8.59		$ 9.29			
MAPLEWOOD			$ 9.31			
MILLBURN			$ 9.34			
SHORT HILLS			$ 9.36			
SUMMIT			$ 9.40			
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS	Dead-head Equipment					
GILLETTE						
STIRLING						
MILLINGTON						
LYONS						
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM			$ 9.46			
MADISON			$ 9.49			
CONVENT			$ 9.53			
MORRISTOWN			$ 9.57			
MORRIS PLAINS			$ 10.01			
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE			$ 10.08			
DOVER			$ 10.14			
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT						
PORT MORRIS						
SUSSEX BRANCH JCT						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3	3	3	3		
Roseville Ave. and So. Orange.	3		3			
So. Orange and Millburn			3			
	A. M.	A. M.	A. M.	A. M.		
	X17	117	609	119		

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK DAY TRAINS.

WESTWARD — First Class.

	507	611	409	123	1	509	613	127
	Morristown	Dover	Gladstone	Montclair	Chicago	Morristown	Dover	Montclair
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	9.30	10.00		10.15	10.20	10.30	11.00	11.15
	$ 9.43	$ 10.13		$ 10.28	$ 10.35	$ 10.43	$ 11.13	$ 11.28
	$ 9.46	$ 10.15		$ 10.31	10.37	$ 10.46	$ 11.16	$ 11.31
				$ 10.33				$ 11.33
				$ 10.35				$ 11.35
				$ 10.37				$ 11.37
				$ 10.39				$ 11.39
				$ 10.42				$ 11.42
	$ 9.47					$ 10.47	$ 11.17	
	$ 9.49	$ 10.17				$ 10.49	$ 11.19	
	$ 9.51	$ 10.19			$ 10.43	$ 10.51	$ 11.21	
	$ 9.53	$ 10.21			10.44	$ 10.53	$ 11.23	
	$ 9.55	$ 10.23				$ 10.55	$ 11.25	
	$ 9.57					$ 10.57	$ 11.27	
	$ 9.59	$ 10.25			10.47	$ 10.59	$ 11.29	
	$ 10.01	$ 10.27				$ 11.01	$ 11.31	
	$ 10.04	$ 10.30			10.50	$ 11.04	$ 11.34	
	$ 10.06	$ 10.32				$ 11.06	$ 11.36	
	$ 10.10	$ 10.36	10.42		$ 10.56	$ 11.10	$ 11.40	
			$ 10.46					
			$ 10.51					
			$ 10.55					
			$ 10.58					
			$ 11.01					
			$ 11.04					
			$ 11.07					
			$ 11.10					
			$ 11.12					
			$ 11.18					
			$ 11.22					
			$ 11.24					
	$ 10.16	$ 10.42	See Special Instruction 101			$ 11.16	$ 11.46	
	$ 10.19	$ 10.45				$ 11.19	$ 11.49	
	$ 10.23	$ 10.49				$ 11.23	$ 11.53	
	$ 10.27	$ 10.53			11.06	$ 11.27	$ 11.57	
		$ 10.57					$ 12.01	
		$ 11.04			11.15		$ 12.08	
		$ 11.10			$ 11.22		$ 12.14	
					11.26			
					11.33			
	3	3		3	3	3	3	3
	3	3			1	3	3	
	3	3			1	3	3	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
	507	611	409	123	1	509	613	127

HOBOKEN TO

WESTWARD. First Class.

STATIONS	511	615	131	513	621
	Morristown	Dover	Montclair	Morristown	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Lv	A. M.	Noon	P. M.	P. M.	P. M.
HOBOKEN	11.30	12.00	12.15	12.30	1.00
WEST END					
HARRISON					
NEWARK	$ 11.43	$ 12.13	$ 12.28	$ 12.43	$ 1.13
ROSEVILLE AVENUE	$ 11.46	$ 12.16	$ 12.31	$ 12.46	$ 1.16
AMPERE			$ 12.33		
WATSESSING AVE.			$ 12.35		
BLOOMFIELD			$ 12.37		
GLEN RIDGE			$ 12.39		
MONTCLAIR			$ 12.42		
GROVE STREET	$ 11.47	$ 12.17		$ 12.47	$ 1.17
EAST ORANGE	$ 11.49	$ 12.19		$ 12.49	$ 1.19
BRICK CHURCH	$ 11.51	$ 12.21		$ 12.51	$ 1.21
ORANGE	$ 11.53	$ 12.23		$ 12.53	$ 1.23
HIGHLAND AVENUE	$ 11.55	$ 12.25		$ 12.55	$ 1.25
MOUNTAIN STATION	$ 11.57	$ 12.27		$ 12.57	$ 1.27
SOUTH ORANGE	$ 11.59	$ 12.29		$ 12.59	$ 1.29
MAPLEWOOD	$ 12.01	$ 12.31		$ 1.01	$ 1.31
MILLBURN	$ 12.04	$ 12.34		$ 1.04	$ 1.34
SHORT HILLS	$ 12.06	$ 12.36		$ 1.06	$ 1.36
SUMMIT	$ 12.10	$ 12.40		$ 1.10	$ 1.40
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS					
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM	$ 12.16	$ 12.46		$ 1.16	$ 1.46
MADISON	$ 12.19	$ 12.49		$ 1.19	$ 1.49
CONVENT	$ 12.23	$ 12.53		$ 1.23	$ 1.53
MORRISTOWN	$ 12.27	$ 12.57		$ 1.27	$ 1.57
MORRIS PLAINS		$ 1.01			$ 2.01
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON					
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE		$ 1.08			$ 2.08
DOVER		$ 1.14			$ 2.14
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Newark and Roseville Ave.	3	3	3	3	3
Roseville Ave. and So. Orange	3	3		3	3
So. Orange and Millburn	3	3		3	3
	P. M.	P. M.	P. M.	P. M.	P. M.
	511	615	131	513	621

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

	417	135	517	1013	627	143	521	421
	Gladstone	Montclair	Morristown	Dover	Dover	Montclair	Morristown	Gladstone
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN		1.15	1.30	2.00	2.00	2.15	2.30	
WEST END								
HARRISON								
NEWARK		$ 1.28	$ 1.43		$ 2.13	$ 2.28	$ 2.43	
ROSEVILLE AVENUE		$ 1.31	$ 1.46		$ 2.16	$ 2.31	$ 2.46	
AMPERE		$ 1.33				$ 2.33		
WATSESSING AVE.		$ 1.35				$ 2.35		
BLOOMFIELD		$ 1.37				$ 2.37		
GLEN RIDGE		$ 1.39				$ 2.39		
MONTCLAIR		$ 1.42				$ 2.42		
GROVE STREET			$ 1.47		$ 2.17		$ 2.47	
EAST ORANGE			$ 1.49		$ 2.19		$ 2.49	
BRICK CHURCH			$ 1.51		$ 2.21		$ 2.51	
ORANGE			$ 1.53		$ 2.23		$ 2.53	
HIGHLAND AVENUE			$ 1.55		$ 2.25		$ 2.55	
MOUNTAIN STATION			$ 1.57		$ 2.27		$ 2.57	
SOUTH ORANGE			$ 1.59		$ 2.29		$ 2.59	
MAPLEWOOD			$ 2.01		$ 2.31		$ 3.01	
MILLBURN			$ 2.04		$ 2.34		$ 3.04	
SHORT HILLS			$ 2.06		$ 2.36		$ 3.06	
SUMMIT	1.43		$ 2.10		$ 2.40		$ 3.10	3.13
WEST SUMMIT SIDING								
NEW PROVIDENCE	$ 1.46							$ 3.16
MURRAY HILL	$ 1.49							$ 3.19
BERKELEY HEIGHTS	$ 1.53							$ 3.23
GILLETTE	$ 1.56							$ 3.25
STIRLING	$ 1.59							$ 3.28
MILLINGTON	$ 2.02							$ 3.31
LYONS	$ 2.05							$ 3.34
BASKING RIDGE	$ 2.08							$ 3.37
BERNARDSVILLE	$ 2.11							$ 3.40
MINE BROOK								
FAR HILLS	$ 2.17							$ 3.46
PEAPACK	$ 2.21							$ 3.50
GLADSTONE	$ 2.23							$ 3.52
CHATHAM			$ 2.16		$ 2.46		$ 3.16	
MADISON			$ 2.19		$ 2.49		$ 3.19	
CONVENT	See Special Instruction 101		$ 2.23	See Special Instruction 130	$ 2.53		$ 3.23	See Special Instruction 101
MORRISTOWN			$ 2.27		$ 2.57		$ 3.27	
MORRIS PLAINS					$ 3.01			
MOUNT TABOR								
SECAUCUS								
KINGSLAND								
LYNDHURST				$ 2.14				
DELAWANNA				$ 2.16				
PASSAIC				F 2.19				
ATHENIA				$ 2.22				
PATERSON JCT.				F 2.25				
PATERSON				2.28				
LITTLE FALLS				$ 2.31				
MOUNTAIN VIEW								
ERIE CROSSING				$ 2.39				
LINCOLN PARK				2.40				
TOWACO				$ 2.43				
MONTVILLE				$ 2.47				
BOONTON				F 2.51				
MOUNTAIN LAKES				$ 2.54				
DENVILLE				$ 2.57				
DOVER				$ 3.04	$ 3.08			
WHARTON				$ 3.10	$ 3.14			
CHESTER JUNCTION								
LAKE HOPATCONG								
PORT MORRIS JCT.								
PORT MORRIS								
SUSSEX BRANCH JCT.								
NETCONG								
WATERLOO								
HACKETTSTOWN								
PORT MURRAY								
WASHINGTON								
Newark and Roseville Ave.		3	3		3	3	3	
Roseville Ave. and So. Orange			3		3		3	
So. Orange and Millburn			3		3		3	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	417	135	517	1013	627	143	521	421

HOBOKEN TO

WESTWARD. First Class.

STATIONS	145	629	147	209		
	Montclair	Dover	Montclair	South Orange		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Lv	P. M.	P. M.	P. M.	P. M.		
HOBOKEN	2.45	3.00	3.15	3.30		
WEST END						
HARRISON	$ 2.56	$ 3.11	$ 3.26	$ 3.41		
NEWARK	$ 2.58	$ 3.13	$ 3.28	$ 3.43		
ROSEVILLE AVENUE	$ 3.01	$ 3.16	$ 3.31	$ 3.46		
AMPERE	$ 3.03		$ 3.33			
WATSESSING AVE.	$ 3.05		$ 3.35			
BLOOMFIELD	$ 3.07		$ 3.37			
GLEN RIDGE	$ 3.09		$ 3.39			
MONTCLAIR	$ 3.12		$ 3.42			
GROVE STREET		$ 3.17		$ 3.47		
EAST ORANGE		$ 3.19		$ 3.49		
BRICK CHURCH		$ 3.21		$ 3.51		
ORANGE		$ 3.23		$ 3.53		
HIGHLAND AVENUE		$ 3.25		$ 3.55		
MOUNTAIN STATION		$ 3.27		$ 3.57		
SOUTH ORANGE		$ 3.29		$ 3.59		
MAPLEWOOD		$ 3.31				
MILLBURN		$ 3.34				
SHORT HILLS		$ 3.36				
SUMMIT		$ 3.40				
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS		See Special Instruction 130				
GILLETTE						
STIRLING						
MILLINGTON						
LYONS						
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM		$ 3.46				
MADISON		$ 3.49				
CONVENT		$ 3.53				
MORRISTOWN		$ 3.57				
MORRIS PLAINS		$ 4.01				
MOUNT TABOR		F 4.07				
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT.						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE		$ 4.09				
DOVER		$ 4.15				
WHARTON						
CHESTER JUNCTION						
LAKE HOPATCONG						
PORT MORRIS JCT.						
PORT MORRIS						
SUSSEX BRANCH JCT.						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3	3	3	3		
Roseville Ave. and So. Orange		3		3		
So. Orange and Millburn		3				
	P. M.	P. M.	P. M.	P. M.		
	145	629	147	209		

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches
Boonton Line and Washington Line.

WEEK-DAY TRAINS.

WESTWARD. First Class.

	631	211	149	633	423	309	1015	635
	Dover	South Orange	Montclair	Dover	Gladstone	Summit	Branchville	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	3.45	4.00	4.03	4.15		4.15	4.30	4.35
		$ 4.11	$ 4.15			$ 4.27		$ 4.46
	$ 3.58	$ 4.13	$ 4.17	$ 4.28		$ 4.30		$ 4.48
	4.00	$ 4.16	$ 4.20	4.30		$ 4.33		4.50
			$ 4.22		Meeting pt. Nos. 423-426 Lyons Siding			
			$ 4.24					
			$ 4.26					
			$ 4.28					
			$ 4.31					
		$ 4.17				$ 4.35		
		$ 4.19				$ 4.37		
		$ 4.21				$ 4.39		
	4.04	$ 4.23		4.33		$ 4.41		4.53
		$ 4.25				$ 4.43		
		$ 4.27				$ 4.45		
	$ 4.07	$ 4.30		4.36		$ 4.47		4.56
	$ 4.10					$ 4.50		
	$ 4.13			4.39		$ 4.53		4.59
	$ 4.16			$ 4.41		$ 4.55		
	$ 4.21			$ 4.46	4.48	$ 5.00		$ 5.04
					$ 4.53			
					4.56			
					5.00		See Special Instructions 101 and 130	
					5.02			
					5.04			
					$ 5.07			
					$ 5.10			
					$ 5.14		No Psgrs. West of Newton	
					$ 5.17			
					$ 5.21			
					$ 5.23			
	$ 4.27	See Special Instruction 130		$ 4.52	See Special Instruction 101			$ 5.10
	$ 4.30			$ 4.55				$ 5.13
	$ 4.34			$ 4.59				$ 5.17
	$ 4.38			$ 5.03				$ 5.21
	$ 4.42			$ 5.07				$ 5.25
	$ 4.48			$ 5.13				$ 5.31
							$ 4.46	
							$ 4.49	
							$ 4.52	
							$ 4.55	
							$ 4.58	
							5.01	
							$ 5.04	
							$ 5.12	
							5.13	
							$ 5.16	
							$ 5.20	
							F 5.24	
							$ 5.27	
							$ 5.30	
	$ 4.50			$ 5.15			$ 5.38	$ 5.33
	$ 4.56			$ 5.21			$ 5.46	$ 5.40
							5.50	
							$ 5.58	
							6.00	
							6.02	
							6.03	
	3	3	3	3		3		3
	1	3		1		3		1
	1			1		3		1
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	631	211	149	633	423	309	1015	635

HOBOKEN TO

WESTWARD. First Class.

STATIONS	151	427	217	43		
	Montclair	Gladstone	South Orange	Elmira		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Lv	P. M.	P. M.	P. M.	P. M.		
HOBOKEN	4.37	4.42	4.45	4.45		
WEST END						
HARRISON	$ 4.48	$ 4.53	$ 4.56			
NEWARK	$ 4.50	$ 4.56	$ 4.58	$ 5.00		
ROSEVILLE AVENUE	4.52	4.58	$ 5.01	5.02		
AMPERE	$ 4.54					
WATSESSING AVE.	$ 4.56					
BLOOMFIELD	$ 4.58					
GLEN RIDGE	$ 5.00					
MONTCLAIR	$ 5.03					
GROVE STREET			$ 5.04			
EAST ORANGE			$ 5.06			
BRICK CHURCH			$ 5.08	$ 5.07		
ORANGE		5.01	$ 5.10	5.08		
HIGHLAND AVENUE			$ 5.12			
MOUNTAIN STATION			$ 5.14			
SOUTH ORANGE		5.04	$ 5.16	5.11		
MAPLEWOOD		$ 5.07				
MILLBURN		$ 5.10		5.14		
SHORT HILLS		$ 5.13				
SUMMIT		$ 5.18		$ 5.21		
WEST SUMMIT SIDING						
NEW PROVIDENCE		$ 5.21				
MURRAY HILL		$ 5.25				
BERKELEY HEIGHTS		$ 5.29				
GILLETTE		$ 5.32				
STIRLING		$ 5.34				
MILLINGTON		$ 5.37				
LYONS		$ 5.40				
BASKING RIDGE		$ 5.43				
BERNARDSVILLE		$ 5.46				
MINE BROOK		F 5.50				
FAR HILLS		$ 5.53				
PEAPACK		$ 5.57				
GLADSTONE		$ 5.59				
CHATHAM		See Special Instruction 101				
MADISON						
CONVENT						
MORRISTOWN				5.31		
MORRIS PLAINS						
MOUNT TABOR						
SECAUCUS						
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT.						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE				5.40		
DOVER				$ 5.47		
WHARTON						
CHESTER JUNCTION				5.52		
LAKE HOPATCONG						
PORT MORRIS JCT.				5.59		
PORT MORRIS						
SUSSEX BRANCH JCT.						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3	3	3	3		
Roseville Ave. and So. Orange		1	3	1		
So. Orange and Millburn		1		1		
	P. M.	P. M.	P. M.	P. M.		
	151	427	217	43		

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

	523	219	153	1017	637	527	221	155
	Morristown	South Orange	Montclair	Dover	Dover	Morristown	South Orange	Montclair
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	4.55	5.00	5.01	5.07	5.07	5.15	5.16	5.16
			$ 5.13				$ 5.27	$ 5.29
	$ 5.08	$ 5.12	$ 5.16		$ 5.20	5.27	5.29	$ 5.31
	5.10	5.14	$ 5.19		5.22	5.29	5.31	$ 5.33
			$ 5.21					$ 5.36
			$ 5.23					$ 5.38
			$ 5.25					$ 5.40
			$ 5.27					$ 5.42
			$ 5.30					$ 5.45
		$ 5.16					$ 5.33	
		$ 5.18					$ 5.35	
		$ 5.20				$ 5.33	$ 5.37	
	5.13	$ 5.22			5.25	5.34	$ 5.39	
		$ 5.24					$ 5.41	
		$ 5.26					$ 5.43	
	$ 5.18	$ 5.28			5.28	5.37	$ 5.45	
	$ 5.21				$ 5.31			
	$ 5.24				$ 5.34	5.40		
	$ 5.27				$ 5.37			
	$ 5.32				5.41	$ 5.47		
	$ 5.38				$ 5.47	$ 5.53		
	$ 5.42				$ 5.51	$ 5.57		
	$ 5.46				$ 5.55	$ 6.01		
	$ 5.50				$ 5.59	$ 6.05		
					$ 6.03			
					$ 6.09			
				$ 5.21				
				$ 5.24				
				$ 5.27				
				$ 5.30				
				$ 5.33				
				5.36				
				$ 5.39				
				$ 5.48				
				5.50				
				$ 5.53				
				$ 5.58				
				$ 6.05				
				$ 6.09				
				$ 6.16	$ 6.11			
				$ 6.22	$ 6.18			
	3	3	3		3	1	3	3
	1	3			1	1	3	
	1				1	1		
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	523	219	153	1017	637	527	221	155

HOBOKEN TO

WESTWARD. First Class.

STATIONS	429	431	531	223	639
	Gladstone	Stirling	Morristown	South Orange	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Lv	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	5.20		5.23	5.25	5.30
WEST END					
HARRISON				$ 5.37	
NEWARK	$ 5.34		$ 5.38	$ 5.40	5.42
ROSEVILLE AVENUE	5.36		5.40	$ 5.43	5.44
AMPERE					
WATSESSING AVE.					
BLOOMFIELD					
GLEN RIDGE					
MONTCLAIR					
GROVE STREET					
EAST ORANGE				$ 5.46	
BRICK CHURCH				$ 5.48	
ORANGE	5.40		5.44	$ 5.50	5.48
HIGHLAND AVENUE				$ 5.52	
MOUNTAIN STATION				$ 5.54	
SOUTH ORANGE	5.43		$ 5.48	$ 5.57	5.51
MAPLEWOOD			$ 5.52		
MILLBURN	5.46		$ 5.56		5.54
SHORT HILLS			$ 5.59		
SUMMIT	$ 5.52	5.54	$ 6.03		6.00
WEST SUMMIT SIDING					
NEW PROVIDENCE		$ 5.59			
MURRAY HILL	5.57	$ 6.02			
BERKELEY HEIGHTS	6.00	$ 6.06			
GILLETTE		$ 6.09			
STIRLING	6.03	$ 6.11			
MILLINGTON	$ 6.06				
LYONS	$ 6.09				
BASKING RIDGE	$ 6.13				
BERNARDSVILLE	$ 6.16				
MINE BROOK	$ 6.20				
FAR HILLS	$ 6.23				
PEAPACK	$ 6.27				
GLADSTONE	$ 6.30				
CHATHAM			$ 6.09		$ 6.06
MADISON	See Special Instruction 101		$ 6.13		$ 6.10
CONVENT			$ 6.17		$ 6.15
MORRISTOWN			$ 6.22		$ 6.19
MORRIS PLAINS					$ 6.24
MOUNT TABOR					$ 6.30
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA		See Special Instruction 101			
PASSAIC					
ATHENIA					
PATERSON JCT.					
PATERSON					
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE					$ 6.32
DOVER					$ 6.38
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Newark and Roseville Ave.	3		3	3	1
Roseville Ave. and So. Orange	1		1	3	1
So. Orange and Millburn	1		3		1
	P. M.	P. M.	P. M.	P. M.	P. M.
	429	431	531	223	639

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

	157	1021	311	1023	227	641	159	313
	Montclair	Washington	Summit	Dover	South Orange	Dover	Montclair	Millburn
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	5.30	5.30	5.32	5.34	5.36	5.39	5.41	5.45
WEST END								
HARRISON							$ 5.53	
NEWARK	5.43		5.44		$ 5.51	$ 5.54	$ 5.56	$ 5.58
ROSEVILLE AVENUE	5.45		5.46		5.53	5.56	$ 5.59	6.00
AMPERE							$ 6.01	
WATSESSING AVE.							$ 6.03	
BLOOMFIELD							$ 6.05	
GLEN RIDGE	$ 5.51						$ 6.07	
MONTCLAIR	$ 5.54						$ 6.10	
GROVE STREET								$ 6.02
EAST ORANGE			$ 5.49		$ 5.55			$ 6.04
BRICK CHURCH					$ 5.59			$ 6.06
ORANGE			5.52		$ 6.01	6.00		$ 6.08
HIGHLAND AVENUE					$ 6.03			$ 6.10
MOUNTAIN STATION					$ 6.05			$ 6.12
SOUTH ORANGE			5.55		$ 6.08	6.03		$ 6.14
MAPLEWOOD			$ 5.58					$ 6.17
MILLBURN			$ 6.01			6.06		$ 6.20
SHORT HILLS			$ 6.04			$ 6.09		
SUMMIT			$ 6.08			$ 6.13		
WEST SUMMIT SIDING								
NEW PROVIDENCE								
MURRAY HILL								
BERKELEY HEIGHTS								
GILLETTE								
STIRLING								
MILLINGTON								
LYONS								
BASKING RIDGE								
BERNARDSVILLE								
MINE BROOK								
FAR HILLS								
PEAPACK								
GLADSTONE								
CHATHAM						$ 6.19		
MADISON		See Special Instruction 101				$ 6.23		
CONVENT						$ 6.27		
MORRISTOWN						$ 6.31		
MORRIS PLAINS						$ 6.36		
MOUNT TABOR						$ 6.42		
SECAUCUS								
KINGSLAND		5.43		$ 5.49				
LYNDHURST				$ 5.51				
DELAWANNA				$ 5.54				
PASSAIC				$ 5.58				
ATHENIA				$ 6.01				
PATERSON JCT.		5.51		6.04				
PATERSON				$ 6.08				
LITTLE FALLS								
MOUNTAIN VIEW				$ 6.17				
ERIE CROSSING		6.00		6.18				
LINCOLN PARK				$ 6.21				
TOWACO				$ 6.25				
MONTVILLE								
BOONTON		$ 6.10		$ 6.32				
MOUNTAIN LAKES		$ 6.15		$ 6.36				
DENVILLE		$ 6.22		$ 6.42		$ 6.44		
DOVER		$ 6.29		$ 6.48		$ 6.50		
WHARTON		6.33						
CHESTER JUNCTION		$ 6.41						
LAKE HOPATCONG		6.42						
PORT MORRIS JCT.								
PORT MORRIS		6.44						
SUSSEX BRANCH JCT.		6.45						
NETCONG		$ 6.48						
WATERLOO								
HACKETTSTOWN		$ 7.05						
PORT MURRAY		F 7.15						
WASHINGTON		$ 7.25						
Newark and Roseville Ave.	3		1		3	3	3	3
Roseville Ave. and So. Orange			1		3	1		3
So. Orange and Millburn			1			1		3
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	157	1021	311	1023	227	641	159	313

HOBOKEN TO

WESTWARD. First Class.

STATIONS	433	643	1027	315	165
	Gladstone	Dover	Dover	Summit	Montclair
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Lv	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	5.53	5.55	6.00	6.01	6.01
WEST END					
HARRISON				$ 6.13	
NEWARK	$ 6.05	$ 6.07		$ 6.15	6.13
ROSEVILLE AVENUE	6.07	6.09		$ 6.18	6.15
AMPERE					$ 6.17
WATSESSING AVE.					$ 6.19
BLOOMFIELD					$ 6.21
GLEN RIDGE					$ 6.23
MONTCLAIR					$ 6.26
GROVE STREET				$ 6.20	
EAST ORANGE				$ 6.22	
BRICK CHURCH				$ 6.24	
ORANGE	6.10	6.12		$ 6.26	
HIGHLAND AVENUE				$ 6.28	
MOUNTAIN STATION				$ 6.30	
SOUTH ORANGE	6.13	6.15		$ 6.32	
MAPLEWOOD				$ 6.35	
MILLBURN	6.17	6.18		$ 6.38	
SHORT HILLS		$ 6.21		$ 6.41	
SUMMIT	6.21	$ 6.26		$ 6.45	
WEST SUMMIT SIDING					
NEW PROVIDENCE	$ 6.24				
MURRAY HILL	$ 6.28				
BERKELEY HEIGHTS	$ 6.32				
GILLETTE	$ 6.35				
STIRLING	$ 6.38				
MILLINGTON	$ 6.41				
LYONS	$ 6.44				
BASKING RIDGE	$ 6.47				
BERNARDSVILLE	$ 6.50				
MINE BROOK	F 6.53				
FAR HILLS	$ 6.57				
PEAPACK	$ 7.01				
GLADSTONE	$ 7.03				
CHATHAM	See Special Instruction 101	$ 6.32			
MADISON		$ 6.36			
CONVENT		$ 6.40			
MORRISTOWN		$ 6.44			
MORRIS PLAINS		$ 6.48			
MOUNT TABOR		$ 6.54			
SECAUCUS					
KINGSLAND			$ 6.14		
LYNDHURST			$ 6.16		
DELAWANNA			$ 6.19		
PASSAIC			$ 6.22		
ATHENIA			$ 6.26		
PATERSON JCT.			6.28		
PATERSON			$ 6.32		
LITTLE FALLS					
MOUNTAIN VIEW			$ 6.40		
ERIE CROSSING			6.41		
LINCOLN PARK			$ 6.45		
TOWACO			$ 6.49		
MONTVILLE			$ 6.54		
BOONTON			$ 6.58		
MOUNTAIN LAKES			$ 7.02		
DENVILLE		$ 6.56	$ 7.09		
DOVER		$ 7.02	$ 7.16		
WHARTON					
CHESTER JUNCTION					
LAKE HOPATCONG					
PORT MORRIS JCT.					
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Newark and Roseville Ave.	3	3		3	1
Roseville Ave. and So. Orange	1	1		3	
So. Orange and Millburn	1	1		3	
	P. M.	P. M.	P. M.	P. M.	P. M.
	433	643	1027	315	165

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

	239	645	435	169	241	171	535
	South Orange	Dover	Gladstone	Montclair	Millburn	Montclair	Morristown
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	6.15	6.17		6.24	6.30	6.45	6.50
					$ 6.41	$ 6.57	
	6.28	$ 6.30		$ 6.36	$ 6.43	$ 6.59	$ 7.03
	$ 6.30	6.32		6.38	$ 6.46	$ 7.02	7.05
				$ 6.40		$ 7.04	
				$ 6.42		$ 7.06	
				$ 6.44		$ 7.08	
				$ 6.46		$ 7.10	
				$ 6.49		$ 7.13	
	$ 6.31				$ 6.48		$ 7.07
	$ 6.33				$ 6.50		$ 7.09
	$ 6.35				$ 6.52		$ 7.11
	$ 6.37	6.35			$ 6.54		$ 7.13
	$ 6.39				$ 6.56		$ 7.15
	$ 6.41				$ 6.58		$ 7.17
	$ 6.43	6.38			$ 7.00		$ 7.19
		$ 6.42			$ 7.03		$ 7.21
		$ 6.45			$ 7.06		$ 7.24
		$ 6.48					$ 7.26
		$ 6.53	6.56				$ 7.30
			$ 6.59				
			$ 7.02				
			$ 7.06				
			$ 7.09				
			$ 7.11				
			$ 7.14				
			$ 7.17				
			$ 7.20				
			$ 7.23				
			F 7.27				
			$ 7.30				
			$ 7.34				
			$ 7.36				
		$ 6.59	See Special Instruction 101				$ 7.36
		$ 7.02					$ 7.39
		$ 7.06					$ 7.43
		$ 7.10					$ 7.47
		$ 7.14					
		$ 7.20					
		$ 7.22					
		$ 7.28					
	1	3		3	3	3	3
	3	1			3		3
		1			3		3
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	239	645	435	169	241	171	535

HOBOKEN TO

WESTWARD. First Class.

STATIONS	1031	647	437	173		
	Netcong	Dover	Gladstone	Montclair		
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.		
Lv	P. M.	P. M.	P. M.	P. M.		
HOBOKEN	7.00	7.15		7.17		
WEST END						
HARRISON						
NEWARK		$ 7.28		$ 7.31		
ROSEVILLE AVENUE		7.30		$ 7.34		
AMPERE				$ 7.36		
WATSESSING AVE.				$ 7.38		
BLOOMFIELD				$ 7.40		
GLEN RIDGE				$ 7.42		
MONTCLAIR				$ 7.45		
GROVE STREET						
EAST ORANGE						
BRICK CHURCH		$ 7.33				
ORANGE		7.34				
HIGHLAND AVENUE						
MOUNTAIN STATION						
SOUTH ORANGE		$ 7.37				
MAPLEWOOD		$ 7.40				
MILLBURN		$ 7.43				
SHORT HILLS		$ 7.46				
SUMMIT		$ 7.50	7.58			
WEST SUMMIT SIDING						
NEW PROVIDENCE			$ 7.56			
MURRAY HILL			$ 7.59			
BERKELEY HEIGHTS			$ 8.03			
GILLETTE			$ 8.06			
STIRLING			$ 8.08			
MILLINGTON			$ 8.11			
LYONS			$ 8.14			
BASKING RIDGE			$ 8.17			
BERNARDSVILLE			$ 8.20			
MINE BROOK						
FAR HILLS			$ 8.27			
PEAPACK			$ 8.31			
GLADSTONE			$ 8.33			
CHATHAM	See Special Instruction 101	$ 7.56	See Special Instruction 101			
MADISON		$ 7.59				
CONVENT		$ 8.03				
MORRISTOWN		$ 8.07				
MORRIS PLAINS		$ 8.11				
MOUNT TABOR		F 8.17				
SECAUCUS						
KINGSLAND	$ 7.14					
LYNDHURST	$ 7.16					
DELAWANNA	$ 7.19					
PASSAIC	$ 7.22					
ATHENIA	$ 7.25					
PATERSON JCT.	7.28					
PATERSON	$ 7.31					
LITTLE FALLS						
MOUNTAIN VIEW	$ 7.39					
ERIE CROSSING	7.40					
LINCOLN PARK	$ 7.43					
TOWACO	$ 7.47					
MONTVILLE	F 7.51					
BOONTON	$ 7.54					
MOUNTAIN LAKES	$ 7.58					
DENVILLE	$ 8.05	$ 8.19				
DOVER	$ 8.11	$ 8.25				
WHARTON						
CHESTER JUNCTION	8.14					
LAKE HOPATCONG	$ 8.22					
PORT MORRIS JCT.	8.23					
PORT MORRIS	8.24					
SUSSEX BRANCH JCT.	8.26					
NETCONG	$ 8.28					
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.		3		3		
Roseville Ave. and So. Orange		1				
So. Orange and Millburn		1				
	P. M.	P. M.	P. M.	P. M.		
	1031	647	437	173		

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class

	317	5	649	177	651	439	1033	319
	Summit	Chicago	Dover	Montclair	Dover	Gladstone	Dover	Summit
	Ex. Sat. & Sun.	Daily	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	7.30	7.45	7.50	8.20	8.30		9.00	9.05
	$ 7.41			$ 8.31				
	$ 7.43	$ 8.00	$ 8.03	$ 8.33	$ 8.43			$ 9.18
	$ 7.45	8.02	8.05	$ 8.36	$ 8.46			$ 9.21
				$ 8.38				
				$ 8.40				
				$ 8.42				
				$ 8.44				
				$ 8.47				
	$ 7.47				$ 8.47			$ 9.22
	$ 7.49				$ 8.49			$ 9.24
	$ 7.51	$ 8.08	$ 8.08		$ 8.51			$ 9.26
	$ 7.53	8.09	8.09		$ 8.53			$ 9.28
	$ 7.55				$ 8.55			$ 9.30
	$ 7.57				$ 8.57			$ 9.32
	$ 7.59	8.12	$ 8.12		$ 8.59			$ 9.34
	$ 8.01		$ 8.15		$ 9.01			$ 9.36
	$ 8.04	8.15	$ 8.18		$ 9.04			$ 9.39
	$ 8.07		$ 8.21		$ 9.06			$ 9.41
	$ 8.11	$ 8.21	$ 8.25		$ 9.11	9.14		$ 9.45
						$ 9.17		
						$ 9.20		
						$ 9.24		
						$ 9.27		
						$ 9.29		
						$ 9.32		
						$ 9.35		
						$ 9.38		
						$ 9.40		
						$ 9.46		
						$ 9.50		
						$ 9.52		
			$ 8.31		$ 9.17			
			$ 8.34		$ 9.20			
			$ 8.38		$ 9.24			
		8.33	$ 8.42		$ 9.28			
			$ 8.46		$ 9.32			
							$ 9.14	
							$ 9.16	
							F 9.19	
							$ 9.21	
							F 9.24	
							9.27	
							$ 9.30	
							$ 9.38	
							9.39	
							$ 9.42	
							$ 9.46	
							F 9.50	
							$ 9.54	
							$ 9.57	
		8.45	$ 8.53		$ 9.39		$ 10.03	
		$ 8.54	$ 8.59		$ 9.45		$ 10.09	
		8.59						
		9.06						
	3	3	3	3	3			3
	3	1	3		3			3
	3	1	3		3			3
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	317	5	649	177	651	439	1033	319

HOBOKEN TO WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. WEEK-DAY TRAINS.

WESTWARD. First Class.

STATIONS	181	653	441	185	655	537	189	657
	Montclair	Dover	Gladstone	Montclair	Dover	Morristown	Montclair	Dover
	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.	Ex. Sat. & Sun.
Lv	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	9.15	9.30	10.02	10.15	10.30	11.00	11.15	11.30
WEST END								
HARRISON				F 10.26				
NEWARK	$ 9.28	$ 9.43	$ 10.15	$ 10.28	$ 10.43	$ 11.13	$ 11.28	$ 11.43
ROSEVILLE AVENUE	$ 9.31	$ 9.45	$ 10.18	$ 10.31	$ 10.46	$ 11.16	$ 11.30	$ 11.45
AMPERE	$ 9.33			$ 10.33			$ 11.32	
WATSESSING AVE	$ 9.35			$ 10.35			$ 11.34	
BLOOMFIELD	$ 9.37			$ 10.37			$ 11.36	
GLEN RIDGE	$ 9.39			$ 10.39			$ 11.38	
MONTCLAIR	$ 9.42			$ 10.42			$ 11.41	
GROVE STREET		$ 9.47	$ 10.19		$ 10.47	$ 11.17		$ 11.46
EAST ORANGE		$ 9.49	$ 10.21		$ 10.49	$ 11.19		$ 11.48
BRICK CHURCH		$ 9.51	$ 10.23		$ 10.51	$ 11.21		$ 11.50
ORANGE		$ 9.53	$ 10.25		$ 10.53	$ 11.23		$ 11.52
HIGHLAND AVENUE		$ 9.55	$ 10.27		$ 10.55	$ 11.25		$ 11.54
MOUNTAIN STATION		$ 9.57	$ 10.29		$ 10.57	$ 11.27		$ 11.56
SOUTH ORANGE		$ 9.59	$ 10.31		$ 10.59	$ 11.29		$ 11.58
MAPLEWOOD		$ 10.01	$ 10.33		$ 11.01	$ 11.31		$ 12.00
MILLBURN		$ 10.04	$ 10.36		$ 11.04	$ 11.34		$ 12.03
SHORT HILLS		$ 10.06	$ 10.38		$ 11.06	$ 11.36		F 12.05
SUMMIT		$ 10.10	$ 10.43		$ 11.10	$ 11.40		$ 12.09
WEST SUMMIT SIDING								
NEW PROVIDENCE			$ 10.46					
MURRAY HILL			$ 10.49					
BERKELEY HEIGHTS			$ 10.53					See Special Instruction 130
GILLETTE			$ 10.56					
STIRLING			$ 10.59					
MILLINGTON			$ 11.02					
LYONS			$ 11.05					
BASKING RIDGE			$ 11.08					
BERNARDSVILLE			$ 11.11					
MINE BROOK			F 11.14					
FAR HILLS			$ 11.17					
PEAPACK			$ 11.21					
GLADSTONE			$ 11.23					
CHATHAM		$ 10.16	See Special Instruction 101		$ 11.16	$ 11.46		$ 12.15
MADISON		$ 10.19			$ 11.19	$ 11.49		$ 12.18
CONVENT		$ 10.23			$ 11.23	F 11.53		F 12.22
MORRISTOWN		$ 10.27			$ 11.27	$ 11.56		$ 12.26
MORRIS PLAINS		$ 10.31			$ 11.31			$ 12.30
MOUNT TABOR		F 10.37			F 11.37			
SECAUCUS								
KINGSLAND								
LYNDHURST								
DELAWANNA								
PASSAIC								
ATHENIA								
PATERSON JCT.								
PATERSON								
LITTLE FALLS								
MOUNTAIN VIEW								
ERIE CROSSING								
LINCOLN PARK								
TOWACO								
MONTVILLE								
BOONTON								
MOUNTAIN LAKES								
DENVILLE		$ 10.39			$ 11.39			$ 12.37
DOVER		$ 10.45			$ 11.45			$ 12.43
WHARTON								
CHESTER JUNCTION								
LAKE HOPATCONG								
PORT MORRIS JCT.								
PORT MORRIS								
SUSSEX BRANCH JCT.								
NETCONG								
WATERLOO								
HACKETTSTOWN								
PORT MURRAY								
WASHINGTON								
Newark and Roseville Ave.	3	3	3	3	3	3	3	3
Roseville Ave. and So. Orange		3	3		3	3		3
So. Orange and Millburn		3	3		3	3		3
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	181	653	441	185	655	537	189	657

SUSSEX BRANCH

WEEK DAY TRAINS — First Class. | WEEK-DAY TRAINS. — First Class

EASTWARD. 1042 Ex. Sat. & Sun. P.M.	1024 Pagr. Ex. Sat. & Sun. A.M.	1022 Pagr. Ex. Sat. & Sun. A.M.	Car Capacity Siding in addition to Engine and Caboose	Distance from Branchville	STATIONS	WESTWARD. Distance from Hoboken	Distance Between Stations	X111 Ex. Sat. & Sun. A.M.	1015 Pagr. Ex. Sat. & Sun. P.M.
				22.93	Ar PORT MORRIS Lv	46.54			
9.06	7.21			22.10	SUSSEX BRANCH JCT.	47.37	0.83	5.41	6.03
$ 9.02	7.17	$ 7.03	22	21.48	NETCONG D	47.99	0.62	$ 5.45	$ 6.05 / 6.49
		$ 6.54		16.66	CRANBERRY LAKE	52.81	4.82	Equipment for No. 1022	F 6.57
		$ 6.49		14.29	ANDOVER	55.18	2.37		$ 7.02
8.45		6.47		13.58	ANDOVER JUNCTION N	55.89	0.71	5.58	7.04
$ 8.36		6.40	9	9.42	NEWTON D	60.05	4.16	$ 6.10	$ 7.12
	See Special Instruction 101	See Special Instruction 101		5.83	NYS&W CROSSING	63.64	3.59	See Special Instruction 101	
See Special Instruction 101 8.09			7	4.75	LAFAYETTE	64.72	1.08		7.22
				2.75	STRADERS	66.72	2.00		
				1.67	AUGUSTA (L&NE Crossing)	67.30	1.08		7.27
8.05 P.M.	A.M.	A.M.			BRANCHVILLE D Ar	69.47	1.67	$ A.M.	$ 7.45 P.M.
1042	1024	1022			Lv			X111	1015

No passengers

See Special Instruction 101. No Pssgrs. West of Newton.

HARRISON BRANCH

SOUTHWARD.	STATIONS	NORTHWARD. Distance from Hoboken	Distance Between Stations
	Ar Lv		
	HARRISON JCT.	6.11	
	KINGSLAND JCT.	9.58	8.47
	Lv Ar		

CHESTER BRANCH

EASTWARD.	STATIONS	WESTWARD. Distance from Chester Junction	Distance Between Stations
	Ar Lv		
	CHESTER JCT.		
	KENVIL	2.14	2.14
	SUCCASUNNA	3.38	1.24
	Lv Ar		

PHILLIPSBURG BRANCH

EASTWARD.	STATIONS	WESTWARD. Distance from Hoboken	Distance Between Stations
	Ar Lv		
	WASHINGTON D	66.56	
	BROADWAY	71.43	4.87
	NEW VILLAGE	72.95	1.52
	STEWARTSVILLE	75.59	2.64
	PHILLIPSBURG D	80.24	4.65
	Lv Ar		

NOTES

No. 10 Will stop at Dover to discharge passengers and pick up passengers for Newark and Hoboken.

No. 40 Will stop at Summit to discharge revenue passengers only.

No. 44: Will stop at Summit and Brick Church to discharge revenue passengers only.

Morris and Essex Division

SATURDAY - SUNDAY

AND

HOLIDAYS

TIME TABLE No. 4

Effective 2:01 A.M. October 28, 1962

Eastern Standard Time

WASHINGTON TO

EASTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance to Hoboken	Distance Between Stations	STATIONS			
			HOBOKEN Ar / N			
	1.92	1.92	WEST END N			
	7.13	5.21	HARRISON			
	7.79	0.66	NEWARK N			
	9.02	1.23	ROSEVILLE AVENUE N			
	9.68	0.66	AMPERE			
	10.91	1.23	WATSESSING AVE.			
	11.61	0.70	BLOOMFIELD			
	12.20	0.59	GLEN RIDGE			
	13.12	0.92	MONTCLAIR D			
	9.56	0.54	GROVE STREET			
	10.01	0.45	EAST ORANGE			
	10.60	0.59	BRICK CHURCH			
	11.46	0.86	ORANGE			
	12.16	0.70	HIGHLAND AVENUE			
	13.10	0.94	MOUNTAIN STATION			
	13.85	0.75	SOUTH ORANGE D			
	15.15	1.30	MAPLEWOOD			
	16.76	1.61	MILLBURN			
	17.84	1.08	SHORT HILLS			
	20.11	2.27	SUMMIT N			
	21.23	1.12	WEST SUMMIT SIDING			
	21.79	0.56	NEW PROVIDENCE			
17	23.38	1.59	MURRAY HILL D			
7	25.76	2.38	BERKELEY HEIGHTS			
	27.14	1.38	GILLETTE			
20	28.50	1.36	STIRLING D			
18	30.12	1.62	MILLINGTON D			
20	31.77	1.65	LYONS			
	33.64	1.87	BASKING RIDGE D			
11	34.80	1.16	BERNARDSVILLE D			
	37.45	2.65	MINE BROOK			
10	38.95	1.50	FAR HILLS D			
	41.34	2.39	PEAPACK			
	42.26	0.92	GLADSTONE D			
	23.53	3.42	CHATHAM			
	25.53	2.00	MADISON			
	27.69	2.16	CONVENT			
	29.79	2.10	MORRISTOWN D			
	32.00	2.21	MORRIS PLAINS			
	35.71	3.71	MOUNT TABOR			
	3.70	1.78	SECAUCUS			
	7.63	3.93	KINGSLAND			
	8.21	0.58	LYNDHURST			
	9.31	1.10	DELAWANNA			
	10.57	1.26	PASSAIC			
	12.20	1.63	ATHENIA			
	13.60	1.40	PATERSON JCT.			
	15.05	1.45	PATERSON			
	18.20	3.15	LITTLE FALLS			
	20.54	2.34	MOUNTAIN VIEW			
	21.10	0.56	ERIE CROSSING			
120	22.88	1.78	LINCOLN PARK			
	25.13	2.25	TOWACO			
	27.75	2.62	MONTVILLE			
	29.23	1.48	BOONTON D			
	31.18	1.95	MOUNTAIN LAKES			
	33.93	2.75	DENVILLE N			
	38.12	4.19	DOVER N			
	40.08	1.96	WHARTON			
	41.27	1.19	CHESTER JUNCTION			
	45.48	4.21	LAKE HOPATCONG			
	45.74	0.26	PORT MORRIS JCT. N			
	46.54	1.06	PORT MORRIS			
	47.37	0.83	SUSSEX BRANCH JCT.			
	47.99	0.62	NETCONG D			
	51.19	3.20	WATERLOO			
53	56.77	5.58	HACKETTSTOWN D			
	63.12	6.35	PORT MURRAY			
12	66.56	3.44	WASHINGTON D			
			Roseville Ave. and Newark			
			So. Orange and Roseville Ave.			
			Millburn and So. Orange			

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

		10	902	804	906	908	1056	718
		Buffalo	Dover	Gladstone	Dover	Dover	Washington	Montclair
		Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. Only	Sat. Only	Sat. Only
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		$ 4.20	$ 6.55		$ 7.55	$ 8.25	$ 8.26	$ 8.27
			$ 6.43		F 7.43			$ 8.16
		$ 4.00	$ 6.41		$ 7.41	$ 8.11		$ 8.14
		3.51	$ 6.38		$ 7.38	$ 8.08		$ 8.11
								$ 8.09
								$ 8.06
								$ 8.04
								$ 8.02
								8.00
			$ 6.36		$ 7.36	$ 8.06		
			$ 6.35		$ 7.35	$ 8.05		
			$ 6.33		$ 7.33	$ 8.03		
		3.47	$ 6.31		$ 7.31	$ 8.01		
			$ 6.29		$ 7.29	$ 7.59		
			$ 6.27		$ 7.27	$ 7.57		
		3.44	$ 6.25		$ 7.25	$ 7.55		
			$ 6.22		$ 7.22	$ 7.52		
		3.41	$ 6.19		$ 7.19	$ 7.49		
			$ 6.17		$ 7.17	$ 7.47		
		3.36	$ 6.13	$ 7.10	$ 7.13	$ 7.43		
				$ 7.07				
				$ 7.04				
				$ 7.00				
				$ 6.57				
			See Special Instruction 130	$ 6.54	See Special Instruction 130		See Special Instructions 101 and 130	
				$ 6.51				
				$ 6.48				
				$ 6.45				
				$ 6.43				
				F 6.39				
				$ 6.36				
				$ 6.32				
				6.30				
			$ 6.07		$ 7.07	$ 7.37		
			$ 6.04	See Special Instruction 101	$ 7.04	$ 7.34		
			$ 6.01		$ 7.01	$ 7.31		
		3.25	$ 5.58		$ 6.58	$ 7.28		
			$ 5.54		$ 6.54	$ 7.24		
			F 5.48			$ 7.18		
							$ 8.12	
							$ 8.10	
							$ 8.07	
		See Notes Page 175					$ 8.04	
							$ 8.01	
							7.58	
							$ 7.56	
							$ 7.48	
							7.46	
							$ 7.43	
							$ 7.39	
							$ 7.33	
							$ 7.29	
		3.16	$ 5.47		$ 6.47	$ 7.16	$ 7.25	
		$ 3.10	5.41		6.41	7.10	$ 7.18	
		3.04					7.10	
							$ 7.06	
		3.00					7.04	
							7.02	
							7.00	
							$ 6.59	
							$ 6.43	
							F 6.32	
							6.25	
		2	2		2	2		2
		2	2		2	2		
		2	2		2	2		
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		10	902	804	906	908	1056	718

WASHINGTON TO

EASTWARD. First Class.

STATIONS	6	806	910	914	1058
	Chicago	Gladstone	Dover	Dover	Dover
	Daily	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. Only
Ar	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN	$ 8.45		$ 8.58	$ 9.25	$ 9.47
WEST END					
HARRISON			F 8.46		
NEWARK	$ 8.32		$ 8.44	$ 9.11	
ROSEVILLE AVENUE	8.26		$ 8.41	$ 9.08	
AMPERE					
WATSESSING AVE					
BLOOMFIELD					
GLEN RIDGE					
MONTCLAIR					
GROVE STREET			$ 8.39	$ 9.06	
EAST ORANGE			$ 8.38	$ 9.05	
BRICK CHURCH	$ 8.23	See Special Instruction 101	$ 8.36	$ 9.03	
ORANGE	8.21		$ 8.34	$ 9.01	
HIGHLAND AVENUE			$ 8.32	$ 8.59	
MOUNTAIN STATION			$ 8.30	$ 8.57	
SOUTH ORANGE	8.18		$ 8.28	$ 8.55	
MAPLEWOOD			$ 8.26	$ 8.52	
MILLBURN	8.14		$ 8.23	$ 8.49	
SHORT HILLS			$ 8.20	$ 8.47	
SUMMIT	$ 8.09	$ 8.10	$ 8.16	$ 8.43	
WEST SUMMIT SIDING					
NEW PROVIDENCE		$ 8.07			
MURRAY HILL		$ 8.04			
BERKELEY HEIGHTS		$ 8.00			
GILLETTE		$ 7.57			
STIRLING		$ 7.54			
MILLINGTON		$ 7.51			
LYONS		$ 7.48			
BASKING RIDGE		$ 7.45			
BERNARDSVILLE		$ 7.43			
MINE BROOK		F 7.39			
FAR HILLS		$ 7.36			
PEAPACK		$ 7.32			
GLADSTONE		7.30			
CHATHAM			$ 8.10	$ 8.37	
MADISON			$ 8.07	$ 8.34	
CONVENT			$ 8.04	$ 8.31	
MORRISTOWN	7.57		$ 8.01	$ 8.28	
MORRIS PLAINS			$ 7.57	$ 8.24	
MOUNT TABOR					
SECAUCUS					
KINGSLAND					$ 9.31
LYNDHURST					$ 9.29
DELAWANNA					$ 9.26
PASSAIC					$ 9.23
ATHENIA					$ 9.20
PATERSON JCT.					9.17
PATERSON					$ 9.15
LITTLE FALLS					F 9.10
MOUNTAIN VIEW					$ 9.07
ERIE CROSSING					9.05
LINCOLN PARK					$ 9.02
TOWACO					$ 8.58
MONTVILLE					
BOONTON					$ 8.52
MOUNTAIN LAKES					$ 8.48
DENVILLE	7.50		$ 7.51	$ 8.17	$ 8.44
DOVER	$ 7.43		7.45	8.11	8.37
WHARTON					
CHESTER JUNCTION	7.35				
LAKE HOPATCONG					
PORT MORRIS JCT.	7.31				
PORT MORRIS					
SUSSEX BRANCH JCT.					
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2		2	2	
So. Orange and Roseville Ave.	2		2	2	
Millburn and So. Orange	2		2	2	
	A. M.	A. M.	A. M.	A. M.	A. M.
	6	806	910	914	1058

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

	808	916	374	918	726	810	920
	Gladstone	Dover	Summit	Dover	Montclair	Gladstone	Dover
	Sat. Only	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN		$ 9.55	$ 10.25	$ 10.55	$ 11.27		$ 11.55
WEST END							
HARRISON							F 11.43
NEWARK		$ 9.41	$ 10.11	$ 10.42	$ 11.14		$ 11.41
ROSEVILLE AVENUE		$ 9.38	$ 10.08	$ 10.39	$ 11.11		$ 11.38
AMPERE					$ 11.09		
WATSESSING AVE					$ 11.06		
BLOOMFIELD					$ 11.04		
GLEN RIDGE					$ 11.02		
MONTCLAIR					11.00		
GROVE STREET		$ 9.36	$ 10.06	$ 10.37			$ 11.38
EAST ORANGE		$ 9.35	$ 10.05	$ 10.35			$ 11.35
BRICK CHURCH		$ 9.33	$ 10.03	$ 10.33			$ 11.33
ORANGE		$ 9.31	$ 10.01	$ 10.31			$ 11.31
HIGHLAND AVENUE		$ 9.29	$ 9.59	$ 10.29			$ 11.29
MOUNTAIN STATION		$ 9.27	$ 9.57	$ 10.27			$ 11.27
SOUTH ORANGE		$ 9.25	$ 9.55	$ 10.25			$ 11.25
MAPLEWOOD		$ 9.22	$ 9.52	$ 10.22			$ 11.22
MILLBURN		$ 9.19	$ 9.49	$ 10.19			$ 11.19
SHORT HILLS		$ 9.17	$ 9.47	$ 10.17			$ 11.17
SUMMIT	$ 9.10	$ 9.13	9.43	$ 10.13		$ 11.10	$ 11.13
WEST SUMMIT SIDING							
NEW PROVIDENCE	$ 9.07					$ 11.07	
MURRAY HILL	$ 9.04					$ 11.04	
BERKELEY HEIGHTS	$ 9.00					$ 11.00	
GILLETTE	$ 8.57					$ 10.57	
STIRLING	$ 8.54					$ 10.54	
MILLINGTON	$ 8.51					$ 10.51	
LYONS	$ 8.48					$ 10.48	
BASKING RIDGE	$ 8.45					$ 10.45	
BERNARDSVILLE	$ 8.43					$ 10.43	
MINE BROOK	F 8.39						
FAR HILLS	$ 8.36					$ 10.36	
PEAPACK	$ 8.32					$ 10.32	
GLADSTONE	8.30					10.30	
CHATHAM	See Special Instruction 101	$ 9.07		$ 10.07	See Special Instruction 101		$ 11.07
MADISON		$ 9.04		$ 10.04			$ 11.04
CONVENT		$ 9.01		$ 10.01			$ 11.01
MORRISTOWN		$ 8.58		$ 9.58			$ 10.58
MORRIS PLAINS		$ 8.54		$ 9.54			$ 10.54
MOUNT TABOR							
SECAUCUS							
KINGSLAND							
LYNDHURST							
DELAWANNA							
PASSAIC							
ATHENIA							
PATERSON JCT.							
PATERSON							
LITTLE FALLS							
MOUNTAIN VIEW							
ERIE CROSSING							
LINCOLN PARK							
TOWACO							
MONTVILLE							
BOONTON							
MOUNTAIN LAKES							
DENVILLE		$ 8.47		$ 9.47			$ 10.47
DOVER		8.41		9.41			10.41
WHARTON							
CHESTER JUNCTION							
LAKE HOPATCONG							
PORT MORRIS JCT.							
PORT MORRIS							
SUSSEX BRANCH JCT.							
NETCONG							
WATERLOO							
HACKETTSTOWN							
PORT MURRAY							
WASHINGTON							
Roseville Ave. and Newark		2	2	2	2		2
So. Orange and Roseville Ave.		2	2	2			2
Millburn and So. Orange		2	2	2			2
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	808	916	374	918	726	810	920

WASHINGTON TO

EASTWARD. First Class.

STATIONS	X116	922	812	924	734	
	Netcong	Dover	Gladstone	Dover	Montclair	
	Sun. Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. Only	
Ar	A. M.	P. M.	P. M.	P. M.	P. M.	
HOBOKEN		$ 12.55		$ 1.55	$ 2.27	
WEST END						
HARRISON		F 12.43			$ 2.16	
NEWARK		$ 12.41		$ 1.41	$ 2.14	
ROSEVILLE AVENUE		$ 12.38		$ 1.38	$ 2.11	
AMPERE					$ 2.09	
WATSESSING AVE					$ 2.06	
BLOOMFIELD					$ 2.04	
GLEN RIDGE					$ 2.02	
MONTCLAIR					2.00	
GROVE STREET		$ 12.36		$ 1.36		
EAST ORANGE		$ 12.35		$ 1.35		
BRICK CHURCH		$ 12.33		$ 1.33		
ORANGE		$ 12.31		$ 1.31		
HIGHLAND AVENUE		$ 12.29		$ 1.29		
MOUNTAIN STATION		$ 12.27		$ 1.27		
SOUTH ORANGE		$ 12.25		$ 1.25		
MAPLEWOOD		$ 12.22		$ 1.22		
MILLBURN		$ 12.19		$ 1.19		
SHORT HILLS		$ 12.17		$ 1.17		
SUMMIT		$ 12.13	$ 1.10	$ 1.13		
WEST SUMMIT SIDING						
NEW PROVIDENCE			$ 1.07			
MURRAY HILL			$ 1.04			
BERKELEY HEIGHTS			$ 1.00			
GILLETTE			$ 12.57			
STIRLING			$ 12.54			
MILLINGTON			$ 12.51			
LYONS			$ 12.48			
BASKING RIDGE			$ 12.45			
BERNARDSVILLE			$ 12.43			
MINE BROOK						
FAR HILLS			$ 12.36			
PEAPACK			$ 12.32			
GLADSTONE			12.30			
CHATHAM	See Special Instruction 101	$ 12.07	See Special Instruction 101	$ 1.07		
MADISON		$ 12.04		$ 1.04		
CONVENT		$ 12.01		$ 1.01		
MORRISTOWN		$ 11.58		$ 12.58		
MORRIS PLAINS		$ 11.54		$ 12.54		
MOUNT TABOR		F 11.48				
SECAUCUS	Deadhead Equipment					
KINGSLAND						
LYNDHURST						
DELAWANNA						
PASSAIC						
ATHENIA						
PATERSON JCT.						
PATERSON						
LITTLE FALLS						
MOUNTAIN VIEW						
ERIE CROSSING						
LINCOLN PARK						
TOWACO						
MONTVILLE						
BOONTON						
MOUNTAIN LAKES						
DENVILLE		$ 11.47		$ 12.47		
DOVER	$ 11.30	11.41		12.41		
WHARTON						
CHESTER JUNCTION	11.24					
LAKE HOPATCONG						
PORT MORRIS JCT.	11.19					
PORT MORRIS	11.07					
SUSSEX BRANCH JCT.	11.05					
NETCONG	11.03					
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark		2		2	2	
So. Orange and Roseville Ave.		2		2		
Millburn and So. Orange		2		2		
	A. M.	A. M.	P. M.	P. M.	P. M.	
	X116	922	812	924	734	

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

	40	926	928	930	740	818	932
	Elmira	Dover	Dover	Dover	Montclair	Gladstone	Dover
	Sat. & Hol.	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 2.40	$ 2.55	$ 3.55	$ 4.55	$ 5.27		$ 5.55
WEST END							
HARRISON		F 2.43			F 5.16		
NEWARK	$ 2.24	$ 2.41	$ 3.41	$ 4.41	$ 5.14		$ 5.41
ROSEVILLE AVENUE	2.19	$ 2.38	$ 3.38	$ 4.38	$ 5.11		$ 5.38
AMPERE					$ 5.09		
WATSESSING AVE					$ 5.06		
BLOOMFIELD					$ 5.04		
GLEN RIDGE					$ 5.02		
MONTCLAIR					5.00		
GROVE STREET		$ 2.36	$ 3.36	$ 4.36			$ 5.36
EAST ORANGE		$ 2.35	$ 3.35	$ 4.35			$ 5.35
BRICK CHURCH	$ 2.16	$ 2.33	$ 3.33	$ 4.33			$ 5.33
ORANGE	2.15	$ 2.31	$ 3.31	$ 4.31			$ 5.31
HIGHLAND AVENUE		$ 2.29	$ 3.29	$ 4.29			$ 5.29
MOUNTAIN STATION		$ 2.27	$ 3.27	$ 4.27			$ 5.27
SOUTH ORANGE	2.12	$ 2.25	$ 3.25	$ 4.25			$ 5.25
MAPLEWOOD		$ 2.22	$ 3.22	$ 4.22			$ 5.22
MILLBURN	2.09	$ 2.19	$ 3.19	$ 4.19			$ 5.19
SHORT HILLS		$ 2.17	$ 3.17	$ 4.17			$ 5.17
SUMMIT	SS 2.04	$ 2.13	$ 3.13	$ 4.13		$ 5.10	$ 5.13
WEST SUMMIT SIDING							
NEW PROVIDENCE						$ 5.07	
MURRAY HILL						$ 5.04	
BERKELEY HEIGHTS						$ 5.00	
GILLETTE						$ 4.57	
STIRLING			See Special Instruction 130			$ 4.54	
MILLINGTON						$ 4.51	
LYONS							
BASKING RIDGE						$ 4.48	
BERNARDSVILLE						$ 4.45	
MINE BROOK						$ 4.43	
FAR HILLS							
PEAPACK						$ 4.36	
GLADSTONE						$ 4.32	
CHATHAM						4.30	
MADISON		$ 2.07	$ 3.07	$ 4.07			$ 5.07
CONVENT		$ 2.04	$ 3.04	$ 4.04			$ 5.04
MORRISTOWN		$ 2.01	$ 3.01	$ 4.01		See Special Instruction 101	$ 5.01
MORRIS PLAINS	1.53	$ 1.58	$ 2.58	$ 3.58			$ 4.58
MOUNT TABOR		$ 1.54	$ 2.54	$ 3.54			$ 4.54
SECAUCUS		F 1.49					
KINGSLAND							
LYNDHURST							
DELAWANNA							
PASSAIC							
ATHENIA							
PATERSON JCT.							
PATERSON	See Notes Page 175						
LITTLE FALLS							
MOUNTAIN VIEW							
ERIE CROSSING							
LINCOLN PARK							
TOWACO							
MONTVILLE							
BOONTON							
MOUNTAIN LAKES							
DENVILLE	1.44	$ 1.47	$ 2.47	$ 3.47			$ 4.47
DOVER	$ 1.38	1.41	2.41	3.41			4.41
WHARTON							
CHESTER JUNCTION	1.33						
LAKE HOPATCONG							
PORT MORRIS JCT.	1.29						
PORT MORRIS							
SUSSEX BRANCH JCT.							
NETCONG							
WATERLOO							
HACKETTSTOWN							
PORT MURRAY							
WASHINGTON							
Roseville Ave. and Newark	2	2	2	2	2		2
So. Orange and Roseville Ave.	2	2	2	2			2
Millburn and So. Orange	2	2	2	2			2
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	40	926	928	930	740	818	932

WASHINGTON TO

EASTWARD. First Class.

STATIONS	1066	1068	2	934	936
	Branchville	Branchville	Chicago	Dover	Dover
	Sat. Only	Sun. Only	Daily	Sat. & Sun.	Sat. & Sun.
Ar	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 6.42	$ 6.41	$ 6.45	$ 6.55	$ 7.55
WEST END					
HARRISON			$ 6.28	$ 6.42	$ 7.42
NEWARK			6.18	$ 6.39	$ 7.39
ROSEVILLE AVENUE					
AMPERE					
WATSESSING AVE.					
BLOOMFIELD					
GLEN RIDGE					
MONTCLAIR					
GROVE STREET				$ 6.37	$ 7.37
EAST ORANGE				$ 6.35	$ 7.35
BRICK CHURCH			$ 6.15	$ 6.33	$ 7.33
ORANGE	$ 6.25		6.13	$ 6.31	$ 7.31
HIGHLAND AVENUE				$ 6.29	$ 7.29
MOUNTAIN STATION				$ 6.27	$ 7.27
SOUTH ORANGE	6.05		6.10	$ 6.25	$ 7.25
MAPLEWOOD				$ 6.22	$ 7.22
MILLBURN	6.02		6.07	$ 6.19	$ 7.19
SHORT HILLS				$ 6.17	$ 7.17
SUMMIT	5.57		$ 6.02	$ 6.13	$ 7.13
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS	No Passengers East of Dover See Special Instructions 101 and 130	See Special Instructions 101 and 130			
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM				$ 6.07	$ 7.07
MADISON				$ 6.04	$ 7.04
CONVENT				$ 6.01	$ 7.01
MORRISTOWN	5.46		5.51	$ 5.58	$ 6.58
MORRIS PLAINS				$ 5.54	$ 6.54
MOUNT TABOR				F 5.48	F 6.48
SECAUCUS					
KINGSLAND		$ 6.26			
LYNDHURST		$ 6.25			
DELAWANNA		F 6.21			
PASSAIC		F 6.18			
ATHENIA		F 6.15			
PATERSON JCT.		6.12			
PATERSON		$ 6.10			
LITTLE FALLS		F 6.05			
MOUNTAIN VIEW		$ 6.02			
ERIE CROSSING		6.00			
LINCOLN PARK		$ 5.57			
TOWACO		$ 5.53			
MONTVILLE		F 5.49			
BOONTON		$ 5.46			
MOUNTAIN LAKES		$ 5.42			
DENVILLE	5.39	$ 5.39	5.44	$ 5.47	$ 6.47
DOVER	$ 5.33	$ 5.33	$ 5.38	5.41	6.41
WHARTON					
CHESTER JUNCTION	5.28	5.28	5.32		
LAKE HOPATCONG	$ 5.24	$ 5.24			
PORT MORRIS JCT.	5.23	5.23	5.28		
PORT MORRIS	5.18	5.18			
SUSSEX BRANCH JCT.	5.15	5.15			
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2		2	2	2
So. Orange and Roseville Ave.	2		1	2	2
Millburn and So. Orange	2		1	2	2
	P. M.	P. M.	P. M.	P. M.	P. M.
	1066	1068	2	934	936

HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class

	1070	X46	938	820	940	42
	Dover	Orange	Dover	Gladstone	Dover	Scranton
	Sun. Only	Sun. Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sun. & Hol. Only
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	$ 8.24	$ 8.45	$ 8.55		$ 9.55	$ 10.20
WEST END						
HARRISON						
NEWARK			$ 8.42		$ 9.42	$ 10.04
ROSEVILLE AVENUE			$ 8.39		$ 9.39	9.58
AMPERE						
WATSESSING AVE.						
BLOOMFIELD						
GLEN RIDGE						
MONTCLAIR						
GROVE STREET			$ 8.37		$ 9.37	
EAST ORANGE			$ 8.35		$ 9.35	
BRICK CHURCH			$ 8.33		$ 9.33	$ 9.55
ORANGE		8.25	$ 8.31		$ 9.31	9.53
HIGHLAND AVENUE			$ 8.29		$ 9.29	
MOUNTAIN STATION			$ 8.27		$ 9.27	
SOUTH ORANGE			$ 8.25		$ 9.25	9.50
MAPLEWOOD			$ 8.22		$ 9.22	
MILLBURN			$ 8.19		$ 9.19	9.47
SHORT HILLS			$ 8.17		$ 9.17	
SUMMIT			$ 8.13	$ 9.10	$ 9.13	$ 9.42
WEST SUMMIT SIDING						
NEW PROVIDENCE				$ 9.07		
MURRAY HILL				$ 9.04		
BERKELEY HEIGHTS		No Passengers		$ 9.00		
GILLETTE				$ 8.57		
STIRLING				$ 8.54		
MILLINGTON				$ 8.51		
LYONS				$ 8.48		
BASKING RIDGE				$ 8.45		
BERNARDSVILLE				$ 8.43		
MINE BROOK						
FAR HILLS				$ 8.36		
PEAPACK				$ 8.32		
GLADSTONE				8.30		
CHATHAM			$ 8.07	See Special Instruction 101	$ 9.07	
MADISON			$ 8.04		$ 9.04	
CONVENT			$ 8.01		$ 9.01	
MORRISTOWN			$ 7.58		$ 8.58	9.31
MORRIS PLAINS			$ 7.54		$ 8.54	
MOUNT TABOR						
SECAUCUS						
KINGSLAND	$ 8.08					
LYNDHURST	$ 8.06					
DELAWANNA	F 8.03					
PASSAIC	$ 8.00					
ATHENIA	F 7.57					
PATERSON JCT.	7.54					
PATERSON	$ 7.52					
LITTLE FALLS						
MOUNTAIN VIEW	$ 7.44					
ERIE CROSSING	7.42					
LINCOLN PARK	$ 7.39					
TOWACO	$ 7.35					
MONTVILLE						
BOONTON	$ 7.29					
MOUNTAIN LAKES	$ 7.25					
DENVILLE	$ 7.21		$ 7.47		$ 8.47	9.28
DOVER	7.15		7.41		8.41	$ 9.17
WHARTON						
CHESTER JUNCTION						9.11
LAKE HOPATCONG						
PORT MORRIS JCT.						9.07
PORT MORRIS						
SUSSEX BRANCH JCT.						
NETCONG						
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Roseville Ave. and Newark		2	2		2	2
So. Orange and Roseville Ave.		2	2		2	2
Millburn and So. Orange			2		2	2
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1070	X46	938	820	940	42

WASHINGTON TO HOBOKEN.

Washington Line, Boonton Line, Morristown Line, Gladstone and Montclair Branches.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

STATIONS	944	X120	946	44	948
	Dover	Branchville	Dover	Scranton	Dover
	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. Only	Sat. Only
Ar	P.M.	P.M.	P.M.	A.M.	A.M.
HOBOKEN	$ 10.55		$ 11.55	$ 12.05	$ 12.55
WEST END					
HARRISON	F 10.43				
NEWARK	$ 10.41		$ 11.41	$ 11.50	$ 12.41
ROSEVILLE AVENUE	$ 10.38		$ 11.38	11.42	$ 12.38
AMPERE					
WATSESSING AVE					
BLOOMFIELD					
GLEN RIDGE					
MONTCLAIR					
GROVE STREET	$ 10.36		$ 11.36		
EAST ORANGE	$ 10.35		$ 11.35		$ 12.36
BRICK CHURCH	$ 10.33		$ 11.33		$ 12.35
ORANGE	$ 10.31		$ 11.31	SS11.40	$ 12.33
HIGHLAND AVENUE	$ 10.29		$ 11.29	11.39	$ 12.31
MOUNTAIN STATION	$ 10.27		$ 11.27		$ 12.29
SOUTH ORANGE	$ 10.25		$ 11.25		$ 12.27
MAPLEWOOD	$ 10.22		$ 11.22	11.36	$ 12.25
MILLBURN	$ 10.19		$ 11.19		$ 12.22
SHORT HILLS	$ 10.17		$ 11.17	11.33	$ 12.19
SUMMIT	$ 10.13		$ 11.13		$ 12.17
				SS11.28	$ 12.13
WEST SUMMIT SIDING					
NEW PROVIDENCE					
MURRAY HILL					
BERKELEY HEIGHTS	See Special Instruction 130		See Special Instruction 130	See Notes Page 175	
GILLETTE					
STIRLING					
MILLINGTON					
LYONS					
BASKING RIDGE					
BERNARDSVILLE					
MINE BROOK					
FAR HILLS					
PEAPACK					
GLADSTONE					
CHATHAM	$ 10.07		$ 11.07		$ 12.07
MADISON	$ 10.04		$ 11.04		$ 12.04
CONVENT	$ 10.01		F 11.01		$ 12.01
MORRISTOWN	$ 9.58		$ 10.58	11.17	$ 11.58
MORRIS PLAINS	$ 9.54		$ 10.54		$ 11.54
MOUNT TABOR					
SECAUCUS					
KINGSLAND					
LYNDHURST					
DELAWANNA					
PASSAIC					
ATHENIA					
PATERSON JCT					
PATERSON		No Passengers			
LITTLE FALLS					
MOUNTAIN VIEW					
ERIE CROSSING					
LINCOLN PARK					
TOWACO					
MONTVILLE					
BOONTON					
MOUNTAIN LAKES					
DENVILLE	$ 9.47		$ 10.47	11.10	$ 11.47
DOVER	9.41	$ 10.33	10.41	$ 11.04	11.41
WHARTON					
CHESTER JUNCTION		10.28		10.58	
LAKE HOPATCONG					
PORT MORRIS JCT		10.23		10.54	
PORT MORRIS		10.21			
SUSSEX BRANCH JCT		10.19			
NETCONG					
WATERLOO					
HACKETTSTOWN					
PORT MURRAY					
WASHINGTON					
Roseville Ave. and Newark	2		2	2	2
So. Orange and Roseville Ave.	2		2	2	2
Millburn and So. Orange	2		2	2	2
	P.M.	P.M.	P.M.	P.M.	P.M.
	944	X120	946	44	948

HOBOKEN TO

WESTWARD. First Class.

Car Capacity Siding in addition to Engine and Caboose	Distance from Hoboken	Distance Between Stations	STATIONS	903 Dover Sat. & Sun.	15 Buffalo Sat. & Hol.
				A. M.	A. M.
			HOBOKEN Lv	12.30	12.55
	1.92	1.92	WEST END N		
	7.13	5.21	HARRISON	$ 12.41	
	7.79	0.66	NEWARK N	$ 12.43	
	9.02	1.23	ROSEVILLE AVENUE N	$ 12.45	
	9.68	0.66	AMPERE		
	10.91	1.23	WATSESSING AVE		
	11.61	0.70	BLOOMFIELD		
	12.20	0.59	GLEN RIDGE		
	13.12	0.92	MONTCLAIR D		
	9.56	0.54	GROVE STREET	$ 12.46	
	10.01	0.45	EAST ORANGE	$ 12.48	
	10.60	0.59	BRICK CHURCH	$ 12.50	
	11.46	0.86	ORANGE	$ 12.52	
	12.16	0.70	HIGHLAND AVENUE	$ 12.54	
	13.10	0.94	MOUNTAIN STATION	$ 12.56	
	13.85	0.75	SOUTH ORANGE D	$ 12.58	
	15.15	1.30	MAPLEWOOD	$ 1.00	
	16.76	1.61	MILLBURN	$ 1.03	
	17.84	1.08	SHORT HILLS	F 1.05	
	20.11	2.27	SUMMIT N	$ 1.09	
	21.23	1.12	WEST SUMMIT SIDING		
	21.79	0.56	NEW PROVIDENCE		
17	23.38	1.59	MURRAY HILL D		
7	25.76	2.38	BERKELEY HEIGHTS		
	27.14	1.38	GILLETTE		
20	28.50	1.36	STIRLING D		
18	30.12	1.62	MILLINGTON D		
20	31.77	1.65	LYONS		
	33.64	1.87	BASKING RIDGE D		
11	34.80	1.16	BERNARDSVILLE D		
	37.45	2.65	MINE BROOK		
10	38.95	1.50	FAR HILLS D		
	41.34	2.39	PEAPACK		
	42.26	0.92	GLADSTONE D		
	23.53	3.42	CHATHAM	$ 1.15	
	25.53	2.00	MADISON	$ 1.18	
	27.69	2.16	CONVENT	$ 1.22	
	29.79	2.10	MORRISTOWN D	$ 1.26	
	32.00	2.21	MORRIS PLAINS	$ 1.30	
	35.71	3.71	MOUNT TABOR		
	3.70	1.78	SECAUCUS		
	7.63	3.93	KINGSLAND		1.09
	8.21	0.58	LYNDHURST		
	9.31	1.10	DELAWANNA		
	10.57	1.26	PASSAIC		
	12.20	1.63	ATHENIA		
	13.60	1.40	PATERSON JCT		1.17
	15.05	1.45	PATERSON		
	18.20	3.15	LITTLE FALLS		
	20.54	2.34	MOUNTAIN VIEW		
	21.10	0.56	ERIE CROSSING		1.27
120	22.88	1.78	LINCOLN PARK		
	25.13	2.25	TOWACO		
	27.75	2.62	MONTVILLE		
	29.23	1.48	BOONTON D		
	31.18	1.95	MOUNTAIN LAKES		
	33.93	2.75	DENVILLE N	$ 1.37	1.41
	38.12	4.19	DOVER N	$ 1.43	1.47
	40.08	1.96	WHARTON		
	41.27	1.19	CHESTER JUNCTION		1.52
	45.48	4.21	LAKE HOPATCONG		
	45.74	0.26	PORT MORRIS JCT N		1.57
	46.54	1.06	PORT MORRIS		
	47.37	0.83	SUSSEX BRANCH JCT		
	47.99	0.62	NETCONG D		
	51.19	3.20	WATERLOO		
53	56.77	5.58	HACKETTSTOWN D		
	63.12	6.35	PORT MURRAY		
12	66.56	3.44	WASHINGTON D		
			Newark and Roseville Ave.	3	
			Roseville Ave. and So. Orange	3	
			So. Orange and Millburn	3	
				A. M.	A. M.
				903	15

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class

STATIONS	905 Dover Sat. & Sun.	907 Dover Sun. Only	909 Dover Sat. Only	803 Gladstone Sat. Only	709 Montclair Sat. Only	41 Scranton Sat. & Hol. Only	911 Dover Sat. & Sun.	805 Gladstone Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
HOBOKEN Lv	1.30	4.30	6.45		7.15	7.45	8.00	
WEST END N								
HARRISON	$ 1.41		F 6.56				F 8.11	
NEWARK N	$ 1.43	$ 4.43	$ 6.58		$ 7.28		$ 8.13	
ROSEVILLE AVENUE N	$ 1.45	$ 4.45	$ 7.00		$ 7.30		$ 8.16	
AMPERE					$ 7.32			
WATSESSING AVE					$ 7.34			
BLOOMFIELD					$ 7.36			
GLEN RIDGE					$ 7.38			
MONTCLAIR D					$ 7.41			
GROVE STREET	$ 1.46	F 4.46	$ 7.02				$ 8.17	
EAST ORANGE	$ 1.48	$ 4.48	$ 7.04				$ 8.19	
BRICK CHURCH	$ 1.50	$ 4.50	$ 7.06				$ 8.21	
ORANGE	$ 1.52	$ 4.52	$ 7.08				$ 8.23	
HIGHLAND AVENUE	$ 1.54	F 4.54	$ 7.10				$ 8.25	
MOUNTAIN STATION	$ 1.56	F 4.56	$ 7.12				$ 8.27	
SOUTH ORANGE D	$ 1.58	$ 4.58	$ 7.14				$ 8.29	
MAPLEWOOD	$ 2.00	$ 5.00	$ 7.16				$ 8.31	
MILLBURN	$ 2.03	$ 5.03	$ 7.19				$ 8.34	
SHORT HILLS	F 2.05	F 5.05	$ 7.22				$ 8.36	
SUMMIT N	$ 2.09	$ 5.09	$ 7.26	7.29			$ 8.40	8.45
WEST SUMMIT SIDING				F 7.32				$ 8.48
NEW PROVIDENCE				F 7.36				$ 8.51
MURRAY HILL D				F 7.40				$ 9.00
BERKELEY HEIGHTS				F 7.43			See Special Instruction 130	$ 9.03
GILLETTE				F 7.45				$ 9.05
STIRLING D				F 7.51				$ 9.08
MILLINGTON D				F 7.54				$ 9.11
LYONS				F 7.57				$ 9.15
BASKING RIDGE D				F 8.00				$ 9.18
BERNARDSVILLE D				F 8.06				$ 9.25
MINE BROOK				F 8.10				$ 9.29
FAR HILLS D				$ 8.14				$ 9.31
PEAPACK								
GLADSTONE D								
CHATHAM	$ 2.15	$ 5.15	$ 7.32	See Special Instruction 101	See Special Instruction 130		$ 8.46	See Special Instruction 101
MADISON	$ 2.18	$ 5.18	$ 7.34				$ 8.49	
CONVENT	$ 2.22		$ 7.38				$ 8.53	
MORRISTOWN D	$ 2.26	$ 5.24	$ 7.42				$ 8.57	
MORRIS PLAINS	$ 2.30	$ 5.28	$ 7.46				$ 9.01	
MOUNT TABOR							F 9.06	
SECAUCUS								
KINGSLAND								
LYNDHURST						7.57		
DELAWANNA						$ 8.00		
PASSAIC								
ATHENIA						$ 8.07		
PATERSON JCT						8.14		
PATERSON						$ 8.17		
LITTLE FALLS								
MOUNTAIN VIEW						$ 8.25		
ERIE CROSSING						8.26		
LINCOLN PARK						$ 8.30		
TOWACO						$ 8.34		
MONTVILLE								
BOONTON D						$ 8.50		
MOUNTAIN LAKES						$ 8.54		
DENVILLE N	$ 2.37	$ 5.34	$ 7.53			8.59	$ 9.08	
DOVER N	$ 2.43	$ 5.40	$ 8.00			$ 9.15	$ 9.15	
WHARTON						9.20		
CHESTER JUNCTION								
LAKE HOPATCONG						9.27		
PORT MORRIS JCT N								
PORT MORRIS								
SUSSEX BRANCH JCT								
NETCONG D								
WATERLOO								
HACKETTSTOWN D								
PORT MURRAY								
WASHINGTON D								
Newark and Roseville Ave.	3	3	3		3		3	
Roseville Ave. and So. Orange	3	3	3				3	
So. Orange and Millburn	3	3	3				3	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	905	907	909	803	709	41	911	805

HOBOKEN TO

WESTWARD. First Class.

STATIONS	371	913	1057	915		
	Summit	Dover	Netcong	Dover		
	Sat. Only	Sat. & Sun.	Sun. Only	Sat. & Sun.		
Lv	A. M.	A. M.	A. M.	A. M.		
HOBOKEN	8.35	9.00	9.30	10.00		
WEST END						
HARRISON	$ 8.46					
NEWARK	$ 8.48	$ 9.13		$ 10.13		
ROSEVILLE AVENUE	$ 8.50	$ 9.16		$ 10.16		
AMPERE						
WATSESSING AVE.						
BLOOMFIELD						
GLEN RIDGE						
MONTCLAIR						
GROVE STREET	$ 8.51	$ 9.17		$ 10.17		
EAST ORANGE	$ 8.53	$ 9.19		$ 10.19		
BRICK CHURCH	$ 8.55	$ 9.21		$ 10.21		
ORANGE	$ 8.57	$ 9.23		$ 10.23		
HIGHLAND AVENUE	$ 8.59	$ 9.25		$ 10.25		
MOUNTAIN STATION	$ 9.01	$ 9.27		$ 10.27		
SOUTH ORANGE	$ 9.03	$ 9.29		$ 10.29		
MAPLEWOOD	$ 9.06	$ 9.31		$ 10.31		
MILLBURN	$ 9.09	$ 9.34		$ 10.34		
SHORT HILLS	$ 9.11	$ 9.36		$ 10.36		
SUMMIT	$ 9.15	$ 9.40		$ 10.40		
WEST SUMMIT SIDING						
NEW PROVIDENCE						
MURRAY HILL						
BERKELEY HEIGHTS						
GILLETTE						
STIRLING						
MILLINGTON						
LYONS						
BASKING RIDGE						
BERNARDSVILLE						
MINE BROOK						
FAR HILLS						
PEAPACK						
GLADSTONE						
CHATHAM		$ 9.46		$ 10.46		
MADISON		$ 9.49		$ 10.49		
CONVENT		$ 9.53	See Special Instruction 101	$ 10.53		
MORRISTOWN		$ 9.57		$ 10.57		
MORRIS PLAINS		$ 10.01		$ 11.01		
MOUNT TABOR						
SECAUCUS						
KINGSLAND			$ 9.44			
LYNDHURST			$ 9.46			
DELAWANNA			$ 9.49			
PASSAIC			$ 9.52			
ATHENIA			F 9.55			
PATERSON JCT.			9.58			
PATERSON			$ 10.01			
LITTLE FALLS			F 10.05			
MOUNTAIN VIEW			$ 10.09			
ERIE CROSSING			10.10			
LINCOLN PARK			$ 10.13			
TOWACO			$ 10.17			
MONTVILLE			F 10.21			
BOONTON			$ 10.24			
MOUNTAIN LAKES			$ 10.27			
DENVILLE		$ 10.08	$ 10.34	$ 11.08		
DOVER		$ 10.14	$ 10.40	$ 11.14		
WHARTON						
CHESTER JUNCTION			10.46			
LAKE HOPATCONG			$ 10.52			
PORT MORRIS JCT.			10.53			
PORT MORRIS			10.55			
SUSSEX BRANCH JCT.			10.56			
NETCONG			$ 10.58			
WATERLOO						
HACKETTSTOWN						
PORT MURRAY						
WASHINGTON						
Newark and Roseville Ave.	3	3		3		
Roseville Ave. and So. Orange	3	3		3		
So. Orange and Millburn	3	3		3		
	A. M.	A. M.	A. M.	A. M.		
	371	913	1057	915		

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

	1	715	917	807	1059	921	923	811
	Chicago	Montclair	Dover	Gladstone	Branchville	Dover	Dover	Gladstone
	Daily	Sat. Only	Sat. & Sun.	Sat. & Sun.	Sun. Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
	A. M.	A. M.	A. M.	A. M.	A. M.	NOON	P. M.	P. M.
	10.20	10.30	11.02		11.30	12.00	1.00	
							F 1.11	
	$ 10.35	$ 10.43	$ 11.15			$ 12.13	$ 1.13	
	10.37	$ 10.45	$ 11.18			$ 12.16	$ 1.16	
		$ 10.47						
		$ 10.49						
		$ 10.51						
		$ 10.53						
		$ 10.56						
			$ 11.19			$ 12.17	$ 1.17	
			$ 11.21			$ 12.19	$ 1.19	
	$ 10.43		$ 11.23			$ 12.21	$ 1.21	
	10.44		$ 11.25			$ 12.23	$ 1.23	
			$ 11.27			$ 12.25	$ 1.25	
			$ 11.29			$ 12.27	$ 1.27	
	10.47		$ 11.31			$ 12.29	$ 1.29	
			$ 11.33			$ 12.31	$ 1.31	
	10.50		$ 11.36			$ 12.34	$ 1.34	
			$ 11.38			$ 12.36	$ 1.36	
	$ 10.56		$ 11.42	11.45		$ 12.40	$ 1.40	1.43
				$ 11.48				$ 1.46
				$ 11.50				$ 1.49
				$ 11.55				$ 1.53
				$ 11.58				$ 1.56
				$ 12.00	See Special Instruction 101			$ 1.58
				$ 12.03				$ 2.01
				$ 12.06				$ 2.04
				$ 12.09				$ 2.07
				$ 12.12				$ 2.10
				$ 12.19				$ 2.17
				$ 12.23				$ 2.21
				$ 12.25				$ 2.23
			$ 11.48			$ 12.46	$ 1.46	
			$ 11.51			$ 12.49	$ 1.49	
			$ 11.55	See Special Instruction 101		$ 12.53	$ 1.53	See Special Instruction 101
	11.06		$ 11.59			$ 12.57	$ 1.57	
			$ 12.03			$ 1.01	$ 2.01	
			F 12.09					
					$ 11.44			
					$ 11.46			
					F 11.49			
					$ 11.52			
					F 11.55			
					11.58			
					$ 12.01			
					F 12.05			
					$ 12.09			
					12.10			
					$ 12.13			
					$ 12.17			
					F 12.21			
					$ 12.24			
					$ 12.27			
	11.15		$ 12.11		$ 12.34	$ 1.08	$ 2.08	
	$ 11.22		$ 12.17		$ 12.40	$ 1.14	$ 2.14	
	11.26				12.46			
					$ 12.52			
	11.33				12.53			
					12.55			
					12.57			
	3	3	3			3	3	
	3		3			3	3	
	3		3			3	3	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	1	715	917	807	1059	921	923	811

HOBOKEN TO WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line. SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

STATIONS	1061	725	927	813	929	931	735	933	815	43	45	1067
	Branchville	Montclair	Dover	Gladstone	Dover	Dover	Montclair	Dover	Gladstone	Elmira	Binghamton	Washington
	Sat. Only	Sat. Only	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sat. Only	Sat. Only	Sat. & Hol.	Sun. Only	Sat. Only
Lv	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
HOBOKEN	1.15	1.30	2.02	2.32	3.00	4.00	4.30	4.30		4.45	4.45	5.00
WEST END												
HARRISON					F 3.11							
NEWARK		$ 1.43	$ 2.15	$ 2.45	$ 3.13		$ 4.41					
ROSEVILLE AVENUE		$ 1.46	$ 2.18	$ 2.48	$ 3.16	$ 4.13	$ 4.43	$ 4.44		$ 5.00	$ 5.00	
AMPERE		$ 1.48				$ 4.16	$ 4.45	$ 4.46		5.02	5.02	
WATSESSING AVE.		$ 1.50					$ 4.48					
BLOOMFIELD		$ 1.52					$ 4.50					
GLEN RIDGE		$ 1.54					$ 4.52					
MONTCLAIR		$ 1.57					$ 4.54					
							$ 4.57					
GROVE STREET			$ 2.19	$ 2.49	$ 3.17	$ 4.17		$ 4.47				
EAST ORANGE			$ 2.21	$ 2.51	$ 3.19	$ 4.19		$ 4.49				
BRICK CHURCH			$ 2.23	$ 2.53	$ 3.21	$ 4.21		$ 4.51		$ 5.07	$ 5.07	
ORANGE			$ 2.25	$ 2.55	$ 3.23	$ 4.23		$ 4.53		5.08	5.08	
HIGHLAND AVENUE			$ 2.27	$ 2.57	$ 3.25	$ 4.25		$ 4.55				
MOUNTAIN STATION			$ 2.29	$ 2.59	$ 3.27	$ 4.27		$ 4.57				
SOUTH ORANGE			$ 2.31	$ 3.01	$ 3.29	$ 4.29		$ 4.59		5.11	5.11	
MAPLEWOOD			$ 2.33	$ 3.03	$ 3.31	$ 4.31		$ 5.01				
MILLBURN			$ 2.36	$ 3.06	$ 3.34	$ 4.34		$ 5.04		5.14	5.14	
SHORT HILLS			$ 2.38	$ 3.08	$ 3.36	$ 4.36		$ 5.06				
SUMMIT			$ 2.42	$ 3.13	$ 3.40	$ 4.40		$ 5.11	5.15	$ 5.21	$ 5.21	
WEST SUMMIT SIDING												
NEW PROVIDENCE				$ 3.16								
MURRAY HILL				$ 3.19								
BERKELEY HEIGHTS	See Special Instructions 101 and 130			$ 3.23	See Special Instruction 130				$ 5.18			
GILLETTE				$ 3.26					$ 5.21			
STIRLING				$ 3.28					$ 5.25			See Special Instructions 101 and 130
MILLINGTON				$ 3.31					$ 5.28			
LYONS				$ 3.34					$ 5.30			
BASKING RIDGE				$ 3.37					$ 5.33			
BERNARDSVILLE				$ 3.40					$ 5.36			
MINE BROOK									$ 5.39			
FAR HILLS				$ 3.47					$ 5.42			
PEAPACK				$ 3.51					F 5.46			
GLADSTONE				$ 3.53					$ 5.49			
CHATHAM			$ 2.48		$ 3.46				$ 5.53			
MADISON			$ 2.51		$ 3.49				$ 5.55			
CONVENT			$ 2.55	See Special Instruction 101	$ 3.53	$ 4.46		$ 5.17				
MORRISTOWN			$ 2.59		$ 3.57	$ 4.49		$ 5.20				
MORRIS PLAINS			$ 3.03		$ 4.01	$ 4.53		$ 5.24	See Special Instruction 101	5.31	5.31	
MOUNT TABOR						$ 4.57		$ 5.28				
SECAUCUS						$ 5.01		$ 5.32				
KINGSLAND	$ 1.29					F 5.07						
LYNDHURST	$ 1.31											
DELAWANNA	F 1.34											$ 5.14
PASSAIC	$ 1.37											$ 5.16
ATHENIA	F 1.40											F 5.19
PATERSON JCT.	1·43											$ 5.22
PATERSON	$ 1.46											F 5.25
LITTLE FALLS												5.28
MOUNTAIN VIEW	$ 1.54											$ 5.31
ERIE CROSSING	1.55											
LINCOLN PARK	$ 1.58											$ 5.39
TOWACO	$ 2.02											5.40
MONTVILLE	F 2.06											$ 5.43
BOONTON	$ 2.09											$ 5.47
MOUNTAIN LAKES	$ 2.12											F 5.51
												$ 5.54
DENVILLE	$ 2.19		$ 3.10		$ 4.08							$ 5.57
DOVER	$ 2.25		$ 3.16		$ 4.14	$ 5.09		$ 5.38		5.40	5.40	$ 6.04
WHARTON						$ 5.15		$ 5.44		$ 5.47	$ 5.47	$ 6.10
CHESTER JUNCTION	2.31											
LAKE HOPATCONG	$ 2.37									5.52	5.52	6.15
PORT MORRIS JCT.	2.38											$ 6.21
PORT MORRIS	2.40									5.59	5.59	6.22
SUSSEX BRANCH JCT.	2.42											6.24
NETCONG												6.25
WATERLOO												$ 6.27
HACKETTSTOWN												
PORT MURRAY												$ 6.44
WASHINGTON												F 6.54
												$ 7.04
Newark and Roseville Ave.		3	3	3	3	3	3	3		3	3	
Roseville Ave. and So. Orange			3	3	3	3		3		1	3	
So. Orange and Millburn			3	3	3	3		3		1	3	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	1061	725	927	813	929	931	735	933	815	43	45	1067

HOBOKEN TO WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

STATIONS	935	937	939	817	941	1073	X49	5	943	945	819
	Dover	Dover	Dover	Gladstone	Dover	Branchville	Orange	Chicago	Dover	Dover	Gladstone
	Sat. & Sun.	Sat. Only	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.	Sat. Only	Sun. Only	Daily	Sat. & Sun.	Sat. & Sun.	Sat. & Sun.
Lv	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
HOBOKEN	5.02	5.32	6.00		7.00	7.00	7.30	7.45	8.00	9.02	
WEST END											
HARRISON											
NEWARK	$ 5.15	$ 5.45	$ 6.13		$ 7.13			$ 8.00	$ 8.13	$ 9.15	
ROSEVILLE AVENUE	$ 5.18	$ 5.48	$ 6.16		$ 7.16			8.02	$ 8.15	$ 9.18	
AMPERE											
WATSESSING AVE.											
BLOOMFIELD											
GLEN RIDGE											
MONTCLAIR											
GROVE STREET	$ 5.19	$ 5.49	$ 6.17		$ 7.17				$ 8.17	$ 9.19	
EAST ORANGE	$ 5.21	$ 5.51	$ 6.19		$ 7.19				$ 8.19	$ 9.21	
BRICK CHURCH	$ 5.23	$ 5.53	$ 6.21		$ 7.21			$ 8.08	$ 8.21	$ 9.23	
ORANGE	$ 5.25	$ 5.55	$ 6.23		$ 7.23		$ 7.50	8.09	$ 8.23	$ 9.25	
HIGHLAND AVENUE	$ 5.27	$ 5.57	$ 6.25		$ 7.25				$ 8.25	$ 9.27	
MOUNTAIN STATION	$ 5.29	$ 5.59	$ 6.27		$ 7.27				$ 8.27	$ 9.29	
SOUTH ORANGE	$ 5.31	$ 6.01	$ 6.29		$ 7.29			8.12	$ 8.29	$ 9.31	
MAPLEWOOD	$ 5.33	$ 6.03	$ 6.31		$ 7.31				$ 8.31	$ 9.33	
MILLBURN	$ 5.36	$ 6.06	$ 6.34		$ 7.34			8.15	$ 8.34	$ 9.36	
SHORT HILLS	$ 5.38	$ 6.08	$ 6.36		$ 7.36				$ 8.36	$ 9.38	
SUMMIT	$ 5.42	$ 6.12	$ 6.40	6.43	$ 7.40	No Passengers West of Netcong		$ 8.21	$ 8.40	$ 9.42	9.45
WEST SUMMIT SIDING											
NEW PROVIDENCE				$ 6.46							$ 9.48
MURRAY HILL				$ 6.49							$ 9.51
BERKELEY HEIGHTS				$ 6.53							$ 9.55
GILLETTE				$ 6.56							$ 9.58
STIRLING				$ 6.58			No Psgrs.				$ 10.00
MILLINGTON				$ 7.01							$ 10.03
LYONS				$ 7.04							$ 10.06
BASKING RIDGE				$ 7.07							$ 10.09
BERNARDSVILLE				$ 7.10							$ 10.12
MINE BROOK				F 7.14							
FAR HILLS				$ 7.17							$ 10.19
PEAPACK				$ 7.21							$ 10.23
GLADSTONE				$ 7.23							$ 10.25
CHATHAM	$ 5.48	$ 6.18	$ 6.46	See Special Instruction 101	$ 7.46	See Special Instruction 101			$ 8.46	$ 9.48	See Special Instruction 101
MADISON	$ 5.51	$ 6.21	$ 6.49		$ 7.49				$ 8.49	$ 9.51	
CONVENT	$ 5.55	$ 6.25	$ 6.53		$ 7.53				$ 8.53	$ 9.55	
MORRISTOWN	$ 5.59	$ 6.29	$ 6.57		$ 7.57			8.33	$ 8.57	$ 9.59	
MORRIS PLAINS	$ 6.03	$ 6.33	$ 7.01		$ 8.01				$ 9.01	$ 10.03	
MOUNT TABOR		F 6.39	F 7.07								
SECAUCUS											
KINGSLAND						$ 7.14					
LYNDHURST						$ 7.16					
DELAWANNA						$ 7.19					
PASSAIC						$ 7.22					
ATHENIA						$ 7.25					
PATERSON JCT.						7.28					
PATERSON						$ 7.31					
LITTLE FALLS											
MOUNTAIN VIEW						$ 7.39					
ERIE CROSSING						7.40					
LINCOLN PARK						$ 7.43					
TOWACO						$ 7.47					
MONTVILLE						$ 7.51					
BOONTON						$ 7.54					
MOUNTAIN LAKES						$ 7.57					
DENVILLE	$ 6.10	$ 6.41	$ 7.09		$ 8.08	$ 8.04		8.45	$ 9.08	$ 10.10	
DOVER	$ 6.16	$ 6.47	$ 7.15		$ 8.14	$ 8.10		$ 8.54	$ 9.14	$ 10.16	
WHARTON											
CHESTER JUNCTION						8.15		8.59			
LAKE HOPATCONG						$ 8.21					
PORT MORRIS JCT.						8.22		9.06			
PORT MORRIS						8.24					
SUSSEX BRANCH JCT.						8.25					
NETCONG											
WATERLOO											
HACKETTSTOWN											
PORT MURRAY											
WASHINGTON											
Newark and Roseville Ave.	3	3	3		3		3	3	3	3	
Roseville Ave. and So. Orange	3	3	3		3		3	3	3	3	
So. Orange and Millburn	3	3	3		3			3	3	3	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	935	937	939	817	941	1073	X49	5	943	945	819

HOBOKEN TO WASHINGTON.

WESTWARD. First Class

STATIONS	947	949
	Dover	Dover
	Sat. & Sun.	Sat. & Sun.
Lv	P. M.	P. M.
HOBOKEN	10.02	11.02
WEST END		
HARRISON		
NEWARK	$ 10.15	$ 11.15
ROSEVILLE AVENUE	$ 10.18	$ 11.18
AMPERE		
WATSESSING AVE.		
BLOOMFIELD		
GLEN RIDGE		
MONTCLAIR		
GROVE STREET	$ 10.19	$ 11.19
EAST ORANGE	$ 10.21	$ 11.21
BRICK CHURCH	$ 10.23	$ 11.23
ORANGE	$ 10.25	$ 11.25
HIGHLAND AVENUE	$ 10.27	$ 11.27
MOUNTAIN STATION	$ 10.29	$ 11.29
SOUTH ORANGE	$ 10.31	$ 11.31
MAPLEWOOD	$ 10.33	$ 11.33
MILLBURN	$ 10.36	$ 11.36
SHORT HILLS	$ 10.38	$ 11.38
SUMMIT	$ 10.42	$ 11.42
WEST SUMMIT SIDING		
NEW PROVIDENCE		
MURRAY HILL		
BERKELEY HEIGHTS		See Special Instruction 130
GILLETTE		
STIRLING		
MILLINGTON		
LYONS		
BASKING RIDGE		
BERNARDSVILLE		
MINE BROOK		
FAR HILLS		
PEAPACK		
GLADSTONE		
CHATHAM	$ 10.48	$ 11.48
MADISON	$ 10.51	$ 11.51
CONVENT	$ 10.55	$ 11.55
MORRISTOWN	$ 10.59	$ 11.59
MORRIS PLAINS	$ 11.03	$ 12.03
MOUNT TABOR		F 12.09
SECAUCUS		
KINGSLAND		
LYNDHURST		
DELAWANNA		
PASSAIC		
ATHENIA		
PATERSON JCT.		
PATERSON		
LITTLE FALLS		
MOUNTAIN VIEW		
ERIE CROSSING		
LINCOLN PARK		
TOWACO		
MONTVILLE		
BOONTON		
MOUNTAIN LAKES		
DENVILLE	$ 11.10	$ 12.11
DOVER	$ 11.16	$ 12.17
WHARTON		
CHESTER JUNCTION		
LAKE HOPATCONG		
PORT MORRIS JCT.		
PORT MORRIS		
SUSSEX BRANCH JCT.		
NETCONG		
WATERLOO		
HACKETTSTOWN		
PORT MURRAY		
WASHINGTON		
Newark and Roseville Ave.	3	3
Roseville Ave. and So. Orange	3	3
So. Orange and Millburn	3	3
	P. M.	A. M.
	947	949

WASHINGTON.

Morristown Line, Montclair and Gladstone Branches, Boonton Line and Washington Line.

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

	17	X109
	Buffalo	Dover
	Sat. Only	Sun. Only
	P. M.	P. M.
HOBOKEN	11.05	11.59
WEST END		
HARRISON		
NEWARK		12.11
ROSEVILLE AVENUE		12.13
AMPERE		
WATSESSING AVE.		
BLOOMFIELD		
GLEN RIDGE		
MONTCLAIR		
GROVE STREET		
EAST ORANGE		
BRICK CHURCH		
ORANGE		12.15
HIGHLAND AVENUE		
MOUNTAIN STATION		12.18
SOUTH ORANGE		
MAPLEWOOD		12.21
MILLBURN		12.25
SHORT HILLS		
SUMMIT		
WEST SUMMIT SIDING		
NEW PROVIDENCE		
MURRAY HILL		
BERKELEY HEIGHTS		
GILLETTE		
STIRLING		
MILLINGTON		
LYONS		
BASKING RIDGE		
BERNARDSVILLE		
MINE BROOK		
FAR HILLS		
PEAPACK		
GLADSTONE		
CHATHAM		
MADISON		
CONVENT		
MORRISTOWN		12.36
MORRIS PLAINS		
MOUNT TABOR		
SECAUCUS		
KINGSLAND	11.20	
LYNDHURST		
DELAWANNA		
PASSAIC		
ATHENIA		
PATERSON JCT.	11.29	
PATERSON		
LITTLE FALLS		
MOUNTAIN VIEW		
ERIE CROSSING	11.40	
LINCOLN PARK		
TOWACO		
MONTVILLE		
BOONTON		
MOUNTAIN LAKES		
DENVILLE	11.54	12.44
DOVER	12.00	$ 12.50
WHARTON	12.05	
CHESTER JUNCTION		
LAKE HOPATCONG	12.11	No Passengers
PORT MORRIS JCT.		
PORT MORRIS		
SUSSEX BRANCH JCT.		
NETCONG		
WATERLOO		
HACKETTSTOWN		
PORT MURRAY		
WASHINGTON		
Newark and Roseville Ave.		3
Roseville Ave. and So. Orange		3
So. Orange and Millburn		3
	A. M.	A. M.
	17	X109

SUSSEX BRANCH.

SATURDAY AND SUNDAY TRAINS.

EASTWARD. First Class.

	X120	1068	1066
		Pagr.	Pagr.
	Sat. Only	Sun. Only	Sat. Only
	P. M.	P. M.	P. M.
PORT MORRIS Ar Lv	.....	.....	.....
SUSSEX BRANCH JCT.	10.19	5.15	5.15
NETCONG D	$ 10.15	$ 5.10	$ 5.10
CRANBERRY LAKE	.....	$ 4.58	$ 4.58
ANDOVER	.....	$ 4.52	$ 4.52
ANDOVER JUNCTION N	9.59	4.49	4.49
NEWTON D	$ 9.51	$ 4.41	$ 4.41
NYS&W CROSSING	.....	.....	.....
LAFAYETTE	.....	$ 4.27	$ 4.27
STRADERS	.....	.....	.....
AUGUSTA (L&NE Crossing)	9.34	4.14	4.14
BRANCHVILLE D Lv Ar	9.30 P. M.	4.10 P. M.	4.10 P. M.
	X120	1068	1066

No Passengers. — See Special Instruction 101

See Special Instruction 101

See Special Instruction 101

SATURDAY AND SUNDAY TRAINS.

WESTWARD. First Class.

	1059	1061	1073
	Pagr.	Pagr.	Pagr.
	Sun. Only	Sat. Only	Sat. Only
	P. M.	P. M.	P. M.
PORT MORRIS Ar Lv	.....	.....	.....
SUSSEX BRANCH JCT.	12.57	2.42	8.25
NETCONG D	$ 1.00	$ 2.45	$ 8.28
CRANBERRY LAKE	F 1.10	F 2.55	.....
ANDOVER	$ 1.15	$ 3.00	.....
ANDOVER JUNCTION N	1.17	3.02	8.41
NEWTON D	$ 1.26	$ 3.11	$ 8.50
NYS&W CROSSING	.....	.....	.....
LAFAYETTE	F 1.36	F 3.21	.....
STRADERS	.....	.....	.....
AUGUSTA (L&NE Crossing)	1.50	3.36	9.15
BRANCHVILLE D Lv Ar	$ 2.10 P. M.	$ 3.55 P. M.	$ 9.25 P. M.
	1059	1061	1073

See Special Instruction 101

See Special Instruction 101

See Special Instruction 101 — No Passengers on Netcong.

NOTES

No. 10: Will stop at Dover to discharge passengers and pick up passengers for Newark and Hoboken.

No. 40: Will stop at Summit to discharge revenue passengers only.

No. 44: Will stop at Summit and Brick Church to discharge revenue passengers only.

MORRIS AND ESSEX DIVISION GENERAL INSTRUCTIONS

(See Book of Rules of the Operating Department effective April 27, 1952 for Rules referred to in these Instructions.)

Changes in Operating Rules

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

Rule 670(a) — (Revised August 1, 1952).

Rule 913(e) — (Revised September 26, 1954).

Rule 19 — (Revised February 4, 1955).

Rule 99 — (Revised October 30, 1955).

Rules 700 to 719 inclusive, are cancelled. (Effective October 28, 1956) (See General Instruction No. 20.)

Hours of Service Law

1. (a) When it becomes apparent that a trip cannot be completed within 16 hours, it is the duty of conductor and engineman to notify Superintendent promptly, giving at least two hours advance notice when possible. (See Rule 751).

(b) Officers and agents are personally responsible for violations of the Hours of Service Law.

Superiority of Trains

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

Operation of Three or More Tracks

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

Miscellaneous Instructions

5A. All employes are responsible for the proper handling of cars placarded explosive and inflammable, and will be governed by existing instructions conspicuously posted in cabooses and yard offices.

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

6. (a) Conductors, Trainmen, Engineers and Firemen in passenger service called for trip over territory in which they have not been over in the preceding ninety (90) days and Enginemen in freight service called for a trip over territory in which they have not been over in the preceding six (6) months, must report the fact to the Superintendent and be examined to ascertain that they are qualified on the physical characteristics of the road over which they will operate.

(b) Qualified firemen who are permitted by the engineman to operate engines under the engineman's supervision and responsibility in accordance with Operating Rule 913(e), revised, are likewise subject to the above regulations.

(c) In complying with Operating Rule 126, conductor will use paragraph (a) above as a guide.

(d) Engine crews will avoid working with engine cabs excessively warm in winter weather and will utilize cab windows to assure sufficient fresh air and ventilation, which in turn prevents drowsiness.

7. (a) Conductors, trainmen, Engineers and Firemen in road service who have been absent from duty for thirty (30) days or more must be examined by the proper officer, prior to resuming duty, on any changes in operating rules and the current bulletin orders in effect. If absence has been four months or longer, examination must not be conducted over the telephone.

(b) Employe absent for more than thirty (30) days because of sickness or injury must pass physical examination by company doctor before resuming work.

Instructions to Rules 101(b) and 101(c)

9. (a) When defects are observed by crew members or they are so notified by signal from passing employes or otherwise, the train must be stopped at once to safeguard their own and other movements and not attempt to continue to terminal or convenient clearing or switching location without a standing inspection to determine the exact nature of defect and action required.

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

Automatic Train Stop

10. Automatic Train Stop equipment must be tested before leaving originating service track from which locomotive is dispatched. Open inductors are in service at the following locations:

Hoboken—Tracks No. E, F, H, I, J, 11, 16 and 17.

Jersey City (Henderson Street)—Wall, Turntable, Dunnigan, and Sandhouse Tracks.

Port Morris—Delivery Track.

Enginemen are required to take a brake application passing over the first of the inductors and to acknowledge passing over the other. This originating test must be made in accordance with "Instructions for Enginemen's Departure Test" circular of August 18, 1959. Enginemen conducting the departure test will so note on work report form. Relieving Engineman enroute will accept this as evidence that originating test has been made.

Handling of Locomotives and Freight Cars in Trains

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

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

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

12. Locomotives with power brake inoperative must not be moved light over any portion of the road, but may be handled in freight trains, provided requirements of the United States Safety Appliance Act are met.

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

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

14. (a) Caboose cars of 850-class may be pushed on regardless of the number of units.

(b) Not more than two units of diesel power (3000 H.P.) or one unit 1850 class (2400 H.P.) may push behind eight-wheel steel frame caboose cars in series 600-849 inclusive.

(c) Special service cars in series 95000-99000 (except all steel dump cars 95700-95784, 97000-97031, dump cars

97050-97053, all steel ballast cars 98750-98799, and 98851-98875, side dump cars 02000-02036, all inclusive) must be placed on rear of trains ahead of caboose. Pusher locomotives must be placed ahead of such cars.

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

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

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

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

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

Inspection and Braking

20. (a) At point where train is originally made up, test of train brake system must be made as follows:

After air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but not less than 60 pounds as indicated by the caboose gauge, and on a passenger train when charged to not less than 70 pounds and upon receiving signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, then note the number of pounds of brake pipe leakage per minute as indicated by brake pipe gauge; (brake pipe leakage must not exceed 5 pounds per minute) after this the brake pipe reduction must be increased to full service. Inspection of train brakes must be made to determine if brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of brake equipment are properly secured.

When this inspection has been completed, release signal must be given and brakes released and each brake inspected to see that all have properly released.

(b) Engineman and conductor must be notified when test is completed and in no case will the train leave until so notified.

(c) 1. At intermediate points where the locomotive is changed, puller locomotives are attached or detached, or pusher locomotives attached, cars added to train, or where train line is cut or angle cock closed (Except as per Instruction No. (f)), train brake test will be made by applying and releasing the train brake. The engineer must make a full service application of train brakes, noting the discharge of air from brake valve exhaust, so as to know that the train brake pipe is free of obstructions. It will be the responsibility of the conductor to know that the brake applies and releases on the last car and that train line pressure is being restored. He will communicate with or signal the engineer before proceeding.

2. Where engine crews are changed, incoming engineer will make a 15 pound brake pipe service reduction after stopping. Outgoing engineer will observe air pressure and if it is evident that leakage is not excessive as indicated by brake pipe gauge, train brakes will be released and train will proceed upon receipt of signal or communication from rear that the train line pressure is being restored.

(d) Before a train is started from a point where train is originally made up, train crew must know that all hand brakes are released and retainers are in released position.

(e) Before motive power is detached or angle cocks are closed on a train, brakes must be applied with not less than a 20 pound reduction. When one or more cars are added to a train at any point subsequent to the point where the train was originally made up and tested, the cars added, after placed in position where they are to be hauled in the train, must have the brakes on such cars examined to know that they are in operation, and retaining valves are in release position, when making brake tests as per Instruction ((c)1.) before proceeding.

(f) Where one or more cars or a pusher locomotive is cut off from the rear of a train, and no cars added, train brake pipe test as described in Instruction (c) is not required.

(g) Condensation must be blown from the pipe from which air is taken before connecting yard line or locomotive to train.

(h) When cutting in air, after coupling air hose between cars, or cars and locomotive, open angle cock slowly on rear portion of train, then slightly open angle cock of forward portion of train until air goes through. Leave in this position 6 to 8 seconds, then slowly open wide.

(i) When more than one locomotive is used, brakes must be operated from the leading locomotive, automatic brake valves on all except the leading locomotive cut out, handles of the brake valves kept in running position and, when practicable, air compressors kept running.

(j) When brakes cannot be released from the locomotive, the engineman must warn the trainmen as provided in Rule 14(o).

(k) In all cases of brakes sticking, conductors will, at the first practicable point of communication, send to the dispatcher a complete report of the condition found, including car number, initial, location in train, and type of triple valve. If air brakes on the last car in train become inoperative, its position must be changed so that an operative air brake is on

the rear. Orange air brake card should be firmly attached to the crossover pipe for information of the car inspectors.

(l) 1. On a passenger train, after locomotive or train crews have changed, or an angle cock closed (except for cutting off cars from the rear), a running test of brakes must be made as soon as speed of train permits. Such tests should be made by applying the train brakes with sufficient force to ascertain that they are in proper operation. Power should not be shut off on locomotive unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes (Rule 14(a) must be given and repeated as long as necessary to secure proper response. After train is stopped, cause for brake failure must be determined and corrected before again proceeding.

2. On passenger trains a running air brake test must be made approaching the start of heavy descending grades, also on freight trains if stop is not required to set up retainers. (See pressure maintaining General Instructions 22(g)-22(i).)

(m) Yard locomotives will normally carry 70 pounds brake pipe pressure, but when handling passenger cars, taking from or adding to a passenger train, must carry 110 pounds brake pipe pressure. Exception: When handling M. U. passenger cars, 90 pounds brake pipe pressure will be carried.

(n) When back-up hose is used on any train, its connection must be tested by making reduction of brake pipe pressure before train is moved.

(o) M. U. passenger train air brake tests to be made as per rules contained in "Multiple Unit Car Equipment and Operating Rules."

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

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

Handling Freight Trains on Heavy Grades

22. (a) Retainers will be used as indicated by local instructions.

(b) Retainers must be turned up before first release of brakes after train starts down grade. Conductors and enginemen must know by signal that the retainers have been turned up. If retainers cause too much braking power, a sufficient number must be turned down to permit train to proceed under control of engineman.

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

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

1. *Handle all the way down*—Normal position, retainers not in service.

2. *Handle in horizontal position*—Low pressure (10 pounds) position and will be used in all cases where retainers are required. 60 seconds after release of train brakes valve, in this position, retains 10 pounds brake cylinder pressure.
3. *Handle 45 degrees below horizontal*—High pressure position, must not be used.
4. *Handle 45 degrees above horizontal*—Slow direct releasing position, must not be used.

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

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

PRESSURE MAINTAINING BRAKING

(g) When freight trains are handled with diesel locomotives equipped with the pressure maintaining feature and providing it is cut in, and the dynamic brake operating on all units handling the train, and the engineer has been qualified on the manipulation of the pressure maintaining valve, timetable instructions governing the use of retainers will not apply. In case of failure of the pressure maintaining feature or the dynamic brake, retainers must be used.

(h) When descending a heavy grade with pressure maintaining feature cut in, the initial brake pipe reduction must not be less than six (6) pounds. If a train stalls descending a heavy grade due to too heavy a brake application or for any other cause, engineman must use good judgment, calling for assistance from the train crew if necessary before releasing brakes and while brake system is being recharged. (Timetable Instruction 28 and 29(b).)

(i) A partial release of the train brakes during pressure maintaining braking must never be attempted. If necessary to release the train brakes on descending grades where retaining valves are normally required, a stop will be made and the brake system recharged before the train proceeds.

(j) Conductor must know the engineman has a certificate of qualification to cover pressure maintaining method and that the locomotive is equipped with pressure maintaining valve before permitting train to be operated without use of retainers as provided in Timetable Instructions.

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

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

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

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

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

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

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

(f) On ascending grades, trains with Diesel pusher and Diesel power on head end, which for any reason reduce speed to 5 mph or less, must be stopped with train brake. Start will then be made as provided in paragrph (e).

27. (a) **Locomotives with No. 8EL or 24RL brake equipment:** if there is a loss of pressure in main reservoir when train brakes are applied, release the locomotive brake with the independent brake valve, if pressure is restored in the main reservoir after releasing it indicates a leak from the Locomotive brake cylinders or their pipe connections.

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

(c) **On locomotives equipped with 24-RL Brake,** when handling trains of more than 60 cars. Rotair Valve on operating unit must be in "FRGT" position, cock on control valve on "B" unit in "F" position, and Rotair Valve on trailing unit must be in "FRGT-LAP" position to obtain delayed emergency of locomotive brake in case of train parting. In passenger service, pusher service, short freight trains, or when operating light locomotives, the Rotair Valve on operating unit must be in "PASS" position, cock on control valve on "B" unit in "P" position, and Rotair Valve on trailing unit in "PASS-LAP" position.

28. If unable to maintain brake pipe pressure, due to any cause, adopt the safe course—STOP, and receive assistance from trainmen. If it requires more than a 10-lb. reduction to control train with retainers in service, engineman must call for and receive assistance from train crew.

29. (a) When making a running air brake test, or slow down on reasonably level track, brakes must not be released on freight trains of from 60 to 80 cars when speed is less than 20 m.p.h., and on trains of 80 or more cars at speed of less than 30 m.p.h.

(b) When releasing brakes on freight trains on descending grades and retainers are not turned up, the engineman must use good judgment, taking into consideration makeup of train, amount of brake pipe reduction, train line leakage, and the amount of braking power on the locomotive.

(c) Dynamic brake or locomotive brake must be held applied to prevent run out of slack. When doubelheading, engineman on second engine will hold dynamic brake or engine brake applied when engineman on lead engine releases train brakes.

30. When freight trains enter sidings on descending grade, enginemen must make air brake service test as prescribed by the rules before pulling out of siding.

To Guard Against Buckling of Trains

31. All trains must STOP when taking on pusher engine. STOP must also be made to permit pusher engine to cut off, and air hose uncoupled by hand, except when caboose is equipped with device for cutting off pusher engine while train is in motion. When caboose is so equipped the engineman on pusher and road engine must be notified. In this case engineman on pusher engine will use power until he sees caboose separate from engine; he will then close throttle immediately and bring engine to a STOP. Trainman handling this device to cut pusher engine off, while train is in motion, will first pull chain to lift knuckle lock, then push down on device handle slowly until it strikes the stop. The handle must be left in this position until the train stops, then the brake pipe angle cock should be closed and device handle latched in its upper position.

32. In order to guard against buckling of trains where one or more pusher engines are used, the following must be observed. Air hose must be coupled from train to engines and the brakes on pusher engines operated by the lead engine in control of train. Enginemen on pusher engines must close the cut out cock at brake valve when coupled to train, and when detached from train open cut out cock and make a service test of engine brakes.

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

Clearance Restrictions

(Overhead and Side Obstruction)

34. In the movement of trains or cars on tracks where there is limited side clearance on account of telegraph or signal poles, platforms, docks, bridges or other structures of any kind, piles of lumber or other materials, employes must not go between cars and such obstructions or use side ladders or steps or lean outward from engines or cars toward the obstruction.

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

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

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

(b) On account of the width of all Diesel engines, trainmen and enginemen must at all times look out for close clearances, especially passing dwarf signals, switch stands, through bridges and when two engines of these classes are passing each other.

Display of Headlights

38. In addition to displaying the headlight to the front and rear by night as required by Operating Rule 18, yard engines during foggy or stormy weather will display the headlight to the front and rear by day. (See also M & E Special Instruction 190 (b)).

General Speed Restrictions

39. (See Special Instructions for further restrictions.)

Enginemen will check speedometer on locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration the speedometer variation. Speedometer inaccuracy, as found, will be reported on completion of trip.

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

	Miles Per Hour
A—Passenger Service, (All Passenger Equipment provided power limitations do not require lower speed)	70
Exceptions:	
Diesel Power handling MU Motor cars	65
Note: This does not apply to non-motor MU cars (Trailers).	
B—Freight Trains (Provided power limitations do not require lower speed)	50

	Miles Per Hour
1. Train limitations	
(a) Trains handling loaded DL&W dump cars series 95750-95784, 97000-97031 and 97050-97053, incl.	40
(b) Trains handling ore	40
(d) Relief trains handling wrecking derricks:	
On Main Line Hoboken to Port Morris:	
On Straight Track	40
On Curves	30
On P&D Branch, and Washington Line:	
On Straight Track	30
On Curves	25
On Phillipsburg Branch and Sussex Branch:	
On Straight Track	25
On Curves	20
(e) Work and other trains handling snow plows (in service), locomotive cranes and flangers	40
Exception: Snow plow in service over highway crossing, or when being pulled backwards in snow	10
(f) Trains handling scale test cars, and snow plows (when pulled with Johnson bar coupler or moved backwards in trains)	30
Note: Conductors of trains handling cars under the above restrictions are responsible to know that the engineer has been properly notified.	
C—Power Limitations	
1. 809-863	70
2. 900-1140, 1153-1935, 6011-6362, 6521-6542, 6551-8454	65
3. 1150-1152	60
4. 6511-6512	48
5. 302-321, 349-665	40
6. 322-325	35
7. 51-53	30
Power limitation as shown above applies when operated with train or towed in train unless otherwise instructed.	
(a) Exceptions	
1. B—Units 8412, 8422, 8432, 8442 aud 8452 may be operated at 68 MPH when coupled with PE-22 locomotives (809-833) in passenger service.	
2. Engines 51-53, 302-665 when operating as a single unit running light	25
3. All classes of road engines including road switchers, when operating as a single unit running light	35
4. When light movements are made with multiple unit diesel locomotives equipped with double end control the locomotive must be operated from the end in the direction that the movement is being made.	
D—Engines running backward, with or without cars	30
The only time a diesel can be considered as operating backward is when a multiple unit road diesel is operating with a blind unit or blind end ahead.	
E—Engines shoving cars	20
F—Other passenger and freight restrictions:	
1. Trains proceeding through sidings (Subject to Rule 105)	15
2. Trains crossing from one track to another, entering or leaving main tracks or sidings, or taking diverging routes other than those controlled by interlocking signals or specifically provided for in "Special Instructions."	15

Miles Per Hour

3. Spring Switches. For trains passing over trailing or facing point spring switches, set in normal position on main track, protected by automatic signals and where spring points do not move, speed is governed by permissible speed of that location. All operations through spring switches that move the points must be at a speed not to exceed, UNLESS OTHERWISE SPECIFIED IN SPECIAL INSTRUCTIONS.... 15

Diesel Locomotives Left Unattended

40. The following instructions will govern with respect to Rule 916, Book of Rules, Operating Department:

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

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

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

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

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

High Voltage Wires

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

MORRIS AND ESSEX DIVISION

SPECIAL INSTRUCTIONS

Superiority of Trains

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

(a) GLADSTONE BRANCH

Following westward trains are superior to designated eastward trains:

No. X-41 to 406	No. 427 to 426	No. 439 to 432
No. 405 to 414	No. 431 to 426	No. 803 to 808
No. 407 to 416	No. 431 to 428	No. 807 to 812
No. 409 to 420	No. 435 to 430	No. 813 to 818
No. 421 to 424	No. 437 to 430	

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

(b) SUSSEX BRANCH

Following westward trains are superior to designated eastward trains:

No. X111 to 1022	No. 1061 to 1066
No. 1015 to 1042	No. 1073 to X-120
No. 1059 to 1068	

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

(c) WASHINGTON LINE

Following westward trains are superior to designated eastward trains:

No. 1031 to X-110	No. 1031 to No. 1042
No. 1057 to X-116	

No. 1021 is superior to all eastward trains between Port Morris Junction and Washington.

102. Except where otherwise provided all extra trains must clear Nos. 1, 2, 5 and 6 at least 10 minutes. (See special instruction 145.)

Miscellaneous

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

104. **Engines of 1850 class are restricted as follows:**

(a)—From use in yard service at Hoboken, Harrison, Secaucus, Paterson and Port Morris.

(b)—From use on Roustabouts, except trains 71 and 66.

(c)—When used on trains 71 and 66 the use of Brick Company side track at Port Murray is prohibited.

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

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

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

110. The Third Track from "DB" Tower to Croxton, including former Greenwood Lake Westbound Track to Croxton "BR" Tower and Track 1 Secaucus East Yard, including New Connection, to Croxton—will be under the jurisdiction of the Yardmaster at "KW" Croxton. These tracks will at all times be operated under Yard Limit Rules. Normal position of switch between New Connection and Third Track—Lined for Third Track.

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

111. HOBOKEN TRAIN-SHED: Enginemen will not couple against train without receiving hand signal.

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

Enginemen will use extreme care to allow adequate braking distance entering Hoboken train-shed, having their train under such control that they will be able to comply with the foregoing or stop short of any obstruction by use of pneumatic brake alone if necessary.

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

Back-up hoses will not be required when switching movements are being made in the following locations:

Express Platform	Tracks 18, 19 & 20
Milk Yard	Passenger Cripple Track
Day's Yard	All Tracks Pier #1
Hill Yard	All Tracks Pier #2
Pullman Yard	

All main line, suburban and MU trains, when handled by a yard engine must have a man stationed to operate conductor's valve or back-up hose to control movements in case of an emergency when moving to tracks #1 to #17, inclusive, Hoboken Passenger Station.

On all types of MU equipment, reverser lever must be set in place preparatory to back-up move. Before movement is commenced, MU man must see that cutout cock located in brake pipe under brake valve is in horizontal position. If this is not done, the reverser lever will *not* stop the train if the necessity to do so should arise. A man *must* be stationed in position to stop the movement of the train if necessary, using the reverser lever. After completing movement, the cutout cock should be returned to the vertical position with the brake pipe.

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

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

116. In 3-track territory between Lyndhurst Drawbridge and Paterson Jct. and Millburn and Harrison when necessary to operate passenger trains on track 1 and discharge passengers over outside track precautions must be taken to avoid accident to passengers crossing such track.

Trains on adjacent tracks will be notified. Rules 107, 107 (a) will govern.

117. An Absolute Block will be operated between open interlocking towers between Grove Street tower, Hoboken and Denville via Morristown Line, also on Montclair Branch following the movement of track cars. When such movements are made towerman or operator will:

(a) Use clips on the signal and/or switch levers until track car has completed movement.

(b) Keep record on Form 32-a showing time track car enters block and time clearance on the track being used is obtained.

118. Passing Siding at Lincoln Park trains must be protected in accordance with Rule 99, Rules of The Operating Department.

Retainers

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

130. **Special Stops for Employees**

West End

107		906
110		911
158		928
	626	929
	629	944
	644	946
	646	
	657	
211	709	949
305		1006
524 (Ex. Fri.)	902	

Morristown Passenger Yard

650

Secaucus (County Road)

Nos. 1006, 1010, 1015, 1061: Will stop just west of County Road Crossing, Secaucus.

West Secaucus

1006 1013 1015 1067

Port Morris

1015	1024	1061	1066
1016	1056	1067	1068

Holiday Service

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

Operation of Three or More Tracks

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

Between Hoboken and Grove Street Tower—

Track 3—Reversible.
Track 1—Reversible.
Track 2—Reversible.
Track 4—Reversible.
Track 6—Reversible.

Between Grove Street Tower and East End Hackensack Bridge—

Track 3—Reversible.
Track 1—Reversible.
Track 2—Reversible.
Track 4—Reversible.

Between East End of Hackensack Bridge and Newark Interlocking—

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

Between Newark and Millburn—

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

West End Interlocking, Boonton Line—

Track 3—Reversible.
Track 1—Reversible.
Track 2—Reversible.
Track 4—Reversible.

Between Lyndhurst Drawbridge and Paterson Junction—

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

Between Montville (MP 28.1) and Denville Interlocking—

Track 1—Westward.
Track 2—Reversible.

Between Denville Interlocking and Dover—

Track 1—Reversible.
Track 2—Reversible.

Between Mt. Arlington and Port Morris Junction Interlocking—

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

Between Port Morris Junction Interlocking and

Track 1—Reversible to M.P. 48.2
Track 2—Reversible to M.P. 48.2
Track 4—Reversible to M.P. 46.9

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

Speed Restrictions—Local (See General Instructions #39)

138. Enginemen will check speedometer on locomotive at first opportunity and if speedometer is found to be inaccurate, will operate to comply with speed restrictions, taking into consideration the speedometer variation. Speedometer inaccuracy, as found, will be reported on completion of trip.

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Hoboken—			
Between station and West End of M. U. Shed	....	....	15
Between West End M. U. Shed and East End Bergen Tunnel	....	....	40
Through Bergen Tunnel	....	....	50
Bergen Tunnel to Sub-station (straight route)	....	....	30 Tracks 3-1-2 20 Track 4
Sub-station to and including Hackensack River Bridge (straight route)	....	....	35
West End Interlocking: On "Clear-Medium" signal:—Turn out track 2 to track 4 opposite Tower	....	....	30
West of Tower—first crossover, track 1 to track 3	....	....	25
Other crossovers—West of Tower	....	....	30
Cross overs east of tower, Rule 283 governs			
Kearny Jct.—			
Curve through Kearny Jct., interlocking	5.2	5.3	60 Track 3
Harrison—			
On "Clear-Medium" Signal at Harrison Station	....	....	30
1st curve east of Harrison Station	6.6	6.9	55
1st curve west of Harrison Station	7.2	7.4	35
Newark Drawbridge			25
2nd curve west of Harrison Station	7.5	7.6	35
3rd curve west of Harrison Station	7.7	7.9	35
Newark Interlocking—			
On "Clear-Medium" signal	....	....	30
Track 1 to Track 2	....	....	25
Newark—			
1st curve west of	8.1	8.2	60
2nd curve west of	8.4	8.5	55
3rd curve west of	8.6	8.7	55
Roseville Ave. Interlocking—			
Straight route	8.9	9.0	35
On "Clear-Medium" signal east of Roseville Ave., Station	....	....	20
On "Clear-Medium" signal west of Roseville Ave., Station	....	....	30
Grove Street—			
East Orange—			
Curve at east end of Station	9.9	10.0	60
Curve at west end of Station	10.1	10.2	60 Tracks 1-3
Brick Church—			
Curves (4) east and west of station	10.4	10.8	60 Tracks 1-3
Orange—			
Curve through Orange Station	11.1	11.9	50
South Orange—			
Curves at east end of Station (2 curves)	13.7	13.8	40 Track 3
Curves at west end of Station (2 curves)	13.9	14.0	40 Track 3
South Orange Interlocking—			
On "Clear-Medium" signal	....	....	30
Maplewood—			
Curve at station	15.0	15.2	65 Track 2
Curve at station {7 AM to 9 AM / 9 AM to 7 AM}	15.0	15.2	10 Track 3 50 Track 3
Curve west of station	15.3	15.4	40 Track 3
1st curve east of Millburn	16.1	16.4	65

MORRISTOWN LINE (HOBOKEN-DENVILLE)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Milburn—			
On "Clear-Medium" signal	....	....	30
1st curve west of	16.8	17.0	50 Track 1 45 Track 2
2nd curve west of	17.1	17.3	55 Track 1 65 Track 2
Short Hills—			
Curve at east end of station	17.6	17.8	50 Track 1 60 Track 2
1st curve west of	18.1	18.8	50 Track 1 65 Track 2
2nd curve west of	18.9	19.1	50 Track 1 60 Track 2
2nd curve east of Summit	19.4	19.7	45 Track 1 50 Track 2
1st curve east of Summit	19.8	19.9	45 Track 1 50 Track 2
Summit—			
Within Interlocking Limits: Main tracks #1-#2 (straight route)	....	....	40
1st curve west of	20.5	20.6	55 Track 1 50 Track 2
2nd curve west of	20.9	21.0	60
3rd curve west of	21.4	22.2	55 Track 1 60 Track 2
4th curve west of	22.5	22.7	55 Track 1 60 Track 2
1st curve east of Chatham	23.0	23.4	55
Chatham—			
1st curve west of	23.6	23.7	65 Track 1
Madison—			
2nd curve west of	26.3	26.4	55 Track 1 60 Track 2
3rd curve west of	26.6	26.7	60 Track 1 65 Track 2
4th curve west of	26.7	26.8	60 Track 1 65 Track 2
5th curve west of	27.3	27.4	65 Track 1
Convent—			
2nd curve west of	28.5	28.7	60
Morristown—			
Curve through Morristown station	29.6	29.9	55 Track 1 50 Track 2
Over Crossovers Between Track 1 and 2, Track 1 and Express, Track 2 and Passenger Yard Lead	....	....	10
1st curve west of	30.2	30.5	65 Track 2
2nd curve west of	30.6	30.7	65 Track 2
Morris Plains—			
3rd curve west of	33.2	33.5	60 Track 1 65 Track 2
4th curve west of	33.6	33.7	55
Powder mill curve west of Morris Plains	34.4	34.7	45
1st curve east of Mount Tabor	35.1	35.5	45 Track 1 50 Track 2
Mount Tabor—			
Denville—			
Curve through Denville	36.0	36.2	40
Through Denville Station	36.2	36.4	25
On "Clear-Medium" signal—Turn out track 1 Morristown Line to track 2, Boonton Line	....	....	25

BOONTON LINE—WEST END TO PORT MORRIS JCT.

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
West End—			
Curve at West End	2.0	2.1	25 (Tracks 3-1 15) Tracks 2-4
West End Interlocking—			
On "Clear-Medium" signal:—			
Turn out track 3, Morristown Line to track 3, Boonton Line	....	....	25
Crossover track 1 to track 3	....	....	20
Crossover track 2 to track 1, west of wye track	....	....	25
Crossover track 4 to track 2, east of Greenwood Lake Branch connection	....	....	25
Turn out Greenwood Lake Branch to track 4	....	....	25
At Bergen Junction, turn outs to and from Main Line, all tracks	....	....	30
At Bergen Junction, crossover track 1 to track 2	....	....	30
West Secaucus-Hackensack Drawbridge:			
Entire Bridge all trains	....	....	30
Note:—Trains or light engines must not stop or start while engine or any part of engine is on any part of drawbridge, except in emergency.			
Turnout from westward main Track #1 to single track, West Secaucus, on clear medium signal	....	....	30
Turnout from single track to eastward main Track #2, just east of new lift bridge West Secaucus	....	....	30
Turnout from Eastward main Track #2, to single track 1500 feet west of new lift bridge, on clear medium indication	....	....	30
2nd curve west of Hackensack Drawbridge	6.6	6.8	65
Kingsland—			
Curve through Kingsland station	7.3	7.7	65
1st curve east of Lyndhurst	7.8	8.0	55
Lyndhurst—			
1st curve west of	8.4	8.5	35
Lyndhurst Drawbridge—Entire Train from the home signal governing the movement over the drawbridge until it reaches end of span	....	....	35
Note:—Except under emergency circumstances brakes must not be applied on engines and when possible to avoid on trains, on any part of this bridge.			
1st curve west of Lyndhurst Drawbridge	9.1	9.2	65
Lyndhurst Drawbridge Interlocking—			
On "Clear-Medium" signal	....	....	30

BOONTON LINE—WEST END TO PORT MORRIS JCT.

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Delawanna—			
Passaic—			
Curve through Passaic station	10.6	10.9	65 Track 1 55 Tracks 2-3
Athenia—			
Curve through Athenia station	12.1	12.3	65
Paterson Jct.—			
Interlocking Limits (straight route)	13.4	13.5	50
On "Clear-Medium" signal Tr. 2-Tr. 1	....	....	30
The speed of trains moving west on "Clear-Medium" signal from Track #3 to Track #1 to the single main track at Paterson Jct. is restricted to 25 M.P.H.			
1st curve west of	13.6	13.7	55
Paterson—			
Curve through Paterson station	14.9	15.4	50
1st curve west of	15.5	15.8	50
3rd curve west of (Squirrelwood Rd.)	16.3	16.7	65
Curve at east end of Paterson Highbridge	16.8	17.0	40
Curve at west end of Paterson Highbridge	17.2	17.4	40
1st curve east of Little Falls	17.4	17.6	60
Little Falls—			
Mountain View—			
Greenwood Lake Branch Crossing	21.2	....	50
Lincoln Park—			
Pompton River Bridge—			
On "Clear-Medium" signal	22.0	....	30
Speed through passing siding	22.0	23.3	30
Turnout from passing siding to single track on "Clear-Medium" signal	23.3	....	30
Towaco—			
Curve at Towaco station	24.8	25.2	60
1st curve west of	25.7	26.1	55
2nd curve west of	26.3	26.5	60
3rd curve west of	26.5	26.7	60
1st curve east of Montville	26.8	27.3	60
Montville—			
Turnout from single track to Track No. 1 on "Clear-Medium" signal	28.1	....	30
2nd curve east of Boonton	28.7	28.8	50 Track 1 60 Track 2
1st curve east of Boonton	28.9	29.0	55
Boonton—			
Curve through Boonton station	29.2	29.3	50 Track 1 55 Track 2
1st curve west of	29.5	29.7	50 Track 1 55 Track 2
Mountain Lakes—			
2nd curve east of Denville	33.1	33.4	55 Track 1 50 Track 2
Denville Interlocking—			
On "Clear-Medium" signal	....	....	30
Denville—			
1st curve west of	34.4	34.9	55 Track 2 65 Track 1
2nd curve west of	35.3	35.7	55 Track 1 45 Track 2
3rd curve west of	35.7	36.1	55
East Dover—			
1st curve west of	36.5	36.9	55
1st curve east of Dover	37.2	37.5	55

BOONTON LINE—WEST END TO PORT MORRIS JCT.

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Dover Interlocking—			
On "Clear-Medium" signal east of Tower Track 2 to Track 1	....	....	30
Dover—			
Through Dover Station	....	....	25
Over Highway Crossings west of Dover Station	....	....	25
1st curve west of	38.3	38.5	40 Track 1 35 Track 2
2nd curve west of	38.7	38.9	50 Track 1 55 Track 2
1st curve east of Wharton	39.3	39.6	60
Wharton—			
curves west of	40.6	41.2	60 Tracks 1-2
Chester Jct.—			
1st curve west of	41.5	41.7	60 Track 1
Mount Arlington—			
On "Clear-Medium" signal	....	....	30
Mile Post 43.5 and Port Morris, track 3	....	....	45
1st curve east of Hopatcong	43.8	45.1	55 Track 1 60 Track 2 35 Track 3
Hopatcong—			
Curve through Hopatcong station	45.4	45.8	45 Track 1 40 Track 2
Port Morris Jct.—			
Interlocking switches east of Tower, on "Clear-Medium" signal	....	....	20
Straight route over crossover switches west of Port Morris Junction	....	....	50 Tracks 1-2
Track 4	....	....	30
Track No. 4; trains entering Track No. 4 at Remote Control switch (on "Clear-Medium" signal)	46.9	....	30
West Port Morris—			
Turnout from Track No. 1 to single track	48.2	....	45

GLADSTONE BRANCH

Gladstone Branch	....	....	55
Summit—			
1st curve west of	20.5	20.6	50
West Summit—			
1st curve west of	20.9	21.0	50
New Providence—			
1st curve west of	22.4	22.7	45
2nd curve west of	22.7	22.8	45
Murray Hill—			
2nd curve west of	24.7	25.0	35
Berkeley Heights—			
Curve through Berkeley Heights station	25.5	25.8	40
1st curve west of	26.0	26.2	50

GLADSTONE BRANCH

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Millington—			
Curve through Millington station	29.9	30.3	45
1st curve west of	30.3	30.4	45
Over Stone Crusher Crossing west of Millington (Eastward trains)	30.5	30.6	20
2nd curve west of	30.9	31.1	50
Lyons—			
Curve through Lyons station	31.5	32.0	45
Basking Ridge—			
1st curve west of	33.8	34.5	50
Bernardsville—			
Freight House Crossing	....	....	10
Ferranti's Crossing	....	....	20
2nd curve west of	35.4	35.6	50
3rd curve west of	35.7	35.9	45
4th curve west of	36.1	36.4	50
Mine Brook—			
2nd curve west of	38.6	38.9	50
Far Hills—			
EASTWARD trains between WEST end of siding and Mine Brook Road	....	....	35
EASTWARD trains pulling out of siding; between EAST end of siding and Mine Brook Road	....	....	8
1st curve west of	39.1	39.7	50
2nd curve west of	39.9	40.2	45
3rd curve west of	40.3	40.9	45
4th curve west of	41.1	41.3	50
Peapack—			
2nd curve west of	42.1	42.2	25
Gladstone—			
Highway crossing, 300 ft. east of Gladstone station	42.2	42.3	5

MONTCLAIR BRANCH

Roseville Ave.—			
Curve through Roseville Avenue station	8.9	9.0	20
On "Clear-Medium" signal west of Roseville Ave., Station	....	....	20
Watsessing Ave.—			
1st curve west of	11.1	11.2	65
Glen Ridge—			
Curve through Glen Ridge station	12.1	12.3	50
1st curve west of	12.3	12.4	50
2nd curve west of	12.4	12.6	45
1st curve east of Montclair	12.7	12.9	25
Montclair—			
Crossover between Tracks No. 1 and No. 2, east end of platform	....	....	10

PORT MORRIS JCT. TO WASHINGTON
(Via Washington Line)

Port Morris Jct. to Washington	....	....	40
Port Morris Jct.—			
Interlocking junction switches	....	....	20
Port Morris—			
Sussex Branch Jct.—			
Movements over spring switches			
Westward trains, Washington Line to Sussex Branch	....	....	15
Eastward trains, Sussex Branch to Washington Line	....	....	15

PORT MORRIS JCT. TO WASHINGTON
(Via Washington Line)

Location	Mile Post From	Mile Post To	Speed Restricted To Miles Per Hour
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing	....	....	25
Hackettstown—			
EASTWARD trains between Main and High Streets	....	....	35
Washington—			
Curve through Washington Station	66.5	66.7	30

SUSSEX BRANCH

Port Morris to Newton	....	....	40
Newton to Branchville	....	....	35
Netcong—			
Between "End of Highway Circuit" sign and Main Street crossing	....	....	25
Netcong station to Furnace St. crossing westward	....	....	10
4th curve east of Cranberry Lake (Stone Quarry Curve)	51.9	52.1	35
Andover Junction—			
Spring switch at connection with L. & H. R. R.—Eastward trains from L. & H.	....	....	15
Over L. & H. Crossing	....	....	15
Newton—			
Curve through Newton station	59.7	60.1	30
Trinity Street crossing, 1000 feet West of Newton station	....	....	10
Augusta—			
Over L. & N. E. Crossing	....	....	15
Branchville—			
First highway crossing east of station	69.2	....	5

HARRISON BRANCH

Harrison Branch	....	....	30

CHESTER BRANCH

Chester Branch	....	....	20

PHILLIPSBURG BRANCH

Phillipsburg Branch	....	....	30
Phillipsburg—			
Stockton Street Bridge, one-half mile east of station	79.7	....	15

Clearance Stations

139. A train must not leave its initial point without clearance Form A, issued on authority of train dispatcher, when operator is on duty, except at Hoboken, Harrison, Newark, Montclair, Port Morris and eastward trains from Scranton-Buffalo Division at Port Morris Jct.—Exception: Interdivisional passenger trains must not leave Hoboken without clearance Form A, issued by train dispatcher.

WASHINGTON—No train will leave Washington without Clearance Form A during time operators are on duty: 8:30 A.M. to 1:00 P.M., 1:30 P.M. to 5:00 P.M. week days.

ANDOVER JUNCTION—eastward L. & H. R. Railway trains may proceed over Sussex Branch without stopping to obtain train orders provided Form 19 Order which includes information as to overdue trains and E.-L. Clearance Form A are delivered to train by telegraph operator. When necessary to restrict superiority of eastward L. & H. R. Railway train at Andover Junction, signal must be displayed and train must stop and get Order as provided in Rule 208.

140. **Location of Bulletin Boards, Standard Clocks, Train and Watch Registers as Indicated By "X".**

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Hoboken—Train Register Room	x	x	x	x
Conductor Room	x	x		
Yard Office (Frt. Trains)	x	x	x	x
Dispatcher's Office		x		
Engine House	x	x		x
Pass. Yard Office	x			
Jersey City Engine House	x	x		x
Y. M. C. A.	x	x		
Secaucus—West Yard Office	x	x		x
Locker Room		x		x
Harrison—Yard Office	x	x		x
Montclair Station	x	x		x
South Orange Tower	x	x		x
South Orange Engine House	x			
Summit Tower (for Gladstone Branch Trains Not Stopping—by Card)	x	x	x	x
Berkeley Heights (Trains starting or terminating at Berkeley Heights—only)			x	
Stirling—(Trains starting or terminating at Stirling—only)			x	x
Gladstone	x	x	x	
Gladstone Engine House	x			

	Bulletin Boards	Standard Clocks	Train Registers See note	Red Bulletin Watch Comparison Registers
Morristown (Register for starting or terminating trains at Station by Card)	x	x	x	
Morristown Engine House	x	x		x
Paterson—Yard Office	x			
Dover Tower (Register for trains starting or terminating at Dover	x	x	x	x
Dover Engine House	x			
Port Morris Jct. Tower (All Washington Line trains by Card)			x	
Port Morris—Yard Office (Register for trains starting or terminating at Port Morris)	x	x	x	x
Port Morris—Engine House	x	x		x
Netcong Pass. Station (Washington Line trains starting and terminating at Netcong)				
Sussex Branch trains. (Eastward extra trains on Sussex Branch register by Card.)			x	
Newton			x	
Branchville			x	
Washington (All trains register)	x	x	x	x
Phillipsburg—C. R. R. of N. J. Tower	x	x	x	
E.-L. Frt. House	x			x

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

Signals

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

Hoboken to Denville via Morristown Line.

West End to Port Morris Jct. via Boonton Line.
Port Morris Jct. to Washington.
Roseville Avenue to Montclair.
Summit to Gladstone.
Sussex Branch—Sussex Branch Jct. to Andover Jct.

(b) **Absolute Permissive Block System. (Rules 509(f)-509(g)):**
Gladstone Branch—Summit to Gladstone.
Washington Line—Port Morris Jct. to Washington.

(c) **Preliminary — Overlap Block System (Rule 509(h)):**

1. Sussex Branch Jct., to Andover Jct.

2. Freight track, leading from track No. 3 at Harrison Station to lower deck, Passaic River Drawbridge, (to Broad Street Freight Yard.)

(d) **Secaucus:**

Automatic color light signals (not numbered) govern EASTWARD and WESTWARD movements on main tracks Nos. 2 and 1 at location of hand thrown, electrically locked, crossovers east of Station; most restrictive aspect indicates "STOP" —Rule 292.—See Note (g1.)

(e) **Orange**

Automatic color light signals (not numbered) govern movements on main tracks at the location of hand thrown, electrically locked crossovers east and west of Station, most restrictive aspect indicates "STOP"—Rule 292.—See Note (g1.)

(f) **Morristown**

Automatic color light signals (not numbered) governing **movement on main tracks at the location of hand thrown electrically locked switches. Most restrictive aspect indicates "STOP"—Rule 292.—See Note (g1.)**

(g) **Washington:**

Automatic 2 Unit Color Light Signals (not numbered) govern EASTWARD movements from Phillipsburg Branch to Washington Line and Automatic 3 Unit Color Light Signal (not numbered) governs EASTWARD movements on Washington Line over Junction Switch; most restrictive aspect indicates "STOP"—Rule 292. See Note (g1).

(g1.) Note paragraphs (d), (e), (f) and (g) — Should these signals indicate "STOP" for an open route, movement by signal and through switch must be preceded by a Flagman and report made to Superintendent from the first available point of communication. (Rule 671)

(h) **Sussex Branch Junction:**

Automatic signal F-473 located on signal bridge at Sussex Branch Junction and governing westward movements on Sussex Branch is also controlled by operator at Netcong station.

When signal F-473 indicates "Stop and Proceed", a member of train or engine crew will communicate with operator at Netcong station, during open hours, before proceeding.

In case of failure of communication, train or engine will proceed in accordance with Rule 509(h).

(i) **Andover Junction:**

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

Centralized Traffic Control.

144. Centralized traffic control is in effect on single track between Mile Post 13.8 east of Paterson to Mile Post 28.1 west of Montville. (See Rules 265-278 inclusive.)

Train Operation by Signal Indication.

145. (a) Between Port Morris Jct. and Secaucus via Boonton Line and between Hoboken and Millburn on Morristown Line trains and engines running on main track with the current of traffic will be governed by Rules 265 to 278, D-251 to D-254 and D-261 to D-264, inclusive. This does not relieve enginemen from observing provisions of Rule 107.

(b) **Eastward first class through line passenger trains may operate in advance of schedule time Millburn to Hoboken upon proper signal indication as provided by Rules D-251 and D-261—and Local Instruction 145 (a), strictly observing Rule 107.**

146. **Interlocking Towers Not Open 24 Hours Daily**

Roseville Ave. ....*Closed* Sat. 11:30 P.M.-Sun 11:30 P.M.

Montclair .....*Open* Mondays to Fridays—
6:00 A.M. to 10:00 P.M.
Saturdays 7:00 A.M. to 9:00 A.M.
Sundays—Closed.

South Orange .....*Open* Mondays to Fridays—
5:45 A.M. to 9:45 P.M.
Saturdays and Sundays—Closed.

Summit .....*Open* 6:45 A.M. to 10:45 P.M. Daily.
Special Instruction in connection with closed hours.

Milburn to Roseville Ave.—

Traffic lever will be set for eastward movement, Track No. 1 between 10:45 P.M. and 6:45 A.M. daily.

Roseville Ave. to Newark—

Traffic Lever will be set for eastward movement, Track No. 1, between 11:30 P.M. Saturdays and 11:30 P.M. Sundays.

147. **Train Order Offices Not Open 24 Hours Daily**

Basking Ridge—
Open ....Mondays to Fridays..... 7:12 A.M.-10:40 A.M.
11:10 A.M.- 3:42 P.M.
Saturdays, Sundays and Holidays.....Closed.

Bernardsville—
Open ....Mondays to Fridays..... 6:00 A.M.-10:00 A.M.
11:00 A.M.- 3:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Boonton—
Open ....Mondays to Fridays..... 6:00 A.M.- 9:25 A.M.
9:55 A.M.- 2:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Branchville—
Open ....Mondays to Fridays..... 8:00 A.M.-11:30 A.M.
12:00 Noon- 4:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Far Hills—
Open ....Mondays to Fridays..... 7:00 A.M.-10:20 A.M.
11:20 A.M.- 4:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Gladstone—
Open ....Mondays to Fridays..... 7:00 A.M.-10:30 A.M.
11:30 A.M.- 4:00 P.M.
Saturdays, Sundays and Holidays.....Closed.

Hackettstown—
Open ....Mondays to Fridays..... 6:30 A.M.-10:30 A.M.
11:30 A.M.- 3:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Millington—
Open ....Mondays to Fridays..... 7:00 A.M.-11:15 A.M.
11:45 A.M.- 3:30 P.M.
Saturdays, Sundays and Holidays.....Closed.

Morristown—
Open ....Mondays to Fridays..... 6:00 A.M.- 2:00 P.M.
Saturdays and Holidays.. { 7:00 A.M.-11:00 A.M.
11:20 A.M.- 3:00 P.M.
Sundays .....Closed.

Murray Hill—
Open ....Mondays to Fridays..... 6:55 A.M.-10:55 A.M.
11:55 A.M.- 3:55 P.M.
Saturdays, Sundays and Holidays .....Closed.

Netcong—
Open ....Mondays to Saturdays... { 6:45 A.M.-10:35 A.M.
Also Holidays ..... { 11:35 A.M.- 3:45 P.M.
Sundays .....Closed.

Newton—
Open ....Mondays to Fridays..... 8:00 A.M.-12:00 Noon
1:00 P.M.- 5:00 P.M.
Saturdays, Sundays and Holidays .....Closed.

Stirling—
Open ....Mondays to Fridays..... 9:00 A.M.-12:00 Noon
1:00 P.M.- 6:00 P.M.
Saturdays, Sundays and Holidays .....Closed.

Washington—
Open ....Mondays to Fridays..... 8:30 A.M.- 1:00 P.M.
1:30 P.M.- 5:00 P.M.
Saturdays
Sundays and Holidays .....Closed.

148. **Designated Points for Train Inspection Under Rule 101(a)**

Station or Tower:	*Station or Tower:*
Wharton	Morristown Ticket Office
Lincoln Park	

149. **Drawbridges Protected by Interlocking**

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

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

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

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

150. **Dual Control Switches** (Rules 551-552-553)

1. Dual Control Spring Switch at west end of interlocked crossover between tracks #1 and #2 east end platform Montclair Station is automatically controlled through track circuits during hours when Montclair interlocking tower is not open.

Westward trains arriving Montclair during hours when Tower *is not open* will trail through this switch under signal indication. After entire train has cleared track circuit switch will automatically return to normal position causing dwarf signal governing eastward movements from track #1 in train shed to display restricting indication.

During hours interlocking Tower *is open* westward trains entering station track #1 must not pass through this switch unless properly lined for move or instructed by competent authority to trail through same.

2. Crossover switches connecting tracks 1 and 2 and connecting tracks 3 and 1 at Harrison Station, controlled from Newark Interlocking Tower.

3. Crossover switches from track 1 to track 2 located 900 feet east of Millburn Station and switch at junction of tracks 1 and 3 and derail on track 3, controlled from Summit Interlocking Tower.

4. All interlocked switches and derails located east and west of Hackensack Drawbridge, Boonton Line, controlled from Train Dispatcher's office, Hoboken.

5. All interlocked switches at Paterson Junction controlled from Train Dispatcher's office. Hoboken.

6. Switch connecting east end of passing siding to single track west of Pompton River Bridge MP 22.0. controlled from Train Dispatcher's Office, Hoboken.

7. Switch connecting single track to passing siding located 2200 feet west of Lincoln Park Station, controlled from Train Dispatcher's Office, Hoboken.

8. Switch connecting single track to track 1 and 2 at Montville (MP 28.1), controlled from Train Dispatcher Office at Hoboken.

9. Switch and derail to stub-ended side track, from track 2 at West Boonton, controlled from Train Dispatcher's Office, Hoboken.

10. All switches Dover Interlocking.

11. Switch at junction of tracks 1 and 3 at Mt. Arlington located 2200 feet west of mile post 43, controlled from Port Morris Junction Interlocking Tower.

12. Switch leading into main track 4 located 375 feet east of mile post 47 on New Jersey Cut-off and switch at junction of track 1 and 2 west of Port Morris Junction (MP 48.2) controlled from Port Morris Junction Interlocking Tower.

151. (a) **Electrically Locked Hand Operated Switches Remotely Controlled** (Rules 555-556)

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

West End—

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

Switch to P.R.R. interchange track from track 4, Boonton Line, controlled from West End Interlocking Tower.

Koppers—

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

Kingsland—

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

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

Delawanna—

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

Paterson—

Switch and pipe connected derail from Denman & Davis Steel Co. and Switches and pipe connected derails at Hazel Street Paterson Yard controlled from XW Tower at Paterson.

Switch and pipe connected derail to Barclay Street Switch (MP 14.8) and switch and pipe connected derail to Dowling Switch (MP 15.8), controlled from Train Dispatcher's Office.

Little Falls—

Switch and pipe connected derail to siding switch (MP 17.6), switch and pipe connected derail to Lumber Yard Switch (MP 18.1), switch and pipe connected derail to Co-op Concrete Switch (MP 18.8), switch and pipe connected derail to Thomas Baking Switch (MP 19.3), controlled from Train Dispatcher's Office.

Mountain View—

Switch and pipe connected derail to Station Switch (MP 20.4) controlled from Train Dispatcher's Office.

Towaco—

Switch and pipe connected derail to Towaco station side track, controlled from Train Dispatcher's Office, Hoboken.

Switch and pipe connected derail to Thermal American Fused Quartz Co. (MP 25.2) controlled from Train Dispatcher's Office, Hoboken.

Montville—

Switch and pipe connected derail to Penick Company side track, from single track, east of Montville Station, controlled from Train Dispatcher's Office, Hoboken.

Switch and pipe connected derail to Kaminsky Company side track, from track 2, west of Montville Station, controlled from Train Dispatcher's Office, Hoboken.

Boonton—

Switch and pipe connected derail to Boonton Supply Company side track, from track 2, controlled from Train Dispatcher's Office, Hoboken.

West Boonton—

Switch and pipe connected derail to Norda Chemical Company side track, from track 2, controlled from Train Dispatcher's Office, Hoboken.

Crossover between main tracks 1 and 2, controlled from Train Dispatcher's Office, Hoboken.

Dover—

East end "Lumber" track from Tail track, controlled from Dover Interlocking Tower.

151. (b) **Electrically Locked Hand Operated Switches Automatically Controlled** (Rules 555-556)

Koppers—

Switch and pipe connected derail to Fry Roofing Company side track located 500 feet east of Sanford's Crossing leading from Track 2.

Orange—

Crossover between main tracks 1 and 3, located 1000 feet east of Station; crossover between main tracks 1 and 2, located 1450 feet east of Station; crossover between main track 2 and Spottiswoode siding, located 1300 feet east of Station; crossover between main track 2 and lead to Freight Yard, located 1300 feet west of Station.

Morristown—

Crossover between passenger yard lead and track 2; crossover between tracks 1 and 2; switch and derail to Express track from track 1. Protection as prescribed by Rule D-152 need not be observed.

Secaucus—

Crossover between main tracks 1 and 2, located 750 feet east of Station; crossover between main track 1 and Front lead, West Yard, located 550 feet east of Station and crossover leading from East Klondyke to main track 2, located 1350 feet east of Station. Protection as prescribed by Rule D-152 need not be observed.

Chester Jct.—

Crossover between tracks 1 and 2; junction switch and derail connecting Chester Branch and track 2; switch and derail to New Yard from track 1.

Washington—

Junction switch between Washington line and Phillipsburg Branch. To make movement from Phillipsburg Branch to Washington line trainman will be governed by instructions located inside telephone booth.

151(c). **Mechanical Switch Locks**
(Instructions for operation located inside front cover of the lock).

Chatham

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 4000 feet east of station.

Madison

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 3400 feet east of station.

Morris Plains

Mechanical clockwork time release lock on crossover between main tracks 1 and 2 located 1000 feet west of station.

Lincoln Park—

Mechanical clockwork time release lock on passing siding to station switch 1,000 feet east of Lincoln Park Station.

152. **Switch Indicator**

Washington

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

At west end of siding located just east of Phillipsburg Branch junction switch to indicate approach of EASTWARD trains between M.P. 68.2 (1.6 miles west of station) and Home signal at junction switch.

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

153. **Signal Indicator**

Port Morris

Two flashing lunar white signal indicators back to back located on elevator housing adjacent to stub track at Lake Hopatcong Station are for the following purpose:

When drilling operations are to be made on stub track and into the yard, when route is lined and all signals are cleared for westward movement on stub track, these lunar white signal indicators will be illuminated and flashing, indicating that the westward movement on stub track can be made.

154. **Location of Spring Switches** (Rule 153)

Port Morris

1. East End, Engine Receiving track, set for Receiving track.
2. East End, North Side Delivery track, set for Receiving track.
3. West End, Engine Receiving track, set for North Side Delivery track.
4. East End, South Side Delivery track, set for lead.
5. Spring Point Derail at west end of yard on lead to Sussex Branch main track. Set to derail westward movements.

Sussex Branch Jct.

Both switches of crossover between Washington Line main track and Sussex Branch main track.

Normal position of these switches is for straightaway movement.

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

Before EASTWARD trains moving from Sussex Branch to Washington Line can pass END OF BLOCK sign, located opposite signal F-473, conductor or engineman will be governed by instructions in telephone booth.

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

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

Andover Jct.

Main track connection with L. & H. R. R.—set for Sussex Branch main.

155. **Railroad Crossings Protected by Interlocking.**
(Rules 98-98(a))

(a) **Mountain View** (Automatic) — Greenwood Lake Branch

Normal indication of the Home Signals is "STOP". When a train approaches the crossing, the Home Signals will change to "Clear", "Approach-Medium" or "Approach" and the "Approach" Signals will change to "Clear", if no conflicting train movement is being made or other train ahead.

Clearing section for westward trains extends from a point 250 feet west of Little Falls Station (M.P. 18.3) to westward

Home Signal. Clearing section for eastward trains extends from Signal 254, (M.P. 25.5) to eastward Home signal at Greenwood Lake Branch Crossing. The starting points are designated by "Beginning of Clearing Section" signs. Trains will avoid unnecessary occupancy of track in these sections to avoid delays to Greenwood Lake Branch trains at crossing.

Should Home Signals at the crossing indicate "STOP" without apparent cause, trainman will proceed as follows:

1. Go to crossing and determine whether train is approaching on intersecting track. If so, his train must wait until the other crosses, when signal will clear. If no train is approaching on intersecting track, he will then:
2. Enter concrete house and be governed by framed instructions in the house.

Kenvil & Lake Junction — C. R. R. of N. J.

Red light indicates location of STOP board. All trains, engines and track cars MUST STOP at STOP board and if no conflicting movement is evident, proceed at Restricted Speed over railroad crossing at grade.

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

156. **Railroad Crossings Protected by Other Signals.**
(Rules 98-98(a))

(a) Susquehanna crossing (Trainmen operate)—N. Y. S. & W. R. R.

SPECIAL PROTECTION OF HIGHWAY CROSSINGS
(Rules 795, 795 (a)-(b)-(c)-(d))

Automatic Gates and Automatic Flashers

157. (a) At the following highway grade crossings automatic flashing light signals with automatic short arm crossing gates or automatic flashing light signals only are in service and protect train movements on main tracks in both directions. "Z" boxes are located at each crossing except as shown. Where reference is made to "flashing lunar white light or lights" it refers to such light or lights mounted on the mast of automatic gates or flashing light signals; and, when flashing, indicates gate arms are in the DOWN position or flashing light signals are operating.

157. (b) A train should not be allowed to stand on a crossing protected with automatic flasher light signals without the full protection of such automatic equipment.

ON SINGLE TRACK: The "cut section" generally is on but one side of the crossing and care should be used to see that signals are operating if the train is stopped on crossing in making station stops or otherwise. Special attention should be given this matter at Murray Hill, Gillette, Millington, Basking Ridge and Mine Brook.

Boonton Line:

Dover:

South Morris Street. 450 feet west of station at M.P. 38.20.
Orchard Street. 1100 feet west of station at M.P. 38.32.

Eastward trains must not exceed speed of 25 miles per hour from "End of Highway Circuit" sign located 2200 feet west of station to South Morris Street crossing.

Westward trains must not exceed speed of 25 miles per hour from "End of Highway Circuit" sign located 1400 feet east of station to Orchard Street crossing.

All trains must observe the flashing lunar light and know that gate arms are in the *DOWN* position before passing over these crossings.

Crossing watchman will be on duty between the hours of 6:00 A.M. and 10:00 P.M. Monday through Saturday only, and westward trains making station stop on these days must stop east of "C" sign located on fence *15 feet east* of South Morris Street crossing.

Operation of crossing gates will be strictly automatic on Sundays and holidays and from 10:00 P.M. to 6:00 A.M. on days watchman is on duty, and westward trains making station stop on main track #1 must stop east of "C" sign located on fence *75 feet east* of South Morris Street crossing.

After making station stop, trains must proceed with care until passing "C" sign and observe lunar white light before proceeding over the crossing.

"Z" box is located at each crossing to permit gates being operated manually in emergency, when watchman is not on duty.

Port Morris to Washington via Washington Line

Netcong:

Main Street. 200 feet east of station at M.P. 47.96.

Trains approaching Main Street from either direction must use not less than 35 seconds (approximately 25 mph) from "End of Highway Circuit" signs located 1280 feet east and west of crossing to crossing and must observe the flashing lunar white light and know that gate arms are in the down position before passing over the crossing.

Westward trains terminating at Netcong Station must stop clear or west of "End of Highway Circuit" sign located 100 feet west of crossing before making reverse or eastward movement over the crossing, and must observe the flashing lunar white light.

All trains moving toward crossing on siding or side tracks must stop at "STOP" signs located at either side of the crossing; and must observe that the crossing signals and gates are operating properly before movement is made over the crossing.

Hackettstown:

High Street. 2,400 feet east of Station at M.P. 56.31.

Eastward train movements must use not less than 30 seconds (approximately 37 mph) between Main Street (east of passenger station) and crossing—1,650 feet to permit sufficient time for gates to operate properly.

Main Street. 600 feet east of Station at M.P. 56.65.

EASTWARD trains stopping between "End of Highway Circuit" sign (located 2,200 feet west of crossing) and crossing and then resuming eastward movement, or eastward trains not stopping must observe the flashing lunar white light and know that gates are in the DOWN position before passing over crossing.

EASTWARD trains stopping at Hackettstown Station must stop west of "End of Highway Circuit" sign located 300 feet west of crossing.

WESTWARD trains terminating at Hackettstown Station must stop clear or west of "End of Highway Circuit" sign located 300 feet west of crossing before making reverse or eastward movement over crossing, and must observe the flashing lunar white light and know that gates are in the DOWN position before passing over crossing.

Sussex Branch:

Netcong:

Furnace Street. 720 feet west of Station at M.P. 48.12. No "Z" Box.

Westward trains making station stop remain east of "Flasher Clearance" sign until ready to proceed. Trains switching or delayed within flasher circuit must strictly observe Rule 795(a).

Cranberry Lake:

Rose Crossing. 1,100 feet west of Station at M.P. 53.04. No "Z" Box.

Phillipsburg Branch:

Phillipsburg:

Roseberry Avenue. 1½ miles east of Freight House at M.P. 78.75.

Trains on Main track must approach at reduced speed prepared to stop if flashing lights are not working properly or if road crossing is occupied.

Eastward trains leaving High Line Yard must stop at "STOP" sign located just west of crossing and know that crossing flasher signals are working properly before passing over crossing.

Gladstone Branch:

Berkeley Heights:

Snyder Avenue. 3000 feet east of Station at M.P. 25.15.

Automatic flashing lights signals are equipped with speed timing and enginemen must observe lunar lights flashing before passing over the crossing.

Plainfield Road. Station crossing at M.P. 25.71.

Westward trains consuming more than two minutes between "End of Highway Circuit" signs located at M.P. 25.2 and M.P. 25.6 must use not less than 35 seconds (approximately 10 mph) between M.P. 25.6 and the crossing and observe the flashing lunar white light before passing over the crossing.

Eastward trains must observe the flashing lunar white light before passing over the crossing.

Stirling:

Main Street. 400 feet west of Station at M.P. 28.58.

All trains moving towards crossing on siding must stop and know that gates are in DOWN position before passing over the crossing.

Millington:

Highway crossings (two crossings). East and west of Station at M.P. 30.08 and 30.16. No "Z" Boxes.

Between 9:00 A.M. and 2:30 P.M. daily except Sunday all trains must approach both of these crossings prepared to stop for highway traffic on or closely approaching the crossings.

Note: When switching is being performed at Millington either before or after these hours (9:00 A.M. to 2:30 P.M.) strictly observe Rule 795(a).

Far Hills:

Mine Brook Road. Station crossing at M.P. 38.90.

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

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

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

Paterson Spur:

No "Z" Boxes.

Main Street
Straight Street
Washington Street
Plum and Peach Streets Intersection
21st Avenue
Taylor Street

"STOP" signs at both sides of each crossing. Strictly observe Rule 795(a).

Secaucus:

County Road. 100 feet west of station M.P. 3.50.

The approach and operation over the crossing on Track #1 East Yard, West Klondyke and Stock tracks will be governed by the presence of speed boards, clearance or "STOP" signs as required by these tracks. Where "STOP" signs are located adjacent to crossing, crews must observe the flashing lunar white light mounted on adjacent gate or flasher signal mast and know that gates are in DOWN position before passing over crossing.

Five hundred feet west of the crossing between eastward Main track 2 and Running track 1, Secaucus, East Yard, is a sign reading "10-yard Track 1" governs the speed on eastward Running track 1 between that point and the Crossing.

Jersey City:

Jersey Avenue Crossing at M.P. 0.84.

All train movements over crossing must stop at "STOP" signs located 10 feet from highway, wait 20 seconds and proceed over crossing when lunar white lights are flashing and traffic is clear of crossing.

Reduction in Speed at Highway Grade Crossings

157. (c) All trains must approach at reduced speed the following grade crossings which are protected by crossing signals and be prepared to stop if flashing lights or bell are not working properly or if road crossing is occupied.

Phillipsburg Branch:	at M.P.	Street or Road
Stewartsville	75.60	Station Crossing
Washington	67.17	Broad Street
Washington	67.23	Lincoln Avenue*

* At Lincoln Avenue train crews when switching at east end of Porcelain Company's switch must protect crossing as flasher light signals do not operate under such conditions.

157. (d) **Manual Controlled Flashing Light Highway Signals.**

Kenvil:
Federal Highway #46.
Berkshire Road, Universal Concrete Pipe Company.
"Z" boxes located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

Little Falls:
Federal Highway #46 on "Water Track"
"Z" boxes located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

Lyndhurst
Myrtle Avenue Crossing on "Bleachery Track".
"Z" Boxes are located on each side of crossing. Train crews must follow instructions as posted in "Z" boxes.

Jersey City:
Grove Street Crossing at Terminal Warehouse.
All train movements over crossing must stop at "STOP" signs located on each side of highway. Flashers must be operated manually from "Z" box located on west flasher pole before train moves across street.

157. (e) **Movements Over the Following Highway Crossings MUST Be Protected By Train Crew.**

Jersey City:
Grove Street Crossing at Warehouse.

Kingsland:
Valley Brook Avenue
New Jersey Avenue
Orient Way
Kingsland Shop Crossing
Track serving Frasse Company at Orient Way and Lewandowski Street
Track Serving Economics Company at Schuyler Avenue

Little Falls:
Lackawanna Avenue on "Water Track"
Kings Road on "Water Track"
River View Drive on "Water Track"

Washington:
Railroad Avenue

Branchville:
Highway Crossing just east of Station.

Chester Junction:
Lower Berkshire Valley Crossing

Succasunna:
Main Street, east of station
Highway #10, west of station

Yard Limits—Rules 93, 93(a), 93(b).

158. (a) Yard Limits are located as follows:

Gladstone
Harrison Branch
Kingsland—(Harrison Branch north of Kingsland Junction, yard tracks and Harrison Branch Extension to Hackensack Draw)
Chester Branch
Port Morris—Netcong
Branchville
Washington
Phillipsburg
Hoboken
Secaucus
Paterson—

(b) Harrison Branch between Harrison Junction and Kingsland Junction is classified as yard limits assigned in both directions; movements made subject to Yard Rules:—

1. Movement in either direction over Harrison Branch can be made only on authority of towerman at West End Tower. Towerman must not authorize the movement of more than one train or engine at a time on Harrison Branch.

2. Crews authorized to operate over Harrison Branch must report to Towerman at West End Tower when clear of Harrison Branch.

3. Towerman at West End Tower will report to Train Dispatcher all movements and make written record of time movement authorized and time track is cleared.

4. Movement in either direction over Harrison Branch Extension can be made only on authority of Train Dispatcher and only one train or engine will be allowed on Harrison Branch Extension at one time.

Yard Running Tracks

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

Secaucus—West End:

West Klondyke—assigned eastward. Westward movements on West Klondyke can be made on authority of towerman at West End.

Paterson—Between Paterson Jct. and South Paterson.

Harrison:

Between Kearney Junction and East End Harrison Yard:

No. 1—assigned westward.

No. 2—assigned eastward.

Dover:

"Dover stub track assigned both directions, on authority of Towerman at Dover Tower.

Port Morris Yard:

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

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

Phillipsburg:

Trains and engines occupying Thoroughfare must be protcted in accordance with Rule 99.

Marker Boards

160. To enable engineers to make proper stop to permit switches to be set in normal position after using and also more readily comply with Rule 877 White Marker Boards have been placed at following locations:

(a) West of Hackensack Drawbridge, Boonton Line.

Along track No. 1, reading "75-100" indicate car lengths from Secaucus West Yard Office.

(b) West of Lyndhurst Station and Lyndhurst Drawbridge, Boonton Line.

Along track No. 1, reading "60-100" indicate car lengths from Kingsland crossovers.

(c) East of Kingsland Station, Harrison Cut-Off.

Along west side of Kingsland-Harrison Cut-Off reading "60" indicate car lengths from Kingsland crossovers.

(d) Washington.

4,700 feet east on Washington Line and 4,700 feet west on Phillipsburg Branch, reading "100", indicate car lengths from junction switch.

(e) Port Morris.

Along track No. 1 reading "50-75-100" indicate car lengths from wye switch.

Clearance Restrictions

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

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

EXCEPTION:

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

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

(b) Maximum allowable height of equipment or lading, in Electrified Zone, is restricted as follows:

Hoboken Train-Shed .....15 ft. 4 in.

Tracks 1 and 3, Bergen Tunnel, 7 ft. 8 in. width of car or lading.....15 ft. 3 in.

Tracks 2 and 4, Bergen Tunnel, 6 ft. 8 in. width of car or lading.....17 ft. 1 in.

West End to Denville, Morristown Line.....15 ft. 5 in.

Denville to Dover, track No. 1.....17 ft. 1 in.

Denville to Dover, track No. 2.....17 ft. 6 in.

Gladstone Branch .....15 ft. 7 in.

Montclair Branch, except Grove Street Bridge, Montclair .....15 ft. 5 in.

Grove Street Bridge, Montclair.....15 ft. 4 in.

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

Main Track No. 1 and No. 3—Bergen Tunnel.

Tracks No. 9, No. 12 and No. 14—Hoboken Train Shed.

162. Employes are prohibited from climbing (or riding) on top of moving box cars, engines, or other high equipment in the vicinity of overhead structures over the main tracks at Passaic freight yard and in the vicinity of the highway bridge over the Washington Line at MP 63.21 west of Port Murray.

163. Structures less than 21 feet above top of rail (22 feet in Pennsylvania) which may not clear man standing on top of cars or engines, overhead wire lines less than 27 feet above top of rail and cable lines less than 25 feet above top of rail:

HOBOKEN-DOVER (Via Morristown)

Location	Description	Track Nos.
Entire Territroy	All catenary structures.	
Hoboken	Train-Shed	All Tracks
From .04 mile west of M.P. 1 to .15 mile east of M.P. 2	Bergen Tunnel	All Tracks
.05 mile east of M.P. 2	Tonnele Ave. Bridge—west of Bergen Tunnel	All Tracks
Kearney Jct.—		
.22 mile west of M.P. 5	P. R. R. Bridge	All Tracks
.48 mile west of M.P. 7	Passaic River Bridge—Lower deck	All Tracks
Newark—		
Station	Platform canopy	Tracks#2&#3
From .08 mile west of M.P. 8 to.18 mile west of M.P. 9	All bridges over depressed tracks between High Street and 15th St. Roseville	All Tracks
Roseville Ave.—		
Station	Platform canopy	Tracks#2&#3
Grove Street—		
.28 mile east of M.P. 10	Maple Ave. Bridge	All Tracks
Orange—		
.40 mile east of M.P. 12	Scotland Road Bridge	All Tracks
Mountain Station—		
.08 mile west of M.P. 13	Montrose Ave. Bridge.	All Tracks
Maplewood—	Station Platform canopy	All Tracks
Millburn—		
.38 mile west of M.P. 16	Wyoming Ave. Bridge.	All Tracks
Summit—		
From .03 mile west of M.P. 20 to .49 mile east of M.P. 21	All bridges over depressed tracks	All Tracks
.20 mile east of M.P. 21	High St. Bridge	All Tracks
Chatham—		
.39 mile west of M.P. 24	Union Ave. Bridge	All Tracks
.04 mile east of M.P. 25	Sampson Ave. Bridge	All Tracks
Madison—		
.10 mile east of M.P. 26	Ridgedale Ave. — Foot Bridge	All Tracks
.22 mile east of M.P. 27	Danforth Road Bridge	All Tracks
Convent—		
.31 mile east of M.P. 29	Normandy Parkway	All Tracks
Morristown—		
.48 mile west of M.P. 31	Hanover Ave. Bridge	All Tracks
Morris Plains—		
.26 mile east of M.P. 34	Highway Bridge	All Tracks
Denville—		
.07 mile east of M.P. 36	Franklin Ave. Bridge	All Tracks
.15 mile east of M.P. 37	Dickerson Road Bridge	All Tracks
.40 mile east of M.P. 38	Salem St. Bridge	All Tracks
Dover—		
Station	Platform canopy	Track #1

WEST END TO DENVILLE (BOONTON LINE)

West End to Secaucus	All catenary structures.	
West End—		
Secaucus—		
.38 mile east of M.P. 4	P. R. R. Bridge—Secaucus	All Tracks
150 feet east of M.P. 7	Overhead wires	Side Track
Kingsland Shops—		
250 feet west of M.P. 7	Overhead wires	Side Track
300 feet west of M.P. 7	Overhead wires	Side Track
Mile Post 7.22 to Mile Post 7.30	Kingsland Tunnel	1-2
Kingsland—		
.37 mile east of M.P. 8	Ridge Road Bridge	1-2-SideTrack
Lyndhurst—		
Delawanna—		

WEST END TO DENVILLE (BOONTON LINE)—(Continued)

Location	Description	Track Nos.
Passaic—		
.47 mile west of M.P. 11	Foot Bridge	All Tracks
Athenia—		
.45 mile east of M.P. 13	Overhead cable	Side Track
.70 mile west of M.P. 14	Overhead wires	2-1-SideTrack
Paterson—		
.70 mile west of M.P. 15	Overhead wires	Side Track
.26 mile west of M.P. 16	Highway Bridge—West of Paterson	1-2
.20 mile east of M.P. 18	Overhead wires	Side Track
Little Falls—		
Mountain View—		
.42 mile east of M.P. 21	Highway Bridge—West of Mountain View	Single Track
Lincoln Park—		
.11 mile east of M.P. 23	Highway Bridge — Lincoln Park station	All Tracks
.33 mile east of M.P. 25	Highway Bridge—East of Towaco	Single Track
Towaco—		
Montville—		
.24 mile east of M.P. 29	Highway Bridge—East of Boonton station	1-2
Boonton—		
.33 mile west of M.P. 29	Main St. Bridge—Boonton	1-2-YardLead
.40 mile east of M.P. 30	Bridge in Boonton Freight Yard	Yard Track
Mountain Lakes—		
250 feet west of M.P. 33	Overhead wires and cables	1-2

DOVER-PORT MORRIS JCT.

Dover—		
.44 mile west of M.P. 38	Prospect St. Bridge — West of Dover	1-2
.50 mile west of M.P. 38	Blackwell St. Bridge — West of Dover	1-2
Wharton—		
.16 mile west of M.P. 40...*	C. R. R. Bridge—West of Wharton	1-2-SideTrack
.17 mile west of M.P. 40...*	Main St. Bridge—West of Wharton	1-2-SideTrack
*Employees are warned that on account of Short Distance intervening, no telltales have been provided between bridges.		
Hopatcong—		
.35 mile east of M.P. 45	Overhead bridge	All Tracks
.47 mile east of M.P. 46	Bridge—Hopatcong station	All Tracks
Port Morris Jct.—		
.30 mile east of M.P. 47	Overhead wires	1-2-4

PORT MORRIS JCT.-WASHINGTON

Port Morris Jct.—		
Netcong—		
Waterloo—		
.28 mile west of M.P. 55	Bilbys Bridge—Farm Crossing	Main Track

Location	Description	Track Nos.
Hackettstown—		
.20 mile west of M.P. 58....	Highway Bridge.....	Main Track
.34 mile west of M.P. 58....	Highway Bridge.....	Main Track
.39 mile west of M.P. 62....	Highway Bridge.....	Main Track
Port Murray—		
.21 mile west of M.P. 63....	Highway Bridge.....	Main Track
.39 mile east of M.P. 65....	Highway Bridge.....	Main Track
.18 mile east of M.P. 66....	Highway Bridge.....	Main Track

PHILLIPSBURG BRANCH

Washington—		
.17 mile west of M.P. 69....	Highway Bridge (Buttermilk Bridge)..	Main Track
Broadway—		
Stewartsville—		
.29 mile east of M.P. 76....	Highway Bridge.....	Main Track
.42 mile west of M.P. 79....	Foot Bridge, Wilson Ave.	Side Track
.23 mile west of M.P. 80....	Main St. Bridge—Phillipsburg	Main Track
Phillipsburg—		

SUSSEX BRANCH

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

MONTCLAIR BRANCH

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

GLADSTONE BRANCH

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

HARRISON BRANCH

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

PATERSON SPUR

Paterson Jct.	Two bridges between Paterson Jct. and Getty Ave. Yard	Yard Lead

Rules Governing Movement of Trains Through Tunnels

Bergen Tunnel

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

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

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

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

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

(f) Excessive use of sand by engineman in Bergen Tunnel is prohibited. A light application of sand on the rails gives better results and prevents failure of track circuits.

ELECTRIC OPERATION
ELECTRIC ZONE

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

Montclair Branch.
Gladstone Branch.

190. (a) In M. U. service, the display of white classification lights in addition to white flags, as shown in Figure 6, Rule 21, is not required. In this service extra passenger trains operating at night will display white flags, and in addition lighted identification numbers on the side, as the case may be, to indicate the point to which extra train is being operated.

(b) M. U. trains will display headlight when running by day as well as at night. This requirement will be met under good weather conditions by having the headlight on "dim."

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

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

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

191. Multiple unit cars are equipped with built-in electric marker lamps. Two white flags will be carried in trainman's locker on each M. U. unit and are to be replaced in this locker when not in use. The head end flagging equipment is to be carried in the motorman's compartment.

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

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

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

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

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

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

197. (a) In coupling up M. U. equipment enginemen must in all cases after coupling, reverse their controller so as to stretch unit or units coupled to in order to insure that the coupling has been properly made. This must be done before jumpers are connected to the units being coupled to. (Rule 116)

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

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

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

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

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

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

Electrified Tracks

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

Keep Off Top of High Equipment

200. (a) Employes (excepting qualified electric service employes in the discharge of their duties) are prohibited from going on top of box cars, locomotives, tenders or other high equipment, while on tracks electrified with high voltage overhead wires, or while movements are being made to such tracks from sidings, yards, or other tracks which are not electrified. See Special Instructions 161.

Note—Employes in train service, when necessary in the performance of their duties, may *sit* on top of box cars between Harrison Yard, east end lower deck Passaic River Drawbridge and Orange St. Yard.

(b) At all other places in electrified territory, including Hoboken, the provisions of Special Instruction 200 strictly apply.

201. Employes assigned to duty as pilots with foreign crews or crews of other divisions using tracks electrified with high voltage overhead wires must arrange to have each member of such

crews notified that he must not get on top of high equipment within the electrified zone.

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

Handling Work Near Overhead Wires

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

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

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

Locomotive Operation

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

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

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

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

Use of Derricks or Cranes

209. When derricks or cranes are used in electrified territory the foreman in charge of the equipment must take special care to safeguard the workmen and himself from the electrified overhead wires. The operation of the equipment must be conducted under the personal supervision of the foreman, and he must not allow any portion of the equipment or material to come within six (6) feet of any of the overhead wires. He must not allow any unqualified employe to work within six (6) feet of any of the overhead wires.

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

Fires Within Electrified Territory

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

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

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

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

Conditions Affecting Power System to be Reported to Superintendent

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

Employes must report to the Superintendent any attachments of the overhead wire system which are out of place and state whether or not they are in such position that they can foul the pantograph of an electric car or locomotive, or any part of a diesel locomotive. In describing such conditions, the proper names of the parts involved should be used.

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

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

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

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

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

BRIDGE RESTRICTIONS—

LOCATIONS	LOCOMOTIVE NUMBERS								
	HT-2 51-53	302-325	349-665	809-863	900-1409	1850-1861	1930-1935	6011-8454	Permissible Max. Gross Weight of Car and Lading
Main Line Main Tracks and Sidings*:									
Hoboken to Denville Via Newark	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hoboken to Port Morris Jct. Via Boonton Line	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Hackensack Drawbridge	E	E	E	E	E	E	E	E	.....
Lyndhurst Drawbridge	E	E	E	E	E	E	E	E	.....
Branch Line Main Tracks and Sidings*:									
Harrison to Kingsland	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roseville Avenue to Montclair	.....	.....	.....	.....	.....	.....	.....	.....	.....
Summit to Far Hills	.....	.....	.....	.....	.....	No	.....	.....	210,000
Far Hills to Gladstone:									
Bridge #40.21, 1.75 mi. west of Far Hills	C	C	C	C	C	No	C	C	210,000
Chester Jct. to Succasunna	.....	.....	.....	.....	.....	No	.....	.....	210,000
Port Morris to Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....
Netcong to Branchville	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington to Phillipsburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
Side Tracks*:									
Boonton: Bridge on Spur to Boonton Iron Works	B	B	No	No	No	No	No	B	210,000
Murray Hill: L. W. Baldwin Coal Trestle—Engines restricted and employees restricted from walking on trestle	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

*=Refers to "sidings" and "side tracks" as defined in Book of Rules

No=Equipment NOT permitted.

A=Equipment permitted. Trains or light engines must not stop or start while engine or any part of engine is on any part of Drawbridge.

M & E DIVISION

B=Equipment permitted. Engines must not be doubleheaded; loaded cars of maximum capacity must not be coupled together or handled next to engine. Speed restricted to 5 mph.

C=Equipment permitted. Engines must not be doubleheaded. Speed restricted to 15 mph.

D=Equipment permitted. Speed restricted to 10 mph.

E=Equipment permitted. Engines must not brake or start on this bridge except under emergency conditions.

LOCATION OF REPLACERS ON THE M&E DIVISION

West End	Gladstone
Harrison Yard Office	Paterson Jct.
Montclair	Lincoln Park
South Orange Tower	Denville
Stirling	Dover

TABLE OF CONTENTS—Pages 1 thru 108

TABLE OF CONTENTS—Pages 109 thru 230

GENERAL INSTRUCTIONS

SPEED TABLE

Time per Mile Min. Sec.	MILES PER HOUR	Time per Mile Min. Sec.	MILES PER HOUR	Time per Mile Min. Sec.	MILES PER HOUR	Time per Mile Min. Sec.	MILES PER HOUR
0.39	92.31	1.16	47.37	1.53	31.86	2.30	24.00
0.40	90.00	1.17	46.75	1.54	31.58	2.31	23.84
0.41	87.80	1.18	46.15	1.55	31.30	2.32	23.68
0.42	85.71	1.19	45.57	1.56	31.03	2.33	23.53
0.43	83.72	1.20	45.00	1.57	30.77	2.34	23.38
0.44	81.82	1.21	44.44	1.58	30.51	2.35	23.23
0.45	80.00	1.22	43.90	1.59	30.25	2.36	23.08
0.46	78.26	1.23	43.37	2.00	30.00	2.37	22.93
0.47	76.60	1.24	42.86	2.01	29.75	2.38	22.78
0.48	75.00	1.25	42.35	2.02	29.51	2.39	22.64
0.49	73.47	1.26	41.86	2.03	29.27	2.40	22.50
0.50	72.00	1.27	41.38	2.04	29.03	2.41	22.36
0.51	70.59	1.28	40.91	2.05	28.80	2.42	22.22
0.52	69.23	1.29	40.45	2.06	28.57	2.43	22.09
0.53	67.92	1.30	40.00	2.07	28.35	2.44	21.95
0.54	66.67	1.31	39.56	2.08	28.13	2.45	21.82
0.55	65.45	1.32	39.13	2.09	27.91	2.46	21.69
0.56	64.29	1.33	38.71	2.10	27.69	2.47	21.56
0.57	63.16	1.34	38.30	2.11	27.48	2.48	21.43
0.58	62.07	1.35	37.89	2.12	27.27	2.49	21.30
0.59	61.02	1.36	37.50	2.13	27.07	2.50	21.18
1.00	60.00	1.37	37.11	2.14	26.87	2.51	21.05
1.01	59.02	1.38	36.73	2.15	26.67	2.52	20.93
1.02	58.06	1.39	36.36	2.16	26.47	2.53	20.81
1.03	57.14	1.40	36.00	2.17	26.28	2.54	20.69
1.04	56.25	1.41	35.64	2.18	26.09	2.55	20.57
1.05	55.38	1.42	35.29	2.19	25.90	2.56	20.45
1.06	54.55	1.43	34.95	2.20	25.71	2.57	20.34
1.07	53.73	1.44	34.62	2.21	25.53	2.58	20.22
1.08	52.94	1.45	34.29	2.22	25.35	2.59	20.11
1.09	52.17	1.46	33.96	2.23	25.17	3.00	20.00
1.10	51.43	1.47	33.64	2.24	25.00	3.15	18.46
1.11	50.70	1.48	33.33	2.25	24.83	3.30	17.14
1.12	50.00	1.49	33.03	2.26	24.66	3.45	16.00
1.13	49.32	1.50	32.73	2.27	24.49	4.00	15.00
1.14	48.65	1.51	32.43	2.28	24.32	5.00	12.00
1.15	48.00	1.52	32.14	2.29	24.16	6.00	100.0

ERIE-LACKAWANNA RAILROAD COMPANY
NEW YORK DIVISION

*Date,*_____*1962*

*I hereby acknowledge receipt of*_____*copies of*

Time Table No. 4

*Name*_____

*Employed as*_____

Trainmasters

J. S. KAPENOS
E. J. WHALEN
J. R. CANFIELD
C. E. WOGAN
J. T. CORBETT
R. L. DOWNING
J. G. DRAKE
E. A. NOLAN

Trainmaster-
Road Foreman of Engines

F. V. HUFF

Road Foremen of Engines

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

Chief Train Dispatcher

J. M. CONBOY

Assistant Chief Train Dispatchers

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